



COLORADO

Department of Transportation

Office of the Chief Engineer

4201 E. Arkansas Ave., Room 262
Denver, CO 80222

DATE: June 18, 2015
TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
Maria Sobota, Interim Chief Financial Officer
Richard Zamora, Office of Program Management Director
SUBJECT: Program Management Workshop

Purpose

The Program Management Workshop provides the Transportation Commission with an update on the delivery of programs and significant projects. This month there is a focus on Asset Management, in particular the 2015 and 2016 programs.

Details

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Included in the Powerpoint is a diagram reporting the actual cash balance for all CDOT funds—including Local Agency, Flood, etc.—against our path to target that has been set. The cash balance is approximately \$1,150 million, \$259.1 million above the target. Cash decreased compared to the same time last year, but is not currently decreasing at the rate set by our target.

A related measure is the cash plus cash equivalents balance. As shown in the Powerpoint diagram, the cash plus cash equivalents balance is approximately \$1,390 million, \$12.7 million over the target. The federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures, is the main driver of cash equivalents. In a normal year CDOT receives federal obligation for the entire year in October. Due to the Continuing Resolution impacting FHWA, CDOT received its federal obligation in prorated amounts this year to date. In June, CDOT expects to receive additional federal obligation of approximately \$74 million for June and July, bringing the total authorized total year-to-date obligation of approximately \$395 million through July 31, 2015. Receipt of the remaining federal obligation of approximately \$74 million for August and September is dependent upon extension of the Continuing Resolution or passage of a new bill. The cash plus cash equivalents balance in the slide does not reflect the expected additional \$74 million in obligation for June and July due to the timing of receipt of the notice.



We are continuing to monitor program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. This month the cumulative XPI increased slightly to a 0.80 and the monthly XPI increased to a 0.94. We are also developing project-based cumulative construction spending curves and targets for FY16, FY17 and FY18. The FY16 project-based construction spending forecast is contained within the slide deck in your packet.

The Transportation Commission receives updates monthly for all programs and receives a rotating focus into individual programs. These updates are included in the attached PowerPoint presentation. This month's presentation includes a focus on Asset Management.

The PMO Reporting Overview slide provides a status update of the four main programs being reported on by the Program Management Office. The SPI for Flood is at 0.94, and the RAMP Partnership and Operations program decrease slightly to a 0.95 from a 0.99 last month. With the focus this month on Asset Management, SPI's for the FY14, 15 and 16 are as follows, 1.00 (FY14), 0.99 (FY15), and 0.98 (FY16).

Currently CDOT has projects identified for four years of asset management programs, FY15 to FY18. These programs represent a list of projects anticipated to be delivered within that fiscal year (or construction complete within 18 months of the start of the fiscal year). However, regions have the flexibility to move projects between fiscal years as necessary to align with delivery goals and achieve the desired XPI. A majority of the asset management projects are classified as Engineering Capital projects meaning these projects are identified as having an Advertisement Date and available construction funds allowing an XPI to be tracked. The other projects within the asset management program are a combination of maintenance projects or projects delivered through purchase orders. The expenditure status shown on these slides includes all projects while the project status includes only Capital Engineering projects.

To date the FY15 Asset Management program has budgeted 98% of its approved budget and committed 86% to projects with 60% of the Engineering Capital projects advertised, in construction, or complete. Of the 155 projects identified in the FY16 Asset Management program, one project is already complete, another 25% are advertised or in construction, and the remaining projects have been scoped and are proceeding with design and procurement. To date the FY16 Asset Management program has budgeted 25% of its approved budget.

Attachments

1. Powerpoint Presentation
2. RAMP Partnership Program Controls Update (table)
3. RAMP Partnership: I-70 Vail Underpass Memorandum
4. RAMP Operations: I-70 Vail Chain Station Improvement Memorandum



RAMP Partnership Program Controls Update

RAMP Partnership Program Controls Update										June 2015
PCN	Project Name	Original TC Approved Budget [A]	Current Forecasted Cost Estimate [C]	Total Project Cost Variance [A-C]	Prelim. Scalable Review	Additional Non-CDOT Contribution	Additional RAMP Contingency	Additional CDOT Contribution	Project Controls Comments	
19192	I-25/ARAPAHOE RD INTERCHANGE	\$74,000,000	\$76,000,000	(2,000,000)	Scalable to budget, with CMGC input.	Possible	\$0	\$0	CMGC (ICE Consultant is part of the project team); 30% Plans complete; Additional \$2.0M in estimated ROW costs; 60% Plans scheduled for July 2015; Planned Construction in 2016.	
19954	US 160 Turnouts	\$1,015,000	\$493,898	521,102	Estimated (\$600,000)	Unlikely	\$0	\$0	Project scope has been scaled back to a single decel lane; Alternatively, both decel lanes would cost over \$2.1 million; Scaled project is within original budget.	
19906	US50/Dozier/Steinmeier Intersection Improvement & Signal Improvements (companion Ops project 2-9)	\$2,500,000	\$2,500,000	0	Completed	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR Level Estimate complete; Additional Local Contribution unlikely; Project is not scalable.	
18331 19039	I-25 AND CIMARRON EXPRESSWAY	\$95,000,000	\$113,624,588	(18,624,588)	Completed (\$11,500,000)	\$2,050,000	\$2,531,138	\$14,043,450	Awarded; Apparent successful proposer was selected in February; TC Approved additional RAMP Contingency funds; \$2.5 M in savings from bid opening returned to RAMP Contingency	
19056 19751	US 50 / SH 45 Interchange, Wills to Purcell - Pueblo (companion Ops project 2-10)	\$11,200,000	\$11,075,452	124,548	Bundled Projects	\$0	\$0	\$0	Awarded; Total Project Cost proposed (Ramp + Surface Treatment) is \$13,426,152	
19094	I-70 Simba Run Underpass (Vail Underpass)	\$20,800,000	\$30,100,000	(9,300,000)	Completed	2,730,000	\$6,570,000	\$0	CMGC project; Critical value engineering benefits have been realized and are ongoing; Additional Local Contribution approved by TOV council at matching percentage; Requesting TC Approval for additional RAMP Contingency funds; Planned Advertisement for December 2015.	
19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment and Vail Pass Multi-use Path Devolution	\$21,985,000	\$26,595,518	(4,610,518)	In-Progress	Likely (\$900,000 or more)	\$0	\$0	Value engineering effort ongoing; Additional Local Partner participation identified - pending results of FOR Level estimate; ICE results are currently being analyzed; Planned Advertisement for March 2016.	
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	\$6,095,000	(1,095,000)	Complete	\$105,000 Local Match (\$317,000 Utility Co)	\$423,000	\$0	Additional Local Contribution confirmed at matching percentage; TC Approved additional RAMP Contingency funds in May 2015; Planned Advertisement in June 2015.	
19910	SH 9 CO River South Wildlife & Safety	\$46,000,000	\$52,627,747	(6,627,747)	Completed (\$4,200,000)	Completed	\$6,627,747	\$0	Awarded; Increased Local Contribution; TC Approved additional RAMP Contingency funds needed to Award	
12372 18401 19561 20632	US 287: Conifer to Laporte Bypass (Phase 1 - SH1 to Laporte Bypass) (Phases 2 & 3 - Local Agency)	\$22,000,000	\$26,595,518	(4,595,518)	Possible	Completed	\$0	\$0	Project team has reevaluated the design; Local Agency Partner has increased its funding of the other 2 Phases as matching contribution; ICE #2 results are currently being analyzed; Request for TC Funding Approval anticipated in July 2015; Planned Re-advertisement for September 2015.	
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$1,627,796	372,204	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; Bid alternates are not being considered at this time.	
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; HazMat and Geology test results could impact project cost; Bid alternates being considered.	
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	\$1,676,597	(16,403)	Possible	Unlikely	\$0	\$0	Project is currently tracking within 1% of original budget; FOR complete; Likely savings from design phase; One decel lane could be removed; Bid alternates being considered.	
18972	US 285 Antonito Storm Drainage System Replacement	\$2,742,429	\$3,343,337	(600,908)	Bundled Projects	Completed	\$0	\$0	Awarded; Local in-kind contribution increased by \$350,000; (Bundled with \$7.0 mil SUR project for bidding economy)	
19411	SH 62 Ridgeway Street Improvements (pending approval of local match)	\$13,791,257	\$13,463,955	327,302	In-progress	Unlikely	\$0	\$0	Project is currently tracking within budget; Scalability is on-going during design; FOR complete; An ICE is anticipated for this project; Planned Advertisement for December 2015.	
19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,780,174	(283,085)	Possible (3 options)	Unlikely	\$0	\$0	Scalability and Local Contribution under region review; Project to be bundled with \$8 mil SUR project; Further reduction of scope and FA items possible; Planned FOR in August 2015.	
Subtotals		\$323,990,970	\$370,329,142	(\$46,338,173)	(\$600,000)	\$5,772,000	\$16,151,885	\$14,043,450	(\$9,770,837)	
		Total Original	Total Forecast	Total Variance	Total Scope Reduction	Total Local Contribution	Total RAMP Contingency	Total CDOT Contribution	Remaining Projected Liability	

Legend:

Project Awarded (blue)
Updated cells (yellow)

Per resolution TC-3209, Establishment of the RAMP Program Project Controls, the table above includes those RAMP Public-Public Partnership CDOT administered projects that were un-awarded as of December 2014.



DATE: June 1, 2015
TO: Josh Laipply, Chief Engineer; Richard Zamora, Office of Program Management Director
FROM: Dave Eller, Region 3 Transportation Director
SUBJECT: I-70 Vail Underpass RAMP Partnership Project (3-09)

Purpose

The purpose of this memo is to request budget approval of RAMP Public-Public Contingency funds for ROW acquisition and construction of the I-70 Vail Underpass project (RAMP 3-09).

Action

Approve budget authority for an additional \$6.57M of RAMP Contingency funds to the I-70 Vail Underpass project for a total CDOT contribution of \$21.37M.

Similarly, the Town of Vail has agreed to increase their contribution by \$2.73M for a total of \$8.73M, which maintains their original matching percentage of 29%.

Background

RAMP Application Breakdown (July 1, 2013):

Total Budget:	\$20,800,000	
Design and Right-of-Way:		\$ 4,700,000
Utility and Construction:		\$16,100,000

RAMP Application Funding Sources:

CDOT RAMP Contribution:	\$14,600,000
CDOT Non-RAMP Contribution:	\$ 200,000
Local Partner Contribution:	\$ 6,000,000

Final Office Review (FOR) Cost Estimate Breakdown (April 20, 2015):

Total Budget:	\$30,100,000	
Design and Right-of-Way:		\$ 5,800,000
Utility and Construction:		\$24,300,000

RAMP Application Funding Sources:

CDOT RAMP Contribution:	\$21,170,000
CDOT Non-RAMP Contribution:	\$ 200,000
Local Partner Contribution:	\$ 8,730,000



Details

The project has been on the IMTPR long-range plan STIP since 1996 and included in the I-70 PEIS and ROD. The project has been thoroughly analyzed for scalability with critical value engineering benefits realized through the Construction Manager/General Contractor (CMGC) project delivery process. The project team has minimized cost by reducing the roundabout sizes, skews, lanes as well as bridge length and retaining wall heights. The local agency has been a very important partner in the development of this project and has agreed to share the costs of the overruns at their original 29% participation rate as noted in the original RAMP application.

In accordance with the Chief Engineer 'RAMP Program Project Controls Workshop' memo dated December 17, 2014, the I-70 Vail Underpass project is at the Final Office Review (FOR) level, >\$15M project and the Independent Cost Estimator (ICE) is greater than the budget; therefore, staff recommends the TC approve additional budget authority for the I-70 Vail Underpass project to finalize design and begin Right of Way acquisition so that construction can begin as soon as this Fall.

The TC Public-Public RAMP Contingency reserve according to the May 2015 Supplement is \$30,418,115. This request would use \$6,570,000 of the funds leaving the contingency reserve with \$23,848,115 left for other projects.

Key Benefits

The project provides major safety and mobility improvements for I-70 Mountain Corridor. The underpass will increase the life-span of the Main and West Vail interchanges as well as provide a critical link beneath the interstate between the frontage roads. The underpass improves vehicular and multi-modal mobility. The underpass will also improve regional and local connectivity to the Bustang stop in Vail.

Next Steps

Approving the funds at this TC meeting will allow the project team to proceed with right-of-way acquisition and increases the probability of completing construction by December 2017. Currently there are not adequate funds for right-of-way acquisition. If ROW were to pause, the likelihood of completing this project within its limited construction window due to the high elevation is difficult. Additionally, the project team would like to begin early construction items this fall.





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Department of Transportation

Region 3, Program Engineering West

Date: June 10, 2015

To: Josh Laipply, Chief Engineer; Richard Zamora, Office of Program Management Director

From: David Eller, Region 3 Transportation Director

Subject: I-70 Vail Chain Station Improvements project, RAMP Operations Project #3-33

Purpose

This memorandum serves as an update to assist in meeting the RAMP Partnership & Operations Program established with the Transportation Commission by resolutions TC-3168 and TC-3209.

Action

Approve budget authority for increasing RAMP funding to the I-70 Vail Chain Satation Improvement project.

Project Background

The original RAMP application submitted on June 14, 2013 was approved for \$4.5M in RAMP Operations funding and \$4.5M in total project cost. As with most RAMP Operations projects the local contribution to the project was 0%.

RAMP Application Participation Breakdown:

Total Budget: \$4,500,000
Design: \$400,000
Utility and Construction: \$4,100,000

Scope Review

The original application scope was to construct added capacity to the I-70 eastbound chain station near MM 178 in Vail, CO. This work included widening the eastbound shoulder by approximately 15 feet for a length of 1,500 feet, providing new curb and gutter, a retaining wall, drainage facilities, chain station lighting, and relocating the necessary utilities to complete the project.

An internal scope review has been conducted by the region and findings determined that the project has not increased in scope. Through the review, minor items were identified that could be decreased, and others eliminated, to help mitigate increasing prices. Items that have been reduced include such things as conduit sizing and conduit installation methods.



Estimate Status

The advertisement date for the project is currently being revised for June 25, 2015. On April 3rd the Independent Cost Estimate (ICE) was completed by Stanton, and is 37.8% over the approved RAMP budget of \$4.50M. The new CDOT RAMP Budget request will be \$6.20M.

Funding Request

Originally this project was approved for \$4.5M in RAMP Operations funding and \$4.5M in total project cost as part of the RAMP Operations Plan. The current total project cost estimate is \$6.2 M. While \$3,135,513 still remains in the RAMP Operations contingency fund, the staff recommendation is to move construction funding from RAMP Operations Project #3-34 (I-70 Glenwood Canyon Variable Speed Signing) to cover the \$1.7 M shortfall. Alternative funding sources, including potential use of the RAMP operations contingency, are being explored to restore construction funding to RAMP Operations Project #3-34 (19875).

Recommended Funding for #3-33 I-70 Vail Chain Station Improvements:

- Design Phase - \$0.400 M
 - Design Phase is fully budgeted and no additional request
- Construction Phase - \$5.8 M
 - \$5.8 M Total Construction Cost Estimate
 - (-\$4.1 M) Approved in original RAMP Operations Plan
 - (-\$1.7 M) Requesting TC approval to move funds from RAMP Operations Project #3-34 (I-70 Glenwood Canyon Variable Speed Signing)

Next Steps

Approving the funds at this TC meeting will give staff budget authority for additional construction funds so that the project can be advertised and awarded. Staff will continue to evaluate potential funding sources for the I-70 Glenwood Canyon Variable Speed Signing and return to Transportation Commission when a funding package is fully identified.





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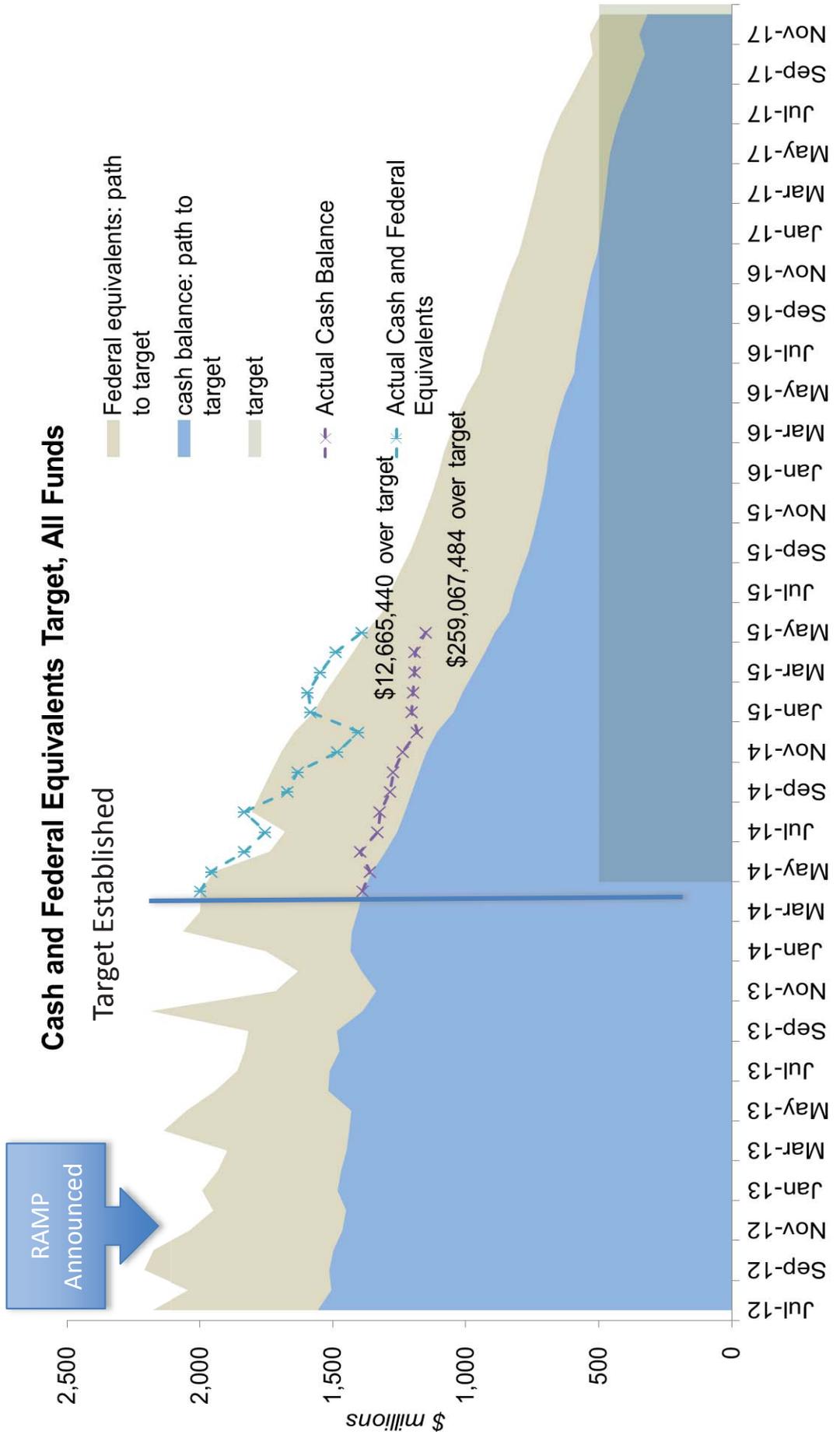
Department of
Transportation

Program Management Update

June 18, 2015



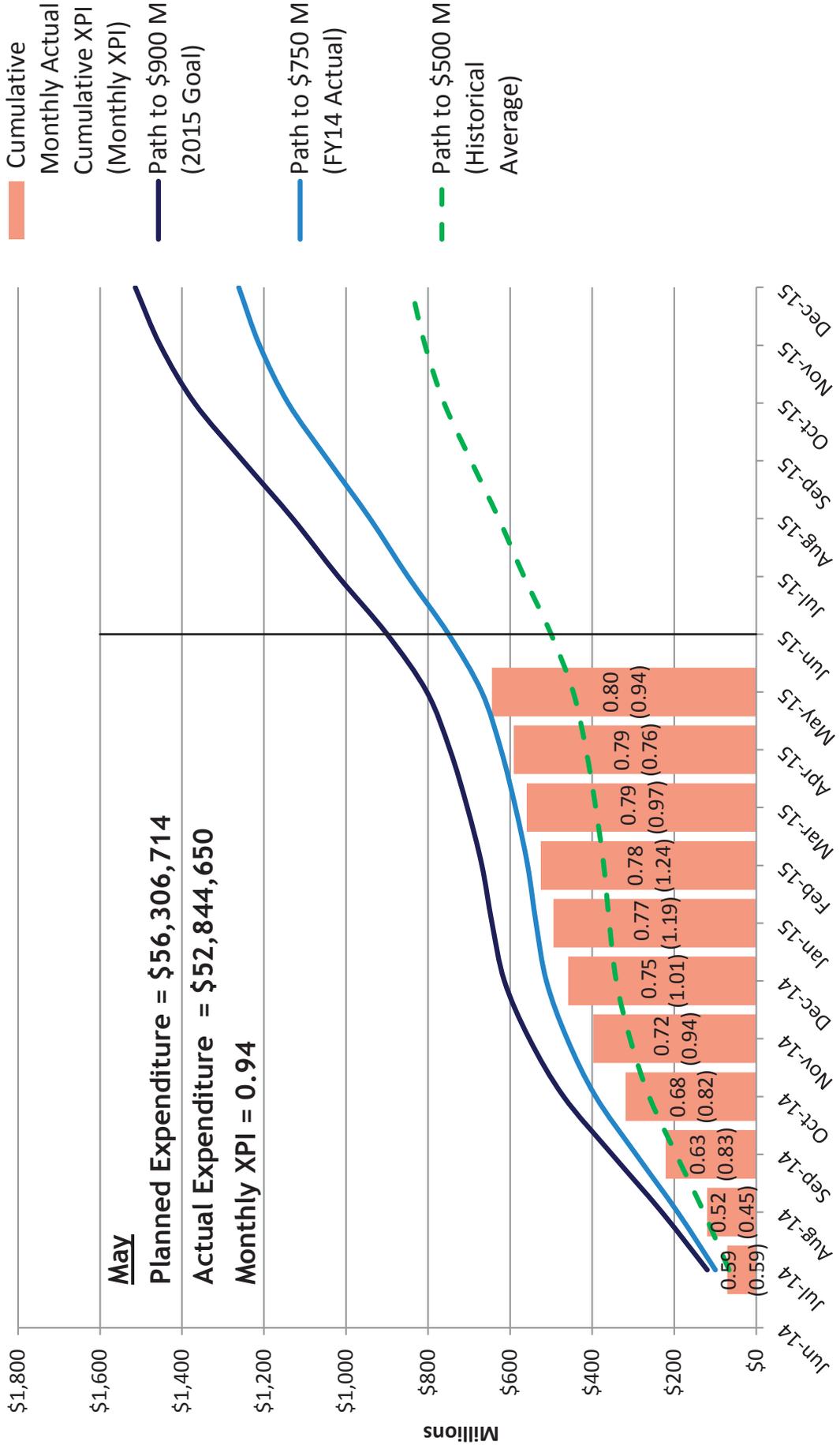
Cash & Equivalents Target Balance





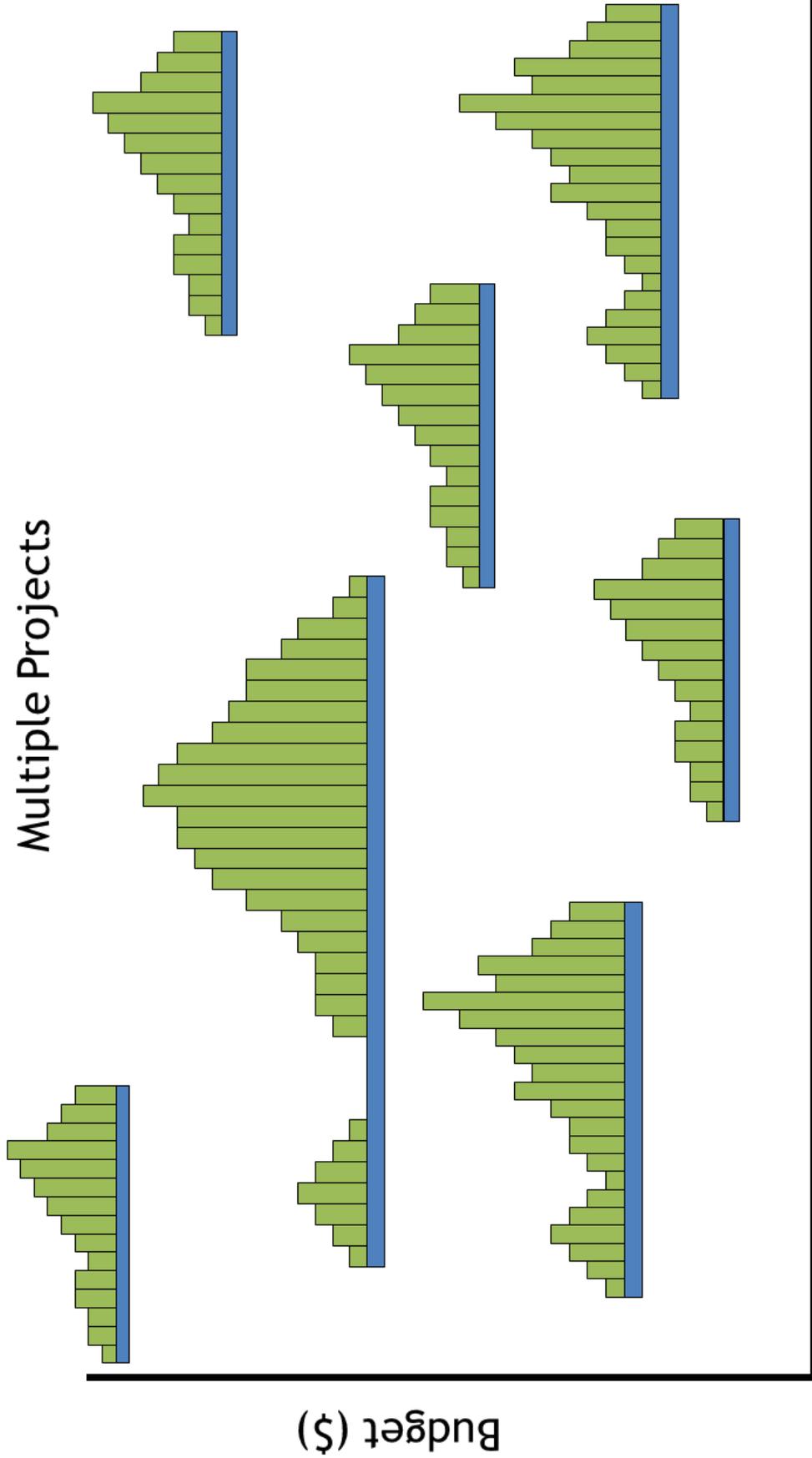
Expenditure Performance Index

Total Construction Expenditures FY 15



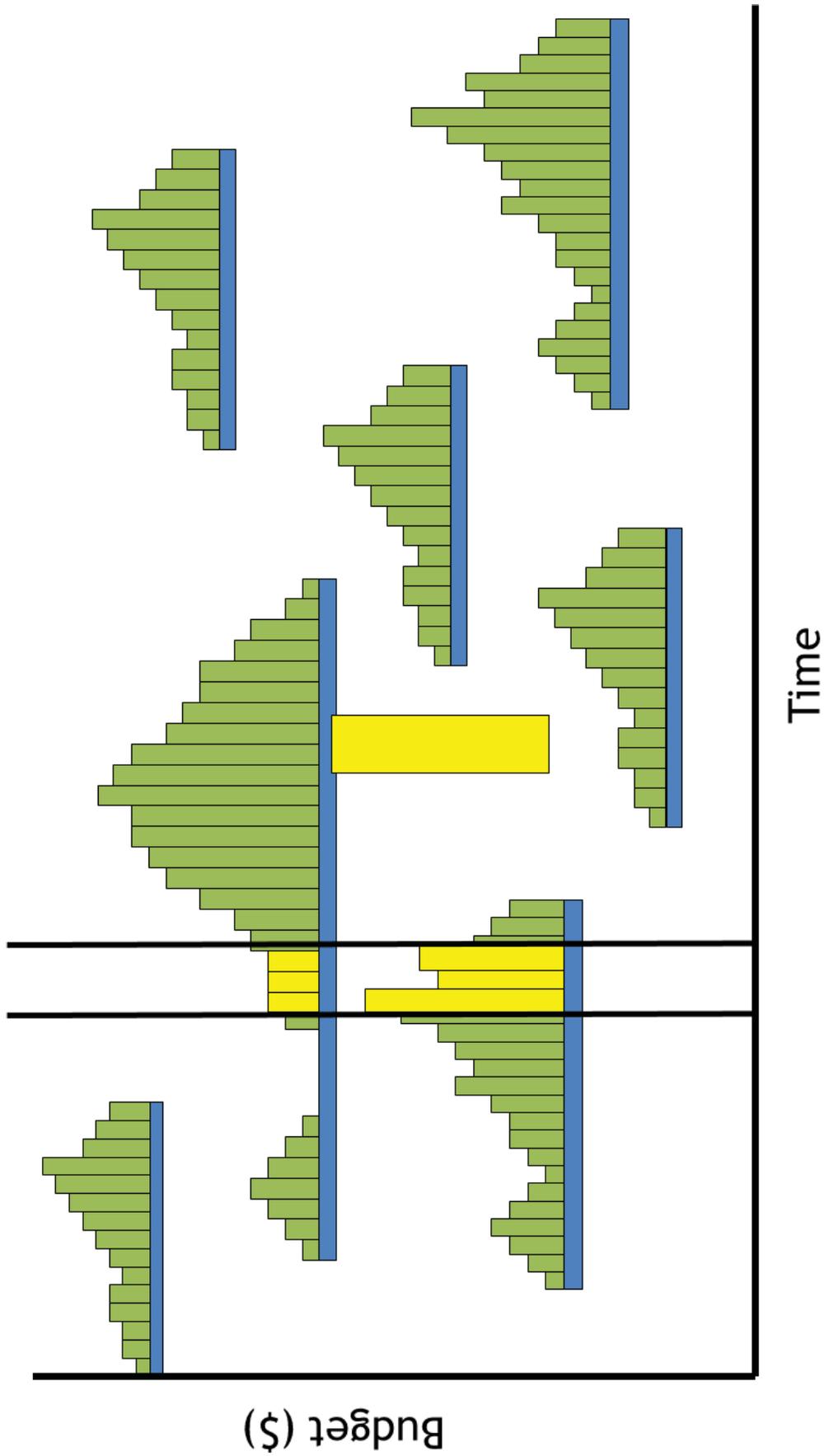


Project Expenditure Curves



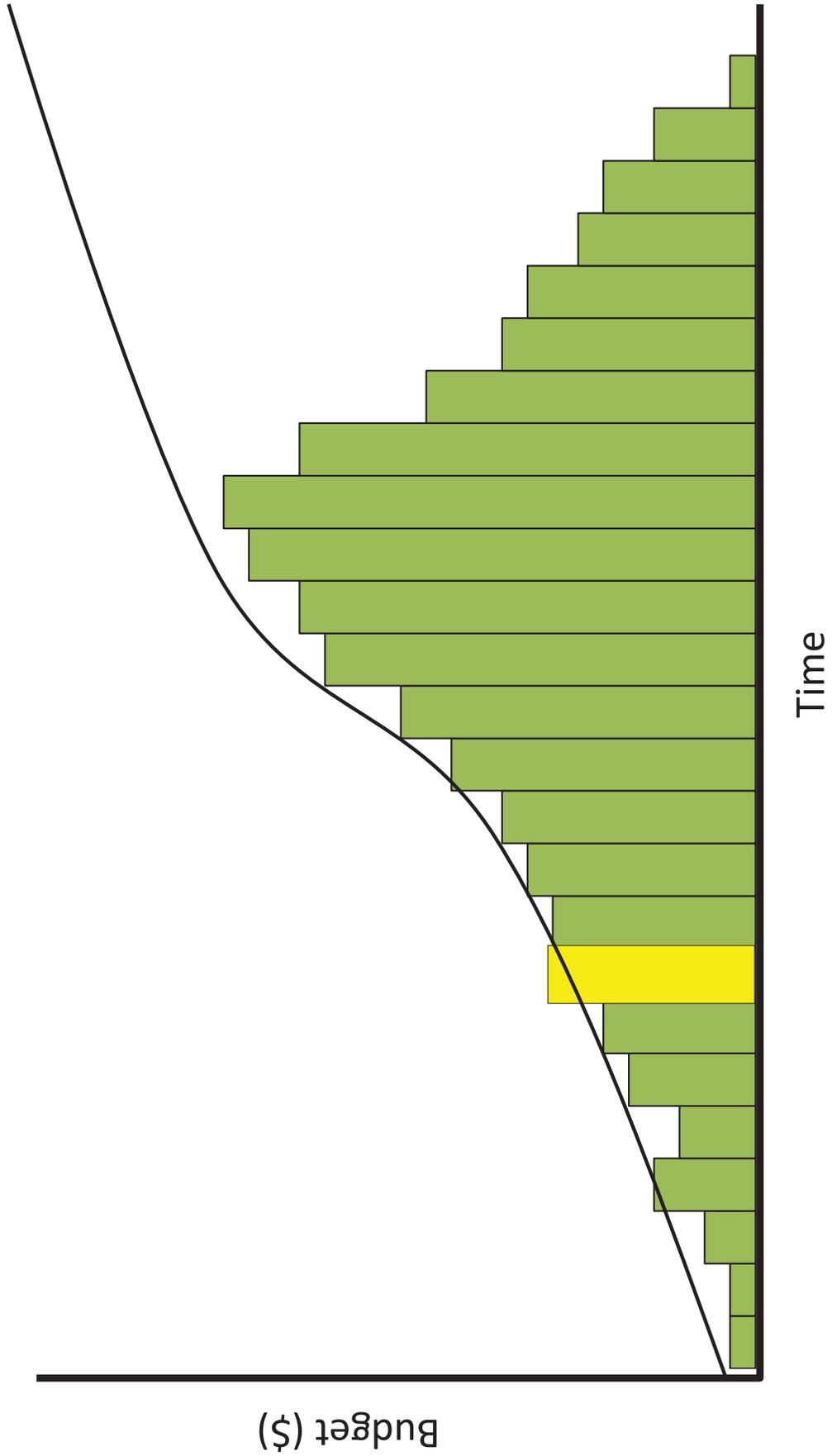


Project Expenditure Curves





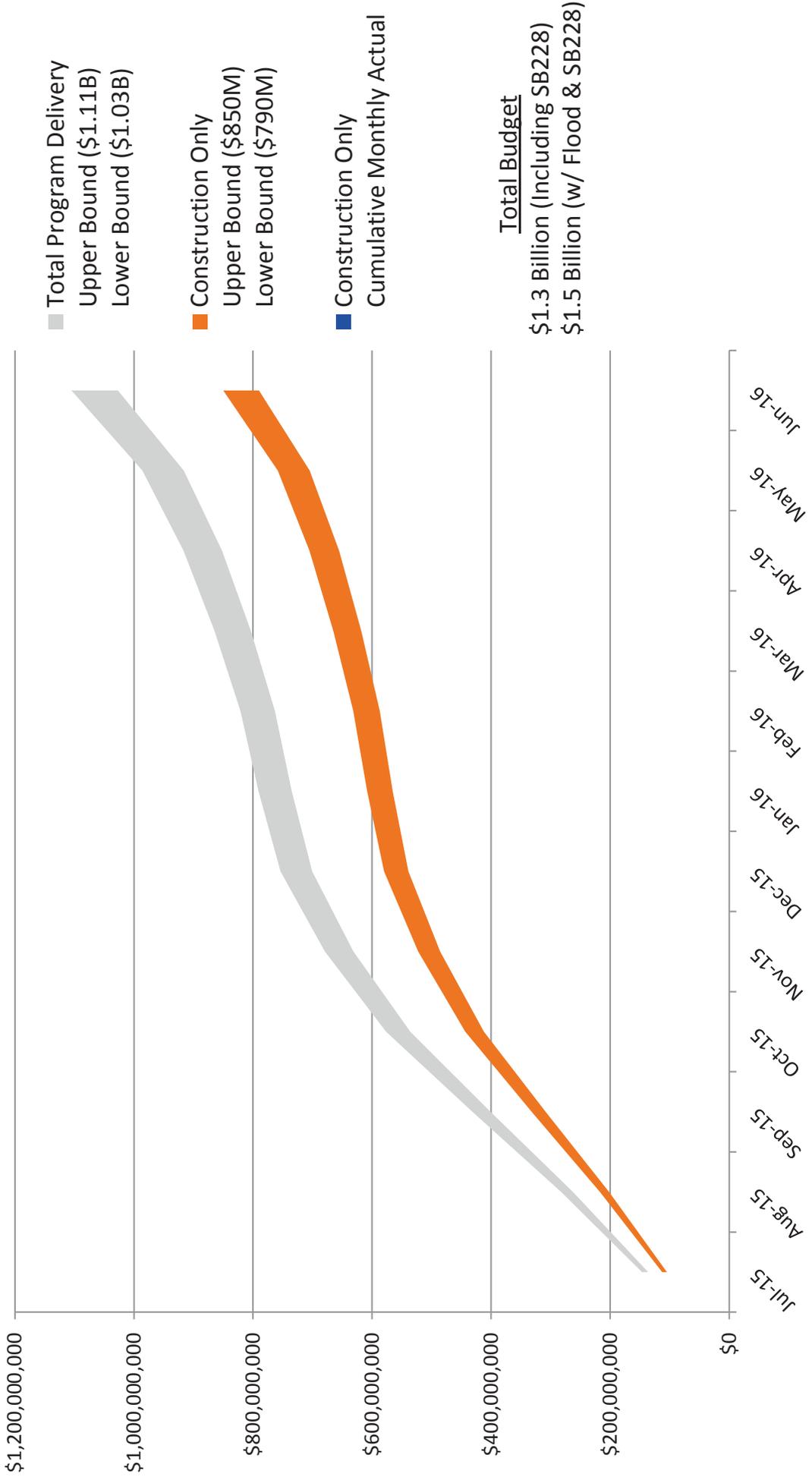
Project Expenditure Curves





Expenditure Forecast

FY 2016 Capital Program Expenditures





PMO Reporting Overview by Program

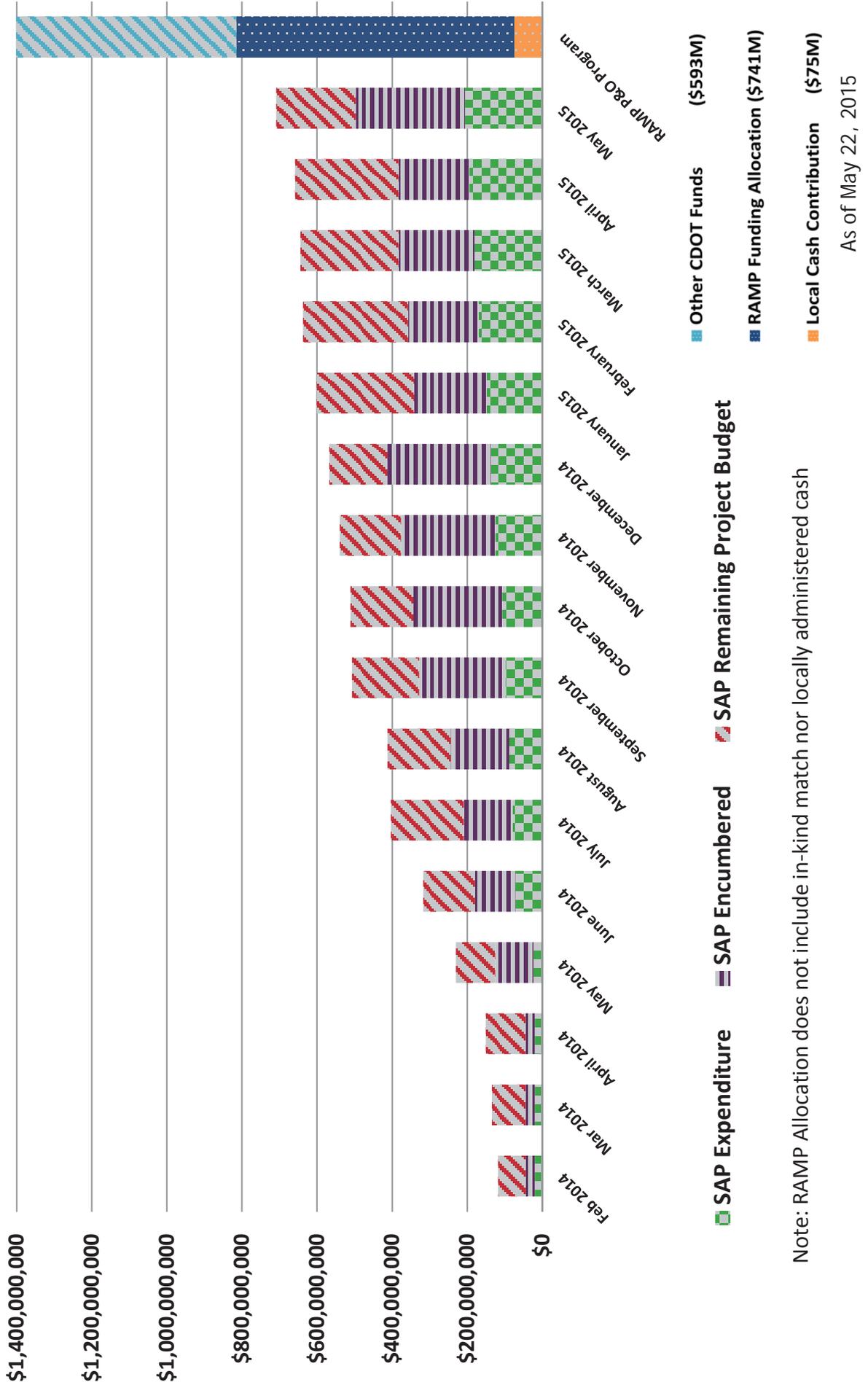
Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 4/17/2015	Program Expenditure through 5/22/2015	\$ Change		
Flood	\$133.9	\$139.5	\$5.6	0.94	July 2015
RAMP P&O (Overall)	\$194.4	\$206.0	\$11.6	0.95	Aug. 2015
RAMP P&O (Local Agency)	\$7.3	\$8.4	\$1.1	0.71	July 2015
RAMP P&O (CDOT)	\$187.1	\$197.6	\$10.5	0.98	Aug. 2015
FASTER and HSIP	\$448.7	\$457.7	\$9.0	-	Aug. 2015
Asset Management	\$822.4	\$858.3	\$35.9	*	June 2015

Notes:

1. SPI's shown are for Preconstruction.
2. FASTER and HSIP funds are used on projects in multiple programs and as a result, an SPI is not provided for these programs.
3. Asset Management expenditures are a combination of 2014, 2015, 2016 and include MLOS and Roadway Equipment.
(Note: MLOS and Road Equipment are excluded from SPI calculations)
4. * The SPI's for each Asset Management program will be provided in June as part of the Quarterly Rotation cycle.



Overview of RAMP P&O Program



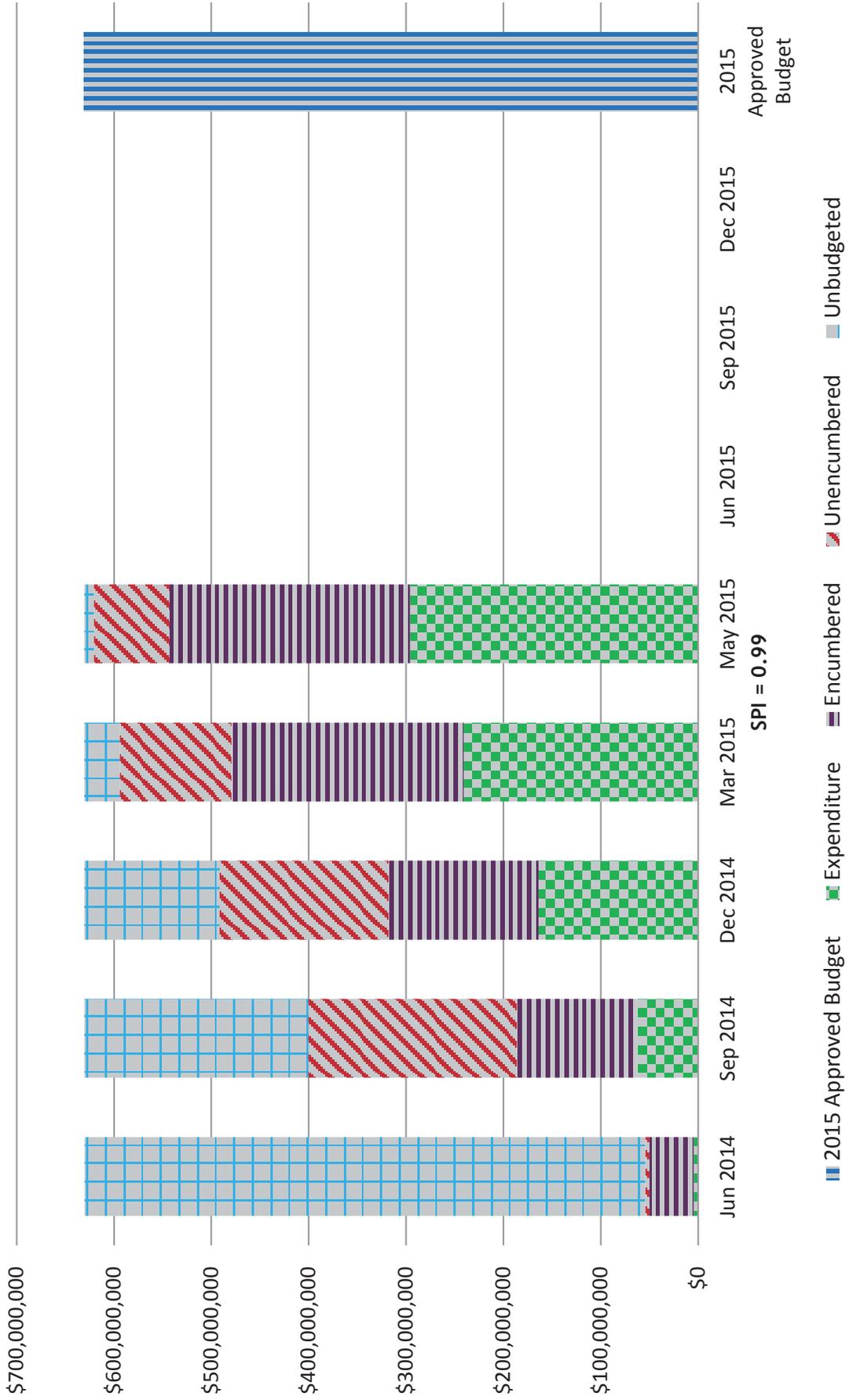
Note: RAMP Allocation does not include in-kind match nor locally administered cash

As of May 22, 2015



2015 Asset Management Status

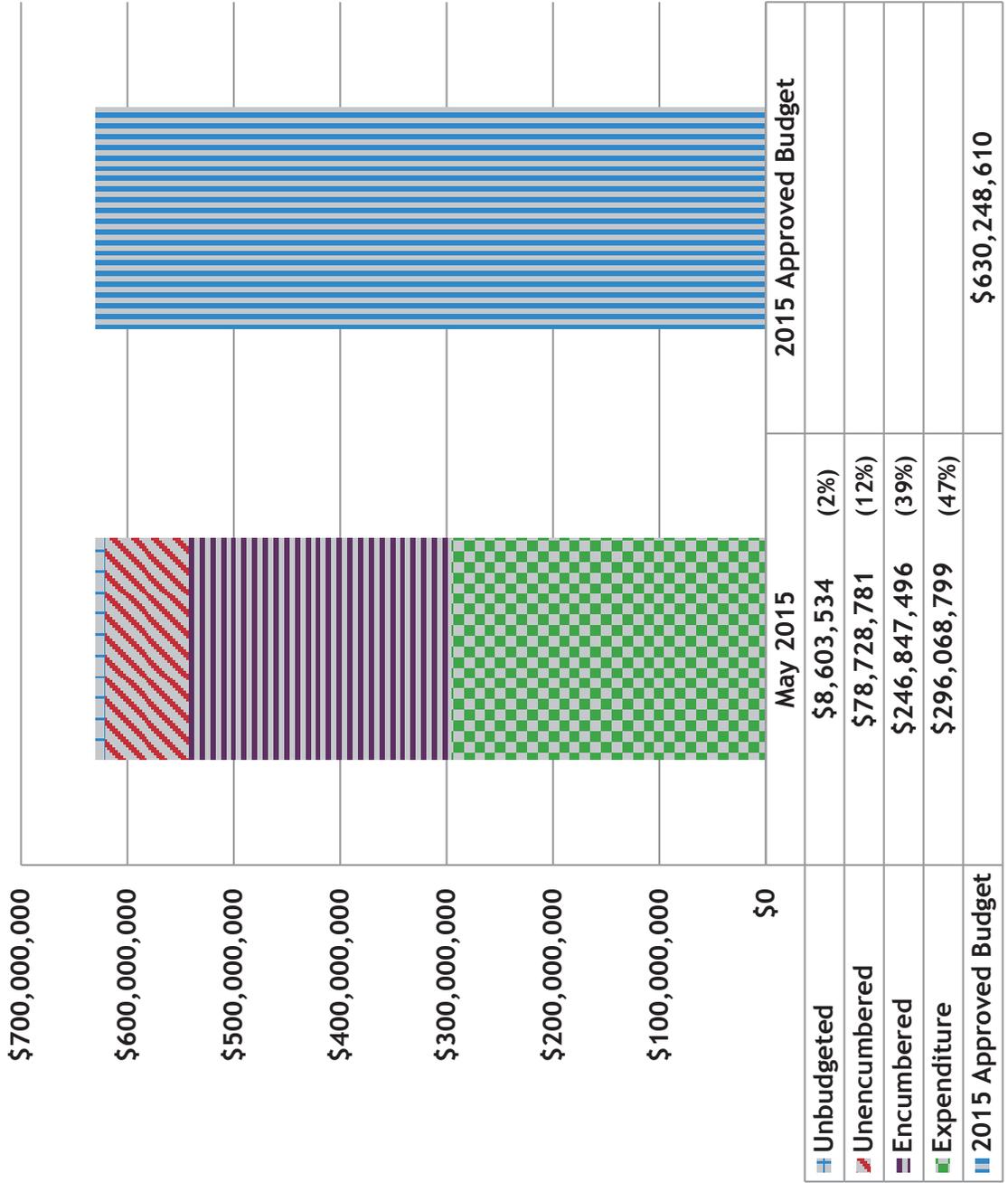
2015 Asset Management Financial Status





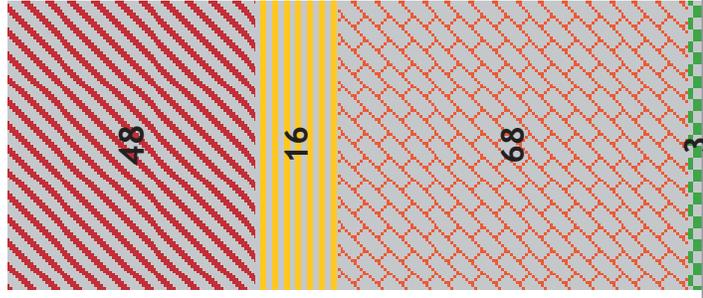
2015 Asset Management May Status

2015 Asset Management as of May 22, 2015



Asset Management Projects (135 Total)

- Completed
- In Construction
- In Bid/Award
- In Design



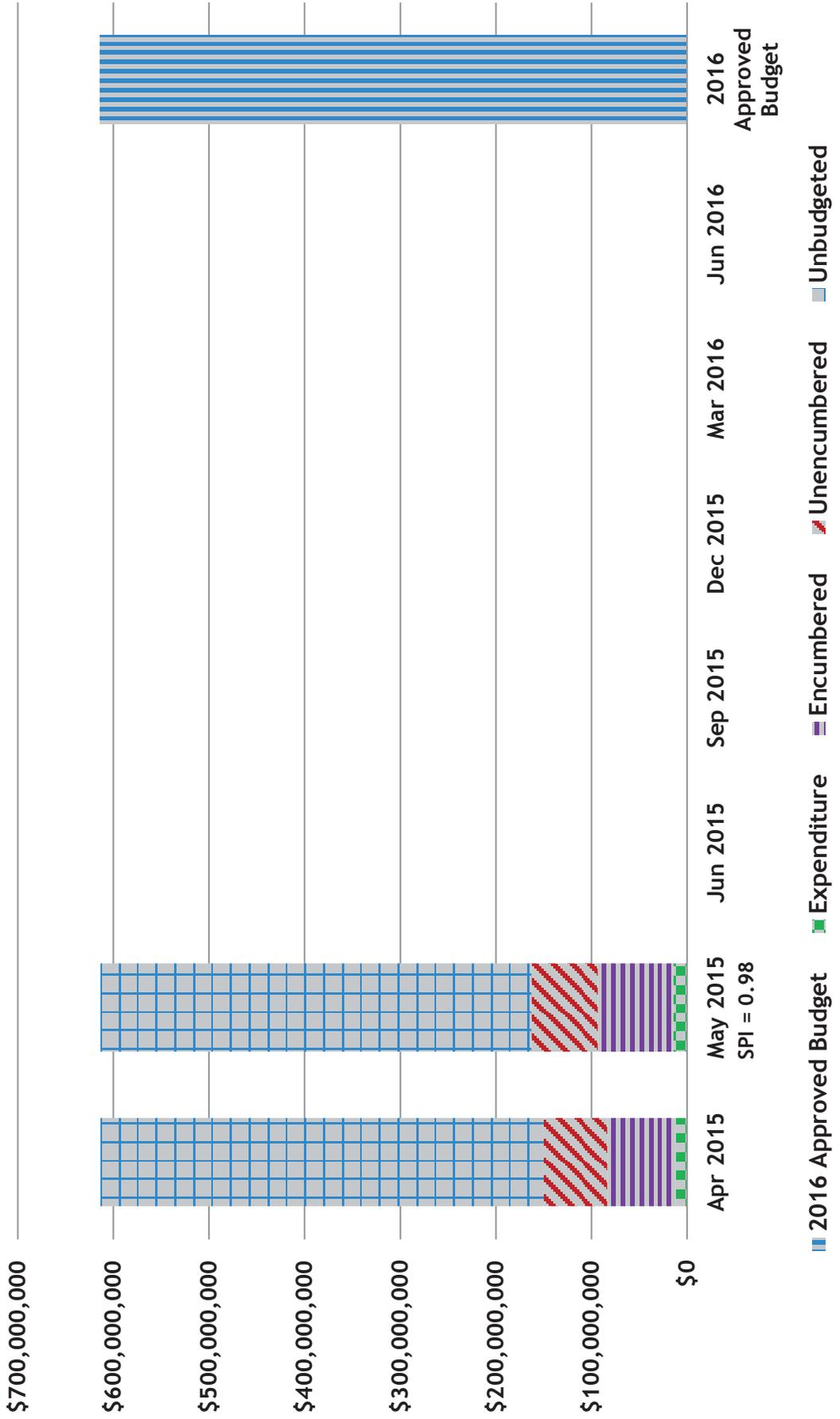
As of May 22, 2015

As of May 22, 2015



2016 Asset Management Status

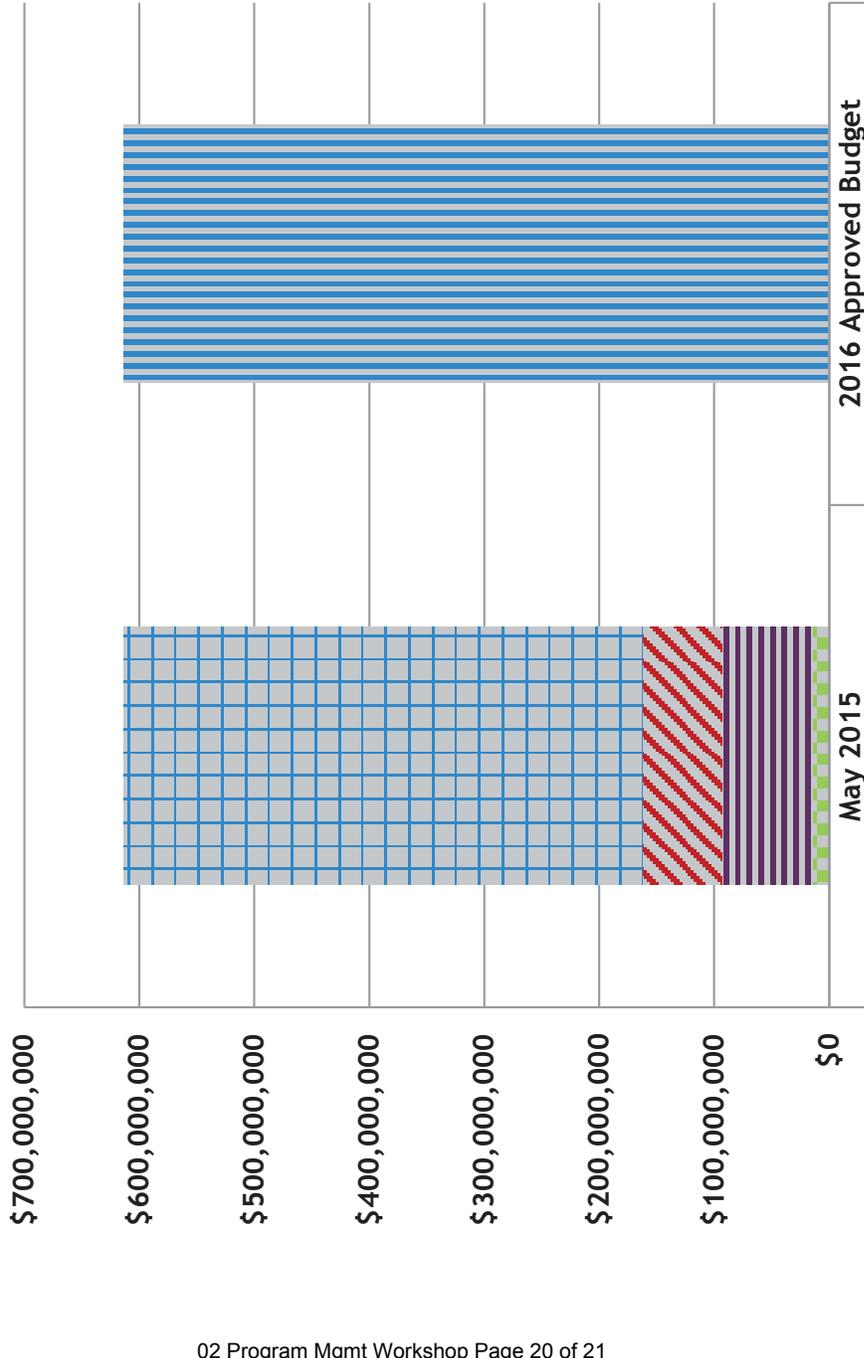
2016 Asset Management Financial Status





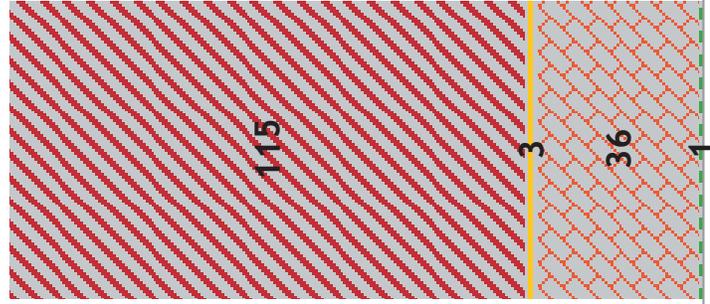
2016 Asset Management May Status

2016 Asset Management as of May 22, 2015



Asset Management Projects
(155 Projects Identified)

- Completed
- In Construction
- In Bid/Award
- In Design



As of May 22, 2015

As of May 22, 2015



Coming Attractions

- Update of Cash Balance
- Updated Expenditure Performance Index
- Update on Flood Program and RAMP Local Agency Programs