



COLORADO

Department of Transportation

Office of the Chief Engineer

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

DATE: October 15, 2015
TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
Maria Sobota, 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 Flood Recovery program.

Details

A primary performance objective related to the integration of Cash Management and Program Management is a reduction of the cash balance. Total program spending has a significant impact on CDOT's cash balance. Included in the PMO deck is a bar chart projecting the impact of total program spending for Fiscal Year 2016 on individual cash fund balances and federal cash equivalents.

The Capital Construction Fund (Fund 400) was projected to be \$666 million at September 30, 2015. The actual Fund 400 cash balance at September 30, 2015 was \$626 million - a difference of \$40 million.

The attached memorandum give further details of the accounts in the total cash balance, along with details of the impacts of the Federal continuing resolutions for highway funding on our cash balance.

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 has risen to 0.89 from 0.85 last month. September expenditures were close to the monthly amount estimated in our plan achieving a monthly XPI of 0.97.

The PMO Reporting Overview slide provides a status update of the four main programs being reported on by the Program Management Office. The Schedule Performance Index (SPI) for Flood improved from 0.94 to a 0.96. The RAMP Partnership and Operations program SPI improved from 0.95 to 0.96.

The RAMP Partnership and Operations Program continues to show steadily increasing monthly expenditure totals. Just within the last three months, several



large devolution payments have been made to a number of our Local Agency partners. Those funds will in turn be used towards locally administered construction projects. Similarly, all twenty-four of the locally-administered RAMP intergovernmental agreements (IGAs) are fully executed and approved by the State Controller and CDOTs Office of Procurement and Contracts.

The Flood Recovery Program is in the process of closing out Emergency Repair (ER) projects and initiating design and construction on the Permanent Repair (PR) projects. To date, 69% of Emergency Repair Projects are shown as closed with 90% of the Budget Expended. The Permanent Repair (PR) is underway with over 21% projects closed and 49% budget expended.

A key point in the project delivery for the flood program is the FHWA approval of the Detailed Damage Inspection Report (DDIR). This is a determination of eligibility for FHWA reimbursement for both Emergency Repair projects and Permanent Repair projects. The PowerPoint shows the total amount of approved DDIRs from the available relief funds.

The Federal Fiscal Year end close is here and the Financial Management Information System (FMIS), a major application/system used by the Federal Highway Administration (FHWA) to support the automation and integration of public financial management processes, including the authorization and obligation of construction projects, was shutdown on Sept 25th and will reopen on Oct 25th, 2015. This shutdown normally occurs this time of year and CDOT staff continues to work diligently to mitigate its impact. This year, the shutdown period reflects an extended period as FHWA transitions from FMIS4 to FMIS5.

The attached RAMP project controls update shows how the program is tracking against the remaining contingency and how CDOT is managing the Partnership program to stay within that amount. There are no RAMP Partnership funding requests this month.

There is a memorandum for a Construction Modification included for commission action in the budget supplement. For more information on this project, please refer to the attached memorandum and this month's budget supplement.

Attachments

1. Attachment A - Cash Balance Detail Memorandum
2. RAMP Partnership Program Controls Update (table)
3. Region 2 US50 Embankment Repair Contract Modification Order Memorandum
4. Powerpoint Presentation





DATE: October 15, 2015
TO: Transportation Commission
FROM: Maria Sobota, Chief Financial Officer
SUBJECT: Attachment A - Cash Balance Detail Memorandum

Details of Cash Balance Chart

A primary performance objective related to the integration of Cash Management and Program Management is a reduction of the cash balance. Total program spending has a significant impact on CDOT's cash balance. Included in the PMO deck is a bar chart projecting the impact of total program spending for Fiscal Year 2016 on individual cash fund balances and federal cash equivalents.

The cash balance in the chart is split out by fund with the Capital Construction Fund (Fund 400) being the most relevant as its activity includes the receipt of Highway User Tax Fund (HUTF) transfers, receipt of FHWA reimbursements, and the majority of CDOT's construction spending. The projected Fund 400 cash balance at September 30, 2015, was \$666 million. The actual Fund 400 cash balance at September 30, 2015, was \$626 million - a difference of \$40 million. One notable reason why the Fund 400 cash balance decreased more than projected for September is that CDOT currently does not have a significant amount of federal obligation limitation to convert to cash.

The federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures, is an important driver of cash balance increases and decreases. In general, CDOT begins to spend down the Fund 400 cash balance when the federal obligation has been exhausted. This is because as long as CDOT has federal obligation available, it will receive reimbursement for approximately 80 percent of any qualifying expenditures. The projected ending balance for federal obligation at September 30, 2015, was \$205 million. The actual ending balance for federal obligation at September 30, 2015, was approximately \$154 million - a difference of \$51 million.

The timing and amount of federal notices received impact CDOT's Fund 400 cash balance. In a normal year CDOT receives federal obligation of approximately \$500.0 million for the entire year in October. Due to the Continuing Resolution impacting FHWA, CDOT has been receiving its federal obligation in prorated amounts. In late July, FHWA informed all DOTs of a three-month extension to the federal authorization bill (MAP-21). As a result, CDOT received approximately \$83



million in additional obligation limit through September 30, 2015. CDOT is currently in the process of converting this obligation to cash through federal billings.

There is still a possibility that federal cash reimbursements may slow in upcoming months due to FHWA restrictions, which would result in a decreased Fund 400 cash balance. We will continue to stay on top of any decisions made that may impact the cash balance and report on any changes related to the revised Fiscal Year 2016 forecast established in July.

The projected Bridge Enterprise Fund (Fund 538) cash balance at September 30, 2015, was approximately \$222 million. The actual Fund 538 cash balance at September 30, 2015, was approximately \$237 million - a difference of \$15 million. The majority of Fund 538 cash is reserved for the Central 70 project.

Included in Other Funds are cash balances related to Aeronautics, HPTE, and the State Infrastructure Bank, among other smaller funds. Other Funds generally do not fluctuate significantly from month to month.



RAMP Partnership Program Controls Update

RAMP Partnership Program Controls Update									Oct 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	\$80,000,000	(6,000,000)	Scalable to budget, with CMGC input.	Possible	\$6,000,000	\$0	CMGC (ICE Consultant is part of the project team); TC approved an additional \$6.0M in estimated ROW costs in September; ICE results for 60% plans evaluated in August; 90% Plans anticipated in November, 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; FOR complete; Planned Advertisement for December 2015.
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; Planned Advertisement in November 2015.
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 (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; Additional Local Contribution approved by Town of Vail at matching percentage; TC Approved additional RAMP Contingency Funds in June 2015; Planned Advertisement in December 2015.
19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment and Vail Pass Multi-use Path Devolution	\$21,985,000	\$27,487,269	(5,502,269)	Completed (\$4,200,000)	1,012,454	\$4,489,815	\$0	ICE complete; Additional Local Contribution approved by Summit County partners at matching percentage; TC Approved additional RAMP Contingency Funds in July 2015; Planned Advertisement for December 2015.
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	\$6,095,000 \$6,312,300	(1,312,200)	Complete	\$105,000 + \$496,300 Local Match (\$308,000 Utility Co)	\$423,000	\$0	Awarded; Additional Local Contribution (\$496k) was committed to award project in July; TC Approved additional RAMP Contingency funds in May 2015 to advertise the project 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)	\$36,000,000	\$43,833,509	(7,833,509)	Completed (\$800,000)	Completed	\$7,833,509	Local Agency is contributing to the other 2 Phases	Project team has reevaluated the design; Local Contribution has increased its funding of the other 2 Phases; ICE results were valid; TC Approved additional RAMP Contingency Funds in August 2015; Planned Re-advertisement in 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; Planned Advertisement in October 2015.
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; Project received no contractor bids in August 2015.
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	\$1,676,597 \$1,912,975	(252,781)	Possible	Unlikely	\$0	\$252,781	Awarded; Project awarded at 3% above the Engineer's Estimate; Savings realized during the design phase; Used additional FASTER funds per original application.
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 September 2015; Planned Advertisement in April 2016.
Subtotals		\$337,990,970	\$392,912,462	(\$54,921,493)	(\$600,000)	\$6,710,754	\$34,475,209	\$14,296,231	\$1,160,702
		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)
Cells updated since last month (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 2

902 N. Erie Avenue
Pueblo, CO 81001
(719) 546-5429 FAX (719) 546-5702

DATE: SEPTEMBER 29, 2015
FROM: AJIN HU, ACTING REGIONAL REGION 2 TRANSPORTATION DIRECTOR
CC: JOSH LAIPPLY, RICHARD ZAMORA, MARK ANDREW
SUBJECT: REGION 2 PROJECT STR 0503-082, 19897, US50 NEAR PARKDALE,
EMBANKMENT REPAIR

Purpose

The purpose of this memorandum is to request an additional \$125,000 of Transportation Commission Contingency Relief Funds (TCCRF) to complete the above reference project. The funding will be used for additional slope stabilization and additional drainage features.

Action

Per Policy Directive 703.0, dated August 27, 2014, Appendix C, state that Transportation Commission approval is needed to supplement the existing project budget for any funding for Transportation Contingency. This funding request will cover the additional cost as outlined in the Draft CMO's for this project attached to this memorandum.

Background

The additional funding is needed to complete additional and final repairs for Project STR 0503-082, 19897, US50 near Parkdale. US 50 in this area was damaged from heavy rains in 2013 from runoff in the Royal Gorge Burn Scar. This project was originally funded by Transportation Contingency and was nearly complete last spring. During that time, heavy rains caused additional damage with the area receiving over 8 inches of rain in a 3 week period including 2.25 inches in one 24 hour period. At the time of the events, work on the project was mostly complete including all curb, embankment protectors, and riprap. Work to repair the damage and complete the project includes:

- Repair/replace damaged embankment protector, curb, and asphalt shoulder.
- Replace eroded embankment
- Additional embankment protector and curb.
- Additional rock check dams and stabilization of downstream ditch
- Final seeding and stabilization of embankment

The project should complete these items this fall with this approval and provide additional resiliency for future events. The project damage has also been reviewed by the Federal Highway Administration for consideration of permanent repair reimbursement from the spring 2015 FEMA declaration. Funding eligibility is still under review by FHWA.



Details

Detail of cost item breakdown can be found in the attached CMO. The current bid items are estimated to cost \$101,691.39. With 22.1% Construction Engineering and Indirects added to this amount, the total requested funding amount is \$124,165 with \$125,000 being requested.

Budget Details

Current Approved Budget Amount	Revised Budget Amount	Variance (\$)	Variance (%)
\$1,216,163	\$1,341,163	\$ 125,000	10.3%

Key Benefits

Key benefits to approving the funding request include providing a safer roadway to the traveling public by providing additional drainage features that will prevent further damage to the roadway and embankment.

Recommendations

The funding need for this project has been discussed with the acting Region Transportation Director, the CDOT PMO office and the Flood Recovery Office. It is proposed that the needed funding be allocated to this project for budgeting this fall with the completion of the project by late fall.

Next Steps

If the Transportation Commission approves the funding request, the Resident Engineer will submit a Budget Action Request to the Region 2 Business Office who will work with OFMB to budget the current project, encumber these funds in the current construction contract and complete the work by early December. If work cannot be completed, work will finish up in early springs, 2016. CDOT will continue to work with FHWA to determine funding eligibility and reimbursement with the FEMA 2015 Spring Flooding reimbursement program.





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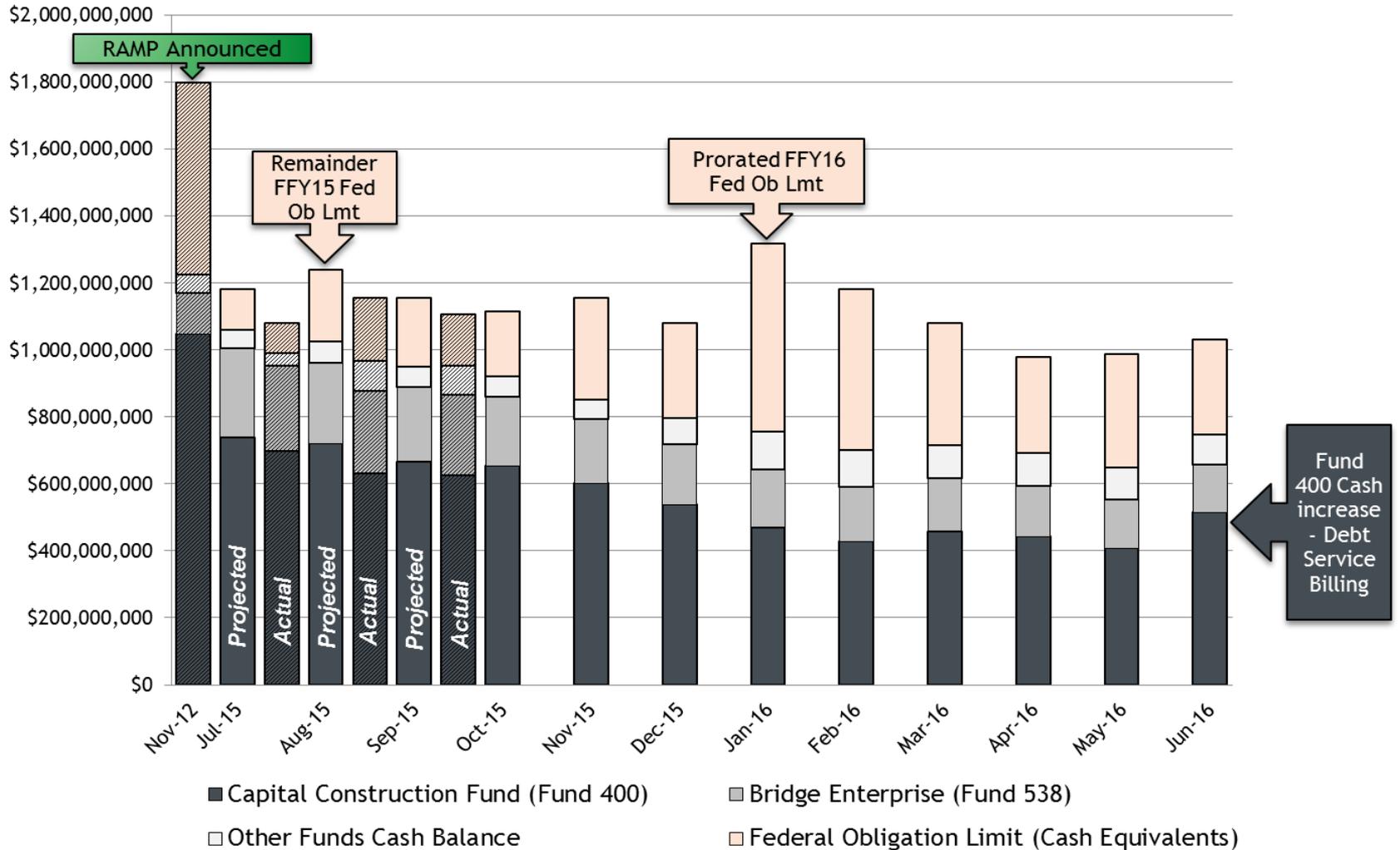


Program Management Update

October 15, 2015

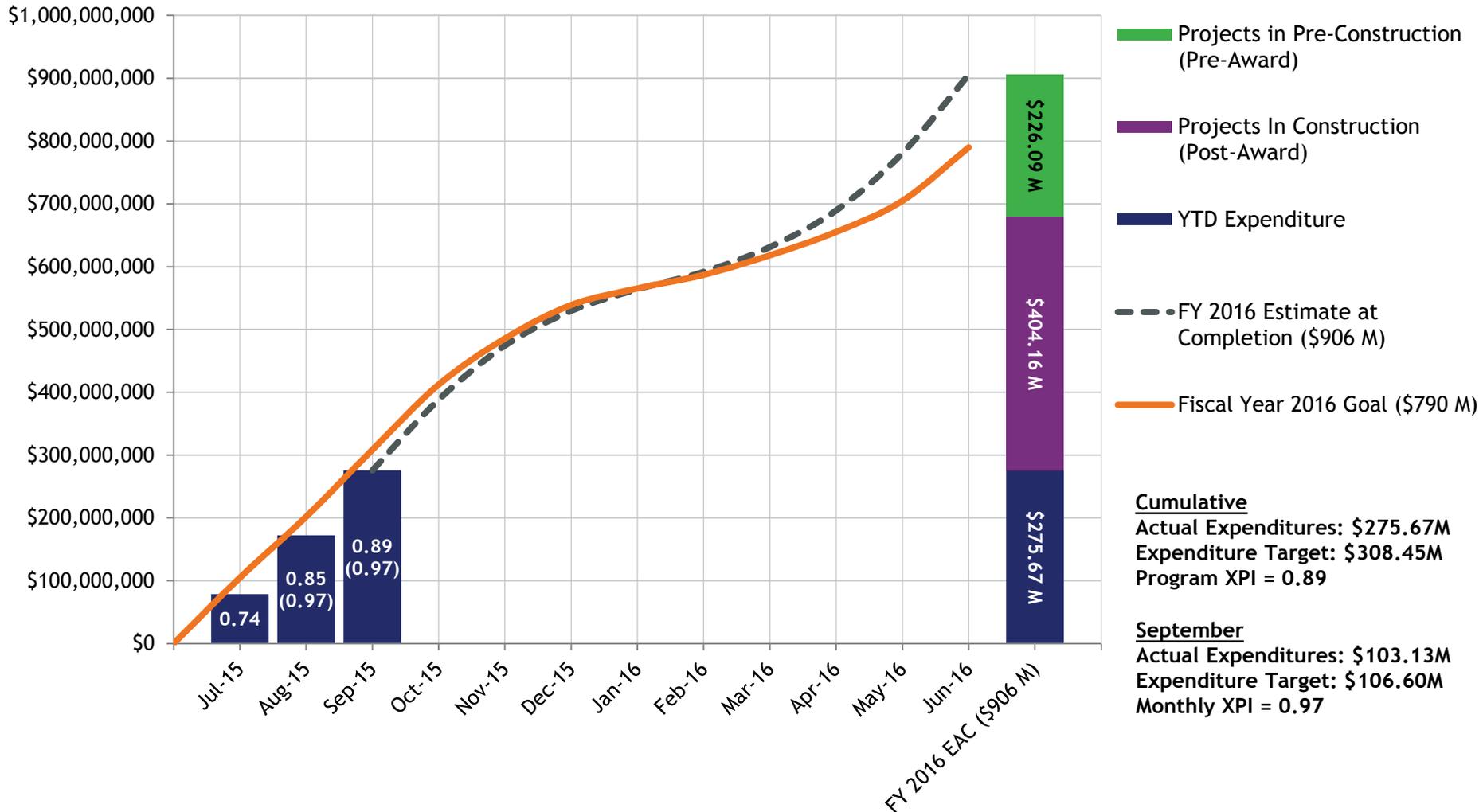


Cash & Federal Obligation Target Balance





FY 2016 Capital Program Construction Expenditures





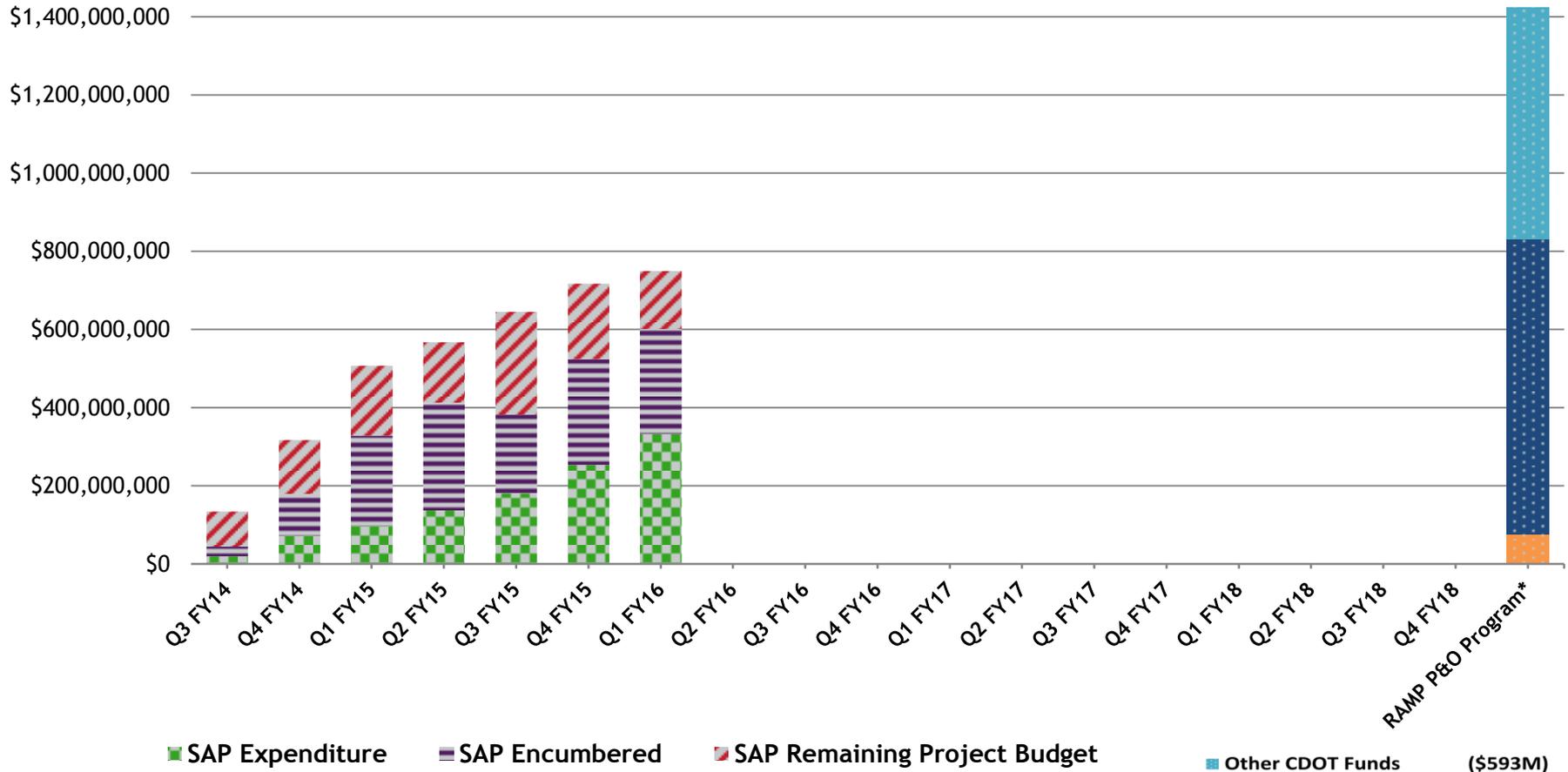
PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 8/21/2015	Program Expenditure through 9/18/2015	\$ Change	SPI	
Flood	\$169.3	\$177.2	\$7.9	0.96	Oct. 2015
RAMP P&O (Overall)	\$311.1	\$332.3	\$21.2	0.96	Nov. 2015
RAMP P&O (Local Agency)	\$49.8	\$49.8	\$0.0	0.91	Oct. 2015
RAMP P&O (CDOT)	\$261.3	\$282.5	\$21.2	0.96	Nov. 2015
FASTER and HSIP	\$491.1	\$507.7	\$16.6	*	Nov. 2015
Asset Management	\$1,065.6	\$1,143.6	\$78.0	**	Dec. 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 Fiscal Year 2014, 2015, 2016 and include MLOS and Roadway Equipment.
(Note: MLOS and Road Equipment are included in expenditures and as a result, are excluded from SPI calculations)



Overview of RAMP P&O Program



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

- Other CDOT Funds (\$593M)
- RAMP Funding Allocation (\$755M)
- Local Cash Contribution (\$76M)



Managing within the Established RAMP Program Controls (TC-3209)

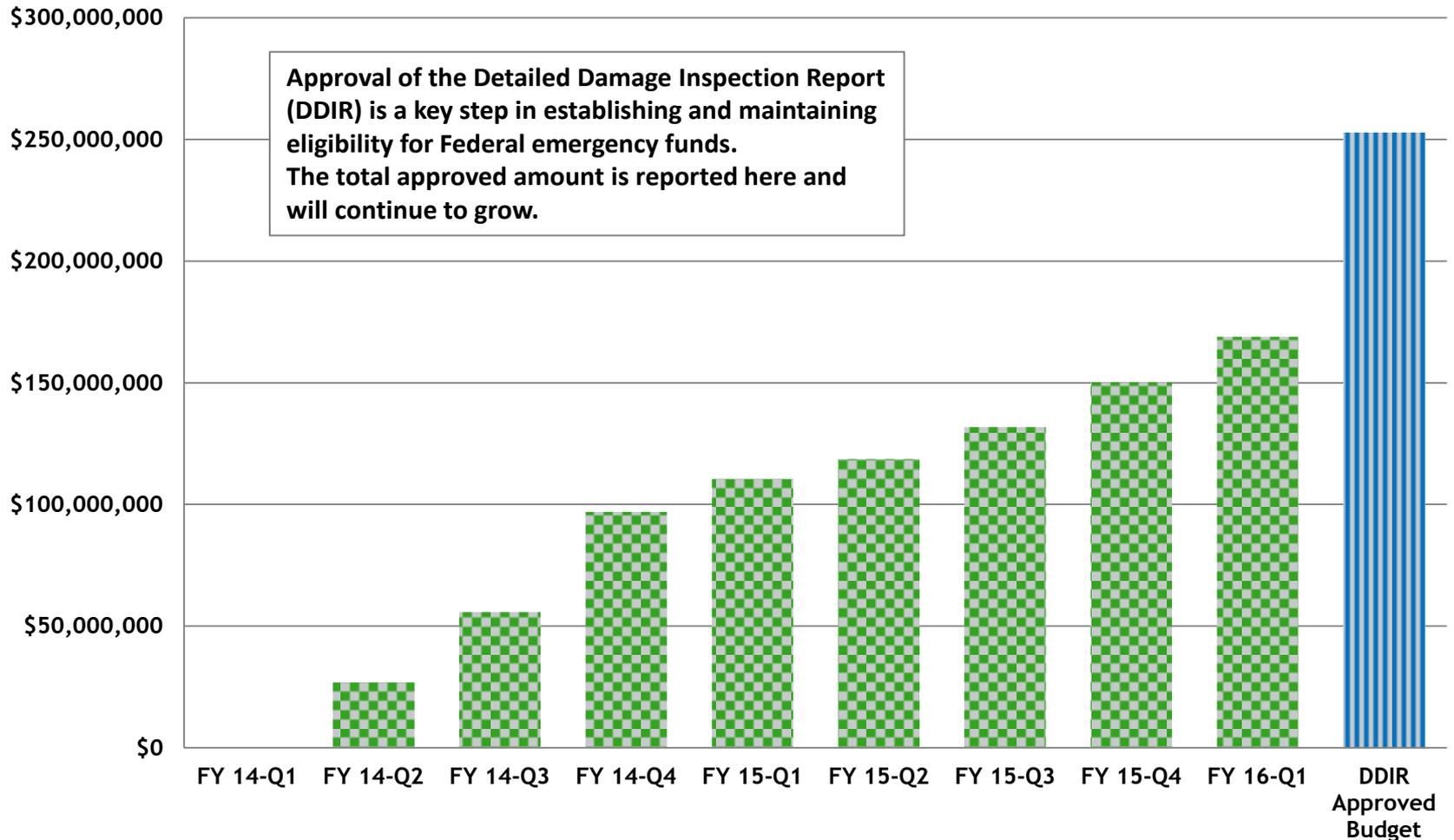
There are no RAMP projects requiring commission action this month.

- ✓ The remaining RAMP Public-Public Partnership Contingency Reserve is \$5,524,791.
- ✓ The remaining RAMP Operations Contingency is \$2,789,472.



Flood Program Expenditures

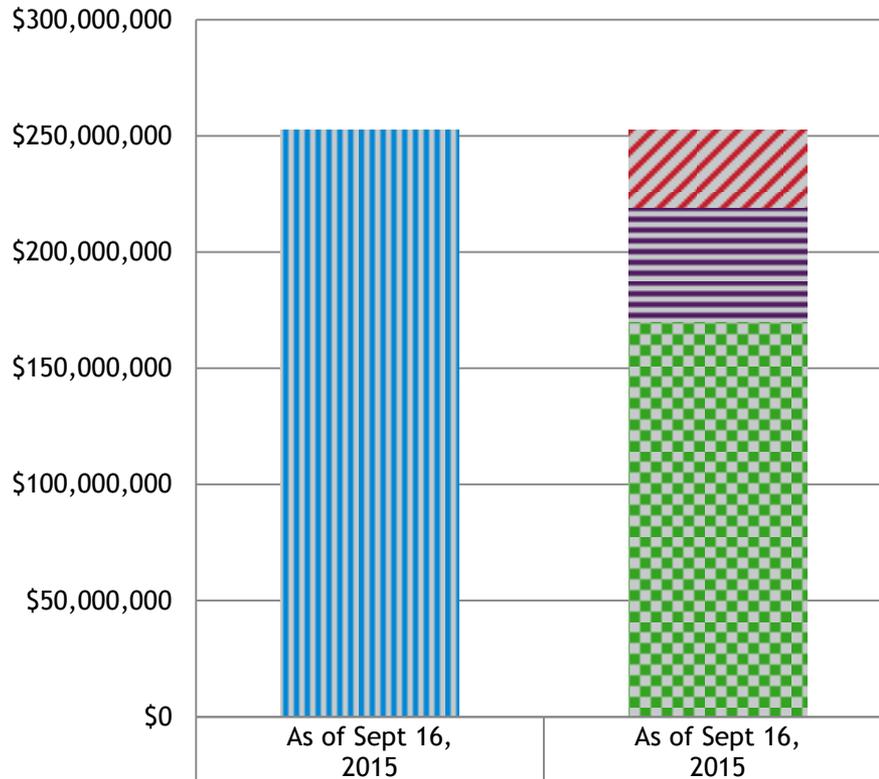
Flood Program - Cumulative Actual Project Expenditures (Pre-Con. and Construction)



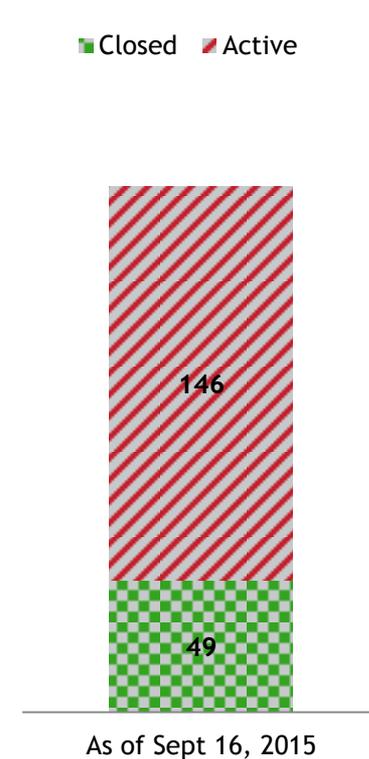


Flood Program Summary

**Total Program
(Financial Status)**



**Total Program
(195 Total Projects)**

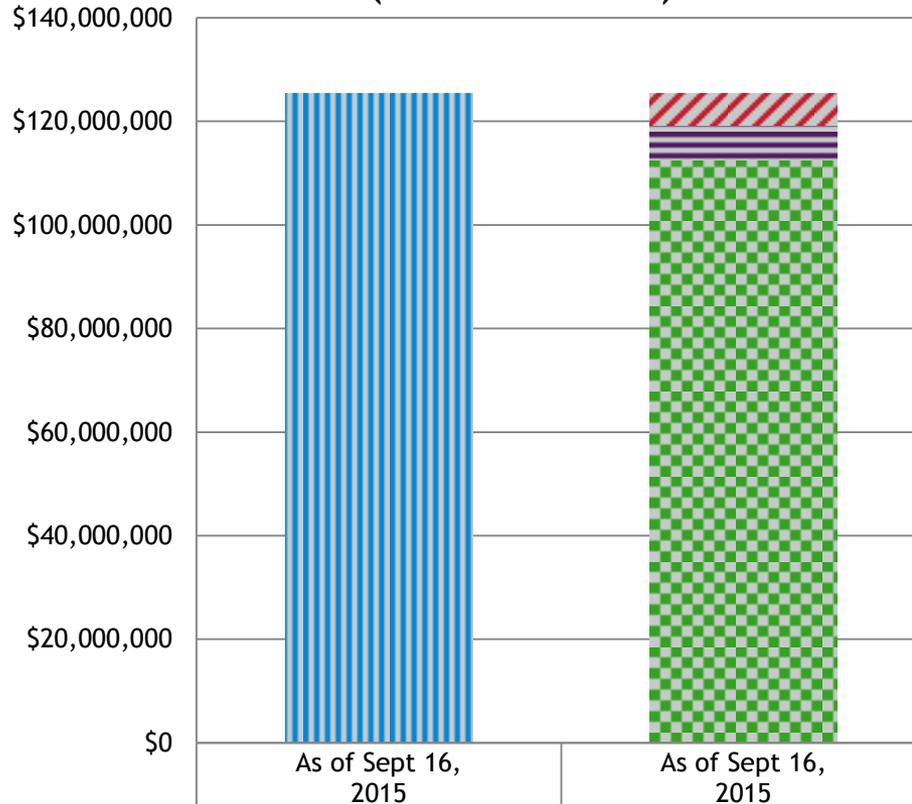


■ Unencumbered		\$33,353,699
■ Encumbrance		\$49,158,477
■ Expenditure		\$170,205,420
■ DDIR Approved Budget	\$252,666,321	



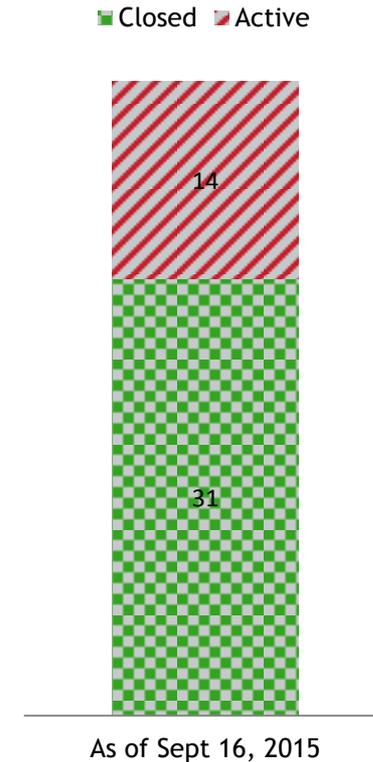
Flood Program – Emergency Repair Projects

**Emergency Repair Projects
(Financial Status)**



Unencumbered		\$6,050,795
Encumbrance		\$6,696,242
Expenditure		\$112,521,928
DDIR Approved Budget	\$125,268,965	

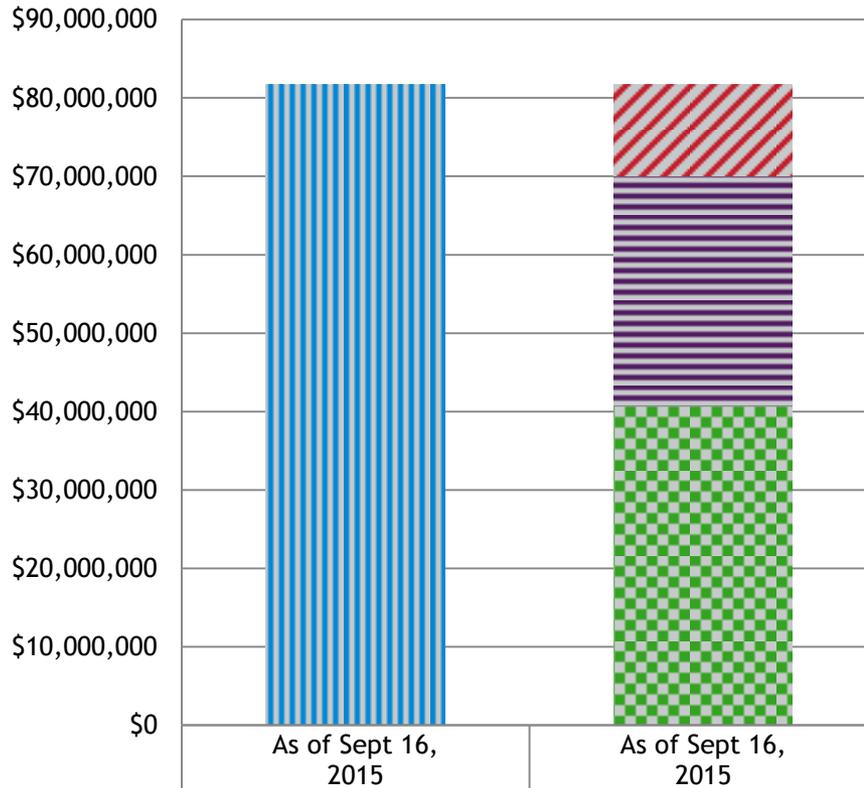
**Emergency Repair Projects
(45 Total Projects)**





Flood Program – Permanent Repair Projects

Permanent Repair Projects
(Financial Status)



Permanent Repair Projects
(43 Total Projects)



Unencumbered		\$11,582,548
Encumbrance		\$29,293,418
Expenditure		\$40,803,796
DDIR Approved Budget	\$81,679,761	



Closing

- Questions or Comments
- Upcoming topics for next month
 - Update of Cash Balance
 - Updated Expenditure Performance Index
 - Update on Safety and RAMP P&O Programs