



US 550 Connection to the US 160 Grandview Interchange

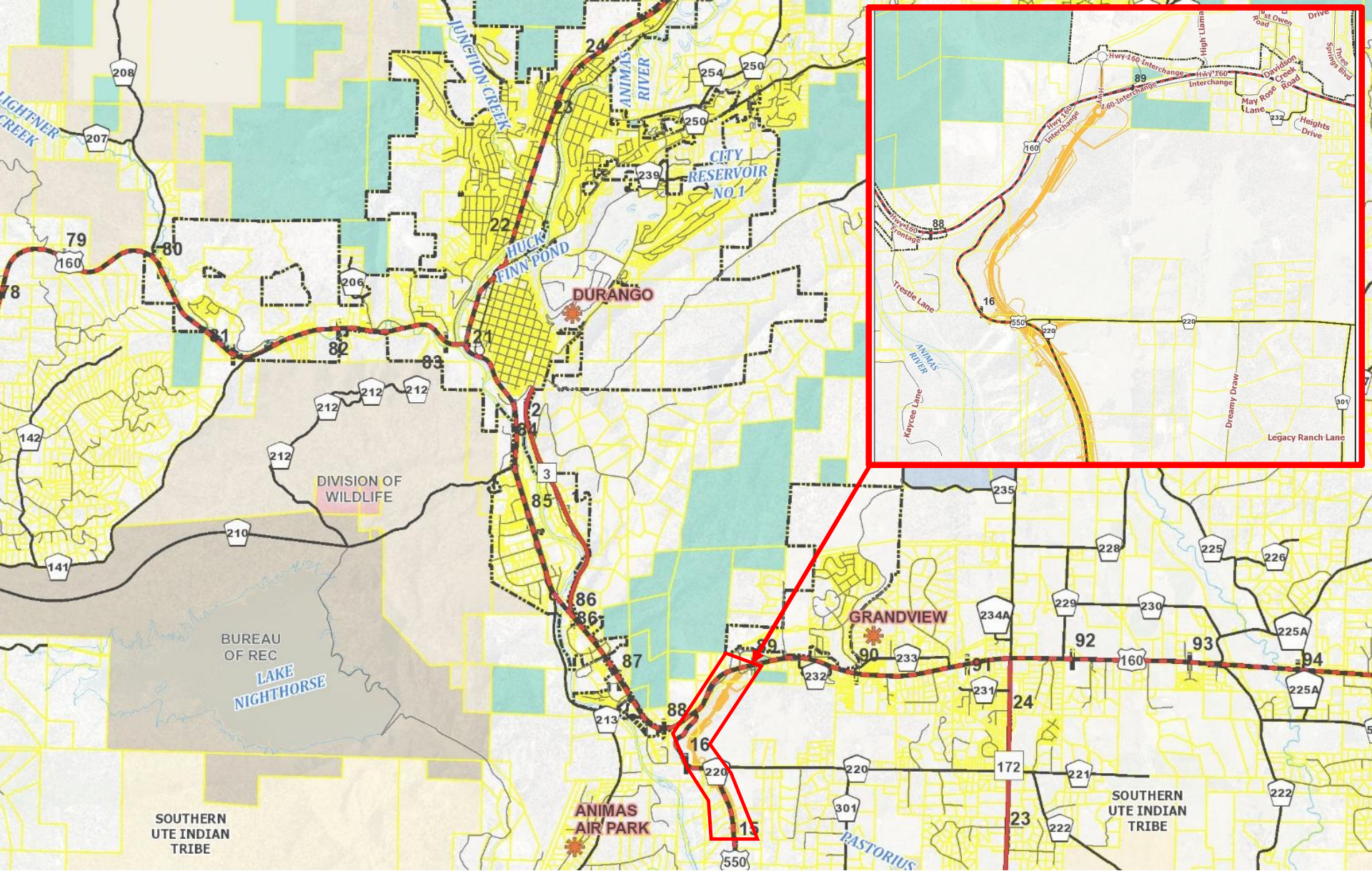


US 160/US 550 FASTLANE Grant



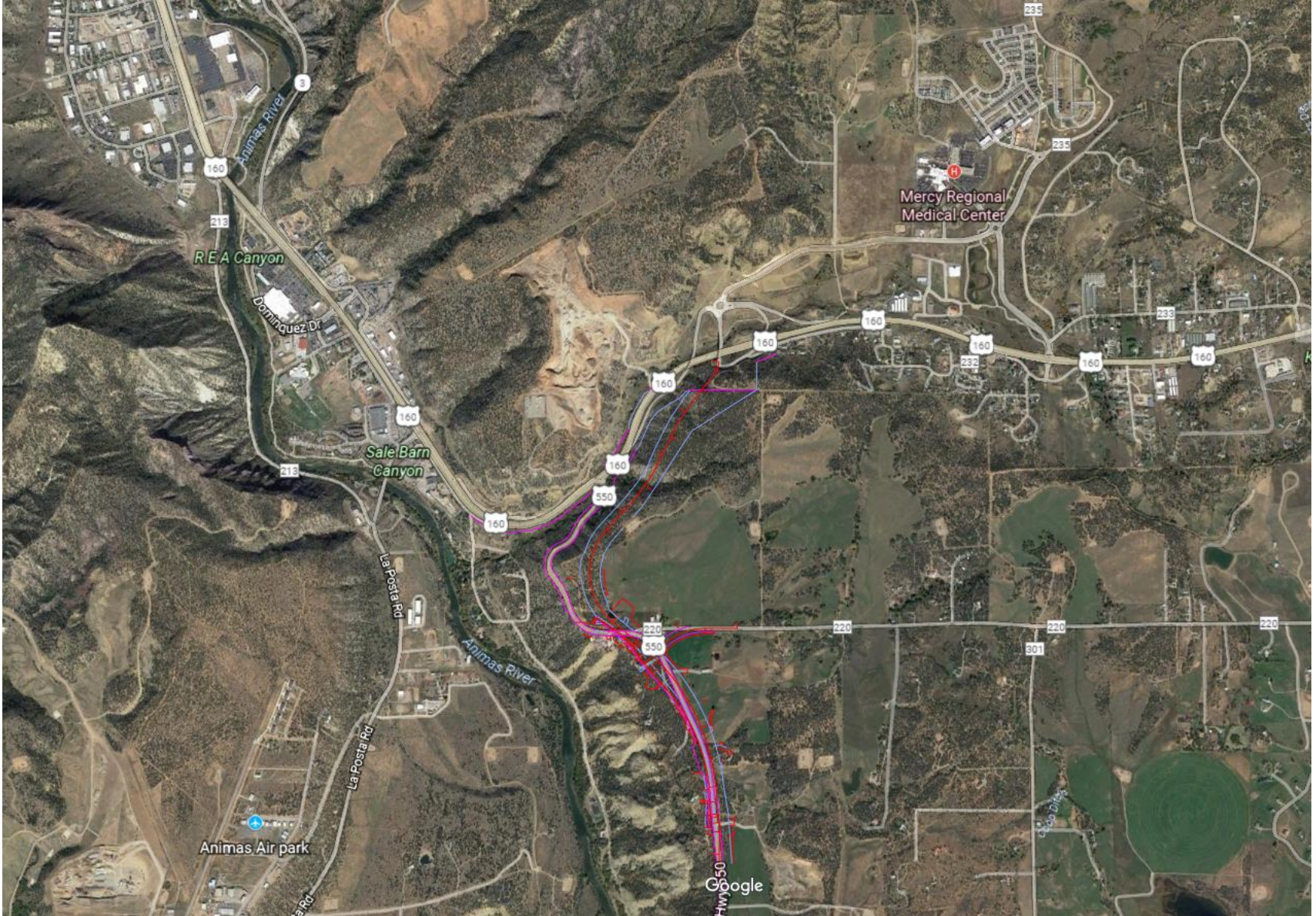
COLORADO
Department of
Transportation

US 160/US 550 Grandview Interchange
Mike McVaugh, Region 5 Transportation Director



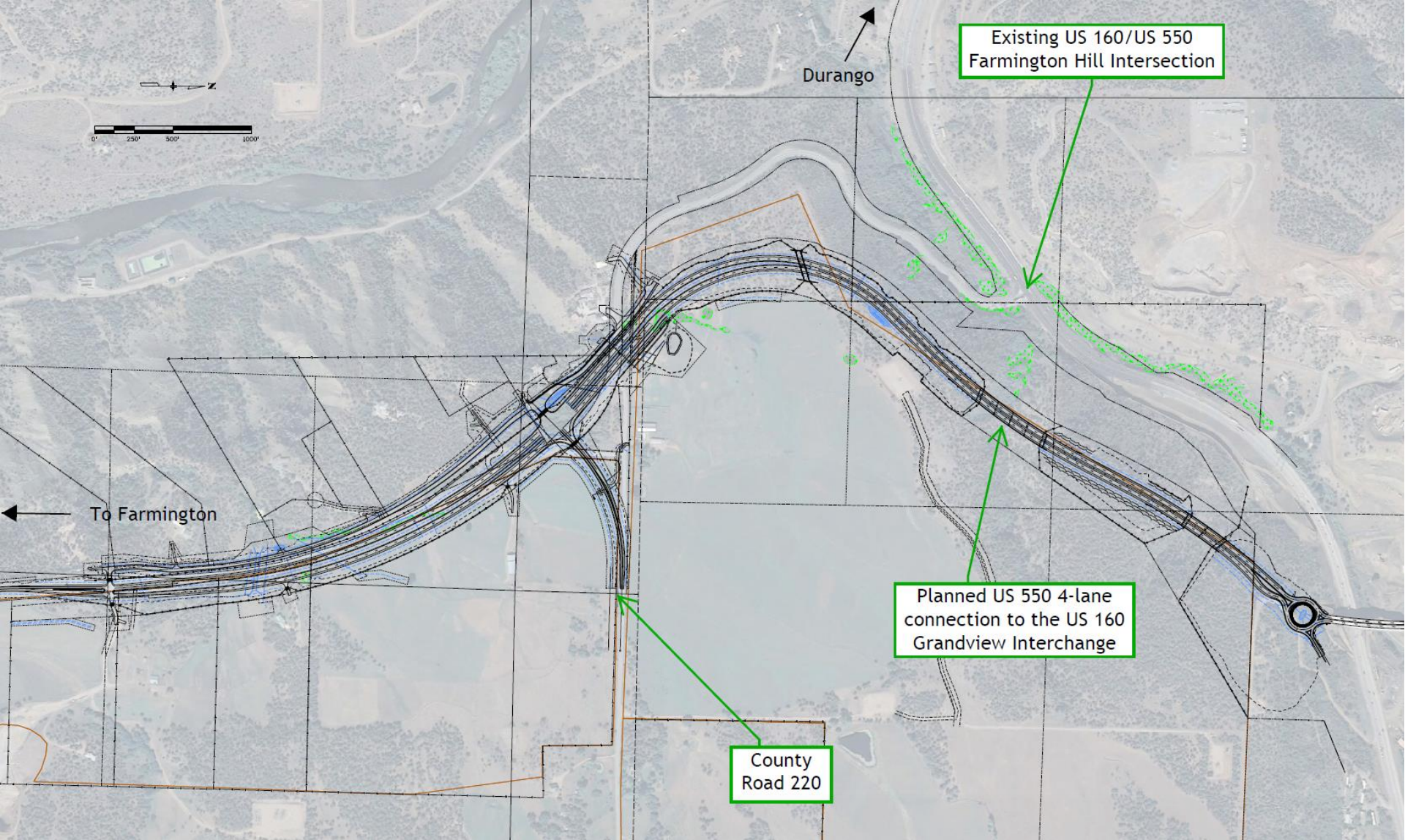
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US 160/US 550 Grandview Interchange



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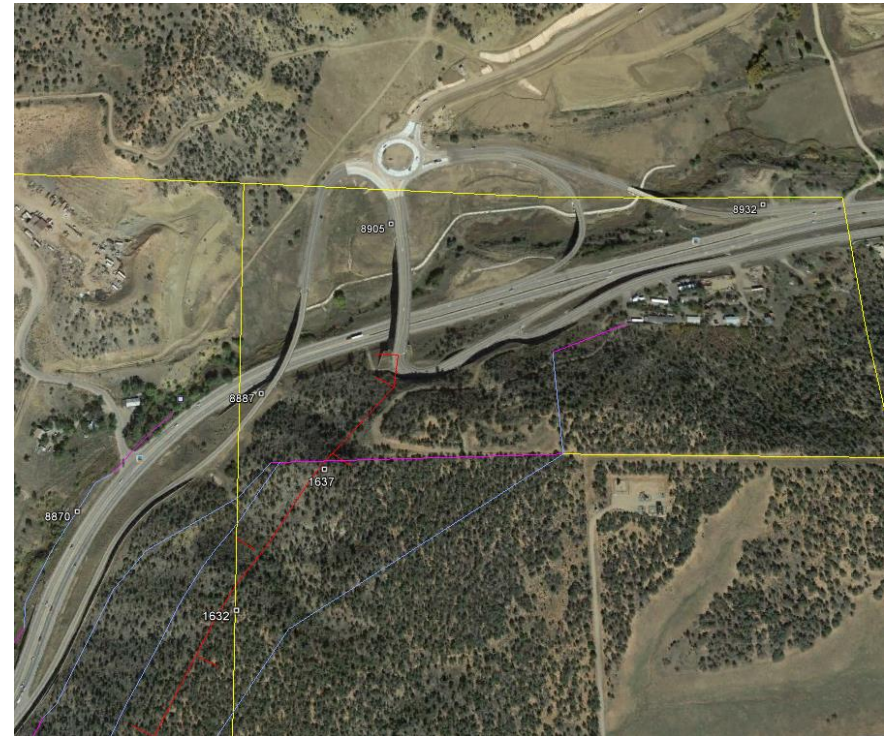
US 160/US 550 Grandview Interchange

US 160/US 550 Grandview Interchange



HISTORY

- The Grandview Interchange was constructed in three phases, beginning in the summer of 2008 and completed by the start of 2012
- The Grandview Interchange cost: \$46.5 million
- This phased development process was a critical component of long range planning, aimed at addressing the safety and mobility needs of traffic traveling on US 160 and US 550
- The final connection of US 550 to the interchange will provide positive economic impacts to the region.



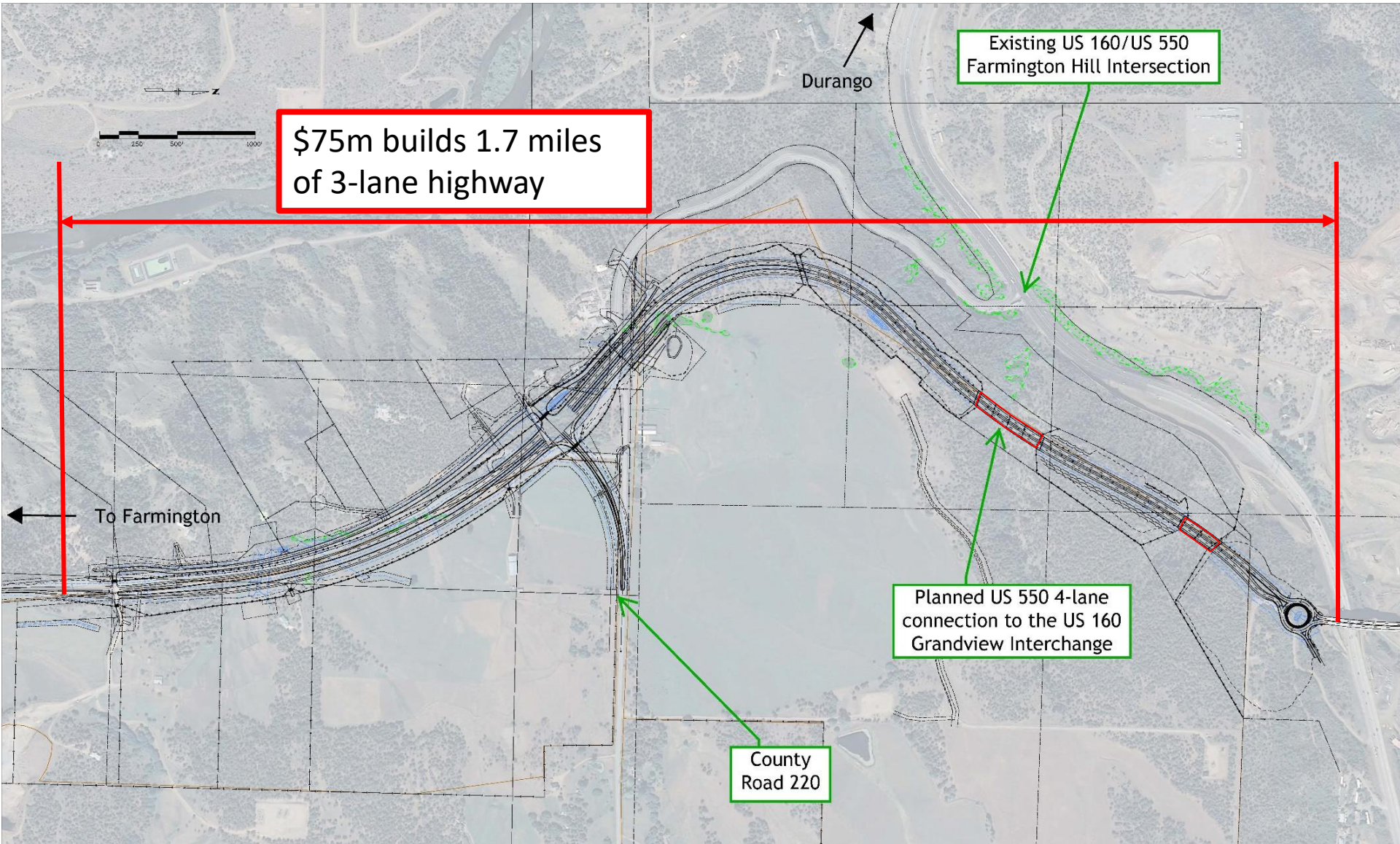
US 160/US 550 Grandview Interchange



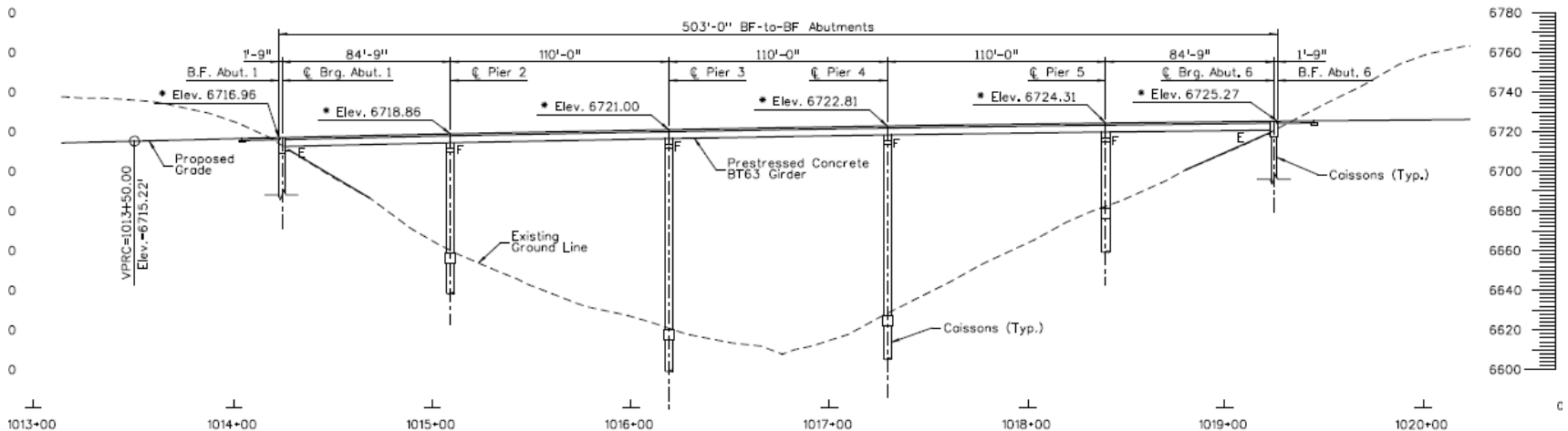
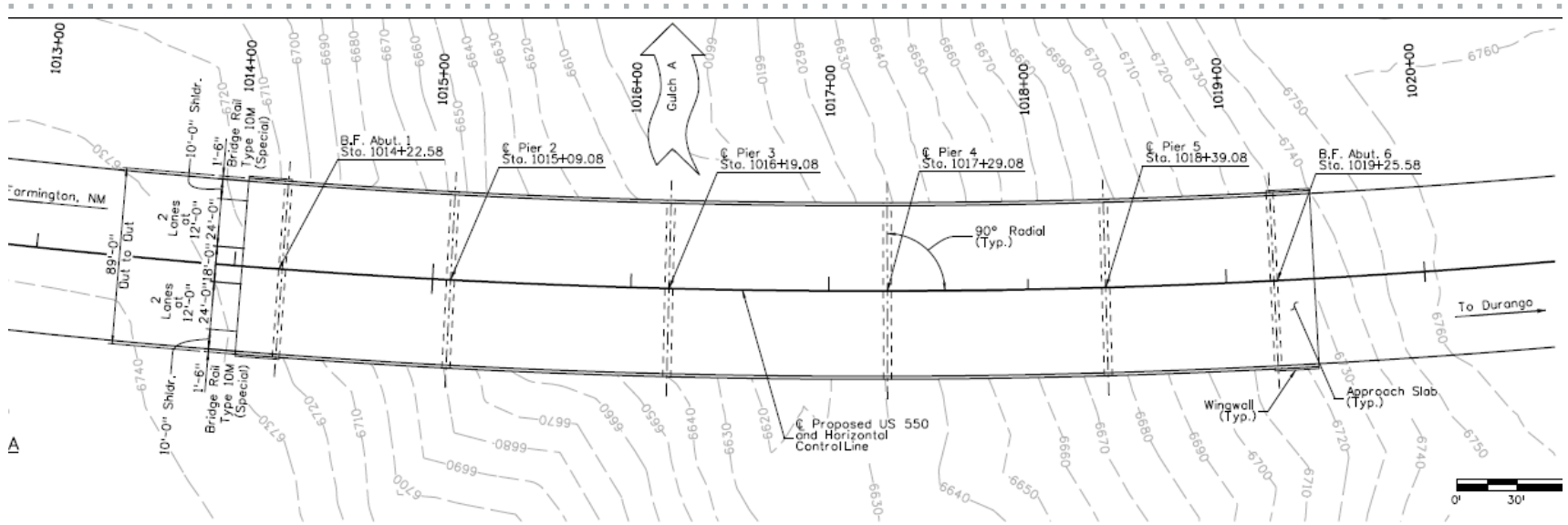
CURRENT

- **Fall of 2016** - CDOT in partnership with La Plata County, prepares a second FASTLANE grant request for the interchange connection (total estimated cost \$75m)
- **Dec. 2016 - La Plata County submits FASTLANE application (\$15m requested)**
- **December 2016** – CDOT Region 5 submits a request to the Transportation Commission and receives approval for \$27 million in additional funding if a FASTLANE grant is awarded to La Plata County for the connection
- **July 2017** - La Plata County contacted by USDOT to see if they would accept \$12.3 million instead of \$15 million requested
- La Plata County notifies CDOT of USDOT request for reduced grant award. CDOT agrees to accept a lower grant award
- **August 2017** – Senators Gardner and Bennet release a joint press release in advance of a 60 day congressional review to award FASTLANE grants for 10 projects nationally
- **La Plata County's award of \$12.3 million is the largest FASTLANE grant award nationally in 2017.**

US 160/US 550 Grandview Interchange



US 160/US 550 Grandview Interchange



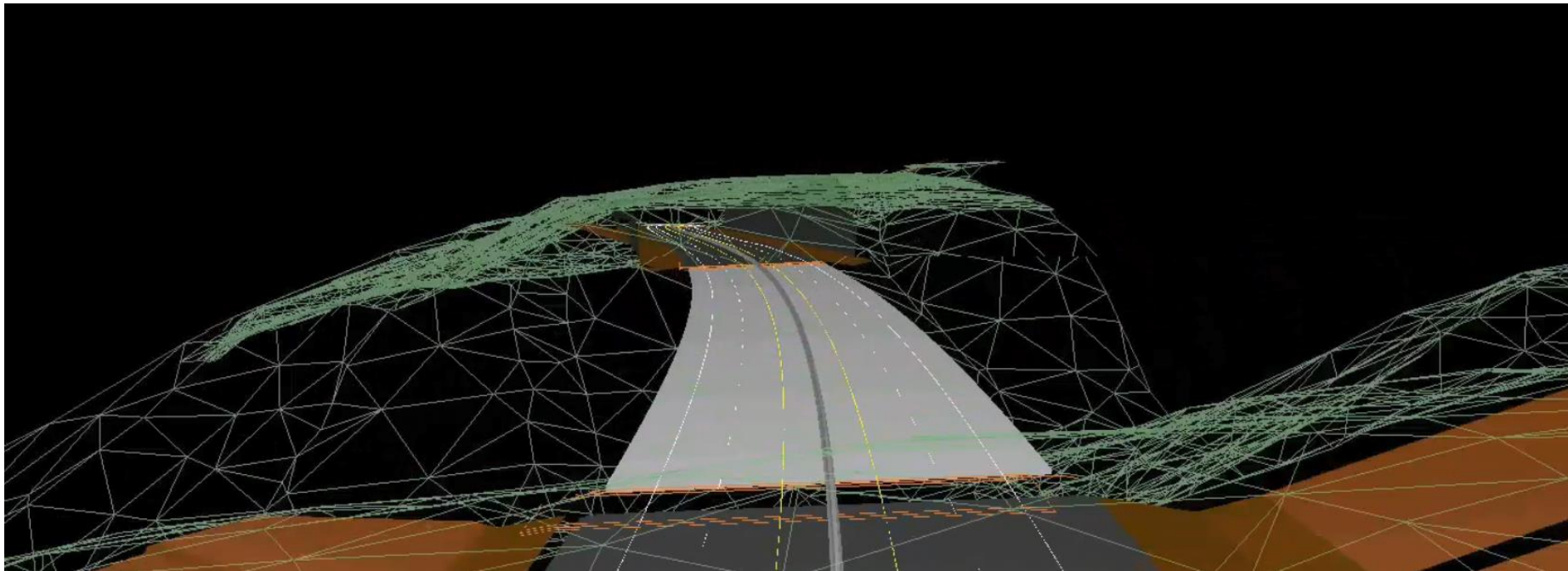
SECTION
 (Profile Taken Along HCL)
 * Finished Profile Grade Elevations
 (Top of HMA)



US 160/US 550 Connection

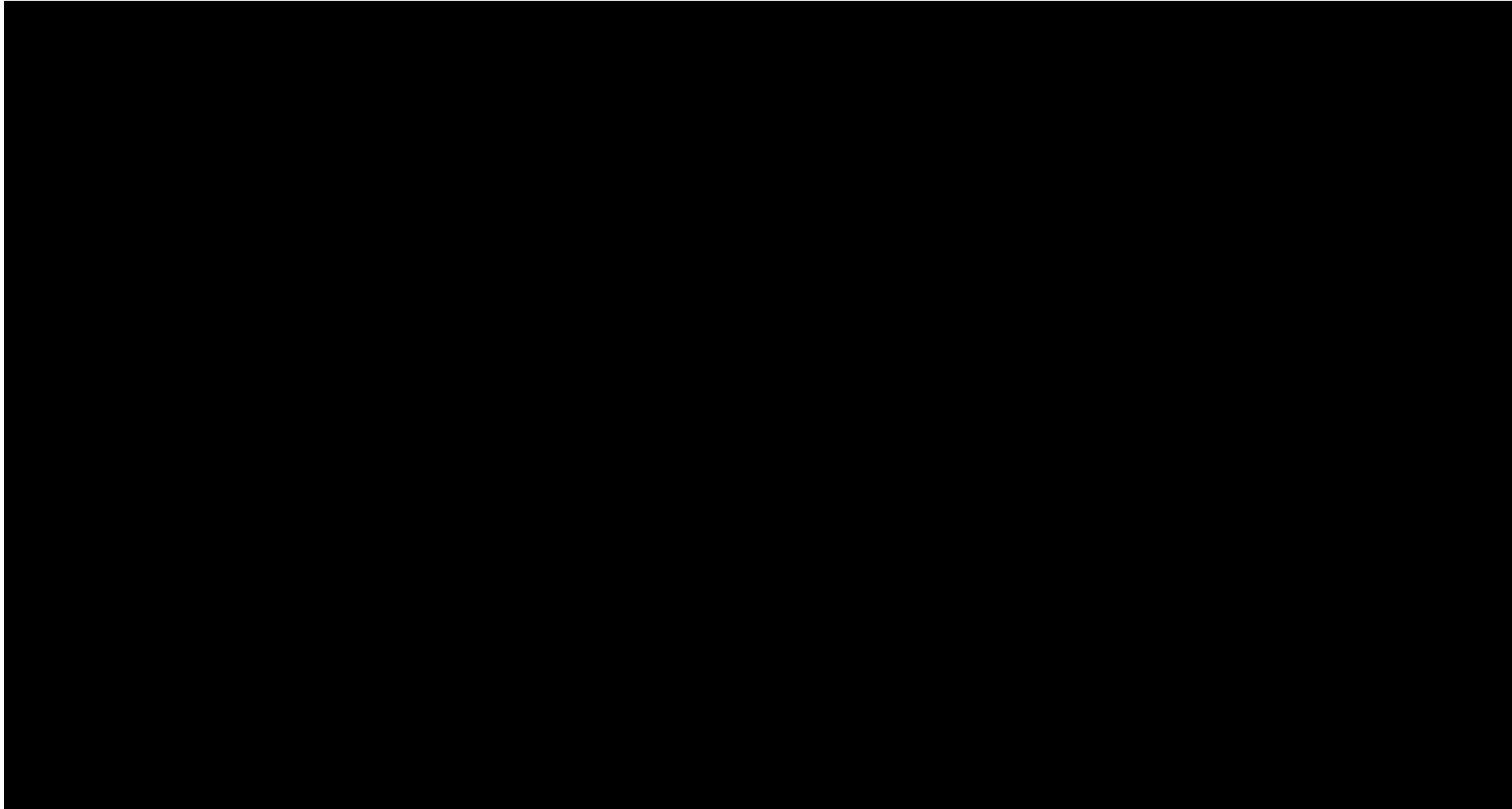
Engineering design rendering of new US 550 alignment

(Looking North towards 500 foot proposed bridge transitioning to retaining wall earthwork cut design on the far side)





US 160/US 550 Connection

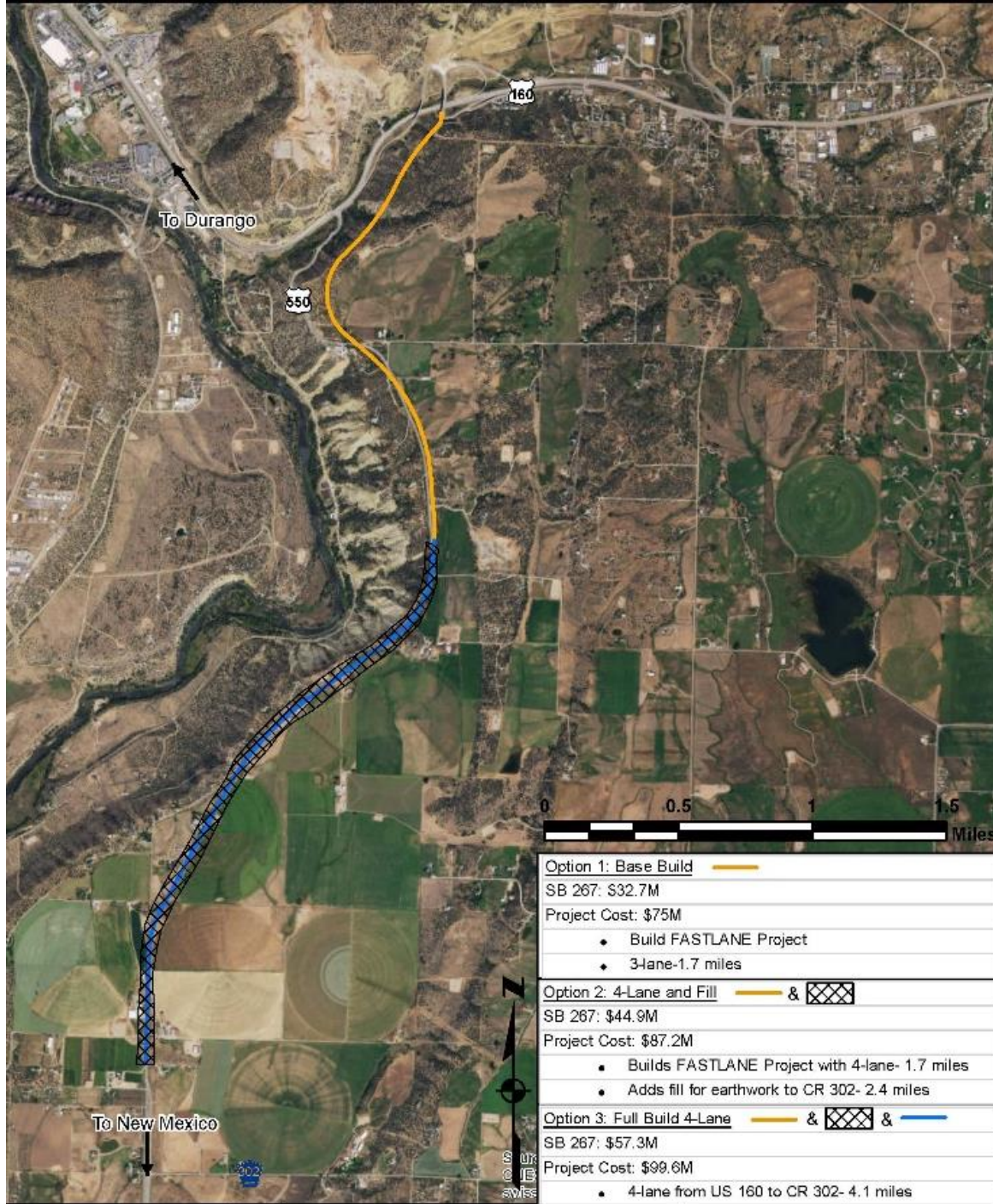


US 160/US 550 Grandview Interchange



So Why Are We Here Today?

1. Establish an alliance locally that reinforces the importance of this project locally to the CDOT Transportation Commission
2. Display the plan CDOT has to move this project forwards
3. Request local funding support to leverage the Transportation Commission to provide an additional \$30.3 million to build the ultimate 4-lane to County Road 302



Option 1: Base Build	
SB 267: \$32.7M	
Project Cost: \$75M	
<ul style="list-style-type: none"> • Build FASTLANE Project • 3-lane-1.7 miles 	
Option 2: 4-Lane and Fill	
SB 267: \$44.9M	
Project Cost: \$87.2M	
<ul style="list-style-type: none"> • Builds FASTLANE Project with 4-lane- 1.7 miles • Adds fill for earthwork to CR 302- 2.4 miles 	
Option 3: Full Build 4-Lane	
SB 267: \$57.3M	
Project Cost: \$99.6M	
<ul style="list-style-type: none"> • 4-lane from US 160 to CR 302- 4.1 miles 	

US 160/US 550 Grandview Interchange



Revised Budget

US 550/US 160 Revised Funding Strategy	
	Actual Dollars
Current project funds	\$ 1,000,000
Regional Priority Program (RPP)	\$ 11,000,000
Surface Treatment	\$ 8,000,000
FASTER	\$ 10,000,000
TC Approval (Dec. 2016)	\$ 27,000,000
FASTLANES/INFRA	\$ 12,300,000
SB 267 from TC to make project whole	\$ 5,700,000
FASTLANE Grant Total	\$ 75,000,000
Complete ultimate 4-lane for 1.7 miles and Fill	\$12,200,000
Extend 4-lane as far as possible to CR 302	\$12,400,000
Estimated total project cost	\$ 99,600,000
Subtotal of additional funds needed	\$ 30,300,000



Senate Bill 267 Overview

Background

Senate Bill 17-267 “Concerning the Sustainability of Rural Colorado” authorizes the execution of lease-purchase agreements on state facilities totaling \$2 billion, to be issued in equal amounts over four years, beginning in Fiscal Year (FY) 2018-19. CDOT will be the recipient of \$1.88 billion of those proceeds, with the remainder dedicated to controlled maintenance and capital projects on state buildings. Proceeds to CDOT may be used for projects that are identified as Tier 1 in the 10-Year Development Program Plan, and at least 10% of proceeds must be used for transit projects. The bill further requires at least 25% of CDOT’s proceeds be applied to projects in counties with a population of 50,000 or less, as of July, 2015 (see Attachment A).

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	TOTAL
Total to CDOT	\$ 380.0	\$ 500.0	\$ 500.0	\$ 500.0	\$ 1,880.0
10% for Transit	\$ 38.0	\$ 50.0	\$ 50.0	\$ 50.0	\$ 188.0
Remaining	\$ 342.0	\$ 450.0	\$ 450.0	\$ 450.0	\$ 1,692.0
Rural (min 25%)	\$ 85.5	\$ 112.5	\$ 112.5	\$ 112.5	\$ 423.0
Urban or Rural (75%)	\$ 256.5	\$ 337.5	\$ 337.5	\$ 337.5	\$ 1,269.0

After the state covers payments for the capital construction proceeds, CDOT is responsible for the first \$50 million in lease payments related to state highway projects, with the remainder being paid by the General Fund or “any other legally available source.” After four years of lease-purchase agreements are executed, the repayment is expected to reach approximately \$150 million per year. Each lease-purchase agreement would have a term of twenty years.



SB 267 Project Selection

- **October Transportation Commission**
 - Initial recommendations for first two years of SB 267 funding.

Project	Tentative SB 267		
	Commitment	Urban	Rural
US 50: Little Blue Canyon	\$9,500,000		\$9,500,000
US 550/160: Connection*	\$57,300,000	\$57,300,000	
I-25 Colorado-Springs Denver South	\$250,000,000	\$250,000,000	
I-25: North SH 402 – SH 56 (Segment 6)	\$200,000,000	\$200,000,000	
I-70: Westbound PPSL	\$80,000,000		\$80,000,000
SH 13 Reconstruction	\$60,000,000		\$60,000,000
US 160: Towaoc Passing Lanes	\$9,000,000		\$9,000,000
Total	\$665,800,000	\$507,300,000	\$158,500,000
Max available for Highways for FY 19 - FY 20**	\$792,000,000	76%	24%
Remaining	\$126,200,000		

*Depending on option, \$32.7 M - \$57.3 M

**\$880 million total SB 267 in FY 18-19 and FY 19-20, with a minimum of \$88 million (10%) for transit)

US 160/US 550 Grandview Interchange



Budget Proposal

- Local alliance provides 10 to 20 percent of the necessary funding needed to reach the goal of \$30.3 million (\$3 to \$6 million needed)
 - Strategy is for Region 5 to announce a community commitment of between \$3 and \$6 million dollars as a match
 - This match would offset the \$30.3 that is being requested above the current \$27 million dollar commitment the Transportation Commission has already made

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Discussion

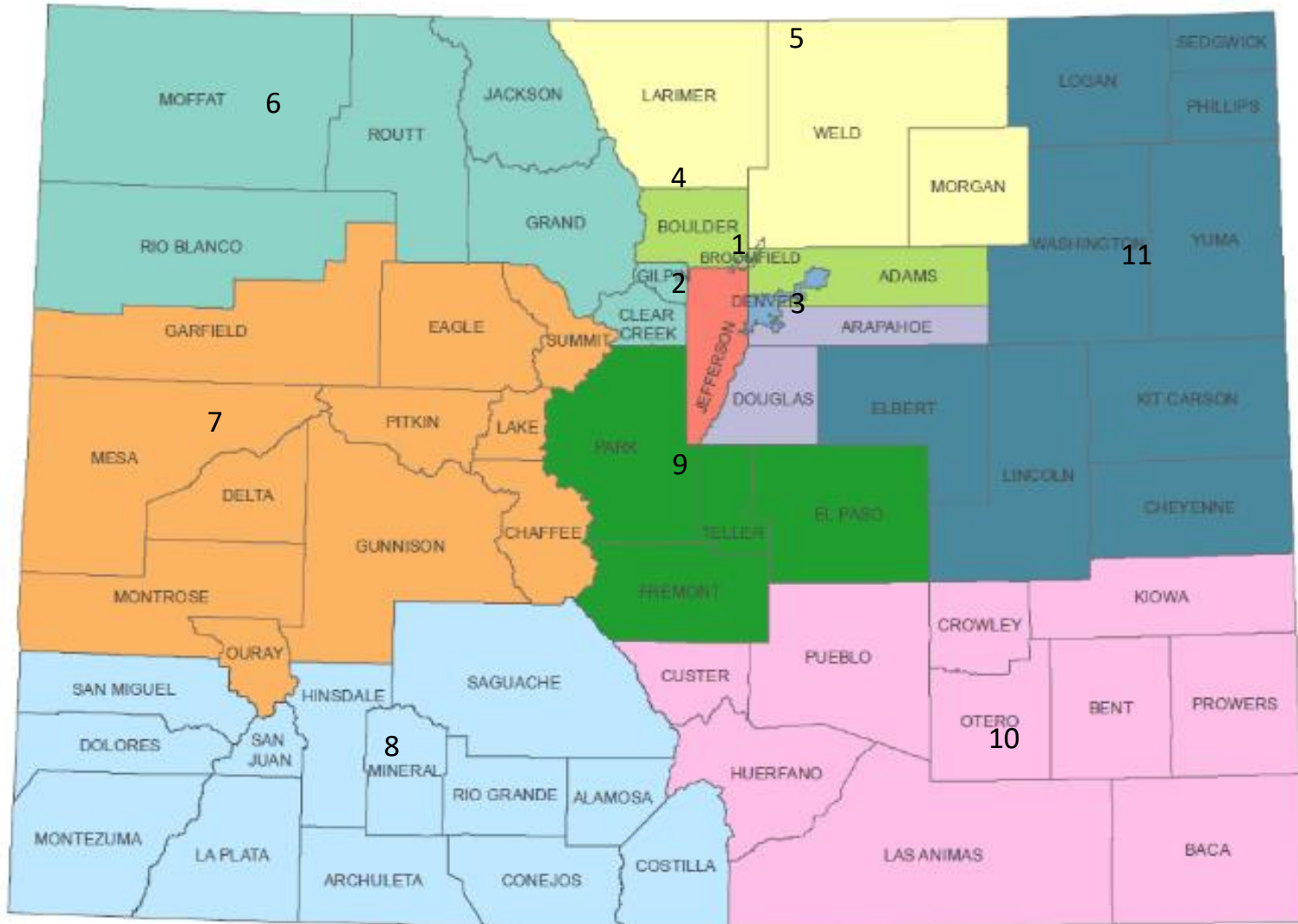


Questions ?





Transportation Commission Current Makeup





Where Do We Go From Here

The Future is Growing

By 2040 Colorado will have 7.8 million people...

Facts

- Properly maintaining roads can save drivers up to \$300 per year in vehicle repair bills
- Every \$1 billion invested in nonresidential construction creates and sustains more than 28,000 jobs and another \$1.1 billion in personal earnings

Options to Address

- Fund key priority projects with a new revenue source
- Preserve & expand funding to repair and sustain existing infrastructure
- Support innovations and technology, such as RoadX and autonomous vehicles

78% of our state highway infrastructure needs or will need significant rehabilitation or even major reconstruction within the next ten years.