



COLORADO Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
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Denver, CO 80222

DATE: September 20, 2017
TO: Transportation Commission
FROM: Herman Stockinger, Director, Office of Policy and Government Relations
Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: INFRA and TIGER Discretionary Grant Programs / Senate Bill 17-267

Purpose

To discuss potential projects for submittal by CDOT and/or local agencies under the current Infrastructure for Rebuilding America (INFRA) and Transportation Investments Generating Economic Recovery (TIGER) discretionary grant programs.

Action

Transportation Commission approval of projects and commitment of matching funds for proposed TIGER project applications.

Input on proposed projects and commitment of matching funds for proposed INFRA project applications, with final Transportation Commission approval to follow in October.

Background

Solicitations are currently open for two different federal discretionary grant programs: TIGER, and INFRA, with applications due on October 16, and November 2, respectively. Eligible applicants (which can be state DOTs or state, local, and tribal governments, including transit agencies, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments) can submit up to three applications under each program. Under both programs significant matching funds above the minimum are required in order to be competitive. As such, the Transportation Commission will need to consider not only which projects to put forward under each program but also commit to providing matching funds, should an application be successful. The timing of these solicitations aligns with recent discussions with the Transportation Commission regarding the identification of projects for funding with Senate Bill (SB) 17-267 funding and provides an opportunity to use SB 267 funds to leverage additional federal funds.

TIGER

- \$500 million available nationwide.
- Grants may be not less than \$5 million and not greater than \$25 million, except for projects located in rural areas where the minimum grant size is \$1 million.
- Selection criteria for TIGER remains fundamentally the same as previous rounds of TIGER.
- FY 2017 TIGER solicitation gives special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness.

INFRA

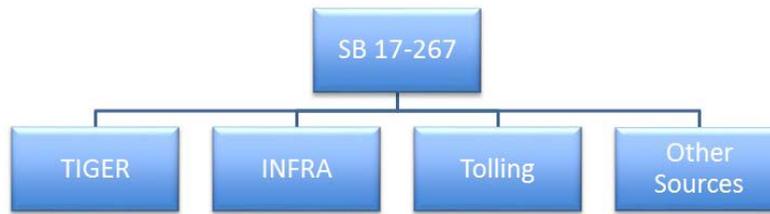
- \$1.56 billion available nationwide- \$1.5 billion for large projects > \$100 million, and \$60 million for small projects < \$100 million.
- Minimum grant of \$25 million for large projects, and \$5 million for small projects.
- Retains the same basic elements of the previous FASTLANE program, but with new selection criteria focused on economic vitality, leveraging funds, innovation, and performance and accountability.

Details

Given significant unmet funding needs, and the relatively limited amount of funding available under SB 267, the ability to leverage other sources of funding was noted in previous Transportation Commission workshops as a key consideration in the identification of projects for SB 267 funding. The recent TIGER and INFRA solicitations have led staff to a strategy focused on maximizing such opportunities, beginning with these two grant programs.



SB 267 Strategy



Proposed TIGER and INFRA Projects

Staff developed criteria based on selection criteria identified in the INFRA and TIGER NOFOs and reviewed projects with the CDOT Regions to identify a suite of proposed projects that are likely to be competitive. A key element in identifying proposed projects is local partnership. Local match will likely make a project more competitive. Additionally, several projects have the potential to be submitted by local agencies, who may prove more attractive as applicants than the state DOT. Eight projects have been identified- three for TIGER, and five for INFRA. Of these, three applications are likely to be put forth by CDOT, with the other five possibly being local applications, although the majority of matching funds would still need to come from CDOT as a commitment from the Transportation Commission. These projects, as well as the potential need for matching funds from the Transportation Commission, are described in the following table.

Project	Likely Applicant	Estimated Project Cost (\$ M)*	Estimated Grant Req. (\$ M)*	Estimated TC Commitment (\$ M)*	Source
TIGER					
Amtrak Southwest Chief - Track and grade crossing repair or replacement on Southwest Chief Amtrak line in Colorado. CDOT has been asked to pledge \$1 M in matching funds. Kansas and New Mexico DOTs have also pledged \$1M each. Amtrak has pledged \$3 M. BNSF has pledged \$3 Million plus maintenance of the track & signal investment for its useful life (>20 years).	City of La Junta	\$25	\$15	\$1	SB 228, with agreement to renew previous commitment of \$1 M made for TIGER 7.
SH 13 Reconstruction - Reconstruction and improvements on SH 13 at three locations between the Wyoming state line and the Town of Rifle.	CDOT	\$81	\$21	Up to \$60	SB 267
US 160 Towaoc Passing Lanes - Passing lanes and vehicle turnouts on US 160 in Montezuma County.	Ute Mountain Ute Tribe	\$11	\$2	Up to \$9	SB 267



INFRA					
I-25: Colorado Springs Denver South Connection - Construction of one new tolled express lane in each direction from Monument to Plum Creek Parkway.	CDOT or El Paso County / Douglas County	\$350	\$75	Up to \$250	SB 267
I-70: Westbound Peak Period Shoulder Lanes - Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction. Possible inclusion of Empire Junction interchange.	CDOT	\$100	\$20	Up to \$80	SB 267
I-25 North: SH 56 to SH 402 - Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on segment 6.	North Front Range MPO	\$280	TBD	Up to \$200	SB 267
US 85: Centennial Highway Improvements - Construction of grade separated interchange at 120th Avenue and at UPRR crossing just east of US 85, construction of new Peckham interchange, and railroad siding extensions.	Upper Front Range TPR and/or Weld or Adams County	TBD	TBD	Up to \$34.9	TC Program Reserve, per previous discussions with TC on railroad negotiations.
Connected Vehicle Eco-System - Development of V2X connected vehicle ecosystem in partnership with Panasonic.	CDOT	TBD	TBD	TBD	TBD

*Project scope and funding are being refined and may change. Additional funding sources such as local match may be identified and reduce grant request or TC commitment.

Given the timing of the TIGER NOFO and the October 16 application deadline, a decision on proposed TIGER projects is needed this month. Attachment A is a resolution authorizing the submittal of these three projects by CDOT or a local agency, with a commitment to provide matching funds if the project is awarded TIGER funding. The three proposed TIGER projects reflect a commitment of \$1 million in SB 228 transit funds, and up to \$69 million in SB 267 funding. The commitment is contingent upon award. When TIGER awards are announced, staff will return to the Commission to revisit these funding commitments and, for unsuccessful applications, determine whether or not to reaffirm or modify.

INFRA applications are not due until November 2. Based on Transportation Commission input, staff will move forward with application development and further refine details on project scope, cost, need for matching funds, and local partnership. The Commission will be asked for a decision on submittal of projects and matching funds in October. These five proposed INFRA projects reflect a commitment of up to roughly \$530 million in SB 267 funding. Previously approved funding from the TC Program Reserve can satisfy match requirements for the proposed US 85 application. As with TIGER, match commitments are contingent upon award and staff will return to revisit funding commitments with the Commission when awards are announced.

Additional SB 267 Projects

In previous workshops, the Commission provided direction to staff to focus on the identification of projects for the first two years of SB 267, as opposed to the full four years of funding provided by the bill. Funds anticipated in the first two years, FY 2018-19 and FY 2019-20, total approximately \$880 million, with a minimum of 10% reserved for transit projects. Of the \$880 million in funds available, at least 25% must be spent in rural counties with less than 50,000 in population. The proposed INFRA and TIGER projects include a commitment of SB 267 funds of up to roughly \$600 million. Based on input provided by the Commission on the proposed INFRA and TIGER projects, staff will return in October for additional discussion on potential projects for the balance of the \$880 million in initial SB 267 funding. This will include discussion of additional projects throughout the state that may not be competitive for TIGER or INFRA, but that represent significant needs and compelling projects for SB 267 funding, including transit projects. One such project, US 550/US 160 Connection, is the subject of a separate Commission memo this month. This project was the successful recipient of a FASTLANE grant. The Commission previously



agreed to provide matching funds if successful, and now must consider the use of SB 267 funds to fulfill the match commitment, as well as optional additional project scope.

Advisory Committee Input

The Statewide Transportation Advisory Committee (STAC) meeting was held on August 25 and included discussion on both INFRA and SB 267. STAC was provided with a list of potential small and large INFRA projects meeting the criteria in the NOFO. STAC generally concurred with the staff approach and assessment of competitive project characteristics. STAC discussed considering multiple applications and maximizing funding match. Comments were also made regarding what constitutes economic vitality, suggesting that the importance of regional economic centers needs to be considered, as do factors such as tourism, agriculture, and energy. STAC will be provided with another opportunity to provide input on the proposed INFRA projects at their meeting on September 22. Due to the timing of the NOFO for TIGER, there was not sufficient time to obtain STAC input on TIGER projects, however, the direction from the Commission will be shared with STAC members at their next meeting. STAC members were sent information on the TIGER NOFO. Proposed projects for TIGER and INFRA are part of the Tier I Development Program, which has been the subject of extensive STAC and planning partner input.

Next Steps

- September 21 - Approval of TIGER projects and commitment of matching funds
- October 16 - Submittal of TIGER applications
- October 18 - INFRA/SB 267 Workshop
- October 19 - Approval of INFRA projects and commitment of matching funds
- November 2 - Submittal of INFRA applications

Attachments

- Attachment A: Resolution



Resolution #TC-17-9-XX

Instructing the Department to submit applications for projects under the USDOT TIGER IX Discretionary Grant program and support priority projects submitted by other Colorado applicants.

Approved by the Transportation Commission on (Insert Date).

WHEREAS, the Consolidated Appropriations Act, 2017 includes a \$500 million authorization for National Infrastructure Investments, referred to by the U.S. Department of Transportation (USDOT) as TIGER Discretionary Grants; and

WHEREAS, a Notice of Funding Availability was issued by the U.S. Department of Transportation (USDOT) on September 6 for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER IX); and

WHEREAS, applications for the TIGER IX discretionary grant program are due to the U.S. Secretary of Transportation on October 16, 2017; and

WHEREAS, the USDOT's consideration of TIGER IX discretionary grant applications will be based on state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety as primary selection criteria; and

WHEREAS, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under the TIGER IX discretionary grant program; and

NOW THEREFORE BE IT RESOLVED, the Department is instructed to submit a single application for the following project under the USDOT TIGER IX Discretionary Grant program:

- SH 13 Reconstruction

NOW THEREFORE BE IT FURTHER RESOLVED, in order to show the Department's financial commitment to the SH 13 project and because a state match is required and enhances the viability of the application, the Commission commits to funding up to \$60 million of state match for the project, with the state funding source to be determined and allocated if the TIGER IX grant application is successful.

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission also commits to providing up to \$1 million of state match from available SB 228 funds for a local grant application to enhance the viability of the SW Chief Amtrak line in Colorado. The funds will be allocated to the project if the grant application is successful.

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission also commits to providing up to \$9 million of state match for a local grant application for US 160 Towaoc Passing Lanes, with the state funding source to be determined and allocated if the TIGER IX grant application is successful.

NOW THEREFORE BE IT FURTHER RESOLVED, the Department may provide letters of support for priority projects submitted for a TIGER IX grant by other Colorado applicants.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



COLORADO
Department of Transportation
Region 5

Region Director's Office
3803 N. Main Avenue, Suite 306
Durango, CO 81301

MEMORANDUM

DATE: September 12, 2017
TO: Transportation Commission
CC: Josh Laipply, Chief Engineer
FROM: Michael D. Mcvaugh, Region 5 Transportation Director
SUBJECT: US 160/US 550 Connection FASTLANE Project Funding Request

Purpose

Region 5 is requesting approval to use \$57.3 million of Senate Bill 267 funding to complete the construction of the US 160/US 550 Connection FASTLANE Project in accordance with requested project delivery expectations.

Action

Staff is requesting Transportation Commission (TC) approval to budget a total of \$57.3 million to the US 160/US 550 Connection FASTLANE Project using future Senate Bill 267 funding. This FASTLANE project is the Region's highest priority project and was identified as the top priority in the 2016 Planning process by the Region's three Transportation Planning Regions.

Background

The US 160/US 550 Connection FASTLANE Project is part of CDOT's long-range planning effort to enhance safety and mobility for the entire area of southwest Colorado. Since US 160 and US 550 were identified as strategic highway corridors in the Strategic Transportation Project Investment Program 19 years ago, there has been continued support for the needed improvements to these corridors at the state and local level. In a partnership with CDOT Region 5, La Plata County submitted a FASTLANE Grant application (small project <\$100m) in December of 2016. As part of the application process, the Transportation Commission passed resolution #TC-16-12-3 on December 7, 2016 to support the FASTLANE grant proposals and provide a minimum of \$27 million in State match funds (such as SB 228 or other). This supplements the \$33 million committed by the Region.

The 2017 FASTLANE grant application requested \$15 million in FASTLANE funding. In July the U.S. Department of Transportation (USDOT) proposed 10 FASTLANE Small Project grant awards totaling \$78.88 million to the authorizing committees of jurisdiction for a 60-day congressional review period. Of these projects, the US 160/US 550 Connection was selected for the largest award nationally of \$12,312,886.

Details

The Region is presenting four funding options to the Transportation Commission, ranging from no funding to \$57.3 million.

Option 1: BASE BUILD In order to keep the grant application in the small project category, Region 5 proposed a reduced section of the ultimate design for the highway connection. The \$75 million project cost identified in the FASTLANE grant would construct three lanes of the planned 4-lane facility for 1.7 miles. The reduced section includes two through-lanes and a climbing lane for trucks providing significant freight and safety benefits. In order to complete the proposed \$75 million FASTLANE project, the project will require \$32.7 million in SB 267 funds.



Option 2: 4-LANE WITH FILL Additional funds are being requested to complete the full-build out of the US 160/US 550 Connection and to couple this effort with planned work on the northern segment of US 550 (US 550 CR 302 North Project). This funding option allows for the construction of the full 4-lane connection of US 160 and US 550 (1.7 miles), providing a full-movement interchange that greatly improves safety and mobility at the US 550/US 160 intersection, and numerous grade-separated wildlife crossings and fencing aimed at reducing the high rate of animal-vehicle collisions along US 550.

Extending the project funding and scope south on US 550 provides the highest value to CDOT and the traveling public through coordinated project phasing, providing essential highway transitioning from a rural to an urban setting, helping to balance required cuts and fills, and addressing the corridor's worst safety deficiencies. This additional work on US 550 also provides a disposal area to utilize the 1.5 million cubic yards of excavation the FASTLANE project will produce, saving millions in future project costs to import earthwork required for these segments. Costs to complete this additional work would require an additional \$12.2 million of SB 267 funds and require a total of \$44.9 million in SB-267 funds for a total project cost of \$87.2 million.

Option 3: FULL BUILD WITH 4-LANE The Region is proposing to utilize a Design-Build delivery method to provide the best opportunity to maximize the scope through the use of Additional Requested Elements (ARE), improvements that are desired but not included in the base project, which support the preliminary project goals including improving safety throughout the corridor and minimizing impacts to the traveling public and stakeholders. This delivery method also accelerates the project delivery schedule allowing the Region to begin construction up to year earlier than what could be accomplished under the Option 1 scenario. This funding option would construct up to a total of 4.1 miles of highway in the final 4-lane configuration. To capitalize on the value of innovative contracting and to limit impacts to the traveling public, the Region is requesting a total of \$57.3 million of SB 267 funds to complete the final 4-lane configuration throughout the 4.1 mile corridor for a total project cost of \$99.6 million.

Key Benefits

Approving the funds for this request will allow the Region to meet the commitments set forth in our 2016 FASTLANEs grant application. Additionally, expanding the scope of the FASTLANE project to efficiently utilize the fill generated from the project will increase interest by bidders, increase the contractor innovations, and reduce overall costs while providing a better project to the traveling public.

Options

1. 3-Lane Base Build - Approve \$32.7 million in future SB 267 funds to allow for the completion of the 2016 FASTLANE grant award commitment, total project cost \$75 million.
2. 4-Lane with Fill - Approve \$44.9 million in future SB 267 funds to allow for the completion of the 4-lane ultimate design for the US 160/US 550 Connection (1.7 miles), total project cost \$87.2 million.
3. Full Build - Approve \$57.3 million of future SB 267 funds to build up to 4.1 miles of 4-lane highway in the ultimate design including the US 160/US 550 Connection, total project cost of \$99.6 million.
4. No Action - Decline the request for future SB 267 funding and return the FASTLANE grant award to USDOT.

Next Steps

1. Project will be discussed in October with other potential SB 267 projects.
2. Upon approval of the funding request, the Region will finalize the development of the Design Build Request for Proposals, and prepare the project for advertisement in July 2019.
3. The region is actively working with local officials to provide a 20% local financial match (\$6 million) to reduce the additional \$30 million dollar request for this project. The Region is aiming to have written commitments in place by the November TC meeting.

