



COLORADO
Department of Transportation

Division of Accounting and Finance

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MEMORANDUM

DATE: October 16, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
SUBJECT: Fourth Supplement - FY 2015

This supplement budgets projects for FY 2015 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 current RAMP Partnership and Operations Master Summary Report is included with this supplement. **See Attachment 1.**

Region 1

- \$2,100,000– *SH 2 in Commerce City Devolution*–**TC Transition Funds**-This action requests additional funding from the Transportation Commission’s established Transition Fund. This amount is not an increase to the overall cost which is identified on the RAMP Public-Public Partnership list as 1-14. Original plans included conducting safety improvements prior to devolution of the roadway. However, the improvements will now be conducted by the City after the devolution, which disqualifies the use of FASTER funds for this project. As such, Transition funds are now requested. (19970/1000...)

SH2: DEVOLUTION FROM 62ND AVE TO I-76								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Misc	<i>RAMP Public-Public</i>	\$0	\$13,600,000	\$0	\$0	\$13,600,000	\$13,600,000	\$0
	<i>Commerce City</i>	\$0	\$5,100,000	\$0	\$0	\$5,100,000	\$5,100,000	\$0
	<i>Transition Funding</i>	\$0	\$2,100,000	\$0	\$0	\$2,100,000	\$2,100,000	\$0
	Total Misc	\$0	\$20,800,000	\$0	\$0	\$20,800,000	\$20,800,000	\$0
Total Project Budget		\$0	\$20,800,000	\$0	\$0	\$20,800,000	\$20,800,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$20,800,000	\$0	\$0	\$20,800,000		

This request is being brought before the Commission as the request for Transition funding exceeds \$1,000,000 but is below the threshold of \$2,500,000.

Region 2

- \$400,000– *US 24 Post Fire Mitigation Improvement Assessment*–**Transportation Commission Contingency Reserve**-This action requests reprioritizing previously allocated TCCRF funding to evaluate the constructed improvements, recommend/assess additional flood mitigation, and analyze US 24 closure protocols. The funds were originally allocated for the purposes of developing an automated monitoring and gate closure system on US 24.

Task	Amount
Sub-watershed Evaluation	100,000
Improvements Evaluation/Recommendation	80,000
Conceptual Design of Selected Improvements	90,000
Review Roadway Closure Protocols	30,000
Presentations/Report	50,000
CDOT Labor	50,000
Total	400,000

This request is being brought before the Commission as it is reprioritizing TCCRF funds from the original request in the 5th Supplement of 2014.

Region 3

- \$375,000– *SH 139 at MP 2.8 Culvert Repair*–**Transportation Commission Contingency Reserve (Confirmation Item)**-This action requests funds to replace a damaged culvert and roadway shoulder caused by rainfall and irrigation runoff. Immediate repair/replacement is necessary to avoid further damage to adjacent land owners caused by drainage failure. (20500/1000...)

ER SH 139 CULVERT REPAIR MP 2.85								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Const	TCCRF	\$0	\$375,000	\$0	\$0	\$375,000	\$375,000	\$0
	Total Construction	\$0	\$375,000	\$0	\$0	\$375,000	\$375,000	\$0
	Total Project Budget	\$0	\$375,000	\$0	\$0	\$375,000	\$375,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$375,000	\$0	\$0	\$375,000		

Region 5

- \$940,000– *SH 90 BRIDGE REPLACEMENT K-01-C*–**Transportation Commission Contingency Reserve**-This action requests funds for a temporary bridge structure to replace a damaged bridge. The temporary structure is needed to restore unrestricted access to the road. Emergency repairs to the structure funded with maintenance budget have reopened the bridge to limited traffic. A permanent replacement structure is anticipated to be funded via the Bridge Enterprise. (20489/1000...)

SH 90 BRIDGE REPLACEMENT K-01-C								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Construction	TCCRF	\$0	\$940,000	\$0	\$0	\$940,000	\$940,000	\$0
	Total Construction	\$0	\$940,000	\$0	\$0	\$940,000	\$940,000	\$0
	Total Project Budget	\$0	\$940,000	\$0	\$0	\$940,000	\$940,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$940,000	\$0	\$0	\$940,000		

Transportation Systems Management & Operations

- \$1,850,000– *Tolled Express Lane Operations* –**Transportation Commission Contingency Reserve**-This action requests funding for the execution of essential initiatives for several interstate corridors to come on-line in April, August and October of 2015 including: tolling infrastructure installs, software, operations, road maintenance, tolling concept, marketing/branding, training, safety plans, etc. suitable for acceptance from Federal, State agencies and representing industry best practices. These multiple initiatives must be completed within six months to meet the first go-live date for these corridors of April 29, 2015.

Tolled Express Lane Operations								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Construction	TCCRF	\$0	\$1,850,000	\$0	\$0	\$1,850,000	\$1,850,000	\$0
	Total Construction	\$0	\$1,850,000	\$0	\$0	\$1,850,000	\$1,850,000	\$0
	Total Project Budget	\$0	\$1,850,000	\$0	\$0	\$1,850,000	\$1,850,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$1,850,000	\$0	\$0	\$1,850,000		

RAMP

Operations

- \$3,369,949–This action requests an increase to the RAMP funding “cap” for Operations projects to an amount of \$85,706,243 to allow for advancement of subsequent projects with staff monitoring and oversight. The amount being requested to increase the cap is 10% of the remaining unallocated RAMP balance of \$33,699,487.

Project Category	Percentage of the Total Amount of Initial RAMP Funding	Remaining Balance of Unallocated RAMP Funds	New Amount to be added to current budget (based on original %)	Current RAMP Budget (including all increases and adjustments)	New Hard Cap Amount
Operations	10%	\$ 33,699,487	\$ 3,369,949	\$ 82,336,294	\$ 85,706,243

FY 2014 to FY 2015 Roll-forwards

- \$ 5,000,000- **Maintenance Level of Service**- Request roll forward of FY 2014 cost center budget to be spent in FY2015.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Fourth
Supplement**

Fiscal year 2014-2015

Dated: October 16, 2014

COLORADO DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the Fourth Supplement to the Fiscal Year 2014-2015
Budget be approved by the Commission”**

**Transportation Commission Contingency Reserve Fund Reconciliation
Fourth Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Final Balance 13S14</i>		\$63,398,117	
	state match for ER permanent repair projects	\$ 125,009		1000197455-1000198070
	to ER Cost Center for FEMA related expenses	\$ (265,096)		1000198056
	<i>FY15 Budget Allocation</i>	\$ 20,808,485		1000198107
	Transfer to Transportation Commission Legacy Fund	\$ (10,000,000)		1000198139
	US-50 near Parkdale embankment repair, bid adjustment	\$ (216,163)		1000198728
July-14	<i>Balance 1S15</i>		\$73,850,352	
	1S15 Walk-on loan Glenwood Canyon Bike Trail	\$ (400,000)		1000198921
	Repayment of FY14 DTR Loan	\$ 5,305,665		1000198674
	state match for ER permanent repair projects	\$ (748,169)		1000197455-1000199228
	Repayment of FY14 Civil Rights and On the Job Training	\$ 306,420		1000198382
	Return of unbudget US 24 funds from region 2	\$ 499,999		1000199268
	I-76 Emergency Culvert and Concrete Repair	\$ (1,800,000)		1000200298
August-14	<i>Balance 2S15</i>		\$77,014,267	
	Return of US550 Rockslide funds upon receipt of Federal Funds	\$ 912,005		1000200187
	Return of US24 Bid savings	\$ 504,637		1000199551;1000199612
	state match for ER permanent repair projects	\$ 2,727,999		1000199512-1000200326
	FY2014 Surplus Fund Reconciliation (Revenue and Cost Center Balances)	\$ 7,978,164		pending
September-14	<i>Balance 3S15</i>		\$89,137,072	
	state match for ER permanent repair projects	\$ (3,573,373)		1000200401-1000201609
	Insurance Reimbursement for Glenwood Canyon Bike Trail	\$ 223,115		1000201301
	Bid Savings from SH5 stabilization	\$ 1,018,078		1000201733
	Federal Fiscal Year 2014 Redistribution of Obligation Limitation	\$ 31,769,903		1000200738
	SH90 over Dolores River Critical repair, temporary structure	\$ (940,000)		pending
	SH139 MP2.8 Culvert Repair	\$ (375,000)		1000201780
	FY2014 September vs October Fund Reconciliation (Revenue and Cost Center Balances)	\$ (6,997,849)		pending
	Tolled Express Lane Operations Planning	\$ (1,850,000)		pending
October-14	<i>Balance 4S15</i>		\$108,411,946	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation
Fourth Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Carry forward from FY 2014</i>		\$0	
	<i>FY 2015 allocation</i>	\$10,000,000		1000198107
October-14	<i>Balance 4S15</i>		\$10,000,000	

**Transportation Commission Transition Fund Reconciliation
Fourth Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
	<i>Transfer from TCCRF</i>	\$10,000,000		1000198139
July-14	<i>Balance 1S15</i>		\$10,000,000	
	<i>Region 2 US 50 Granada Creek East of Granada</i>	\$ (420,687)		1000200185
	<i>Region 3 SH 82 AABCR Pedestrian Underpass</i>	\$ (34,468)		1000200186
	<i>Region 4 SH52 at WCR 59 Intersection</i>	\$ (474,923)		1000200327
September-14	<i>Balance 3S15</i>		\$9,069,922	
	<i>SH 2 in Commerce City Devolution, supplement to RAMP 1-14</i>	\$ (2,100,000)		Pending
October-14	<i>Balance 4S15</i>		\$6,969,922	

Transportation Commission Contingency Reserve Fund September 11, 2013 Flood Related Monthly Activity Report

Provides detail level information for any (disbursements from)/reimbursements to the TCCRF

Fourth Supplement 2015, as of September 27, 2014

Temporary Repair Emergency Relief-Nonparticipating costs (not reimbursable if expended)

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
No transactions this month					

Temporary Repair Emergency Relief-Debris removal and other reimbursable costs (reimbursable at maximum 75% of participating costs from FEMA)

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
4	063A	55.000-56.411	SH 63/385 MP 404 TO 406	Logan	\$ 4,550
Total Temporary Emergency Relief					\$ 4,550

Permanent Repair Emergency Relief-Nonparticipating costs and state match (not reimbursable if expended)

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
4	119C	61.419-63.699	PR SH 119 MP 61.5-63.9	Weld	\$ (5,586)
4	034A	114.000-116.000	PR US 34A MP 114 to MP 116	Weld	\$ (3,572,337)
Total Permanent Restoration					\$ (3,577,923)

Grand Total TCCRF Activity for Flood Relief Since Last Reporting **\$ (3,573,373)**



FY 2015 Contingency Balance Projection

October FY 2015 TC Contingency Balance ⁽¹⁾⁽²⁾	\$108,411,946	
FY 2015 State Match for Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$5,000,000)	(\$13,000,000)
Federal Reimbursement of US24; Return of HPTE loans; and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$8,000,000	\$4,000,000
FY 2015 Contingency Estimate - Prior to FY 2015 TCCRF Funding Requests	High Balance	Low Balance
	\$111,411,946	\$99,411,946

Estimated FY2015 TCCRF Funding Requests (November through June)	(\$16,666,667)	(\$16,666,667)
Projected FY 2015 YE Contingency Balance	\$94,745,279	\$82,745,279
<i>TCCRF Fund Balance Adjustment to Reach \$40M Balance - Period 1 FY2016</i>	<i>(\$54,745,279)</i>	<i>(\$42,745,279)</i>

Estimated future railroad exposure not currently included - (\$10,000,000)

(1) Includes pending FY14 reconciliation adjustment of +\$980,315

(2) Includes Federal Obligation Redistribution of +\$31,769,903



October FY 2015 Contingency Balance Reconciliation

September FY 2015 TC Contingency Balance	\$89,137,072
Emergency Relief Project Allocation - Permanent Restoration	(\$3,573,373)
Glenwood Canyon Bike Trail Insurance Reimbursement	\$223,115
SH5- Stabilization Bid Savings	\$1,018,078
SH90 over Dolores River critical repair, temporary structure	(\$940,000)
SH139 Culvert Repair	(\$375,000)
FY2014 Federal Limitation Redistribution (pending decision)	\$31,769,903
FY2014 Fund Reconciliation (pending)	(\$6,997,849)
Tolled Express Lane Operations (pending)	(\$1,850,000)

October FY 2015 TC Contingency Balance	\$108,411,946
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Partnership and Operations Projects - Status Through September 2014 TC Meeting

Public-Private Partnership

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 #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
Group 1	N/A	19879	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February
1	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	\$0	\$7,000,000	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
Group 2														None
	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC	
Group 3	1-2	18999	C-470 Managed Toll Express Lanes: Kipling to I-25	\$200,000,000	\$214,000,000	-\$14,000,000	\$100,000,000	\$100,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$84,500,000	\$0	Staff is continuing project development including Toll and Revenue studies. Staff plans for a recommendation for funding in the December Transportation Commission meeting.
	4-5a	19626	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	14276 18319 18357 18844	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
4	Staff Recommends Further Development (Group 3)		\$1,440,000,000	\$1,454,000,000	-\$14,000,000	\$230,000,000	\$230,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$244,500,000	\$0		

4	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$1,509,000,000	-\$14,000,000	\$278,000,000	\$278,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
Group 4														None
	Projects that have been Withdrawn (Group 4)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

5	TOTAL Partnership Projects: HTPE P3 Projects		\$1,495,000,000	\$1,509,000,000	-\$14,000,000	\$278,000,000	\$278,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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Percentage over Transportation Commission Approved Amount

0.94%

0.00%

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Public-Public Partnership

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 #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status as of September TC	
Group 1	1-7	17810	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	19970	SH 2 in Commerce City Widening and Devolution	\$20,800,000	\$20,800,000	\$0	\$13,600,000	\$13,600,000	\$0	\$5,100,000	\$0	\$0	\$2,100,000	\$0	RAMP Funding Approved by TC in February
	1-15	19896	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	17219	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	19957	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	19192	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	19964	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	19954	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	19965	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	19906	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project to 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
	2-21	19039	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
	2-22	18367	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	\$1,300,000	\$7,000,000	\$1,300,000	\$3,300,000	\$0	RAMP Funding Approved by TC in February
	2-23	19522	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,600,000	\$0	\$600,000	\$1,133,779	\$467,779	RAMP Funding Approved by TC in February
	2-31	19205 19208 19408	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	19056 19751	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	20087	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	19094	I-70 Vail Underpass (Simba Run)	\$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	19930	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	19459	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	19911	I-70 Exit 31 Horizon Drive	\$5,000,000	\$5,250,000	-\$250,000	\$4,000,000	\$4,200,000	-\$200,000	\$1,050,000	\$0	\$50,000	\$0	\$0	RAMP Funding Approved by TC in February
3-31	19874	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$750,862	\$0	\$68,226	\$0	\$0	RAMP Funding Approved by TC in February	
3-40	19910	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	19893	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	

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Public-Public Partnership

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status as of September TC	
Group 1 (cont.)	4-20	12372 18401 19561	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$36,157,682	-\$157,682	\$17,500,000	\$17,500,000	\$0	\$4,648,500	\$0	\$248,500	\$14,009,182	-\$90,818	RAMP Funding Approved by TC in February
	4-25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$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
	4-28	19891	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	19890	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	19892	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	19894 20204 20203	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,591,000	\$161,000	\$944,200	\$944,200	\$0	\$0	\$627,000	\$0	\$19,800	-\$161,000	RAMP Funding Approved by TC in February
	4-54	18397	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
	4-58	19888	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
	5-6	19909	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	19908	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	19902	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	19397	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	-\$27	\$0	RAMP Funding Approved by TC in February
	5-14	18972	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	19411	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	-\$500,000	RAMP Funding Approved by TC in February
5-18	19643	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	
38	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$587,232,188	\$590,253,187	-\$3,020,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,532,233	\$2,266,726	\$133,773,735	-\$279,039		
Group 2	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
	Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
Group 3	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
	Staff Recommends Further Development (Group 3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
38	SUB-TOTAL Public-Public Partnership Projects			\$587,232,188	\$590,253,187	-\$3,020,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,532,233	\$2,266,726	\$133,773,735	-\$279,039	
Group 4	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
	2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$0	\$110,544	\$110,544	\$0	\$110,544						Local Agency Withdrew Project in December 2013
	2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$0	\$155,307	\$155,307	\$0	\$155,307						Local Agency Withdrew Project in December 2013
2	Projects that have been Withdrawn (Group 4)			\$265,851	\$0	\$265,851	\$265,851	\$0	\$265,851						
40	TOTAL Public-Public Partnership Projects			\$587,498,039	\$590,253,187	-\$2,755,148	\$349,845,485	\$350,613,722	-\$768,237	\$92,333,497	\$13,532,233	\$2,266,726	\$133,773,735	-\$279,039	
Percentage over Transportation Commission Approved Amount						0.47%			0.22%						

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Operations

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 #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC	
Group 1	1-09	19474 19984 20306 20307 20308 20309	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$72,500,000	-\$38,500,000	\$20,000,000	\$26,998,000	-\$6,998,000	\$500,000	\$0	\$0	\$45,002,000	\$31,502,000	RAMP Funding Approved for Construction Pkg 2 by TC in August Supplement (#TC-3188); Other Funds includes \$4.6M from HPTE RAMP Funding which may be returned upon closure of commercial loan
	1-27	20063	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	19978	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,246,557	-\$751,557	\$2,200,000	\$2,200,000	\$0	\$0	\$1,046,557	\$751,557	\$0	\$0	RAMP Funding Approved by TC in February; Local Partner has committed additional funds;
	1-42	19979	State Highway Signal Upgrades: Phase III - Denver Slipfit												
	1-44	19980	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												
	1-51	20070	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
	1-53	20182	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	19958	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	20071 20302	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
	1-63	20089	I-70 at Grapevine Rd. (MP 256.0)	\$189,000	\$189,000	\$0	\$189,000	\$189,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-77	20202	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$998,639	-\$33,639	\$965,000	\$998,639	-\$33,639	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in July Supplement (#TC-3177, walk-on); Additional RAMP Funding Approved by TC in September Supplement (#TC-XXXX)
	1-81	19086	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000	\$1,275,000	-\$275,000	\$1,000,000	\$1,000,000	\$0	\$225,000	\$0	\$225,000	\$50,000	\$50,000	RAMP Funding Approved by TC in July Supplement (#TC-3177); Local Partner has committed additional funds; RAMP ID # changed from 3-51 to 1-81
	2-08	19905	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	RAMP Funding Approved by TC in February
	2-09	19906	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	RAMP Funding Approved by TC in February
	2-10	19751	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	RAMP Funding Approved by TC in February
	2-17	19884	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	\$1,000,000	\$1,000,000	RAMP Funding Approved by TC in February
	3-33	19490	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	RAMP Funding Approved by TC in February
	3-34	19875	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	RAMP Funding Approved by TC in February
	4-13	19960	Adaptive Signal Control - US 85 Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-35	19886	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	RAMP Funding Approved by TC in February
4-36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-41	19959	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$500,000	\$0	\$400,000	\$400,000	\$0	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-42	19963	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	RAMP Funding Approved by TC in February	
4-44/4-49	19961	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	RAMP Funding Approved by TC in February	

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Operations

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC	
Group 1 (cont.)	4-50	19962	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	RAMP Funding Approved by TC in February	
	4-66	20059	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	\$600,000	-\$60,000	\$60,000	\$60,000	RAMP Funding Approved by TC in February
	5-03	20061	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	RAMP Funding Approved by TC in February
	O-01	20179	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	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	RAMP Funding Approved by TC in February
	O-03	20378	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	20222	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	20181	Enhanced Traffic Incident Management Software - Phase I	\$3,700,000	\$3,700,000	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$700,000	\$0	RAMP Funding Approved by TC in February
	O-07	20234	Enhanced Incident Management Software - Phase II	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-08	20233	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-09	20249	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-10	20251	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-11	19782 20166	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000	\$5,200,000	-\$3,000,000	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	RAMP Funding Approved by TC in June (#TC-3168)
	O-12	20236	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000	\$2,500,000	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-13	20232	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
O-14	20238	Operation Data Integration	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)	
O-15	20250	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)	
41	Staff Recommends Budgeting Funds (Group 1)		\$104,873,791	\$148,165,851	-\$43,292,060	\$75,572,791	\$82,336,294	-\$6,763,503	\$851,000	\$2,066,557	\$916,557	\$62,912,000	\$35,612,000		
Group 2	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC
	Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
Group 3	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC
	Staff Recommends Further Development (Group 3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
41	SUB-TOTAL Operations Projects			\$104,873,791	\$148,165,851	-\$43,292,060	\$75,572,791	\$82,336,294	-\$6,763,503	\$851,000	\$2,066,557	\$916,557	\$62,912,000	\$35,612,000	
Group 4	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC
	1-59	20090	SH 86 Intersection Improvement at Crowfoot Valley Rd. (MP 101.53)	\$516,000	\$0	\$516,000	\$516,000	\$0	\$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	\$516,000	\$516,000	\$0	\$516,000						
42	TOTAL Operations			\$105,389,791	\$148,165,851	-\$42,776,060	\$76,088,791	\$82,336,294	-\$6,247,503	\$851,000	\$2,066,557	\$916,557	\$62,912,000	\$35,612,000	Percentage over Transportation Commission Approved Amount
						40.59%			8.21%						



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER (CFO)
 JOSH LAIPPLY, CHIEF ENGINEER
CC: DON HUNT, EXECUTIVE DIRECTOR
DATE: OCTOBER 16, 2014
SUBJECT: BUDGET APPROVAL RESTRICTIONS ON RAMP OPERATIONS PROJECTS

Purpose

To discuss the status and direction with the Transportation Commission of modifications being made to the programmatic restrictions governing the RAMP Operations Program and clarify procedures for addressing future project overruns.

Action

Review the established programmatic restrictions for all RAMP projects and comment on the proposed change to the RAMP Operations program. In light of changing economic conditions and project overruns, Department staff will be striking the 3.5 % RAMP funding threshold for the Operations program only, replacing it with an absolute RAMP funding authorization number of \$ 86.2 million based on the calculations and rationale outlined below. This dollar amount will now serve as a hard cap for the Operations program that cannot be exceeded.

Background on the Establishment of Programmed RAMP Amounts

In December 2012, a \$1.5 billion dollar Responsible Acceleration of Maintenance and Partnerships (RAMP) initiative was announced by the Governor and Executive Director. The total RAMP amount of was split in half; with \$750 million going to Asset Management and \$750 million going to Partnership and Operations projects. In October 2013, the TC adopted a list of approved RAMP Partnership and Operations projects that was broken down into three project categories: Public-Private, Public-Public and Operations. Table 1 outlines the October 2013 amounts budgeted by the Commission, the initial percentage of the total funding amount for each project category and the current programmed amount:

Table 1:

Project Category	Initial Programmed Amount As of October 2013	Percentage of the Total Amount of Initial RAMP Funding
Public-Private	230,000,000	36%
Public-Public	349,845,485	54%
Operations	65,641,791	10%
TOTAL	645,487,276	100%



Background on the Establishment of RAMP Restrictions

In light of changes to project and program budgets in February 2014, the RAMP Governance Committee provided CFO Scott Richrath with a RAMP Policy Statements document In March stating that a RAMP Partnership or Operations project cannot go to advertisement if the engineer’s estimate is greater than the budget approved by the Transportation Commission. The same document also stated that CDOT staff was recommending that a 7.5 % variance be allowed. Following a conversation in April with the Executive Director, it was decided that a 7.5 % variance was acceptable when coupled with a programmatic restriction stating that RAMP Operations projects shall not exceed 3.5 % more than the total TC-approved Operations project costs and RAMP funding authorization. In May, the Commission was presented with these newly agreed upon program and project level budgeting restrictions in a memo that stated:

“The RAMP Partnership and Operations program will be managed with both program and project level budgeting restrictions that can bring items forward for Transportation Commission action in the future. If the total estimate for one segment of the RAMP program (the three segments being Public-Private, Public-Public and Operations) exceed the total project costs or the RAMP funding amount approved by the Transportation commission for that segment by greater than 3.5%, the approval of the Transportation commission will be required to increase the amount of funding for that segment.”

Following the initial adoption of program and project level budgets by the TC in October 2013 and the establishment of RAMP restrictions in May 2014, increases and adjustments were approved by the TC for several project budgets in February, March, June, August and September of 2014. The funds to cover these changes came out of the existing balance of unallocated RAMP funds. Table 2 summarizes the adjustments that have made to the initial pool of RAMP money over the past 11 months:

Table 2:

Initial RAMP Amount for Partnership & Ops	Initial Budgeted Amount Approved by the TC in October 2013	Unallocated RAMP Funds as of October 2013	Adjustments & Increases from October 2013 to September 2014	Remaining Balance of Unallocated RAMP Fund as of September 2014
\$750,000,000	\$645,487,276	\$104,512,724	\$70,813,237	\$33,699,487

Current Details

Ongoing project and program increases coupled with the programmatic restrictions on RAMP Partnership and Operations projects, have resulted in projects going before the TC that would normally be managed at the staff level. Staff feels that the RAMP programmatic restrictions are by design more restrictive than our standard project policy and should be revisited in light of significant across the board changes to construction costs. To give context to the current situation, Table 3 shows the Partnerships and Operations project reports that are included in the October 2014 TC packet (known as red, yellow, green or Z-fold) report show the following variances:

Table 3:

Project Classification	RAMP Funding Overage	Total Project Cost Overage
Public-Private	0.0 %	0.94 %
Public-Public	0.22 %	0.47 %
Operations	8.21 %	40.59 %



Summary

Based on the project reports presented to the TC this month, the Operations program has well exceeded the 3.5% allowed overage. Given the established programmatic restriction which states that RAMP Partnership projects shall not exceed 3.5 % more than the total TC-approved project and RAMP budgets, any increase for an Operations project will now need to be brought to the TC through the monthly budget supplement process. In light of recent efforts to minimize the monthly budget supplement process with the adoption of PD 703.0, finding a solution to this growing issue is critical before the Commission is once again responsible for approving all overrun amounts on a monthly basis.

Solution Being Pursued

Considering current economic conditions it is highly likely that project costs will continue to exceed original estimates. Department Staff is working to proactively address the situation. Following feedback and discussion between the Operations Team and the RAMP Governance Committee and Executive Director, Department Staff will be pursuing the following solution:

Replacing the Programmatic Restriction for the RAMP Operations Program

Department staff will be eliminating the 3.5% threshold for the RAMP Operations Program and instead replacing it with a hard cap based on a percentage of the remaining unallocated RAMP funds and added to the current budgeted amount. This percentage of unallocated funding would be based on the original percentage of the total amount of RAMP funding initially distributed to the Operations program. This new approach gives some fund flexibility within the Operations program, allowing for project adjustments while introducing the idea of a hard cap. Table 4 below summarizes how the new cap for Operations was calculated and is based on the original percentage allotted to the RAMP Operations program:

Table 4:

Project Category	Percentage of the Total Amount of Initial RAMP Funding	Remaining Balance of Unallocated RAMP Funds	New Amount to be added to current budget (based on original %)	Current Programmed RMAP amount (including all increases and adjustments)	New Hard Cap Amount
Operations	10%	\$ 33,699,487	\$ 3,369,949	\$ 82,336,294	\$ 85,706,243

*Current RAMP programed amount cited on the z-fold will be updated to reflect the new hard cap amount in next months supplement

Next Steps

Continue to Monitor all RAMP Partnership and Operations Projects

While this new program cap will only be applied to the Operations program RAMP funding, Department staff will closely monitor the RAMP Public-Public and RAMP Public-Private Partnership projects and alert the TC if either exceeds the current 3.5% programmatic restriction. If deemed necessary, staff will return to the TC and inform them that the programmatic restriction has been dropped in favor of a hard cap dollar amount. Programmed amounts for Public-Public and Public-Private Partnerships with RAMP funding caps would be \$ 371,700,713 and \$ 292,057,994 based on the same calculation used to establish the Operations cap, but only once deemed necessary by staff.

Update the Project Approval Matrix

The project approval matrix for PD 703.0 will be modified to reflect the changes and return to TC for approval prior to FY17 budget setting.



Provide Guidance for All Local Projects Exceeding Approved Budgets

With a ceiling of \$750 million dollars on the RAMP program, no program baseline or project budget can exceed its proportionate share of this amount. In order to provide guidance to local agencies on how to move forward with projects that are exceeding the original estimates, Department Staff will advise local project managers of the following options:

1. Locals add funding to stay consistent with the approved match ratio
2. Locals reduce scope
3. Locals ask for exception

Recommend Re-Distribution of TC Contingency Funds

Because restricted funding for Local Agency, Bridge Enterprise, Safety, and other programs will limit the cash balance floor before RAMP projects are completed, Department Staff recommends allocating a significant portion of the \$31 million of FFY14 federal redistribution toward RAMP. This will help cover project-by-project cost increases from any of these three programs and to replace the \$33.7 million of unallocated funds that will be distributed across the three project categories.

DRAFT

