



**COLORADO**  
**Department of Transportation**

Division of Accounting and Finance

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**DATE:** May 15, 2014  
**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
**SUBJECT:** Twelfth Supplement – FY 2014

This supplement budgets projects for FY 2014 unless otherwise noted in the explanations on the following pages. The project requests are consistent with the FY 2012 through FY 2017 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

Per Transportation Commission direction, Emergency Relief project updates are included in the Budget Supplement.

As requested by the Transportation Commission, the RAMP Partnership and Operations Master Summary Report, with activity through May 2, 2014, is included with this supplement (see Attachment 1).

In FY 2013, the Transportation Commission approved \$86,000,000 of Surface Treatment Program projects for advancement using FY 2014 funding. As a result, the FY 2014 Surface Treatment Program requires advancement of future years' funds to maintain a whole budget.

The Surface Treatment projects in this Supplement request FY 2015 and FY 2016 advance budget. Under cash management principles that will become part of future budget policy, staff will advance budget Surface Treatment funds as needed. CDOT staff will be demonstrating progress towards expending the advance budgeted surface treatment funds. Progress will be reported at the Program Management monthly workshops.

This report now reflects year of budget and year of expenditure detail.

**Region 1**

- \$2,500,000 – SH 5 - Mount Evans – **Transportation Commission Contingency Reserve Fund** (see Attachment 2) – This action requests funding to execute repairs on two critical slope failures located approximately two miles below Summit Lake which threaten to close the road. It is possible that this location on SH 5 might have sustained additional damage due to heavy snow fall this winter season, but that will not become apparent until the snow has been cleared. Both Clear Creek County and the United States Forest Service agree that the road is in jeopardy. They concur with CDOT staff's conceptual design for the repairs and have offered their assistance to fast track any necessary environmental clearances. Construction advertisement is scheduled for July 2014 with work to begin in September 2014 immediately after Labor Day to avoid the peak Colorado tourist season and the risk of lightning storms that often occur in July and August. (/10001.../PST-TCC-14/10001...)

**SH 5 - Mount Evans (MP 6 - 6.5)**

*Budget Components by Phase, Funding Program, Fiscal Year*

| Phase of Work        | Program Area       | Current Budget | Twelfth Supplement Action |             |         |               | Revised Budget | Expended Budget |
|----------------------|--------------------|----------------|---------------------------|-------------|---------|---------------|----------------|-----------------|
|                      |                    |                | Year of Budget            |             |         | Total Request |                |                 |
|                      |                    |                | FY 2014                   | FY 2015     | FY 2016 |               |                |                 |
| Construction         | TCCRF              | \$0            | \$2,500,000               | \$0         | \$0     | \$2,500,000   | \$2,500,000    | \$0             |
|                      | Total Construction | \$0            | \$0                       | \$0         | \$0     | \$2,500,000   | \$2,500,000    | \$0             |
| Total Project Budget |                    | \$0            | \$0                       | \$0         | \$0     | \$2,500,000   | \$2,500,000    | \$0             |
|                      |                    |                | Year of Expenditure       |             |         | Total Request |                |                 |
|                      |                    |                | FY 2014                   | FY 2015     | FY 2016 | Total Request |                |                 |
|                      |                    |                | \$0                       | \$2,500,000 | \$0     | \$2,500,000   |                |                 |

*Per policy established by the Transportation Commission, any request for an allocation from the Transportation Commission Contingency Reserve Fund (TCCRF) must be submitted for review and approval in a monthly budget supplement.*

- \$4,000,000 – *Vasquez Pump Station System at 59<sup>th</sup> Avenue* – **Transportation Commission Contingency Reserve Fund** – See Attachment 3 – This action requests funding to replace an existing 50-year-old pump station system. The new facility will include a below ground vault, a superstructure building, and associated pumps and piping. This new system will enhance existing capacity to remove storm flows more effectively and will forestall road closures during major storms. Plans are at the FOR level, and the project will be ready for advertisement in May 2014. (/10001.../PST-TCC-14/10001...)

If the Transportation Commission opts not to approve this request, staff will seek funding from the Capital Development Committee (CDC) in FY 2016.

**Vasquez Pump Station System**

*Budget Components by Phase, Funding Program, Fiscal Year*

| Phase of Work | Program Area         | Current Budget | Twelfth Supplement Action |             |         |               | Revised Budget | Expended Budget |
|---------------|----------------------|----------------|---------------------------|-------------|---------|---------------|----------------|-----------------|
|               |                      |                | Year of Budget            |             |         | Total Request |                |                 |
|               |                      |                | FY 2014                   | FY 2015     | FY 2016 |               |                |                 |
| Construction  | TCCRF                | \$0            | \$4,000,000               | \$0         | \$0     | \$4,000,000   | \$4,000,000    | \$0             |
|               | Total Construction   | \$0            | \$0                       | \$0         | \$0     | \$4,000,000   | \$4,000,000    | \$0             |
|               | Total Project Budget | \$0            | \$0                       | \$0         | \$0     | \$4,000,000   | \$4,000,000    | \$0             |
|               |                      |                | Year of Expenditure       |             |         | Total Request |                |                 |
|               |                      |                | FY 2014                   | FY 2015     | FY 2016 |               |                |                 |
|               |                      |                | \$0                       | \$4,000,000 | \$0     | \$4,000,000   |                |                 |

*Per policy established by the Transportation Commission, any request for an allocation from the Transportation Commission Contingency Reserve Fund (TCCRF) must be submitted for review and approval in a monthly budget supplement.*

**Region 3**

- \$1,600,000 – **Bridge Culvert Program** – *I-70: West Vail Pass* – This action budgets the construction phase of work for critical culvert replacement and repair. Construction advertisement is scheduled for May 2014. (19471/100194036)

**I-70: West Vail Pass (MP 179.5 - 181.5; MP 185.9 - 186.9; MP 188.2 - 189.2)**

*Budget Components by Phase, Funding Program, Fiscal Year*

| Phase of Work               | Program Area              | Current Budget   | Twelfth Supplement Action |                  |                  |                    | Revised Budget     | Expended Budget  |
|-----------------------------|---------------------------|------------------|---------------------------|------------------|------------------|--------------------|--------------------|------------------|
|                             |                           |                  | Year of Budget            |                  |                  | Total Request      |                    |                  |
|                             |                           |                  | FY 2014                   | FY 2015          | FY 2016          |                    |                    |                  |
| Design                      | <i>Bridge Culverts</i>    | \$328,000        | \$0                       | \$0              | \$0              | \$0                | \$328,000          | \$100,330        |
|                             | <b>Total Design</b>       | <b>\$328,000</b> | <b>\$0</b>                | <b>\$0</b>       | <b>\$0</b>       | <b>\$0</b>         | <b>\$328,000</b>   | <b>\$100,330</b> |
| Construction                | <i>Bridge Culverts</i>    | \$0              | \$0                       | \$800,000        | \$800,000        | \$1,600,000        | \$1,600,000        | \$0              |
|                             | <b>Total Construction</b> | <b>\$0</b>       | <b>\$0</b>                | <b>\$800,000</b> | <b>\$800,000</b> | <b>\$1,600,000</b> | <b>\$1,600,000</b> | <b>\$0</b>       |
| <b>Total Project Budget</b> |                           | <b>\$328,000</b> | <b>\$0</b>                | <b>\$800,000</b> | <b>\$800,000</b> | <b>\$1,600,000</b> | <b>\$1,928,000</b> | <b>\$100,330</b> |
|                             |                           |                  | Year of Expenditure       |                  |                  | Total Request      |                    |                  |
|                             |                           |                  | FY 2014                   | FY 2015          | FY 2016          |                    |                    |                  |
|                             |                           |                  | \$0                       | \$800,000        | \$0              | \$800,000          |                    |                  |

*Per policy established by the Transportation Commission, this request for project budget requires Transportation Commission approval as no statewide Asset Management model or prioritization process exists for the Culvert Program.*

**Region 5**

- \$928,000 – US 550: Red Mountain Pass (Ruby Walls) – **Transportation Commission Contingency Reserve Fund** – Emergency Relief – In the 9<sup>th</sup> Budget Supplement for FY 2014 approved on February 20, 2014, the Transportation Commission approved \$173,588 to begin design of a permanent rock fall solution for this section of roadway.

This action requests to fund the second phase of work, utilizing CDOT’s emergency contracting process. The scope of work for this contract will focus on rock scaling and will include removal and repair of the existing rock fence and the installation of rock fall monitoring equipment. The duration of this phase is estimated to be four weeks. All work in this second phase is scheduled to be completed prior to May 23, 2014, which is typically the beginning of the Southwest Colorado tourist season.

The third phase of this project will be an advertised construction project for the permanent installation of additional mesh on the slope as well as rock fall fences and rock fall attenuators. Final design will be dependent on the success of the rock fall scaling project and the information gathered during the scaling. Construction advertisement is scheduled for June 2014. (20114/1000195279/PST-TCC-14/10001...)

**US 550: Red Mountain Pass (Ruby Walls) (MP 78 - 79 and MP 88.900 - 92.100)**

*Budget Components by Phase, Funding Program, Fiscal Year*

| Phase of Work               | Funding Program           | Current Budget   | Twelfth Supplement Action |            |            |                  | Revised Budget     | Expended Budget |
|-----------------------------|---------------------------|------------------|---------------------------|------------|------------|------------------|--------------------|-----------------|
|                             |                           |                  | Year of Budget            |            |            | Total Request    |                    |                 |
|                             |                           |                  | FY 2014                   | FY 2015    | FY 2016    |                  |                    |                 |
| Design                      | TCCRF                     | \$173,588        | \$0                       | \$0        | \$0        | \$0              | \$173,588          | \$0             |
|                             | <b>Total Design</b>       | <b>\$173,588</b> | <b>\$0</b>                | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$173,588</b>   | <b>\$0</b>      |
| Construction                | TCCRF                     | \$0              | \$928,000                 | \$0        | \$0        | \$928,000        | \$928,000          | \$0             |
|                             | <b>Total Construction</b> | <b>\$0</b>       | <b>\$928,000</b>          | <b>\$0</b> | <b>\$0</b> | <b>\$928,000</b> | <b>\$928,000</b>   | <b>\$0</b>      |
| <b>Total Project Budget</b> |                           | <b>\$173,588</b> | <b>\$928,000</b>          | <b>\$0</b> | <b>\$0</b> | <b>\$928,000</b> | <b>\$1,101,588</b> | <b>\$0</b>      |
|                             |                           |                  | Year of Expenditure       |            |            | Total Request    |                    |                 |
|                             |                           |                  | FY 2014                   | FY 2015    | FY 2016    |                  |                    |                 |
|                             |                           |                  | \$928,000                 | \$0        | \$0        | \$928,000        |                    |                 |

*Per policy established by the Transportation Commission, any request for an allocation from the Transportation Commission Contingency Reserve Fund (TCCRF) must be submitted for review and approval in a monthly budget supplement.*

**RAMP**  
**Responsible Acceleration of Maintenance and Partnerships**

**Operations**

**Region 1**

- \$18,600,000 – Strategic Corridor Program – I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels) – Reconstruction – This action budgets a portion of the construction phase of work for this Construction Manager/General Contractor (CMGC) project. Construction is scheduled for July 2014. The May 2, 2014 RAMP Master Summary Report shows the project’s status as RED, and it will remain in RED until CDOT is prepared to budget the full scope of the construction phase of work. (19474/1000186449)

**I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels)**

*Budget Components by Phase, Funding Program, Fiscal Year*

| Phase of Work               | Program Area               | Current Budget     | Twelfth Supplement Action |                    |                  | Total Request       | Revised Budget      | Expended To-Date   |
|-----------------------------|----------------------------|--------------------|---------------------------|--------------------|------------------|---------------------|---------------------|--------------------|
|                             |                            |                    | Year of Budget            |                    |                  |                     |                     |                    |
|                             |                            |                    | FY 2014                   | FY 2015            | FY 2016          |                     |                     |                    |
| Design                      | <i>Strategic Corridor</i>  | \$4,400,000        | \$0                       | \$0                | \$350,000        | \$350,000           | \$4,750,000         | \$2,237,550        |
|                             | <i>Regional Priority</i>   | \$1,500,000        | \$0                       | \$0                | \$0              | \$0                 | \$1,500,000         | \$0                |
|                             | <i>Surface Treatment</i>   | \$1,500,000        | \$0                       | \$0                | \$0              | \$0                 | \$1,500,000         | \$0                |
|                             | <b>Total Design</b>        | <b>\$7,050,000</b> | <b>\$0</b>                | <b>\$0</b>         | <b>\$350,000</b> | <b>\$350,000</b>    | <b>\$7,400,000</b>  | <b>\$2,237,550</b> |
| Miscellaneous               | <i>Strategic Corridor</i>  | \$0                | \$2,000,000               | \$0                | \$0              | \$2,000,000         | \$2,000,000         | \$2,237,550        |
|                             | <b>Total Miscellaneous</b> | <b>\$0</b>         | <b>\$2,000,000</b>        | <b>\$0</b>         | <b>\$0</b>       | <b>\$2,000,000</b>  | <b>\$2,000,000</b>  | <b>\$2,237,550</b> |
| Construction                | <i>Strategic Corridor</i>  | \$0                | \$13,250,000              | \$0                | \$0              | \$13,250,000        | \$13,250,000        | \$2,237,550        |
|                             | <i>FASTER Safety</i>       | \$0                | \$0                       | \$3,000,000        | \$0              | \$3,000,000         | \$3,000,000         | \$0                |
|                             | <b>Total Construction</b>  | <b>\$0</b>         | <b>\$13,250,000</b>       | <b>\$3,000,000</b> | <b>\$0</b>       | <b>\$16,250,000</b> | <b>\$16,250,000</b> | <b>\$2,237,550</b> |
| <b>Total Project Budget</b> |                            | <b>\$7,050,000</b> | <b>\$15,250,000</b>       | <b>\$3,000,000</b> | <b>\$350,000</b> | <b>\$18,600,000</b> | <b>\$25,650,000</b> | <b>\$6,712,650</b> |
|                             |                            |                    | Year of Expenditure       |                    |                  | Total Request       |                     |                    |
|                             |                            |                    | FY 2014                   | FY 2015            | FY 2016          |                     |                     |                    |
|                             |                            |                    | \$2,000,000               | \$16,600,000       | \$0              | \$18,600,000        |                     |                    |

**The new Transportation Commission budget policy directive would not require the projects that follow to be approved in a monthly budget supplement.**

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**Region 1**

- \$1,305,696 – I-25 over I-70 Ramps and I-25 over 48<sup>th</sup> Avenue and the BNSF Railroad Spur – **On-System Bridge Program** – This action budgets the construction phase of work for critical bridge repair on structures E-16-GC and E-16-NW. Construction advertisement is scheduled for July 2014. (19590/1000195019)

I-25 over I-70 Ramps and I-25 over 48th Avenue & BNSF Railroad Spur (MP 213.675 and MP 213.948)

*Budget Components by Phase, Funding Program, Fiscal Year*

| Phase of Work               | Program Area              | Current Budget  | Twelfth Supplement Action |             |            |                    | Revised Budget     | Expended To-Date   |
|-----------------------------|---------------------------|-----------------|---------------------------|-------------|------------|--------------------|--------------------|--------------------|
|                             |                           |                 | Year of Budget            |             |            | Total Request      |                    |                    |
|                             |                           |                 | FY 2014                   | FY 2015     | FY 2016    |                    |                    |                    |
| Design                      | <i>On-System Bridge</i>   | \$27,858        | \$0                       | \$0         | \$0        | \$0                | \$27,858           | \$42               |
|                             | <b>Total Design</b>       | <b>\$27,858</b> | <b>\$0</b>                | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b>         | <b>\$27,858</b>    | <b>\$42</b>        |
| Construction                | <i>On-System Bridge</i>   | \$0             | \$1,305,696               | \$0         | \$0        | \$1,305,696        | \$1,305,696        | \$1,904,000        |
|                             | <b>Total Construction</b> | <b>\$0</b>      | <b>\$1,305,696</b>        | <b>\$0</b>  | <b>\$0</b> | <b>\$1,305,696</b> | <b>\$1,305,696</b> | <b>\$1,904,000</b> |
| <b>Total Project Budget</b> |                           | <b>\$27,858</b> | <b>\$1,305,696</b>        | <b>\$0</b>  | <b>\$0</b> | <b>\$1,305,696</b> | <b>\$1,333,554</b> | <b>\$1,904,042</b> |
|                             |                           |                 | Year of Expenditure       |             |            | Total Request      |                    |                    |
|                             |                           |                 | FY 2014                   | FY 2015     | FY 2016    |                    |                    |                    |
|                             |                           |                 | \$0                       | \$1,305,696 | \$0        | \$1,305,696        |                    |                    |

*Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget does not require Transportation Commission approval as a statewide Asset Management model and prioritization process exists for the On-System Bridge Program.*

- \$2,500,000 – SH 67: Rampart Range Road to Sedalia – **Surface Treatment Program** – This action budgets the construction phase of work to provide a thin overlay treatment to the roadway. The advancement of FY 2016 Surface Treatment Program funds is required as FY 2014 and FY 2015 funds have been fully budgeted. This project is on the approved FY 20145 Surface Treatment list, and the Materials and Geotechnical Branch Manager has verified the use of Surface Treatment funds on this project meets the Drivability Life (DL) requirement. Construction advertisement is scheduled for June 2014. (19898/1000195084)

**SH 67: Rampart Range Road to Sedalia (MP 117.349 - 127.448)**

*Budget Components by Phase, Funding Program, Fiscal Year*

| Phase of Work               | Program Area              | Current Budget | Twelfth Supplement Action |             |                    |                    | Revised Budget     | Expended Budget |
|-----------------------------|---------------------------|----------------|---------------------------|-------------|--------------------|--------------------|--------------------|-----------------|
|                             |                           |                | Year of Budget            |             |                    | Total Request      |                    |                 |
|                             |                           |                | FY 2014                   | FY 2015     | FY 2016            |                    |                    |                 |
| Construction                | <i>Surface Treatment</i>  | \$0            | \$0                       | \$0         | \$2,500,000        | \$2,500,000        | \$2,500,000        | \$0             |
|                             | <b>Total Construction</b> | <b>\$0</b>     | <b>\$0</b>                | <b>\$0</b>  | <b>\$2,500,000</b> | <b>\$2,500,000</b> | <b>\$2,500,000</b> | <b>\$0</b>      |
| <b>Total Project Budget</b> |                           | <b>\$0</b>     | <b>\$0</b>                | <b>\$0</b>  | <b>\$2,500,000</b> | <b>\$2,500,000</b> | <b>\$2,500,000</b> | <b>\$0</b>      |
|                             |                           |                | Year of Expenditure       |             |                    | Total Request      |                    |                 |
|                             |                           |                | FY 2014                   | FY 2015     | FY 2016            |                    |                    |                 |
|                             |                           |                | \$0                       | \$2,500,000 | \$0                | \$2,500,000        |                    |                 |

*Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget does not require Transportation Commission approval as a statewide Asset Management model and prioritization process exists for the Surface Treatment Program.*

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**Twelfth  
Supplement**

**Fiscal year 2013-2014**

**Dated: May 15, 2014**

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**RESOLUTION NO. TC –**

**“BE IT RESOLVED, That the Twelfth Supplement to the Fiscal Year 2013-2014  
Budget be approved by the Commission”**

## Supplement Project Detail

| Region                       | Highway | Project Description                              | Project<br>No. | County         | Phase | Current<br>Budget | Budget<br>Request    |
|------------------------------|---------|--|----------------|----------------|-------|-------------------|----------------------|
| <u>Bridge Rehabilitation</u> |         |  |                |                |       |                   |                      |
| <u>Region 1</u>              |         |  |                |                |       |                   |                      |
| SDR6739                      | 025A    | I-25/I-70 Ramps and I-25/48 <sup>th</sup> Avenue | 19590          | Douglas        | D,C   | \$ 27,858         | \$ 1,305,696         |
|                              |         |  |                |                |       |                   | \$ 1,305,696         |
| <u>Culverts</u>              |         |  |                |                |       |                   |                      |
| <u>Region 3</u>              |         |  |                |                |       |                   |                      |
| SR36608                      | 070A    | I-70: West Vail Pass                             | 19471          | Eagle          | D,C   | \$ 328,000        | \$ 1,600,000         |
|                              |         |  |                |                |       |                   | \$ 1,600,000         |
| <u>Emergency Relief</u>      |         |  |                |                |       |                   |                      |
| <u>Region 5</u>              |         |  |                |                |       |                   |                      |
| SR56704                      | 550B    | US 550: Red Mountain Pass                        | 20114          | Ouray/San Juan | D,C   | \$ 173,588        | \$ 928,000           |
|                              |         |  |                |                |       |                   | \$ 928,000           |
| <u>Pump Station</u>          |         |  |                |                |       |                   |                      |
| <u>Region 1</u>              |         |  |                |                |       |                   |                      |
|                              |         | Vasquez Pump Station @ 59th                      |                |                | C     | \$ -              | \$ 4,000,000         |
|                              |         |  |                |                |       |                   | \$ 4,000,000         |
| <u>Reconstruction</u>        |         |  |                |                |       |                   |                      |
| <u>Region 1</u>              |         |  |                |                |       |                   |                      |
|                              | 005A    | SH 5 - Mount Evans                               |                | Clear Creek    | C     | \$ -              | \$ 2,500,000         |
| SSP4126                      | 070A    | I-70: EB Peak Period Shoulder Lane               | 19474          | Clear Creek    | C     | \$ 7,050,000      | \$ 18,600,000        |
|                              |         |  |                |                |       |                   | \$ 21,100,000        |
| <u>Surface Treatment</u>     |         |  |                |                |       |                   |                      |
| <u>Region 2</u>              |         |  |                |                |       |                   |                      |
| SR15215                      | 067E    | SH 67: Rampart Range Rd to Sedalia               | 19898          | Douglas        | C     | \$ -              | \$ 2,500,000         |
|                              |         |  |                |                |       |                   | \$ 2,500,000         |
| <b>Grand Total</b>           |         |  |                |                |       |                   | <b>\$ 31,433,696</b> |

**Transportation Commission Contingency Reserve Fund  
Twelfth Supplement FY 2014 Budget**

| <b>Transaction Date</b> | <b>Transaction Description</b>  | <b>Amount</b>    | <b>Balance</b>        | <b>Reference Document</b>     |
|-------------------------|---|------------------|-----------------------|-------------------------------|
| May-13                  | <i>Final Balance 12S13</i>  |                  | <b>\$ 49,301,722</b>  |                               |
|                         | <i>project closure (16984)</i>  | \$ 380,000       |                       | 1000176263                    |
|                         | <i>rollforward adjustment for FY 2013 (R15MS-010)</i>   | \$ 187,950       |                       | 1000176365                    |
|                         | <i>write off funds adjustment FY 13 COPS refunding</i>  | \$ (1,752,173)   |                       | 1000178381                    |
| June-13                 | <i>Balance 1S14</i>   |                  | <b>\$ 48,117,499</b>  |                               |
| July-13                 | <i>Balance 2S14</i>   |                  | <b>\$ 48,117,499</b>  |                               |
|                         | <i>FY 2014 Resource Allocation</i>  | \$ 25,890,107    |                       | 1000178359                    |
|                         | <i>project surpluses returned to TCCRF (14959 and 16444)</i>                                  | \$ 2,383,359     |                       | 1000178942-178949/180532      |
|                         | <i>transfer to Region 4 for US 36 Phase II</i>  | \$ (3,000,000)   |                       | 1000181817                    |
|                         | <i>transfer to Office of Transportation Safety</i>  | \$ (900,000)     |                       | 1000182746                    |
|                         | <i>transfer to Region 2 for US 24 Flooding - August 2013</i>                                  | \$ (5,500,000)   |                       | 1000182745                    |
| August-13               | <i>Balance 3S14</i>   |                  | <b>\$ 66,990,965</b>  |                               |
|                         | <i>OPN/OPS unbudgeted prior year funds</i>  | \$ 7,910,747     |                       | 1000176367                    |
|                         | <i>final repayment of October 2012 loan to DTR</i>  | \$ 7,885,914     |                       | 1000183736                    |
|                         | <i>FY 2013 carry forward from cost centers</i>  | \$ 8,746,118     |                       | 1000183782/183783             |
|                         | <i>bond refunding</i>   | \$ 8,231,926     |                       | 1000179817/179819             |
|                         | <i>project surplus returned to TCCRF</i>  | \$ 3,008         |                       | 1000183839                    |
|                         | <i>FY 2013 Federal redistribution</i>   | \$ 25,515,737    |                       | 1000183914                    |
|                         | <i>Workman's Comp (E0176-010)</i>   | \$ (6,969,138)   |                       | 1000183966                    |
|                         | <i>FHWA Emergency Relief</i>  | \$ 5,000,000     |                       | 1000184146                    |
|                         | <i>allocation to SW Emergency Relief project</i>  | \$ (5,000,000)   |                       | 1000184281                    |
|                         | <i>Xcel invoice</i>   | \$ (100,000)     |                       | 1000185027                    |
| September-13            | <i>Balance 4S14</i>   |                  | <b>\$ 118,215,277</b> |                               |
|                         | <i>FHWA Emergency Relief</i>  | \$ 25,000,000    |                       | 1000184618                    |
|                         | <i>allocation to SW Emergency Relief project</i>  | \$ (25,000,000)  |                       | 1000184618                    |
|                         | <i>return 2013 Snow and Ice contingency balance to TCCRF</i>                                  | \$ 2,668,831     |                       | 1000184993                    |
|                         | <i>fund roll forward decision items</i>   | \$ (8,238,709)   |                       | 1000183782/183783             |
|                         | <i>FY 2014 cost center allocation reconciliation</i>  | \$ (3,964,560)   |                       | 1000185350                    |
|                         | <i>net revenue adjustment for FY 2013 (after required program distribution adjustments)</i>   | \$ 3,506,401     |                       | 1000185373                    |
|                         | <i>return of project surplus</i>  | \$ 52,238        |                       | 1000185393                    |
|                         | <i>US 24 flood repairs/restoration supplemental request to that approved August 2013</i>      | \$ (2,213,000)   |                       | 1000186199/186201/202/203/204 |
|                         | <i>transfer to Emergency Flood Response Administration cost center - September 2013</i>       | \$ (1,000,000)   |                       | 1000185115                    |
|                         | <i>September 2013 Emergency Relief projects</i>   | \$ (9,477,847)   |                       | 1000185264                    |
|                         | <i>SH 72 @ 78th, SH 128 near SH 93, SH 93 and SH 74 flood repairs - September 2013</i>        | \$ (48,817,937)  |                       | 1000185345/394/819/821        |
|                         | <i>US 24 request for future flood mitigation measures</i>                                     | \$ (4,600,000)   |                       | 1000186200                    |
|                         | <i>radio console upgrades for CTMC and EJMT</i>   | \$ (600,000)     |                       | 1000186205                    |
|                         | <i>fund TSM&amp;O expand program delivery/services</i>  | \$ (2,600,000)   |                       | 1000186206                    |
|                         | <i>loan to DTR for contract authority until FTA grants are received by CDOT</i>               | \$ (5,305,665)   |                       | 1000186207                    |
| October-13              | <i>Balance 5S14</i>   |                  | <b>\$ 37,625,029</b>  |                               |
|                         | <i>FHWA Emergency Relief reimbursement</i>  | \$ 3,287,538     |                       | 1000187385                    |
|                         | <i>surplus from project closure (14551)</i>   | \$ 1,292,731     |                       | 1000187389                    |
|                         | <i>additional allocation to ER flood</i>  | \$ (6,399,597)   |                       | 1000186652/10001187389        |
| November-13             | <i>Balance 6S14</i>   |                  | <b>\$ 35,805,701</b>  |                               |
|                         | <i>net adjusting entries to ER projects this reporting period</i>                             | \$ (3,361)       |                       | 1000188244/189154             |
|                         | <i>closure</i>  | \$ 212           |                       | 1000188246                    |
|                         | <i>transfer to STP-Metro, CMAQ, TAP to keep FY 2013 programs whole</i>                        | \$ (6,716,637)   |                       | 1000189826/189929             |
| December-13             | <i>Balance 7S14</i>   |                  | <b>\$ 29,085,915</b>  |                               |
|                         | <i>2013 Local funds for match to FY 2013 transfer above</i>                                   | \$ 1,269,366     |                       | 1000189926/100190125          |
|                         | <i>net adjusting entries to ER projects this reporting period</i>                             | \$ (779,182)     |                       | 1000189974/                   |
| January-14              | <i>Balance 8S14</i>   |                  | <b>\$ 29,576,099</b>  |                               |
|                         | <i>Federal-aid Emergency Relief (ER) allocation</i>   | \$ 110,000,000   |                       | 1000190712                    |
|                         | <i>distribution to Statewide Emergency Relief Pool</i>  | \$ (110,000,000) |                       | 1000190713                    |
|                         | <i>partial repayment of short-term Emergency Relief (ER) loan for September 2013 Flooding</i> | \$ 55,025,773    |                       | 1000189926/100190125          |
|                         | <i>repayment of Emergency Relief (ER) loan for Region 2</i>                                   | \$ 3,200,000     |                       | 1000191440                    |
|                         | <i>net adjusting entries to ER projects this reporting period</i>                             | \$ (15,787)      |                       | 1000191532/1001191534         |
|                         | <i>rock fall mitigation US 550: Red Mountain Pass (Ruby Walls) 20114</i>                      | \$ (173,588)     |                       | 1000191618                    |
|                         | <i>miscellaneous adjustment</i>   | \$ (40)          |                       |                               |
| February-14             | <i>Balance 9S14</i>   |                  | <b>\$ 87,612,457</b>  |                               |
|                         | <i>additional budget to supplement Snow and Ice operations</i>                                | \$ (1,922,502)   |                       | 1000193321                    |
| March-14                | <i>Balance 10S14</i>  |                  | <b>\$ 85,689,955</b>  |                               |

**Transportation Commission Contingency Reserve Fund  
Twelfth Supplement FY 2014 Budget**

| <b>Transaction Date</b> | <b>Transaction Description</b>                                 | <b>Amount</b>  | <b>Balance</b>       | <b>Reference Document</b> |
|-------------------------|--|----------------|----------------------|---------------------------|
| March-14                | <i>Balance 10S14</i>   |                | <b>\$ 85,689,955</b> |                           |
|                         | <i>required match for permanent restoration project</i>        | \$ (275,360)   |                      | 1000192838                |
|                         | <i>to DTR for Interregional Bus</i>                            | \$ (500,000)   |                      | 1000193025                |
|                         | <i>additional budget for ER debris removal</i>                 | \$ (1,434,120) |                      | 1000193262                |
|                         | <i>additional budget to supplement Snow and Ice operations</i> | \$ (3,591,501) |                      | 1000195075                |
| April-14                | <i>Balance 11S14</i>   |                | <b>\$ 79,888,974</b> |                           |
|                         | <i>correction to Snow and Ice entry</i>                        | \$ 1           |                      |                           |
|                         | <i>US 550: Red Mountain Pass</i>                               | \$ (928,000)   |                      | 1000195074                |
|                         | <i>SH 5 - Mount Evans</i>                                      | \$ (2,500,000) |                      | 1000195478                |
|                         | <i>Vasquez Pump Station @59th Avenue</i>                       | \$ (4,000,000) |                      | 1000195479                |
|                         | <i>ER temporary repair closure adjustments</i>                 | \$ 55,831      |                      | 1000195369                |
|                         | <i>state match for ER permanent repair projects</i>            | \$ (1,812,353) |                      | 1000194368-1000195157     |
| May-14                  | <i>Projected Balance 12S14</i>                                 |                | <b>\$ 70,704,453</b> |                           |

## Flood Project Activity Since Last Reporting Period September 11, 2013 Flood Disaster

### Temporary Repair Emergency Relief

| Reg                              | State Highway | Mileposts                          | Project Description          | County  | Prior Budget | Budget      |                | Total Cost   |
|----------------------------------|---------------|------------------------------------|------------------------------|---------|--------------|-------------|----------------|--------------|
|                                  |               |                                    |                              |         |              | TCCRF       | Federal-aid ER |              |
| 4                                | 034A          | 82.000-88.000                      | SH 34 Glade Rd. to Dam Store | Larimer | \$ 1,819,259 | \$ (31,708) | \$ (31,708)    | \$ 1,755,843 |
| 4                                | 275A          | 0                                  | SH60/SH257 C-17-B,C,Y,Z      | Weld    | \$ 471,383   | \$ (2,429)  | \$ (173,734)   | \$ 295,220   |
| 4                                | 034A          | 82.000-88.000                      | SH 34 Glade Rd. to Dam Store | Larimer | \$ 110,177   | \$ (4,419)  | \$ -           | \$ 105,758   |
| 4                                | 063A          | 55.000-56.411                      | SH385 & SH6-J                | Logan   | \$ 797,597   | \$ (14,400) | \$ (603,036)   | \$ 180,161   |
| 4                                | 385D/006J     | 309.000-310.000<br>405.500-467.283 | SH 385                       |         | \$ 512,460   | \$ (2,875)  | \$ (508,364)   | \$ 1,221     |
| Total Temporary Emergency Relief |               |                                    |                              |         | \$ 3,710,876 | \$ (55,831) | \$ (1,316,842) | \$ 2,336,982 |

\*FEMA will reimburse at 75%

### Permanent Repair Emergency Relief

| Reg                         | State Highway | Mileposts                    | Project Description                  | County               | Prior Budget | Budget       |                | Total Cost    |
|-----------------------------|---------------|------------------------------|--------------------------------------|----------------------|--------------|--------------|----------------|---------------|
|                             |               |                              |                                      |                      |              | TCCRF        | Federal-aid ER |               |
| 4                           | Various       | Various                      | Emergency Fence Project East I-25    | Logan/Morgan/Weld    | \$ 59,299    | \$ 110,590   | \$ 555,342     | \$ 725,231    |
| 4                           | Various       | Various                      | Emergency Fence Project West of I-25 | Boulder/Larimer/Weld | \$ -         | \$ 64,639    | \$ 310,959     | \$ 375,598    |
| 4                           | Various       | Various                      | Scour Bridge Repairs #2              | Boulder/Larimer/Weld | \$ 1,600,000 | \$ 68,840    | \$ 331,160     | \$ 2,000,000  |
| 4                           | 036B          | 7.7-18.6                     | US 36 Phase 2                        | Boulder/Larimer      | \$ -         | \$ 1,137,427 | \$ 5,471,682   | \$ 6,609,109  |
| 4                           | Various       | Various                      | Low Water Bridge Reviews             | Various              | \$ -         | \$ 234,624   | \$ 1,128,676   | \$ 1,363,300  |
| 4                           | 060B/257A     | 11.000-16.000                | SH 60 & SH 257 Structures            | Weld                 | \$ -         | \$ 155,379   | \$ 747,460     | \$ 902,839    |
| 4                           | 071E/039A     | 180.580-181.580<br>6.00-7.57 | SH 71 and SH 39                      | Morgan               | \$ -         | \$ 40,854    | \$ 196,530     | \$ 237,384    |
| Total Permanent Restoration |               |                              |                                      |                      | \$ 1,659,299 | \$ 1,812,353 | \$ 8,741,809   | \$ 12,213,461 |

**Grand Total All Emergency Relief**      **\$ 5,370,175   \$ 1,756,522   \$ 7,424,967   \$ 14,550,443**



## May FY 2014 Contingency Balance Reconciliation

|  |                      |
|--|----------------------|
| April FY 2014 TC Contingency Balance   | \$79,888,974         |
| Emergency Relief Reimbursement         |                      |
| September 2013 Flood                   | \$ 0                 |
| Flooding Prior to 09/2013              | \$ 0                 |
| Emergency Relief Project Allocation    |                      |
| Temporary Relief                       | \$55,832             |
| Permanent Restoration                  | (\$1,812,353)        |
| Pending May Supplement Items           | (\$7,428,000)        |
| <b>May FY14 TC Contingency Balance</b> | <b>\$ 70,704,453</b> |

# Partnership and Operations - Status Through April 2014 TC Meeting

## Public-Private (HTPE) Partnership Projects

| Key |   |
|-----|---|
|     | TC Approved or 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 or with a negative represent an overage |
| \$6,000.00                           | Numbers shown in green represent an underage                 |

|         | Tracking #  | Project Name              | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta | Other Funds | Other Funds Delta | Status as of May 01, 2014               |
|---------|---|---------------------------|--------------------------------|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|-----------------------|-------------|-------------|-------------------|---|
| Group 1 | N/A   | WB Twin Tunnels Expansion | \$55,000,000                   | \$55,000,000                 | \$0                      | \$48,000,000             | \$48,000,000 | \$0                | \$0                | \$0                   | \$0         | \$7,000,000 | \$0               | RAMP Funding Approved by TC in February |
|         | TC Approved or Staff Recommends Budgeting Funds (Group 1) |                           |                                | \$55,000,000                 | \$55,000,000             | \$0                      | \$48,000,000 | \$48,000,000       | \$0                | \$0                   | \$0         | \$7,000,000 | \$0               |   |

|         | Tracking #                                 | Project Name | Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta | Other Funds | Other Funds Delta | Status as of May 01, 2014 |
|---------|--|--------------|--------------------|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|-----------------------|-------------|-------------|-------------------|---------------------------|
| Group 2 |  |              |                    |                              |                          |                          |              |                    |                    |                       |             |             |                   | None                      |
|         | Staff Recommends Budgeting Funds (Group 2) |              |                    | \$0                          | \$0                      | \$0                      | \$0          | \$0                | \$0                | \$0                   | \$0         | \$0         | \$0               |                           |

|         | Tracking #                                     | Project Name                                      | Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request  | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta | Other Funds   | Other Funds Delta | Status as of May 01, 2014  |
|---------|--|---|--------------------|------------------------------|--------------------------|--------------------------|---------------|--------------------|--------------------|-----------------------|-------------|---------------|-------------------|--|
| Group 3 | 1-2  | C-470 Managed Toll Express Lanes: Kipling to I-25 | \$200,000,000      | \$237,000,000                | -\$37,000,000            | \$100,000,000            | \$137,000,000 | -\$37,000,000      | \$10,000,000       | \$5,500,000           | \$0         | \$84,500,000  | \$0               | Staff Recommends Further Development   |
|         | 4-5a   | I-25: Tolloed Express Lanes: 120th to SH 7        | \$1,040,000,000    | \$1,040,000,000              | \$0                      | \$55,000,000             | \$55,000,000  | \$0                |                    |                       |             |               |                   | RAMP Funding of 10% granted by TC in March for continued preconstruction activity. |
|         | 4-5b   | I-25: Tolloed Express Lanes: SH 7 North to SH 14  |                    |                              |                          | \$35,000,000             | \$35,000,000  | \$0                |                    |                       |             |               |                   |  |
|         | N/A  | HTPE P3 Development Fund                          | \$200,000,000      | \$200,000,000                | \$0                      | \$40,000,000             | \$40,000,000  | \$0                | \$0                | \$0                   | \$0         | \$160,000,000 | \$0               | Staff Recommends Further Development   |
| 4       | Staff Recommends Further Development (Group 3) |   | \$1,440,000,000    | \$1,477,000,000              | -\$37,000,000            | \$230,000,000            | \$267,000,000 | -\$37,000,000      | \$10,000,000       | \$5,500,000           | \$0         | \$244,500,000 | \$0               |  |

|   |  |  |                 |                 |               |               |               |               |              |             |     |               |     |  |
|---|--|--|-----------------|-----------------|---------------|---------------|---------------|---------------|--------------|-------------|-----|---------------|-----|--|
| 4 | SUB-TOTAL Public-Public Partnership Projects |  | \$1,495,000,000 | \$1,532,000,000 | -\$37,000,000 | \$278,000,000 | \$315,000,000 | -\$37,000,000 | \$10,000,000 | \$5,500,000 | \$0 | \$251,500,000 | \$0 |  |
|---|--|--|-----------------|-----------------|---------------|---------------|---------------|---------------|--------------|-------------|-----|---------------|-----|--|

|         | Tracking #                                  | Project Name | Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta | Other Funds | Other Funds Delta | Status as of May 01, 2014 |
|---------|---|--------------|--------------------|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|-----------------------|-------------|-------------|-------------------|---------------------------|
| Group 4 |   |              |                    |                              |                          |                          |              |                    |                    |                       |             |             |                   | None                      |
|         | Projects that have been Withdrawn (Group 4) |              |                    | \$0                          | \$0                      | \$0                      | \$0          | \$0                | \$0                | \$0                   | \$0         | \$0         | \$0               |                           |

|   |   |  |                 |                 |               |               |               |               |              |             |     |               |     |  |
|---|---|--|-----------------|-----------------|---------------|---------------|---------------|---------------|--------------|-------------|-----|---------------|-----|--|
| 4 | TOTAL Partnership Projects: HTPE P3 Projects              |  | \$1,495,000,000 | \$1,532,000,000 | -\$37,000,000 | \$278,000,000 | \$315,000,000 | -\$37,000,000 | \$10,000,000 | \$5,500,000 | \$0 | \$251,500,000 | \$0 |  |
|   | Percentage over Transportation Commission Approved Amount |  |                 |                 | 2.42%         |               |               | 11.75%        |              |             |     |               |     |  |

Partnership and Operations - Status Through April 2014 TC Meeting

Public-Public Partnership Projects

| Key   |  |
|---|--|
| TC Approved or 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 or with a negative represent an overage |
| \$6,000.00                           | Numbers shown in green represent an underage                 |

| Tracking # | Project Name                                     | TC Approved Total Project Cost  | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta | Other Funds  | Other Funds Delta | Status as of May 01, 2014               |   |
|------------|--|---|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|-----------------------|-------------|--------------|-------------------|---|---|
| Group 1    | 1-7  | Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System                        | \$25,000,000                 | \$25,000,000             | \$0                      | \$9,000,000  | \$9,000,000        | \$0                | \$5,000,000           | \$0         | \$0          | \$11,000,000      | \$0                                     | RAMP Funding Approved by TC in February |
|            | 1-14   | SH 2 in Commerce City Widening and Devolution   | \$20,800,000                 | \$18,610,000             | \$2,190,000              | \$13,600,000 | \$13,600,000       | \$0                | \$5,100,000           | \$0         | \$0          | \$0               | \$2,190,000                             | RAMP Funding Approved by TC in February |
|            | 1-15   | US 6 and 19th St. Intersection Grade Separation   | \$25,000,000                 | \$25,000,000             | \$0                      | \$20,000,000 | \$20,000,000       | \$0                | \$5,000,000           | \$0         | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 1-19   | Colorado Blvd. in Idaho Springs Final Phase and Devolution                                | \$21,900,000                 | \$21,900,000             | \$0                      | \$21,900,000 | \$21,900,000       | \$0                | \$0                   | \$0         | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 1-37   | Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements                    | \$29,203,881                 | \$29,181,821             | \$22,060                 | \$23,363,105 | \$23,341,821       | \$21,284           | \$5,840,000           | \$0         | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 1-46   | I-25 and Arapahoe Rd. Interchange   | \$74,000,000                 | \$74,000,000             | \$0                      | \$50,400,000 | \$50,400,000       | \$0                | \$16,400,000          | \$0         | \$0          | \$7,200,000       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-1  | SH 67 in Victor Devolution (cash payment)   | \$307,702                    | \$307,702                | \$0                      | \$307,702    | \$307,702          | \$0                | \$0                   | \$0         | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-5  | US 160 Turnouts   | \$1,015,000                  | \$1,015,000              | \$0                      | \$840,000    | \$840,000          | \$0                | \$0                   | \$175,000   | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-7  | US 24 Business Route Devolution (cash payment)  | \$2,602,475                  | \$2,602,475              | \$0                      | \$2,602,475  | \$2,602,475        | \$0                | \$0                   | \$0         | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-20   | US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project 2-9)    | \$1,500,000                  | \$1,500,000              | \$0                      | \$1,200,000  | \$1,200,000        | \$0                | \$300,000             | \$0         | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-22   | I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion                  | \$21,300,000                 | \$23,300,000             | -\$2,000,000             | \$11,000,000 | \$11,700,000       | -\$700,000         | \$7,000,000           | \$0         | \$1,300,000  | \$4,600,000       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-23   | SH 21 / Old Ranch Rd. Interchange Completion  | \$9,266,000                  | \$10,333,779             | -\$1,067,779             | \$600,000    | \$600,000          | \$0                | \$8,000,000           | \$0         | \$600,000    | \$1,733,779       | \$500,000                               | RAMP Funding Approved by TC in February |
|            | 2-31   | I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)                | \$33,200,000                 | \$33,200,000             | \$0                      | \$22,000,000 | \$22,000,000       | \$0                | \$1,200,000           | \$0         | \$0          | \$10,000,000      | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-33   | US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (companion project 2-10)               | \$10,000,000                 | \$10,000,000             | \$0                      | \$5,000,000  | \$5,000,000        | \$0                | \$0                   | \$0         | \$0          | \$5,000,000       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-6  | SH 6/SH13 in Rifle Devolution   | \$5,600,000                  | \$5,600,000              | \$0                      | \$5,600,000  | \$5,600,000        | \$0                | \$0                   | \$0         | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-9  | I-70 Simba Run Underpass  | \$20,800,000                 | \$20,800,000             | \$0                      | \$14,600,000 | \$14,600,000       | \$0                | \$6,000,000           | \$0         | \$0          | \$200,000         | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-12/29  | SH 9 - Frisco to Breckenridge: Iron Springs Phase and Vail Pass Multi-Use Path Devolution | \$21,985,000                 | \$22,013,668             | -\$28,668                | \$17,500,000 | \$17,528,668       | -\$28,668          | \$0                   | \$4,485,000 | \$0          | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-14   | I-70 Eagle Interchange Upgrade  | \$9,887,365                  | \$9,887,365              | \$0                      | \$3,500,000  | \$3,500,000        | \$0                | \$3,437,364           | \$0         | \$0          | \$2,950,001       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-24   | I-70 Exit 31 Horizon Drive  | \$5,000,000                  | \$5,250,000              | -\$250,000               | \$4,000,000  | \$4,200,000        | -\$200,000         | \$1,000,000           | \$0         | \$50,000     | \$0               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-31   | US 40 Improvements in Fraser  | \$1,950,390                  | \$2,145,320              | -\$194,930               | \$1,267,754  | \$1,394,458        | -\$126,704         | \$682,636             | \$0         | \$68,226     | \$68,226          | \$0                                     | RAMP Funding Approved by TC in February |
| 3-40       | SH 9 Grand County Safety Improvement Project     | \$46,000,000  | \$46,000,000                 | \$0                      | \$36,222,000             | \$36,222,000 | \$0                | \$9,722,000        | \$0                   | \$0         | \$56,000     | \$0               | RAMP Funding Approved by TC in February |   |
| 4-6        | US 34 in Estes Park Improvements and Devolution  | \$16,000,000  | \$16,005,000                 | -\$5,000                 | \$4,200,000              | \$4,200,000  | \$0                | \$0                | \$0                   | \$0         | \$11,805,000 | \$5,000           | RAMP Funding Approved by TC in February |   |
| 4-20       | North College / US 287 Conifer to Laporte Bypass | \$36,000,000  | \$36,000,000                 | \$0                      | \$17,500,000             | \$17,500,000 | \$0                | \$4,400,000        | \$0                   | \$0         | \$14,100,000 | \$0               | RAMP Funding Approved by TC in February |   |

Partnership and Operations - Status Through April 2014 TC Meeting

Public-Public Partnership Projects

| Tracking # | Project Name   | TC Approved Total Project Cost                 | Estimated Total Project Cost   | Total Project Cost Delta     | TC Approved RAMP Request | RAMP Request             | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta           | Other Funds   | Other Funds Delta | Status as of May 01, 2014               |   |
|------------|--|--|--------------------------------|------------------------------|--------------------------|--------------------------|--------------------|--------------------|-----------------------|-----------------------|---------------|-------------------|---|---|
| 4-28       | SH 392 & CR 47 Intersection Safety Improvements                              | \$3,685,180                                    | \$3,685,180                    | \$0                          | \$1,842,590              | \$1,842,590              | \$0                | \$1,842,590        | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 4-29       | US 34 & CR 49 Intersection Safety Improvements                               | \$2,200,000                                    | \$2,200,000                    | \$0                          | \$1,500,000              | \$1,500,000              | \$0                | \$700,000          | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 4-30       | SH 392 & CR 74 Intersection Safety Improvements                              | \$2,249,875                                    | \$2,249,875                    | \$0                          | \$1,000,000              | \$1,000,000              | \$0                | \$1,249,875        | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 4-34/51/52 | Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J | \$1,752,000                                    | \$1,752,000                    | \$0                          | \$944,200                | \$944,200                | \$0                | \$0                | \$807,800             | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 4-54       | SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project  | \$5,570,000                                    | \$5,570,000                    | \$0                          | \$4,456,000              | \$4,456,000              | \$0                | \$1,114,000        | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 5-6        | US 550 Sky Rocket Box Culvert Replacement                                    | \$2,000,000                                    | \$2,000,000                    | \$0                          | \$1,600,000              | \$1,600,000              | \$0                | \$400,000          | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 5-8        | SH 172 / 151 Signalization   | \$1,800,000                                    | \$1,800,000                    | \$0                          | \$1,430,000              | \$1,430,000              | \$0                | \$370,000          | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 5-10       | US 160 / Wilson Gulch Road Extension   | \$6,400,000                                    | \$6,400,000                    | \$0                          | \$4,288,000              | \$4,288,000              | \$0                | \$2,112,000        | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 5-13       | SH 145 at CR P Safety Improvements   | \$1,660,194                                    | \$1,660,194                    | \$0                          | \$1,577,185              | \$1,577,185              | \$0                | \$83,036           | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 5-14       | US 285 Antonito Storm Drain System Replacement                               | \$2,742,429                                    | \$2,742,429                    | \$0                          | \$2,193,944              | \$2,193,944              | \$0                | \$100,000          | \$448,485             | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 5-15       | SH 62 Ridgway Street Improvements (pending approval of local match)          | \$13,791,257                                   | \$13,291,257                   | \$500,000                    | \$10,494,509             | \$10,494,509             | \$0                | \$2,000,000        | \$796,748             | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 5-18       | US 24 Enhancement Project in Buena Vista                                     | \$2,497,090                                    | \$2,497,090                    | \$0                          | \$1,997,090              | \$1,997,090              | \$0                | \$500,000          | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in February |   |
| 4-25       | SH 14 / Greenfields Ct. - Frontage Rd. Relocation                            | \$2,100,000                                    | \$2,100,000                    | \$0                          | \$1,680,000              | \$1,680,000              | \$0                | \$420,000          | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in March    |   |
| 4-58       | SH 119 Boulder Canyon Trail Extension  | \$5,466,350                                    | \$5,466,350                    | \$0                          | \$4,373,080              | \$4,373,080              | \$0                | \$1,093,270        | \$0                   | \$0                   | \$0           | \$0               | RAMP Funding Approved by TC in March    |   |
| 2-21       | I-25 and Cimarron Interchange Reconstruction                                 | \$95,000,000                                   | \$95,000,000                   | \$0                          | \$24,000,000             | \$24,000,000             | \$0                | \$6,000,000        | \$0                   | \$0                   | \$65,000,000  | \$0               | RAMP Funding Approved by TC in March    |   |
| 38         | TC Approved or Staff Recommends Budgeting Funds (Group 1)                    | \$587,232,188                                  | \$588,066,505                  | -\$834,317                   | \$349,579,634            | \$350,613,722            | -\$1,034,088       | \$97,066,771       | \$6,713,033           | \$2,018,226           | \$133,713,006 | \$2,695,000       |   |   |
| Group 2    | Tracking #   | Project Name                                   | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request       | RAMP Request Delta | Local Contribution    | In Kind Contributions | Local Delta   | Other Funds       | Other Funds Delta                       | Status as of May 01, 2014                 |
|            |  |  |                                |                              |                          |                          |                    |                    |                       |                       |               |                   |   | None                                      |
|            |  | Staff Recommends Budgeting Funds (Group 2)     | \$0                            | \$0                          | \$0                      | \$0                      | \$0                | \$0                | \$0                   | \$0                   | \$0           | \$0               | \$0                                     |   |
| Group 3    | Tracking #   | Project Name                                   | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request       | RAMP Request Delta | Local Contribution    | In Kind Contributions | Local Delta   | Other Funds       | Other Funds Delta                       | Status as of May 01, 2014                 |
|            |  |  |                                |                              |                          |                          |                    |                    |                       |                       |               |                   |   | None                                      |
|            |  | Staff Recommends Further Development (Group 3) | \$0                            | \$0                          | \$0                      | \$0                      | \$0                | \$0                | \$0                   | \$0                   | \$0           | \$0               | \$0                                     |   |
| 38         | SUB-TOTAL Public-Public Partnership Projects                                 |  | \$587,232,188                  | \$588,066,505                | -\$834,317               | \$349,579,634            | \$350,613,722      | -\$1,034,088       | \$97,066,771          | \$6,713,033           | \$2,018,226   | \$133,713,006     | \$2,695,000                             |   |
| Group 4    | Tracking #   | Project Name                                   | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request       | RAMP Request Delta | Local Contribution    | In Kind Contributions | Local Delta   | Other Funds       | Other Funds Delta                       | Status as of May 01, 2014                 |
|            | 2-27   | I-25A Exit 18 NW Frontage Rd Devolution        | \$110,544                      |                              |                          | \$110,544                | \$110,545          | \$110,544          |                       |                       |               |                   |   | Local Agency Withdrew Project in December |
|            | 2-29   | I-25 Exit 11 SW Frontage Rd Devolution         | \$155,307                      |                              |                          | \$155,307                | \$155,307          | \$155,307          |                       |                       |               |                   |   | Local Agency Withdrew Project in December |
| 2          | Projects that have been Withdrawn (Group 4)                                  |  | \$265,851                      | \$0                          | \$0                      | \$265,851                | \$265,852          | \$265,851          | \$0                   | \$0                   | \$0           | \$0               | \$0                                     |   |
| 40         | TOTAL Public-Public Partnership Projects                                     |  | \$587,498,039                  | \$588,066,505                | -\$834,317               | \$349,845,485            | \$350,879,574      | -\$768,237         | \$97,066,771          | \$6,713,033           | \$2,018,226   | \$133,713,006     | \$2,695,000                             |   |
|            | Percentage over Transportation Commission Approved Amount                    |  |                                |                              | 0.14%                    |                          |                    | 0.22%              |                       |                       |               |                   |   |   |

Partnership and Operations - Status Through April 2014 TC Meeting

Operations Projects

| Key |   |
|-----|---|
|     | TC Approved or 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 or with a negative represent an overage |
| \$6,000.00                           | Numbers shown in green represent an underage                 |

| Tracking # | Project Name   | TC Approved Total Project Cost   | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Funds | Local Delta | Other Funds | Other Funds Delta | Status as of May 01, 2014 |   |   |
|------------|--|--|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|---------------|-------------|-------------|-------------------|---------------------------|---|---|
| Group 1    | 1-27   | SH-74 South of El Rancho Safety Shoulders  | \$57,947                     | \$55,000                 | \$2,947                  | \$57,947     | \$55,000           | \$2,947            | \$0           | \$0         | \$0         | \$0               | \$0                       | RAMP Funding Approved by TC in February |   |
|            | 1-41   | State Highway Signal Upgrades: Phase I - Colfax Signals  | \$2,495,000                  | \$3,246,557              | -\$751,557               | \$2,200,000  | \$2,200,000        | \$0                | \$0           | \$295,000   | \$751,557   | \$0               | \$0                       | RAMP Funding Approved by TC in February |   |
|            | 1-42   | State Highway Signal Upgrades: Phase III - Denver Slipfit  |                              |                          |                          |              |                    |                    |               |             |             |                   |                           | RAMP Funding Approved by TC in February |   |
|            | 1-44   | State Highway Signal Upgrades: Phase I - Santa Fe and Evans  |                              |                          |                          |              |                    |                    |               |             |             |                   |                           | RAMP Funding Approved by TC in February |   |
|            | 1-51   | Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT) | \$2,575,000                  | \$2,529,035              | \$45,965                 | \$2,575,000  | \$2,529,035        | \$45,965           | \$0           | \$0         | \$0         | \$0               | \$0                       | RAMP Funding Approved by TC in February |   |
|            | 1-63   | I-70 at Grapevine Rd. (MP 256.0)   | \$189,000                    | \$189,000                | \$0                      | \$189,000    | \$189,000          | \$0                | \$0           | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-08   | US 24 / Judge Orr Rd. Intersection Improvement   | \$2,000,000                  | \$2,000,000              | \$0                      | \$2,000,000  | \$2,000,000        | \$0                | \$0           | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-09   | US 50 / Dozier Ave. Intersection Improvement (companion project Partnership 2-20)  | \$1,000,000                  | \$1,000,000              | \$0                      | \$1,000,000  | \$1,000,000        | \$0                | \$0           | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-10   | US 50 / Purcell and US 50 / McCulloch Intersection Improvement (companion project Partnership 2-33)  | \$1,200,000                  | \$1,200,000              | \$0                      | \$1,200,000  | \$1,200,000        | \$0                | \$0           | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 2-17   | US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements  | \$1,500,000                  | \$2,500,000              | -\$1,000,000             | \$1,500,000  | \$1,500,000        | \$0                | \$0           | \$0         | \$0         | \$0               | \$1,000,000               | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-33   | I-70 Vail Chain Station Improvements   | \$4,500,000                  | \$4,500,000              | \$0                      | \$4,500,000  | \$4,500,000        | \$0                | \$0           | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 3-34   | I-70 Glenwood Canyon Variable Speed Signing  | \$2,200,000                  | \$1,996,800              | \$203,200                | \$2,200,000  | \$1,996,800        | \$203,200          | \$0           | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-13   | Adaptive signals on US 85 Bypass in Greeley  | \$750,000                    | \$750,000                | \$0                      | \$600,000    | \$600,000          | \$0                | \$0           | \$150,000   | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-41   | Adaptive signals on US 34 Bypass in Greeley  | \$500,000                    | \$500,000                | \$0                      | \$400,000    | \$400,000          | \$0                | \$0           | \$100,000   | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-35   | Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System   | \$250,000                    | \$250,000                | \$0                      | \$200,000    | \$200,000          | \$0                | \$50,000      | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-36   | Loveland Road Weather Information System (RWIS) Update / Expansion   | \$380,000                    | \$380,000                | \$0                      | \$304,000    | \$304,000          | \$0                | \$76,000      | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-42   | Fiber Optics and ITS Devices on I-76   | \$11,000,000                 | \$11,003,607             | -\$3,607                 | \$5,000,000  | \$5,003,607        | -\$3,607           | \$0           | \$0         | \$0         | \$6,000,000       | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-50   | Fiber Optic Communication from I-25 to CDOT West Yard  | \$1,700,000                  | \$1,700,000              | \$0                      | \$1,700,000  | \$1,700,000        | \$0                | \$0           | \$0         | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-44/4-49  | Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5                               | \$1,850,000                  | \$1,850,000              | \$0                      | \$1,680,000  | \$1,680,000        | \$0                | \$0           | \$170,000   | \$0         | \$0               | \$0                       | \$0                                     | RAMP Funding Approved by TC in February |
|            | 4-66   | Adaptive Traffic Signals System along US 287 (Main St.) in Longmont  | \$1,760,000                  | \$1,760,000              | \$0                      | \$1,100,000  | \$1,100,000        | \$0                | \$0           | \$660,000   | -\$60,000   | \$0               | \$60,000                  | \$0                                     | RAMP Funding Approved by TC in February |
| 5-03       | US 160 Corridor Signalized Intersection Improvements and Signal Coordination     | \$3,757,844  | \$3,753,865                  | \$3,979                  | \$3,757,844              | \$3,753,865  | \$3,979            | \$0                | \$0           | \$0         | \$0         | \$0               | \$0                       | RAMP Funding Approved by TC in February |   |
| O-01       | Fiber Optic Backbone - I-25(Pueblo to Walsenburg); and US 285 (C-470 to Conifer) | \$7,000,000  | \$7,000,000                  | \$0                      | \$3,500,000              | \$3,500,000  | \$0                | \$0                | \$0           | \$0         | \$3,500,000 | \$0               | \$0                       | RAMP Funding Approved by TC in February |   |
| O-02       | I-70 Mountain Corridor Wireless Improvement                                      | \$5,300,000  | \$5,300,000                  | \$0                      | \$1,700,000              | \$1,700,000  | \$0                | \$0                | \$0           | \$0         | \$3,600,000 | \$0               | \$0                       | RAMP Funding Approved by TC in February |   |

Partnership and Operations - Status Through April 2014 TC Meeting

Operations Projects

| Tracking # | Project Name   | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Funds | Local Delta | Other Funds  | Other Funds Delta | Status as of May 01, 2014                                   |
|------------|--|--------------------------------|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|---------------|-------------|--------------|-------------------|---|
| O-03       | CDOT ITS Information Kiosks- Pilot Project   | \$480,000                      | \$480,000                    | \$0                      | \$480,000                | \$480,000    | \$0                | \$0                | \$0           | \$0         | \$0          | \$0               | RAMP Funding Approved by TC in February                     |
| O-04       | Regional Satellite Solar Powered Cameras (LiveView)                                    | \$1,750,000                    | \$1,750,000                  | \$0                      | \$1,750,000              | \$1,750,000  | \$0                | \$0                | \$0           | \$0         | \$0          | \$0               | RAMP Funding Approved by TC in February                     |
| O-06       | Enhanced Traffic Incident Management Software  | \$7,000,000                    | \$3,700,000                  | \$3,300,000              | \$3,000,000              | \$3,000,000  | \$0                | \$0                | \$0           | \$0         | \$700,000    | \$0               | RAMP Funding Approved by TC in February                     |
| 1-53       | New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area | \$1,060,000                    | \$1,060,000                  | \$0                      | \$1,060,000              | \$1,060,000  | \$0                | \$0                | \$0           | \$0         | \$0          | \$0               | RAMP Funding Approved by TC in March                        |
| 1-54       | I-76 at 88th Ave. Interchange Improvements (MP 10)                                     | \$1,050,000                    | \$1,034,348                  | \$15,652                 | \$1,050,000              | \$1,034,348  | \$15,652           | \$0                | \$0           | \$0         | \$0          | \$0               | RAMP Funding Approved by TC in March                        |
| 1-56       | US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)                                   | \$422,000                      | \$422,000                    | \$0                      | \$422,000                | \$422,000    | \$0                | \$0                | \$0           | \$0         | \$0          | \$0               | RAMP Funding Approved by TC in March                        |
| 3-51       | US 40 Berthoud Pass Remote Avalanche Control System Pilot Program                      | \$1,000,000                    | \$1,000,000                  | \$0                      | \$1,000,000              | \$1,000,000  | \$0                | \$0                | \$0           | \$0         | \$0          | \$0               | RAMP Funding Approved by TC in April thru Budget Supplement |
| 29         | Staff Recommends Budgeting Funds (Group 1)   | \$64,726,791                   | \$62,910,212                 | \$1,816,579              | \$46,125,791             | \$45,857,655 | \$268,136          | \$126,000          | \$1,375,000   | \$691,557   | \$13,800,000 | \$1,060,000       |   |

| Tracking # | Project Name                               | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta | Other Funds | Other Funds Delta | Status as of May 01, 2014 |
|------------|--|--------------------------------|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|-----------------------|-------------|-------------|-------------------|---------------------------|
| Group 2    |  |                                |                              |                          |                          |              |                    |                    |                       |             |             |                   | None                      |
|            | Staff Recommends Budgeting Funds (Group 2) | \$0                            | \$0                          | \$0                      | \$0                      | \$0          | \$0                | \$0                | \$0                   | \$0         | \$0         | \$0               |                           |

| Tracking # | Project Name   | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Contributions | Local Delta | Other Funds  | Other Funds Delta | Status as of May 01, 2014  |
|------------|--|--------------------------------|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|-----------------------|-------------|--------------|-------------------|--|
| 1-09       | I-70 Eastbound Peak Period Shoulder Lanes                  | \$34,000,000                   | \$44,000,000                 | -\$10,000,000            | \$20,000,000             | \$20,000,000 | \$0                | \$500,000          | \$0                   | \$0         | \$23,500,000 | \$0               | Staff Recommends budgeting a portion of the RAMP Request in the May Budget Supplement  |
| O-7        | Enhanced Incident Management Software - Phase II           | \$2,000,000                    | \$2,000,000                  | \$0                      | \$2,000,000              | \$2,000,000  | \$0                |                    |                       |             |              |                   | Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.   |
| O-8        | Integration of CAD Dispatch Systems - Phase I              | \$250,000                      | \$250,000                    | \$0                      | \$250,000                | \$250,000    | \$0                |                    |                       |             |              |                   | Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.   |
| O-9        | Upgrade Snow Plows with Advanced Instrumentation           | \$300,000                      | \$300,000                    | \$0                      | \$300,000                | \$300,000    | \$0                |                    |                       |             |              |                   | Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.   |
| O-10       | Maintenance Decision Support System (MDSS)                 | \$250,000                      | \$250,000                    | \$0                      | \$250,000                | \$250,000    | \$0                |                    |                       |             |              |                   | Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.   |
| O-11       | I-25: Expansion of Traffic and Weather Surveillance        | \$2,200,000                    | \$5,200,000                  | -\$3,000,000             | \$2,200,000              | \$2,200,000  | \$0                |                    |                       |             |              | \$3,000,000       | Scope Schedule and Budget submitted on May 1st, 2014. \$3.0 M of ITS funds has already been budgeted for ITS equipment on I-25 (Denver to Wyoming), combined these make a \$5.2 M project. |
| O-12       | I-70: Expansion of Traffic and Weather Surveillance        | \$2,500,000                    | \$2,500,000                  | \$0                      | \$2,500,000              | \$2,500,000  | \$0                |                    |                       |             |              |                   | Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.   |
| O-13       | Enhancing Incident Detection Capabilities                  | \$300,000                      | \$300,000                    | \$0                      | \$300,000                | \$300,000    | \$0                |                    |                       |             |              |                   | Current cost estimate is \$390,000, and staff reviewing scope to align with requested RAMP Funds. TC approved budget and RAMP request is \$300,000.  |
| O-14       | Operation Data Integration                                 | \$500,000                      | \$500,000                    | \$0                      | \$500,000                | \$500,000    | \$0                |                    |                       |             |              |                   | Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.   |
| O-15       | On-Scene Incident Command Vehicles Communication Equipment | \$182,000                      | \$182,000                    | \$0                      | \$182,000                | \$182,000    | \$0                |                    |                       |             |              |                   | Scope Schedule and Budget submitted May 1st, 2014; Currently being reviewed by CDOT staff.   |
| 1-77       | New Ramp Meters and Ramp Meter Upgrades                    | \$965,000                      | \$965,000                    | \$0                      | \$965,000                | \$965,000    | \$0                |                    |                       |             |              |                   | PMO staff recommends developing a detailed cost estimate for pre-construction and construction of this project, which is not included in the application.                                  |
| 12         | Staff Recommends Further Development (Group 3)             | \$43,447,000                   | \$56,447,000                 | -\$13,000,000            | \$29,447,000             | \$29,447,000 | \$0                | \$500,000          | \$0                   | \$0         | \$23,500,000 | \$3,000,000       |  |

|    |                               |               |               |               |              |              |           |           |             |           |              |             |  |
|----|-------------------------------|---------------|---------------|---------------|--------------|--------------|-----------|-----------|-------------|-----------|--------------|-------------|--|
| 41 | SUB-TOTAL Operations Projects | \$108,173,791 | \$119,357,212 | -\$11,183,421 | \$75,572,791 | \$75,304,655 | \$268,136 | \$626,000 | \$1,375,000 | \$691,557 | \$37,300,000 | \$4,060,000 |  |
|----|-------------------------------|---------------|---------------|---------------|--------------|--------------|-----------|-----------|-------------|-----------|--------------|-------------|--|

| Tracking # | Project Name  | TC Approved Total Project Cost | Estimated Total Project Cost | Total Project Cost Delta | TC Approved RAMP Request | RAMP Request | RAMP Request Delta | Local Contribution | In Kind Funds | Local Delta | Other Funds | Other Funds Delta | Status as of May 01, 2014                                       |
|------------|---|--------------------------------|------------------------------|--------------------------|--------------------------|--------------|--------------------|--------------------|---------------|-------------|-------------|-------------------|---|
| 1-59       | SH 86 Intersection Improvement at Crowfoot Valley Rd. | \$516,000                      |                              |                          | \$516,000                |              | \$516,000          | \$0                | \$0           | \$0         | \$0         | \$0               | CDOT Staff Recommends Withdrawing Project; TC Informed in March |
| 1          | Projects that have been Withdrawn (Group 4)           | \$516,000                      | \$0                          | \$0                      | \$516,000                | \$0          | \$516,000          | \$0                | \$0           | \$0         | \$0         | \$0               |   |

|    |                  |               |               |               |              |              |           |           |             |           |              |             |  |
|----|------------------|---------------|---------------|---------------|--------------|--------------|-----------|-----------|-------------|-----------|--------------|-------------|--|
| 41 | TOTAL Operations | \$108,689,791 | \$119,357,212 | -\$11,183,421 | \$76,088,791 | \$75,304,655 | \$784,136 | \$626,000 | \$1,375,000 | \$691,557 | \$37,300,000 | \$4,060,000 |  |
|----|------------------|---------------|---------------|---------------|--------------|--------------|-----------|-----------|-------------|-----------|--------------|-------------|--|

Percentage over Transportation Commission Approved Amount

9.37%

1.04%



**COLORADO**

**Department of Transportation**

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235  
Denver, Colorado 80222  
(303) 757-9262

**DATE:** May 15, 2014

**TO:** Transportation Commission

**FROM:** Anthony R. DeVito, Region 1 Transportation Director

**SUBJECT:** Request for Funding - State Highway (SH 5) on Mount Evans

### **Purpose**

The purpose of this memo is to inform the Transportation Commission (TC) of an imminent failure on Mount Evans SH 5 and to request funding to make recommended repairs.

### **Action Requested**

The Commission is being asked to review and approve a \$2,500,000 funding request from the Transportation Commission Contingency Relief Fund (TCCRF) to execute emergency repairs on two landslide areas on the roadway.

### **Background**

Mount Evans SH 5 is the nation's highest paved road. It carries traffic in the summer season from Echo Lake on SH 103 to the summit of Mount Evans, Colorado's fourteenth highest peak. For a number of years, several areas of SH 5 have been failing to various degrees. These areas include large frost heaves in a fen area near Summit Lake, minor rock fall and slope failures both above and below Summit Lake, and two critical slope failures about two miles below Summit Lake.

CDOT staff, Denver Mountain Parks, and the United States Forest Service (USFS) have evaluated various plans to repair the road in these locations in recent years, but no work has been programmed. In February, the USFS Clear Creek District Ranger, and Tom Hayden, Clear Creek County Commissioner, met with CDOT staff to discuss the two slope failures that threaten to immediately close the road. These two locations, 700 and 900 feet long between mile marker 6 and 6.5, have sloughed to the point that the roadway is only about 17 feet wide. Both the county and the Forest Service believe that the road is in jeopardy, and offered their cooperation to fast track any necessary environmental clearances.



## **Details**

CDOT staff prepared a conceptual design whereby the roadway shelf would be cut approximately 12 feet deeper into the mountain, and the resulting steepened slope would be held by a soil nail retaining wall. This would allow the road to be pulled from the brink of the slope failure, and provide some stabilization. All excavation and soil nails would remain within the existing CDOT easement. Staff met with the USFS and Commissioner Hayden on March 20 and they both strongly supported the approach. The District Ranger also agreed to provide a location nearby to stockpile the waste rock from the operation, in preparation for its use to repair the frost heave/fen location near Summit Lake at some point in the near future.

CDOT plans to prepare plans for this work in preparation to bid in July. The work would occur immediately after Labor Day. The USFS will aid in getting all necessary environmental clearances in place. The work is being scheduled in September to both avoid the peak tourist season, and also to lessen the risk of lightning storms that often hit the area in July and August. Aside from the immediate construction, CDOT and the USFS will also begin design and permitting for the fen/frost heave repair. Permitting cannot be completed this season, but both CDOT and the USFS are committed to fixing this critical area as well.

## **Key Benefits**

Mount Evans SH 5 is a true gem for both the state and the nation. From the top of the road, one can look east over the city of Denver and out over the eastern plains. To the west, one can view nearly all of Colorado's mountain ranges, and many of the state's other 53 fourteeners. The road provides access to this rare and wonderful environment for those who lack the ability to hike up Colorado's other mountains. The road has several segments that require attention, however at this location, the need is dire. If the slope failure continues unabated, the road will soon be impassable.

The Forest Service is offering its full cooperation in both fixing these two slope failures, as well as moving forward with exploring options on the fen area repair and other less critical problems with the road. This road is a top tourist draw, both in Clear Creek County and for the entire state. Keeping it passable brings enormous tangible economic and intangible aesthetic benefits to the state.

## **Options for TC Consideration**

1. Approve funding from the TCCRF.
2. Reject funding request and/or suggest alternative funding source.
3. Request additional information.

## **Staff Recommendation**

Approve funding request from the TCCRF.

If you have any questions, please feel free to contact me at (303) 757-9459.





# COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235  
Denver, Colorado 80222  
(303) 757-9262

DATE: May 15, 2014

TO: Transportation Commission

FROM: Anthony R. DeVito, Region 1 Transportation Director

SUBJECT: Request for Funding - Vasquez Pump Station Project

## Purpose

The purpose of this memo is to inform the Transportation Commission (TC) of the need to reconstruct a CDOT pump station along Vasquez Boulevard at approximately 69th Avenue and to request funding.

## Action Requested

The TC is requested to review and approve a \$4,000,000 funding request from the Transportation Commission Contingency Relief Fund (TCCRF) to construct a new pump station facility. Plans are at the FOR level, and the project will be ready for advertisement in May 2014.

## Background

CDOT has an existing pump station in Commerce City, on the east side of Vasquez Boulevard south of 69th Avenue. At this location, Vasquez Boulevard is at the bottom of a vertical curve that is the low spot for storm drainage from the surrounding area. The Burlington Northern Railroad is located immediately east and above the pump station.

Currently, large drainage flows are not adequately conveyed through the pump station system, causing water to pond in Vasquez Boulevard to an excessive depth, and often flooding the pump station itself. Additionally, flooding has the potential to undermine the adjacent railroad track area.

## Details

The existing pump station is approximately 50 years old and its ability to discharge inflow is severely limited by the capacity of the existing pumps. The existing structure and well are not adequate to be refitted with new pumps and their ancillary systems. There is no existing local or regional detention pond for the Vasquez drainage basins associated with the pump station.



During frequent heavy rainfall events the section of Vasquez Boulevard adjacent to the pump station floods, resulting in closure of the roadway. In addition, the outfall of the pump station floods a nearby park and playground. This occurs a few times each spring and summer.

### **Key Benefits**

The proposed Pump Station Replacement Project will construct a new pump station facility to the north of the existing pump station. This facility will include a below ground vault, superstructure building, associated pumps and piping. The new system will enhance existing capacities to remove storm flows more effectively and reduce the amount of time to discharge flows to a proposed detention pond north of the new pump station. The roadway will not be closed with each major storm event.

### **Options for TC Consideration**

1. Approve funding from the TCCRF.
2. Reject funding request and/or suggest alternative funding source.
3. Request additional information.

### **Staff Recommendation**

Approve funding request from the TCCRF.

If you have any questions, please feel free to contact me at (303) 757-9459.

