



COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222-3400
(303) 757-9793

MEMORANDUM

DATE: August 18, 2016
TO: Transportation Commission
FROM: Maria J. Sobota, Chief Financial Officer
SUBJECT: Second Supplement - FY 2016-17

The project request included in the Supplement are consistent with the FY 2017 through FY 2020 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.

RAMP

Region 1

\$2,000,000- *I-25: 120th Ave to SH7 Managed Lanes, #4-5* – **RAMP HPTE Development Funds** - Finishing design of Segment 3 from 120th to SH7 per the design for the original approved RAMP Application 4-5.

\$3,750,000- *I-25: Monument to C470 PEL*– **RAMP HPTE Development Funds** -Approval of funding will help pay for stakeholder engagement, various traffic modeling, alternative development and screening, as well as survey of the project area. An initial internal scoping between Region 1 and 2, along with Office of Major Project Development, determined that the limits of a study for this area should extend north to C470 to tie a potential tolled facility with another tolled facility as the majority of commuters along this stretch of I-25 travel between the Colorado Springs area and metro-Denver. The overall length of the corridor to be studied is 33 miles.

For RAMP HPTE Development fund requests please refer to the Program Management Office memos in the Informational Packet.

Transportation Commission Contingency Reserve Fund

Region 1

\$15,000,000– *US85 /104th Ave Advanced Payment* – **TCCRF**- ROW acquisition at US 85 and 104th and to conduct an environmental assessment and preliminary design for US 85 from I-76 to 124th.

Please refer to the memo in the Informational Packet.

Region 4

\$775,000– *SH 6 Culvert replacement (C-23-AV)* – **TCCRF**- A roadway failure occurred on June 28, 2016, due to a failure of an irrigation culvert crossing SH 6 at Milepost 390.6 in Logan County. The Region 4 Hydraulics Engineer's analysis recommends a replacement of the failed culvert. This work will need to occur this fall when flow through the culvert is reduced. Funding is not identified in the culvert plan and as such is requested from the TCCRF.

Division of Highway Maintenance

\$3,200,000– *Equipment Purchase – TCCRF*- A balance of \$6,135,188 in Transportation Commission Snow and Ice Contingency Funds remained at the end of FY 2015-16. The Division of Highway Maintenance is requesting to reinvest half of these remaining funds into Snow and Ice Equipment. Specifically, The Division intends to purchase ten tow plows and expand the Gazex avalanche system. The remaining \$2,935,188 is reflected in the Transportation Commission Reserve Fund reconciliation and available for future allocation.

Please refer to the memo in the Budget Workshop Section.

Confirmation Item

Region 2

\$2,460,000– *SH 96 HASWELL EAST & WEST– Surface Treatment*-Extend resurfacing project by 9 miles to the Town of Eads. The additional miles are identified on the 2020 plan but can be effectively added to the existing project and utilize the current contractor unit pricing and complete the work this season. In order to maximize the logistical savings and keep the aggregate crusher on site a Contract Modification Order was executed on August 5th. (20778/1000228278)

SH 96 HASWELL EAST & WEST
Budget Components by Phase, Funding Program, Fiscal Year

| Phase of Work | Funding Program | Current Budget | Supplement Action | | | | | Revised Budget | Expended Budget | | |
|-----------------------------|----------------------------|--------------------|---------------------|------------|------------|-------------|--------------------|----------------|--------------------|--------------------|-----------------|
| | | | Year of Budget | | | | Total Request | | | Percent Increase | |
| | | | FY2017 | FY2018 | FY2019 | FY2020 | | | | | |
| Construction | <i>Surface Treatment</i> | \$4,894,761 | \$0 | \$0 | \$0 | \$2,460,000 | \$2,460,000 | \$7,354,761 | \$22,163 | | |
| | <i>Bridge Construction</i> | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | | | \$10,000 | \$0 |
| | Total Construction | \$4,904,761 | \$0 | \$0 | \$0 | \$0 | \$2,460,000 | | | \$7,364,761 | \$22,163 |
| Total Project Budget | | \$4,904,761 | \$0 | \$0 | \$0 | \$0 | \$2,460,000 | 50.16% | \$7,364,761 | \$22,163 | |
| | | | Year of Expenditure | | | | Total Request | | | | |
| | | | FY2017 | FY2018 | FY2019 | FY2020 | \$2,460,000 | | | | |
| | | | \$2,460,000 | \$0 | \$0 | \$0 | \$2,460,000 | | | | |

This item is being included in the Supplement per PD703.0 as the increase is above the 15% and \$500,000 thresholds.

Informational Item

Traffic and Safety Engineering

An additional request for \$1,000,000 from the Snow and Ice Contingency surplus will be made by Traffic and Safety Engineering at a later date and is identified in the attached TCCRF Year-End Balance Projection. Regions are striving to improve striping and lane delineation around the state with innovative contracts and performance and more responsive re-striping in areas of greatest need and high priority corridors. Striping is critical for most efficient operation and lane keeping for safety, and now also is the guide for autonomous vehicles technology. CDOT plans to provide the best lane guiding striping available in collaboration with the striping and autonomous vehicle industries.

This additional funding would be made available to the regions on a competitive basis to provide the next level of striping performance. Project proposals would be evaluated based upon criteria to improve safety and address lane keeping risk factors, provide continuous year-round lane delineation, even in adverse conditions, and do so in an advanced or innovative way. The winning project would likely be one complete project for most efficient and effective use of funding. Department Staff will seek approval for the \$1 million after the competitive proposals are reviewed.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Second
Supplement**

Fiscal Year 2016-2017

**Dated:
August 18, 2016**

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the Second Supplement to the Fiscal Year 2016-2017
Budget be approved by the Commission”**

**Transportation Commission Contingency Reserve Fund Reconciliation
Second Supplement FY 2017 Budget**

| Transaction Date | Transaction Description | Amount | Balance | Reference Document |
|-------------------------|--|-----------------|---------------------|---------------------------|
| June-16 | <i>Ending Balance 12S16</i> | | \$79,876,372 | |
| July-16 | <i>Balance 1S17</i> | | \$89,842,565 | |
| | <i>state match for ER permanent repair projects</i> | \$ (639,423) | | 1000226622-1000228226 |
| | <i>Savings from Region 2 US24 Waldo Canyon Flood Warning</i> | \$ 92,988 | | 1000227432 |
| | <i>FY2015-2016 TC Snow and Ice Contingency Reserve Savings</i> | \$ 6,135,188 | | 1000228394 |
| | <i>SH 6 Culvert replacement (C-23-AV)</i> | \$ (775,000) | | Pending |
| | <i>US85 /104th Ave Advanced Payment</i> | \$ (15,000,000) | | Pending |
| | <i>Division of Highway Maintenance Equipment Purchases</i> | \$ (3,200,000) | | Pending |
| July-16 | <i>Pending Balance 2S17</i> | | \$76,456,318 | |

**Transportation Commission Contingency Snow & Ice Fund Reconciliation
Second Supplement FY 2017 Budget**

| Transaction Date | Transaction Description | Amount | Balance | Reference Document |
|-------------------------|--------------------------------|---------------|---------------------|---------------------------|
| | <i>FY17 Budget Allocation</i> | \$10,000,000 | | 1000223849 |
| July-16 | <i>Balance 1S17</i> | | \$10,000,000 | |
| August-16 | <i>Pending Balance 2S17</i> | | \$10,000,000 | |

**Transportation Commission Contingency RAMP Reserve
Second Supplement FY 2017 Budget**

| Transaction Date | Transaction Description | Amount | Balance |
|-------------------------|--------------------------------|---------------|--------------------|
| June-16 | <i>Balance 12S16</i> | | \$1,619,839 |
| July-16 | <i>Balance 1S17</i> | | \$1,619,839 |
| August-16 | <i>Pending Balance 2S17</i> | | \$1,619,839 |

Transportation Commission Contingency Reserve Fund
Emergency and Permanent Repairs-Nonparticipating costs and state match

September 11, 2013 Flood Related Monthly Activity

| Reg | State Highway | Mileposts | | Project Description | County | Total Budget TCCRF |
|------------|----------------------|------------------|----------|--------------------------------------|---------------|---------------------------|
| 4 | 034D | 13.750 | - 14.710 | PR US 34D MP 13.75 to MP 14.71 | Weld | \$ (34,420) |
| 4 | 034A | 77.000 | - 80.000 | PR US 34 Big Thompson Canyon Phase 1 | Larimer | \$ (5,805) |
| 4 | 066B | 46.470 | - 47.150 | PR SH66B Permanent Flood Repairs | Weld | \$ (237,962) |
| 4 | 036B | 20.000 | - 27.952 | PR US36 Bridges | Boulder | \$ (62,078) |
| 4 | 072B | 32.369 | - 54.063 | PR SH 72B Resurfacing | Boulder | \$ 7,957 |
| 4 | 119C | 61.419 | - 63.699 | PR SH 119 MP 61.5-63.9 | Weld | \$ 541 |
| Total | | | | | | \$ (331,767) |

Spring 2015 Flood Related Monthly Activity

| Reg | State Highway | Mileposts | | Project Description | County | Total Budget TCCRF |
|------------|----------------------|------------------|--|--------------------------------|---------------|---------------------------|
| 4 | | | | PRLA Mill St. Overlay in Brush | Morgan | \$ (307,656) |
| Total | | | | | | \$ (307,656) |

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting **\$ (639,423)**



FY 2016-2017 Contingency Balance Projection

| | | |
|--|---------------------|--------------------|
| July TC Contingency Balance | \$89,842,565 | |
| State Match for ER and Permanent Flood repairs | (\$639,423) | |
| Savings from Region 2 US24 Waldo Canyon Flood Warning | \$92,988 | |
| FY2015-2016 TC Snow and Ice Contingency Reserve Savings | \$6,135,188 | |
| SH 6 Culvert replacement (C-23-AV) (Pending) | (\$775,000) | |
| US85 /104th Ave Advanced Payment (Pending) | (\$15,000,000) | |
| Division of Highway Maintenance Equipment Purchases (Pending) | (\$3,200,000) | |
| Pending August TC Contingency Balance | \$76,456,318 | |
| | Low Estimate | High Estimate |
| State Match for Emergency Relief/Permanent Recovery | (\$4,500,000) | (\$9,500,000) |
| Right of Way Acquisitions | (\$12,500,000) | (\$20,000,000) |
| State Match for Spring 2015 Floods | \$0 | (\$2,500,000) |
| FY16-17 Estimated Misc TCCRF Funding Requests | (\$20,000,000) | (\$20,000,000) |
| Striping Initiative To Be Determined | (\$1,000,000) | (\$1,000,000) |
| | Max Estimate | Min Estimate |
| August 2016 FHWA Redistribution | \$25,000,000 | \$20,000,000 |
| Projected FY 2015-2016 YE Contingency Balance | \$63,456,318 | \$43,456,318 |
| <i>TCCRF Surplus (Deficit) to Reach \$40M Balance July 1, 2017</i> | <i>\$23,456,318</i> | <i>\$3,456,318</i> |



COLORADO

Department of Transportation

Office of the Chief Engineer

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: AUGUST 18, 2016
TO: TRANSPORTATION COMMISSION
FROM: JOSH LAIPPLY, CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, OFFICE OF PROGRAM MANAGEMENT DIRECTOR
SUBJECT: PROGRAM MANAGEMENT INFORMATION ITEM

Purpose

The Program Management Information Item provides the Transportation Commission (TC) with an update on the integration of cash management and program management, asset management, and RAMP.

Action

1) Please see Budget Supplement for TC action required related to two (2) RAMP Partnership projects.

Background

Integration of Cash Management and Program Management:

Please see Fund 400 Cash Balance Memo included as a separate information item.

Asset Management:

No update since last month.

RAMP:

The RAMP program was initiated in November 2012 as a means to reduce the cash balance. Shortly thereafter the TC approved a project list and has since approved groups of projects and individual projects. As has been the case for the past few months PMO updates are now limited to background associated with requested TC actions.

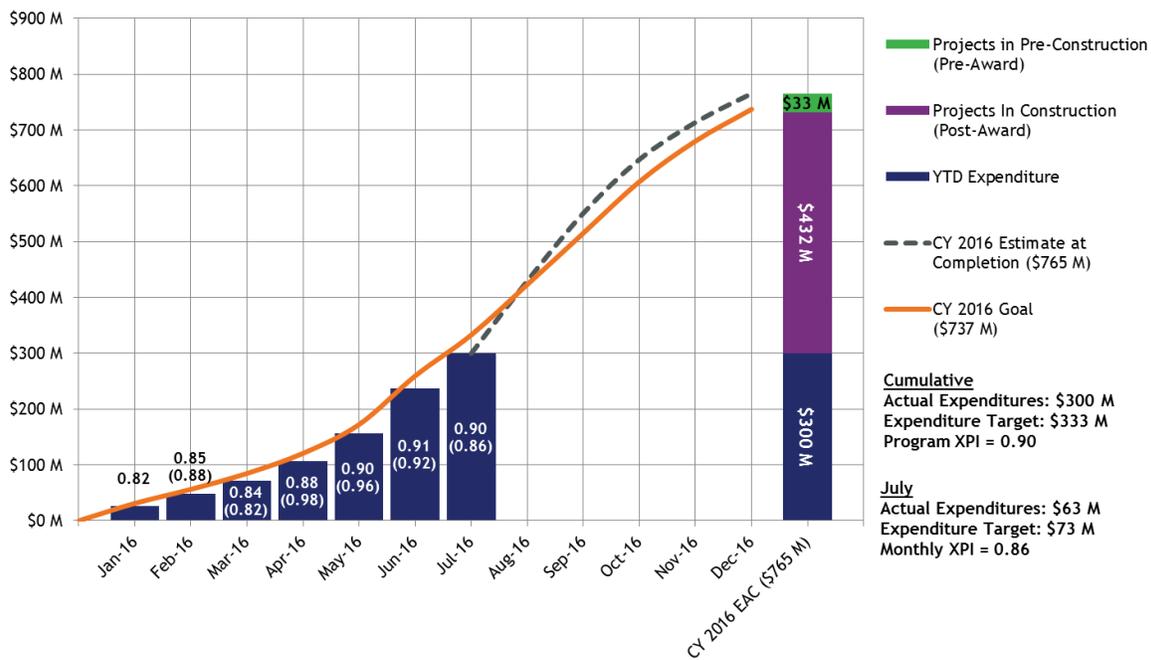
Details

Integration of Cash Management and Program Management:

PMO is tracking program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. As indicated in Figure 1 below, the cumulative Calendar Year 2016 XPI is 0.90 which is 0.01 lower since June. July's actual expenditures were \$10M below the expenditure target (Monthly XPI = 0.86). We are currently tracking to fall short of the \$737M Calendar Year 2016 target and a number of actions are in process in an attempt to close the gap.



Figure 1 - CY 2016 Capital Program Construction Expenditures



RAMP:

Table 1 details RAMP Partnership and Operations projects (CDOT & Locally Administered) that have not yet been awarded. As detailed in the Budget Supplement, staff is requesting TC action regarding two (2) RAMP Partnership projects. The first is a budget request of \$2,000,000 in RAMP HPTE Development Funds for project and procurement development of I-25 North Segment 3. The second is a budget request of \$3,750,000 in RAMP HPTE Development Funds to enable full funding of the I-25 Monument to C-470 planning and environmental linkage (PEL) study and to conduct survey along the 33 mile corridor.

Table 1 - RAMP Program Controls Table (remaining unawarded CDOT & Locally Administered projects)

| Project Name | Project Budget | RAMP Request | Local Contribution | Other CDOT Funds | Status |
|---|----------------|--------------|--------------------|------------------|--------------|
| CDOT ADMINISTERED | | | | | |
| Adaptive Traffic Signals System in Longmont | \$5,500,000 | \$4,670,000 | \$770,000 | \$60,000 | Awarded |
| SH 74 South of El Rancho Safety Shoulders | \$57,947 | \$57,947 | \$0 | \$0 | In Bid/Award |
| US 385 Intersection at Yuma CR 33.6 | \$736,000 | \$485,000 | \$254,000 | \$0 | In Bid/Award |



| Project Name | Project Budget | RAMP Request | Local Contribution | Other CDOT Funds | Status |
|--|----------------|--|--------------------|------------------|------------------------------------|
| New Traffic Signal Controllers in Denver Metro | \$1,060,000 | \$1,060,000 | \$0 | \$0 | Ad in September |
| Maintenance Decision Support System (MDSS) | \$250,000 | \$250,000 | \$0 | \$0 | Operations Procurement |
| HPTE P3 Development Fund † | \$40,000,000 | \$15,150,000 -(\$2,000,000) -(\$3,750,000) | \$0 | \$0 | Budget Supplement Action Requested |
| LOCALLY ADMINISTERED | | | | | |
| Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System | \$250,000 | \$200,000 | \$50,000 | \$0 | Ad in Aug |
| SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements | \$2,100,000 | \$1,680,000 | \$420,000 | \$0 | Ad in Nov |
| SH 392 & CR 74 Intersection Safety Improvements | \$2,249,875 | \$1,000,000 | \$1,249,875 | \$0 | Ad in Dec |
| SH 392 & CR 47 Intersection Safety Improvements | \$3,685,180 | \$1,842,590 | \$1,842,590 | \$0 | Ad in Jan '17 |
| SH 119 Boulder Canyon Trail Extension | \$5,466,350 | \$4,373,080 | \$1,093,270 | \$0 | An in Jan '17 |
| Federal Blvd: 6 th to Howard Reconstruction and Multimodal Improvements | \$29,181,821 | \$23,341,821 | \$5,840,000 | \$0 | Ad in Feb '17 |
| US 287: Conifer to LaPorte Bypass (Phase III) - Ped Bridg | \$2,200,000 | \$1,106,000 | \$0 | \$0 | Ad in June '17 |

† This total represents the remaining RAMP Development funding still available. HPTE staff has prepared a HPTE Development Fund Policy and Evaluation Criteria guidance document. In accordance with PD703.0, the July & August 2016 budget supplements provide more detail regarding the individual HPTE budget requests.

Attachments

1. RAMP Budget Request Memorandum





MEMORANDUM

DATE: AUGUST 18, 2016
TO: TRANSPORTATION COMMISSION
CC: JOSH LAIPPLY, CHIEF ENGINEER; MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, PMO DIRECTOR
FROM: PAUL JESAITIS, REGION 1 TRANSPORTATION DIRECTOR
SUBJECT: RAMP-HPTE DEVELOPMENT FUNDS REQUEST FOR SUPPLEMENT OF RAMP
PROJECT #4-5A: I-25 NORTH CORRIDOR EXPRESS LANES

Purpose

Region 1 is requesting funding for final design of I-25 Segment 3 from E470 to SH 7.

Action

Per PD 703.0, staff is requesting Transportation Commission (TC) approval to budget \$2M for the final design for I-25 Segment 3B from E470 to SH7.

On July 25, 2016, the RAMP Sponsor Coalition discussed keeping the remaining balance (~\$2.2M) of the original 4-5a application but determined for consistency purposes the balance would be returned to the RAMP program. The Coalition suggested and supported a new request of RAMP-HPTE Development Fund dollars, as this advances the North I-25 Corridor Express Lanes project.

Background

The North I-25 corridor was authorized for \$90M in the RAMP program, \$55M for Segment 3A and \$35M for I-25: SH 66 to SH 14 (RAMP Application 4-5). Additional funding sources supplemented the RAMP funds for each construction project. Region 1 allocated \$19.5M of regular program funds, and HPTE secured \$22M of future toll revenues through a loan to supplement the \$55M RAMP funds and extend the project as far North as possible.

The RAMP Application 4-5a was to deliver final design and construction of Managed Lanes from 120th Avenue to State Highway 7. Due to funding shortfalls, Segment 3 construction was cut short at Northwest Parkway/E470 Interchange leaving a remaining 1.7 miles yet to be constructed and designed.

Details

I-25 Segment 3 final design will be closely coordinated with design of the Diverging Diamond Interchange (DDI) at I-25 and SH7, which is being funded by the local agencies. Development is driving the need to improve operations and capacity at this interchange and knowing the impacts of the Express Lanes template along I-25 is needed to ensure development is properly setback from the ultimate EIS configuration.



The proposed 2.8-mile Package 2 project extends the Express Lanes from the south side of E-470 through the SH 7 interchange to tie in to the six lane concrete pavement section to the north. This project continues CDOT's vision of providing increased mobility to support the rapidly expanding northern Colorado area. This package will directly benefit Region 4 in future Express Lane expansions. Performing the remaining I-25 design simultaneously with SH 7 will allow a larger scope of I-25 to be designed for the remaining \$2M originally budgeted.

Key Benefits

Advancing final design of Segment 3 will provide key benefits including:

- This completes the North I-25 120th to SH 7 project which is a Tier 1 priority project for the North Area Transportation Alliance (NATA) and was in the original approved RAMP Application 4-5a.
- This section of I-25 is a complex area where I-25, Northwest Parkway/E470, and SH 7 come together. Concept design has been developed and needs final definition to preserve requirements for the SH 7 plans.
- Adams County, Thornton and Broomfield are collectively working on the development of the SH 7 interchange and are providing CDOT with design funds. Our understanding is that developer commitments exist for construction funding for the interchange once triggers are met.

Options

- 1) Approve \$2M in RAMP - HPTE Development Funds for the final design of Segment 3. (Staff Recommendation)
- 2) Request additional information related to this request
- 3) Deny request to use \$2M in RAMP - HPTE Development Funds for the final design of Segment 3.

Next Steps

Upon approval of the funding request, the Region will complete the necessary steps to fund the final design work immediately.





COLORADO

Department of Transportation

Region 1
South Program
18500 E Colfax Ave.
Aurora, CO 80011

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: JOSHUA LAIPPLY, P.E., CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, PMO DIRECTOR
CC: PAUL JESAITIS, RICHARD ZAMORA
DATE: AUGUST 18, 2016
SUBJECT: REQUEST TO USE RAMP - HPTE DEVELOPMENT FUND: I-25; MONUMENT TO C470

Purpose

Region 1 is requesting approval to use \$3.75M of the RAMP - HPTE Development Fund (DF) to help cover the costs of the I-25: Monument to C470 Planning and Environmental Linkage (PEL) Study and perform a survey along the corridor.

Action

Per P.D. 703.0, staff is requesting Transportation Commission (TC) approval to budget \$3.75M of RAMP - HPTE DF for the I-25: Monument to C470 PEL via the August TC budget supplement. Approval of funding will help pay for stakeholder engagement, various traffic modeling, alternative development and screening, as well as survey of the project area.

The RAMP Sponsor Coalition supports this request.

Project Background

In October 2014, the Governor termed the four lane segment between Monument and Plum Creek as “The Gap” and “promised” to make this stretch of widening a high priority in his next 4 years. An initial internal scoping between Region 1 and 2, along with OMPD, determined that the limits of a study for this area should extend north to C470 to tie a potential tolled facility with another tolled facility as the majority of commuters along this stretch of I-25 travel between the Colorado Springs area and metro-Denver. The overall length of the corridor to be studied is 33 miles.

This project lies in two MPOs - DRCOG and PPACG and is currently not in either fiscally constrained plan. The area discussed covers 18 miles where I-25 to the north and south of this segment has six (6) lanes or more. The Office of Major Project Development (OMPD) secured the Louis Berger Group (LBG) last year to conduct a Level 1 Traffic and Revenue (T&R) to determine if tolling was a viable option for this corridor. The PEL study will look at other modeling techniques outside of the Level 1 T&R to try and capture the reliability and predictability of travel on this corridor.

Region 1 proceeded with an RFP in December 2015 to select a consultant. CH2M Hill was selected in March and is now under contract. Work will be identified through task orders as the study progresses. The first Task Order to scope the project and begin stakeholder involvement is already in place. An internal kickoff meeting for this study is scheduled for mid-August 2016.



Details

The current estimated costs for the PEL and corridor survey are:

- \$4M for the PEL
- \$2M for the Survey

Region 1 allocated \$1.5M in Regional Priority Program funds in FY2015-16 for this project. Douglas County has contributed \$250k towards the study and Region 2 is looking to allocate \$500k in FY2019-20. This provides a total of \$2.25M in funding, leaving the project \$3.75M short.

The project meets the following criteria supporting this request:

- A major corridor assessment is being conducted and the project has a strong likelihood of a P3, express lanes or HOV lane solution.
- There is an immediate political push to improve this stretch of I-25 with the recent widening of I-25 to both the north and south of this area.
- Douglas County has committed some funding for this study and has noted they may contribute more to this corridor as we move forward.
- Widening on I-25 in the specified area would provide lane connectivity along this corridor.

Key Benefits

Approving the funds for this request will allow for the full completion of the study. The negotiations for the 2nd Task Order can begin with identified funding. In addition, a survey will also be done to prepare this corridor to move quickly once an outcome is determined from the study.

Options

- 1) Approve Region 1's request for \$3.75M of HPTE DF Fund. (Staff Recommendation)
- 2) Approve \$1.75M of HPTE DF Fund to complete the funding of the study only without survey.
- 3) Decline the request for additional funding.

Next Steps

Upon approval of the funding request, the Region will begin outlining tasks for the next Task Order for the PEL and drafting an RFP for completing survey on the corridor. If denied, the Region will identify needs from the Scoping to complete the project and seek funds. Survey will be delayed until funds are identified for improvements.





DATE: AUGUST 18, 2016
TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
 JOSH LAIPPLY, CHIEF ENGINEER
SUBJECT: FUND 400 CASH BALANCE - INFORMATIONAL MEMORANDUM

Purpose

This memo summarizes information related to the Cash Balance Policy, for the period ending June 30, 2016.

Action

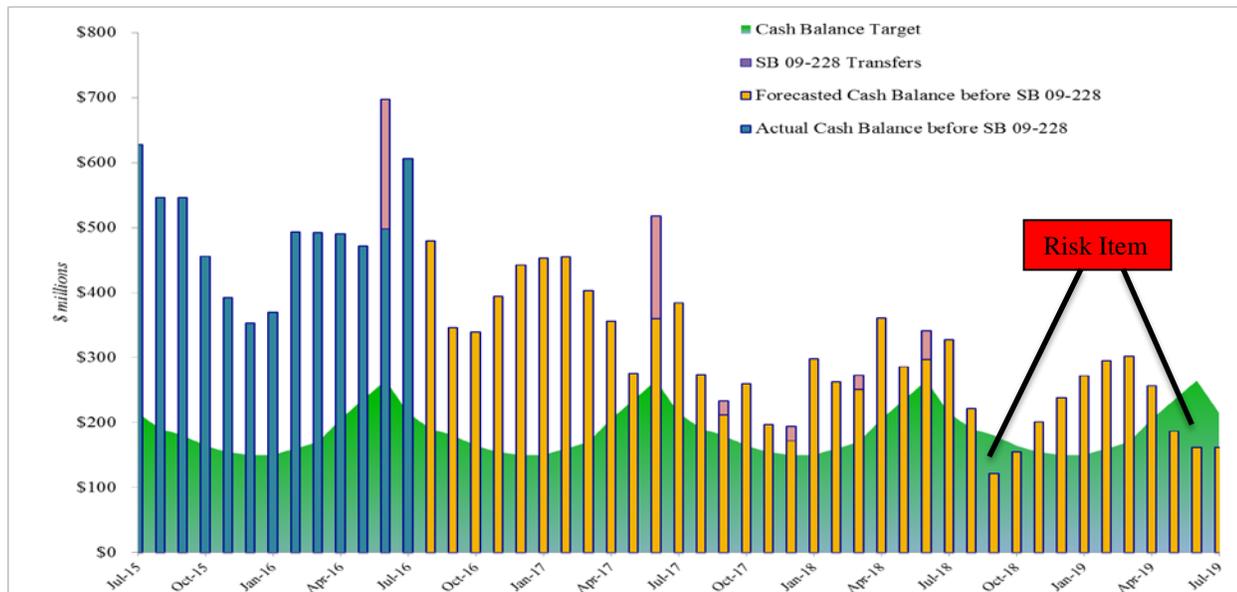
This is for information purposes only. No action is requested or required by the Transportation Commission (TC) regarding this item.

Background

The total cash balance (all Fund Numbers) at the end of July, 2016 was \$878,459,861. This includes Fund 400 with an amount of \$616,033,723, \$221,195,518 in Fund 538 (Bridge Enterprise), and \$41,230,620 in all other fund accounts (High Performance Transportation Enterprise (HPTe), Division of Aeronautics, and the State Infrastructure Bank (SIB)).

As a follow-up to previous TC guidance, Division Staff is to provide an informational report of the Fund 400 Cash Balance Forecast as shown in Table 1 below.

Table 1 - Fund 400 Cash Balance Forecast



A significant portion of SB 09-228 funds received in FY2015-16 will be used for Central 70. The cash outflow attributable to Central 70 costs consuming SB 09-228 funds is also included in the Fund 400 model. Future years' SB 09-228 transfers also assumed to be \$0 in the November 2015 forecast are now included in the forecast as shown in Table 2.

Table 2 - SB 09-228 Revenue Forecasts

| State Fiscal Year | Revenue Forecasts |
|-------------------|----------------------|
| FY 2015-16 | \$199,200,000 |
| FY 2016-17 | \$158,000,000 |
| FY 2017-18 | \$110,000,000 |
| Total | \$467,200,000 |

Next Steps

As the TC directed Staff in the July TC meeting, staff will continue monitoring the cash balance and report significant changes in the forecast to the TC in the Information Tab of the TC packet as needed.





COLORADO
Department of Transportation
Office of the Chief Engineer
4201 East Arkansas Ave, Suite 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: JOSHUA LAIPPLY, CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
PAUL JESAITIS, REGION 1 TRANSPORTATION DIRECTOR
RE: TRANSPORTATION COMMISSION CONTINGENCY FUNDING REQUEST
- US 85 FROM I-76 TO 124TH
DATE: AUGUST 10, 2016

Purpose: The purpose of this action is to request Transportation Commission Contingency funds to facilitate early right of way (ROW) acquisition at US 85/104th and begin the environmental evaluations and preliminary design for US 85 from I-76 to 124th.

Action: Approve \$15 million from Transportation Commission Contingency for early ROW acquisition at US 85/104th and environmental review/preliminary design for US 85 from I-76 to 124th.

Background: CDOT identified the potential need for an interchange at the intersection of US-85 and 104th many years ago. An on-going planning and environmental linkage (PEL) study will also confirm the interchange need because the intersection of US 85/104th Avenue operates at level of service (LOS) F today, meaning the intersection is operating at or near maximum capacity. Very little additional capacity can be added via lane additions, yet the 20-year traffic projections call for a 40 to 50 percent increase in traffic demand needing to be served by the intersection (demands have increased 70 percent in the last 20 years). With poor LOS's come significant traffic queues, and this intersection is no exception. The critical consideration of the formed queues pertains to the intersection's proximity to I-76. It is all too common for northbound traffic queues to extend back into I-76, a high-speed freeway facility in which drivers are not anticipating queued traffic due to signalization. Impending increases in traffic demand will also exacerbate this queuing/safety issue.

Additionally, the PEL will likely identify a grade separated interchange at US 85 and 120th as another important transportation improvement. Based on conversations with our local partners, their desire is to look at both proposed interchanges together. Prior to the UPRR ROW negotiations, neither 104th nor 120th had been identified as top near term priorities for Region 1 due to other competing needs throughout the Region



Unfortunately, commercial mixed use development on property that will be directly impacted by a future interchange at US 85/104th is imminent. The property owner would prefer to know if CDOT will acquire the property sooner rather than later because it is difficult for him to move forward with the current uncertainty. We believe it would be in the best interest of the Department to acquire the identified ROW before the development occurs and our costs to acquire in the future inflate exponentially. Acquiring the property sooner rather than later also allows the property owner to not have his development plans complicated by the cloud of potential future acquisition.

Given the benefit both interchanges could provide to US 85 and UPRR operations as well as UPRR ROW negotiations, we would also like to conduct an environmental assessment (EA) (the next step in the environmental process) and complete preliminary design so we are in position to pursue potential construction funding sources, including grant opportunities, to complete these important improvements. Because of the proximity to I-76 and the desire to analyze how both interchanges may impact US 85 highway users and the UPRR, the proposed environmental study limits are from I-76 to 124th.

Options:

1. Approve the use of \$15 million from Transportation Commission Contingency for early ROW acquisition at US 85 and 104th and to conduct an EA and preliminary design for US 85 from I-76 to 124th. This option is consistent with our local partners' desires, may benefit the US 85 ROW negotiations with the UPRR, and will allow CDOT to move forward with preliminary design and environmental clearance so we are better positioned to compete for future construction funding opportunities. It also removes the cloud of uncertainty for the property owner at 104th.
2. Deny use of Transportation Commission Contingency funding. Not approving the funding will result in exponentially higher ROW costs because the property will likely already be developed. Additionally, CDOT will not be in a good position to compete for potential future construction funding opportunities.
3. Defer taking action pending additional information. This option will continue to place a cloud of uncertainty over the current property owner and may complicate our US 85 ROW negotiations.

Recommendation: Approve use of \$15 million from Transportation Commission Contingency for early ROW acquisition at US 85 and 104th and to conduct an environmental assessment and preliminary design for US 85 from I-76 to 124th.

Next Steps: Region 1 has submitted a TIP amendment for the August 22 DRCOG Technical Advisory Committee agenda with the statement that funding is contingent on Transportation Commission approval. If the funding is approved by the Transportation Commission and the TIP amendment is approved by the TAC, it is anticipated that DRCOG will formally adopt the TIP amendment in September. If adopted we will then be able to budget the funds and formally begin ROW negotiations with the property owner at US 85/104th. We will also begin the procurement process for the EA and preliminary design work for US 85 from I-76 to 124th.

