



COLORADO

Department of Transportation

Office of the Chief Engineer

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

DATE: May 20, 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 the RAMP Partnership and Operations and Safety 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 \$1,190.9 million, \$263.0 million above the target. Cash decreased compared to 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 \$1,488.8 million, \$64.6 million over the target. This balance is now closer to our normal expectations for this time of year. 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 January, FHWA authorized obligation of approximately \$300 million through May 31, 2015 bringing cash equivalents back in line with expectations.

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 remained at 0.79.



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 RAMP Partnership and Operations and Safety Programs.

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 0.92, and the RAMP Partnership and Operations program has improved to 0.99 from a 0.93 last month.

The Chief Engineer and Chief Financial Officer have made it a priority that all RAMP partnership projects be managed so that scope and project costs do not exceed their original TC approved project amounts. Region 3 has a RAMP Partnership project that is requesting additional Contingency RAMP Reserve funds. For more information on this project, please refer to the attached memorandum and this month's budget supplement.

The Safety program focuses on projects with HSIP and FASTER funds. The slide provided is a snapshot of how these individual programs are performing delivering projects.

Attachments

1. Powerpoint Presentation
2. RAMP Partnership Program Controls Update (table)
3. I-70 Exit 31 Horizon Drive Memorandum



RAMP Partnership Program Controls Update

RAMP Partnership Program Controls Update									May 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	\$29,000,000	(8,200,000)	In-Progress	Likely (\$2,400,000 or more)	\$0	\$0	CMGC (ICE #1 completed in November); Project team identified significant cost savings; Value engineering effort ongoing; ICE #2 results are currently being analyzed; Additional Local Contribution approved by council; 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)	\$0	\$0	FOR complete; Additional \$105,000 in Local Contribution confirmed at matching percentage; Requesting an additional \$423,000 in RAMP Reserve Funds based on ICE results; Planned Advertisement on June 4, 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)	\$22,000,000	\$26,595,518	(4,595,518)	Possible	Completed	\$0	\$0	ICE #1 Complete; Bids Opened; Project team 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 June or 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	\$369,229,142	(\$45,238,173)	(\$600,000)	\$5,772,000	\$9,158,885	\$14,043,450	(\$15,663,837)
		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.



COLORADO

Department of Transportation
Region 3, Program Engineering West

Date: May 1, 2015

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

From: David Eller, Region 3 Transportation Director

Subject: Update on RAMP Project 3-24, I-70 Exit 31 Horizon Drive Roundabout, SA#19911

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.

Project Background

The original RAMP application dated July 17, 2013 was approved for \$4.0M in RAMP funding and \$5.0M in total project cost. This RAMP application was amended and approved on March 16, 2014 by Transportation Commission (TC) Resolution 3137, for \$4.2M in RAMP funding and \$5.25M in total project cost. The local contribution to the project was 20%.

RAMP Application Participation Breakdown:

Total Budget: \$5,250,000
Right-of-Way: \$174,840
Utility and Construction: \$5,075,160

Scope Review

The original application scope was to construct two new roundabouts at the I-70 Exit 31 ramp intersections. This work included replacing the current asphalt surface with concrete pavement, providing new curb and gutter, sidewalks, landscaping, drainage facilities, street and pedestrian 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 the scope. Through the review some items were identified that could be decreased and others eliminated to help mitigate the increasing prices such as landscaping and limits of concrete pavement.



Estimate Status

The advertisement date for the project is currently scheduled for June 4, 2015. On April 22nd the Independent Cost Estimate (ICE) was completed by Stanton, and is 10.0% over the approved RAMP budget of \$4.20M. The new CDOT RAMP Budget request will be \$4.623M.

In Summary

Total RAMP Estimate:	\$5,778,000	
Right-of-Way:	\$ 270,000	(100% Local Contribution)
Local Const. contribution:	\$ 885,000	(City of GJ cash contribution)
CDOT Const. RAMP application request:	\$4,200,000	(Approved with TC 3137)
Request for RAMP Contingency Funds:	\$ 423,000	(10.0% over \$4.2M RAMP request)

Note 1: City of Grand Junction total contribution is 20% of RAMP Estimate which equals \$1,155,000 (\$270K ROW plus \$885K Cash)

Note 2: Total Project estimate will be \$6.095M, which includes \$317K for waterline utility relocation that will be reimbursed by utility company, and not considered in RAMP application.

Scalability

During project development, some items were identified that have been decreased and others eliminated to help mitigate the increasing prices; these include items such as landscaping and limits of concrete pavement.

The project staff then evaluated the project scalability and has determined the project to be non-scalable while maintaining the original scope of work. Since the project only consists of intersection improvements at the base of each ramp, it is very difficult to scale the project limits unless one of the intersections would be removed from the project.

Options for Additional Local Contribution

(See attached letter from the City of Grand Junction). The City of Grand Junction recognizes the estimate is currently over the original RAMP application amount and has agreed to participate in sharing the cost of the overruns at the original 20% participation rate as noted in the original application. It was also noted in the IGA with the City of Grand Junction dated April 23, 2014 that any cost savings, regardless of who is administering the project, or when the cost savings occurs, will be prorated according to the percentages agreed to, which are 20% Local contribution and 80% CDOT contribution.

Attachments

Letter from the City of Grand Junction dated December 3, 2014.





December 3, 2014

Dave Eller
Colorado Department of Transportation Region 3
222 South 6th Street #317
Grand Junction, CO 81501-2769

Project: RAMP I-70 Exit 31 Horizon Drive Interchange Improvements
Subject: Reconfirmation of contribution

Mr. Eller,

Per CDOT's request, the City of Grand Junction has updated the cost estimate for the above project based on more detailed design information and more recent bids received by CDOT. Estimated costs have increased since the Field Inspection Review (FIR) meeting in May. As the costs appear to be due to market pressures and not scope increases, this letter is to assure CDOT that the City remains committed to completion of the project with participation at the 20/80 split as established by our Intergovernmental Agreement dated April 23, 2014. As also provided by that agreement we anticipate final costs to be established in February 2015 at the Final Office Review (FOR) for the project.

Again we appreciate the ongoing partnerships on providing great transportation enhancements to our community. If your understanding of the funding or other aspect of the project is different, please contact Trent Prall immediately at 970-256-4047.

FOR THE CITY OF GRAND JUNCTION



Rich Englehart, City Manager

pc: Douglas Aden, Colorado State Transportation Commissioner
Jason Smith, Region 3 Program Manager
Trent Prall, City Engineering Manager



COLORADO

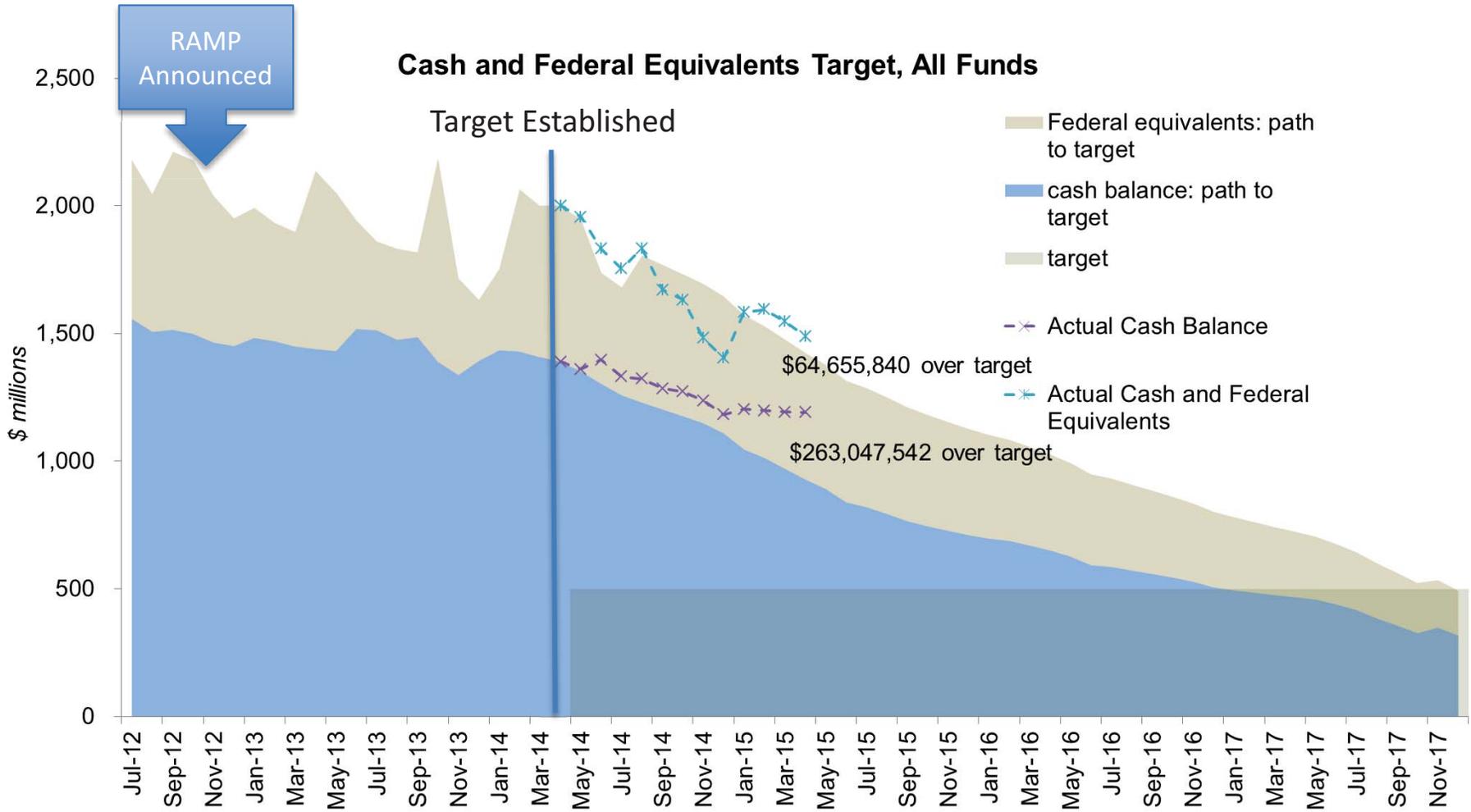
Department of
Transportation

Program Management Update

May 20, 2015



Cash & Equivalents Target Balance

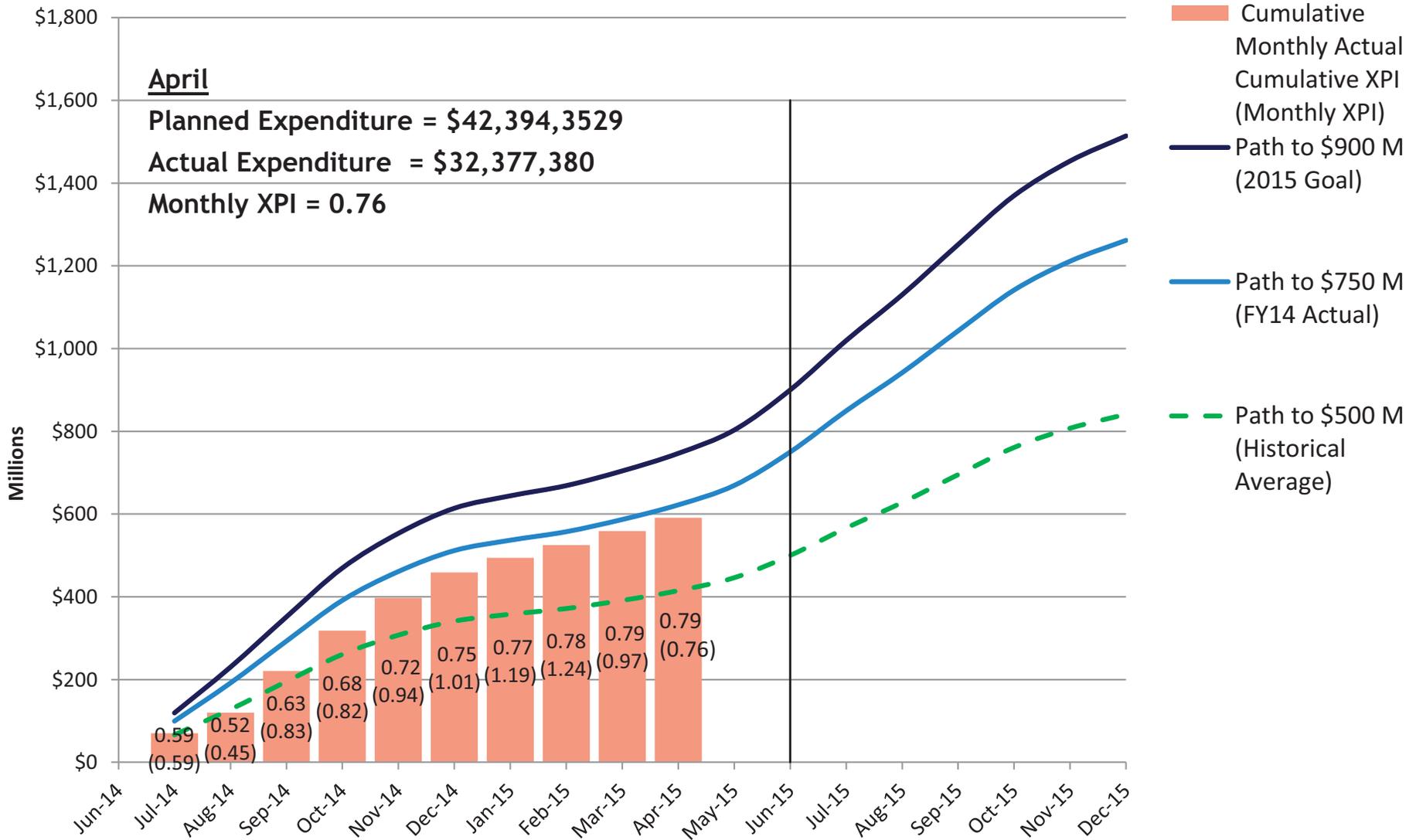


As of May 1, 2015



Expenditure Performance Index

Total Construction Expenditures FY 15





PMO Reporting Overview by Program

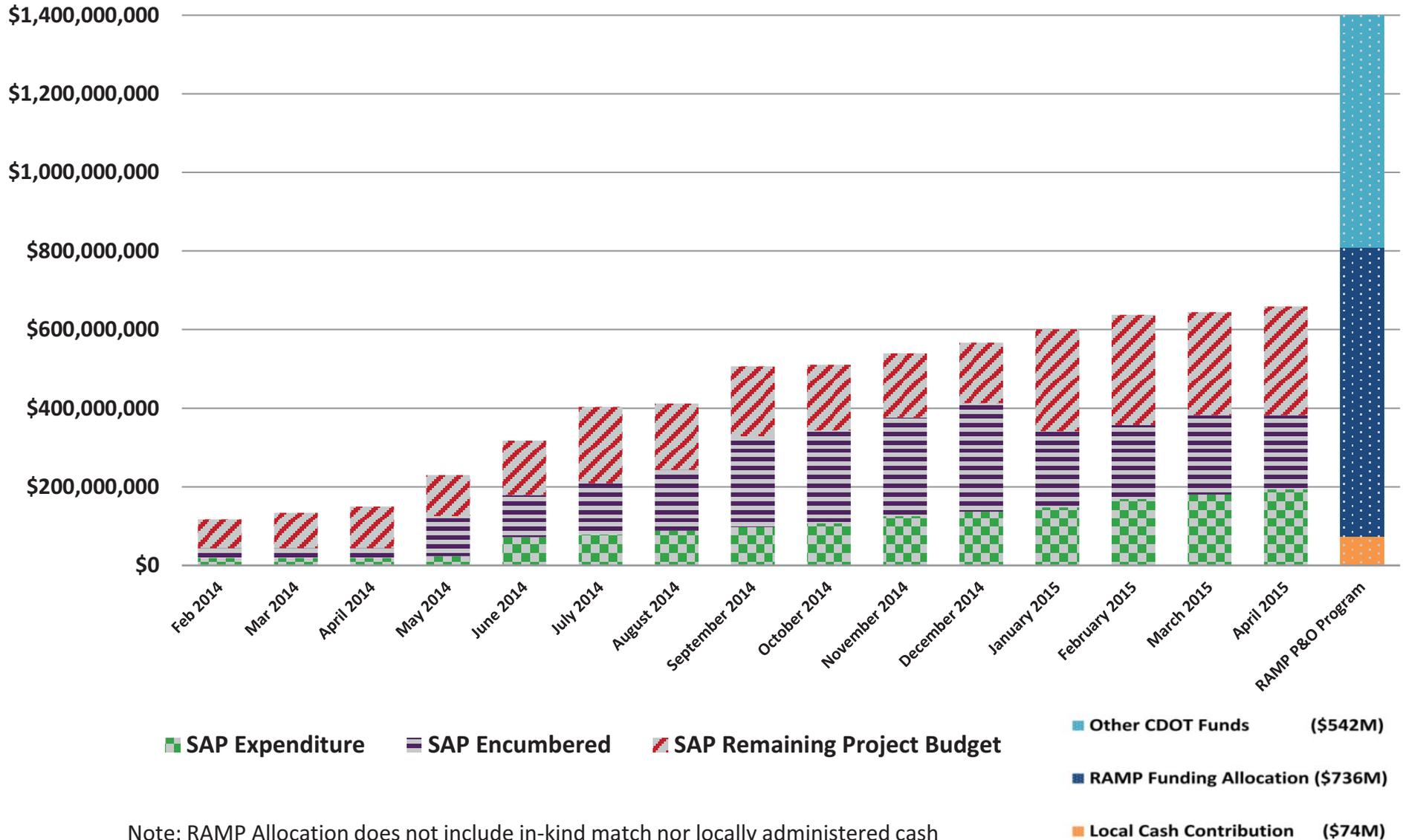
Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 3/20/2015	Program Expenditure through 4/17/2015	\$ Change	SPI	
Flood	\$130.7	\$133.9	\$3.2	0.92	July 2015
RAMP P&O (Overall)	\$180.5	\$194.4	\$13.9	0.99	May 2015
RAMP P&O (Local Agency)	\$7.3	\$7.3	\$0.0	0.88	July 2015
RAMP P&O (CDOT)	\$173.2	\$187.1	\$13.9	1.00	May 2015
FASTER and HSIP	\$438.3	\$448.7	\$10.4	-	May 2015
Asset Management	\$786.4	\$822.4	\$36.0	*	June 2015

- Notes:
- SPI's shown are for Preconstruction.
 - FASTER and HSIP funds are used on projects in multiple programs and as a result, an SPI is not provided for these programs.
 - 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)
 - * The SPI's for each Asset Management program will be provided in June as part of the Quarterly Rotation cycle.

As of May 1, 2015



Overview of RAMP P&O Program

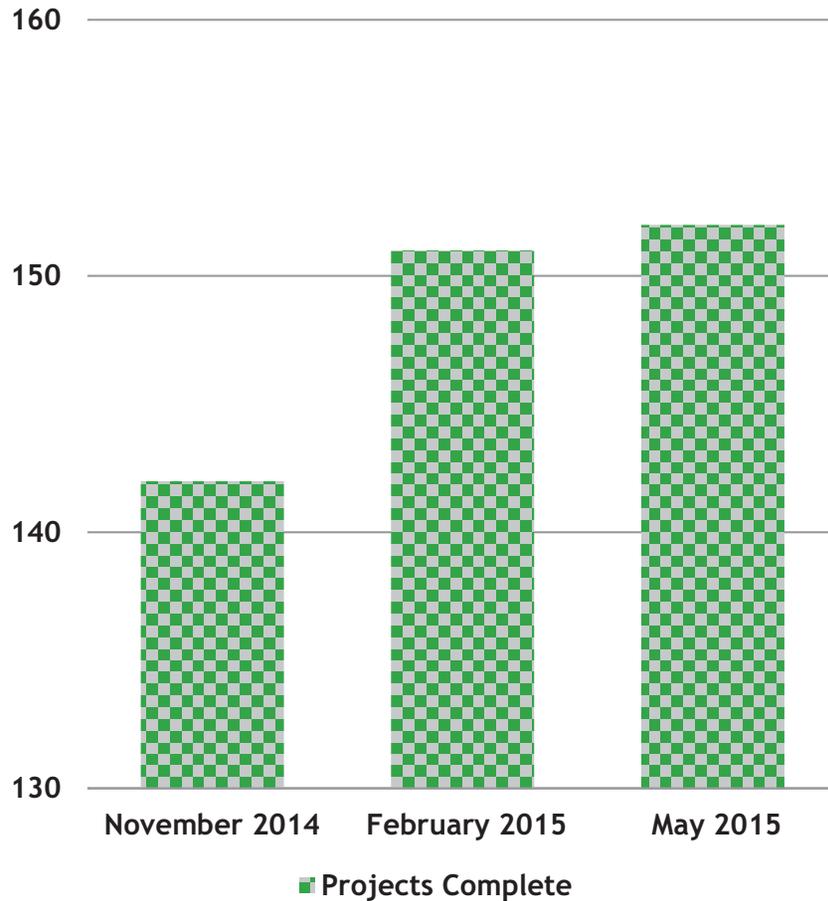


Note: RAMP Allocation does not include in-kind match nor locally administered cash

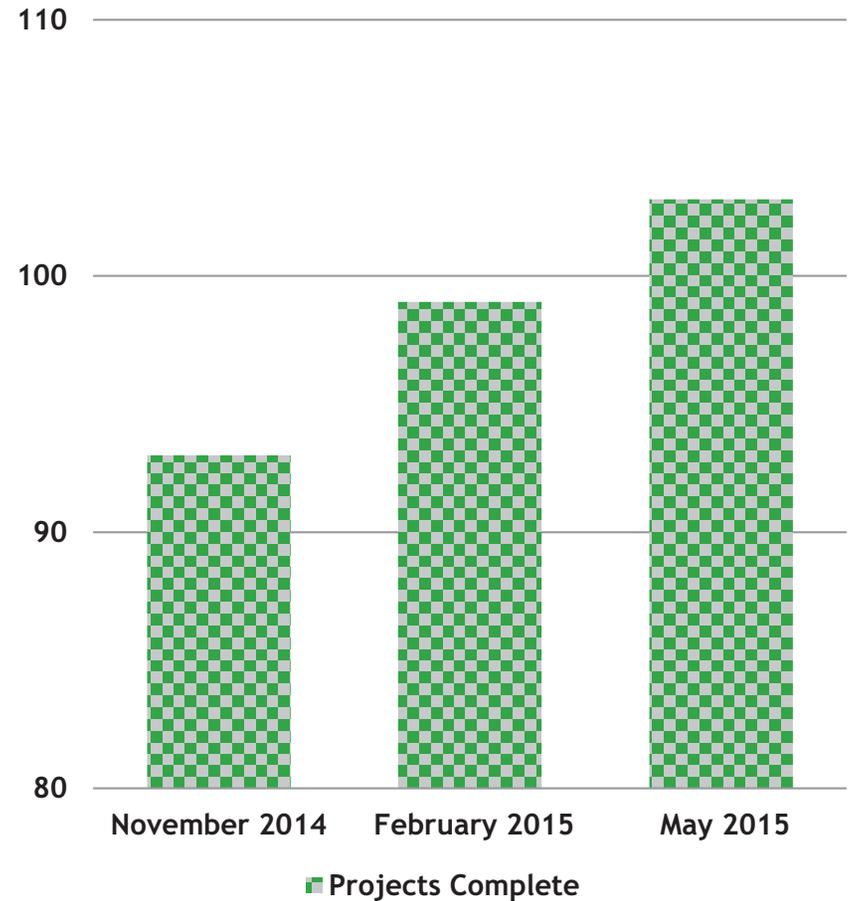


Safety Program Project Status

FASTER Projects Complete



HSIP Projects Complete





Coming Attractions

- Update of Cash Balance
- Updated Expenditure Performance Index
- Update on Asset Management Programs