

CC-C: CAPITAL CONSTRUCTION REQUEST FOR FY 2011-12

Project Title:	CTSR-TRACK REHABILITATION	State Controller Project No.:	P-0833	Name and Email of Preparer:	Lee Schmitz lschmitz@centurytel.net
Project Years:	FY 2006 - 2014	Signature of Department or Institution:	<i>[Signature]</i>	Date:	7-7-2010
Agency or Institution:	Colorado Historical Society	Signature of Approval:	<i>[Signature]</i>	Date:	8-23-10
Agency or Institution Priority Number:	1	Signature of OSPB Approval:	<i>[Signature]</i>	Date:	8-23-10

Revision?	Yes	No	Total Project Costs	Prior-Year Appropriation(s)	Current Request FY 2011-12	Year 2 Request	Year 3 Request	Year 4 Request	Year 5 Request
A. Land Acquisition									
(1)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
B. Professional Services									
(1)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5)			\$703,000	\$442,000	\$75,000	\$93,000	\$93,000	\$0	\$0
(6)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(7a)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(7b)				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
(8)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(9)			\$703,000	\$442,000	\$75,000	\$93,000	\$93,000	\$0	\$0
C. Construction or Improvement									
(1)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(a)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(b)			\$10,098,000	\$8,471,000	\$925,000	\$1,337,000	\$1,363,000	\$0	\$0
(2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(a)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(b)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5a)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5b)				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
(6)			\$10,098,000	\$8,471,000	\$925,000	\$1,337,000	\$1,363,000	\$0	\$0
D. Equipment and Furnishings									
(1)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4a)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4b)				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
(5)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. Miscellaneous									
(1)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(6)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(7)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(8)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(9)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(10)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(11)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(12)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(13)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(14)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(15)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
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(20)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
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(30)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(31)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(32)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
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(63)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
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(70)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(71)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(72)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(73)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(74)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
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(80)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(81)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(82)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
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(85)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(86)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(87)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(88)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(89)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(90)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(91)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(92)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(93)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(94)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(95)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(96)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(97)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(98)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(99)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
(100)			\$0	\$0	\$0	\$0	\$0	\$0	\$0
H. Total Budget Request			\$10,799,000	\$6,913,000	\$1,000,000	\$1,430,000	\$1,456,000	\$0	\$0
I. Source of Funds									
	CCF		\$3,893,000	\$1,950,000	\$500,000	\$715,000	\$728,000	\$0	\$0
	CF - STATE OF NEW MEX CO		\$5,908,000	\$3,983,000	\$500,000	\$715,000	\$728,000	\$0	\$0
	RF		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FF - CO ARRA		\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0

CC-C: CAPITAL CONSTRUCTION REQUEST FOR FY 2011-12

Project Title:	CTSRR-TRACK REHABILITATION	State Controller Project No.:	P-0633	Name and Email of Preparer:	Leo Schmitz leocstrr@centurytel.net
Project Year(s):	FY 2006 - 2014	Signature of Department or Institution Approval:		Date:	
Agency or Institution:	Colorado Historical Society	Signature CCHE Approval:		Date:	
Agency or Institution Priority Number:	1	Signature OSPB Approval:		Date:	

Revision?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Total Project Costs	Prior- Year Appropriation(s)	Current Request FY 2011-12	Year 2 Request	Year 3 Request	Year 4 Request	Year 5 Request
A. Land Acquisition									
(1)	Land/Building Acquisition		\$0	\$0	\$0	\$0	\$0	\$0	\$0
B. Professional Services									
(1)	Master Plan/PP		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(2)	Site Surveys, Investigations, Reports		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)	Architectural/Engineering/ Basic Services		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4)	Code Review/Inspection		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5)	Construction Management		\$703,000	\$442,000	\$75,000	\$93,000	\$93,000	\$0	\$0
(6)	Advertisements		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(7a)	Inflation for Professional Services		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(7b)	Inflation Percentage Applied			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
(8)	Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(9)	Total Professional Services		\$703,000	\$442,000	\$75,000	\$93,000	\$93,000	\$0	\$0
C. Construction or Improvement									
(1)	Infrastructure		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(a) Service/Utilities		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(b) Site Improvements		\$10,096,000	\$6,471,000	\$925,000	\$1,337,000	\$1,363,000	\$0	\$0
(2)	Structure/Systems/ Components								
	(a) New (GSF):		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New \$ /GSF								
	(b) Renovate GSF:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Renovate \$ /GSF								
(3)	Other (Specify)		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4)	High Performance Certification Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5a)	Inflation for Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5b)	Inflation Percentage Applied			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
(6)	Total Construction Costs		\$10,096,000	\$6,471,000	\$925,000	\$1,337,000	\$1,363,000	\$0	\$0
D. Equipment and Furnishings									
(1)	Equipment		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(2)	Furnishings		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)	Communications		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4a)	Inflation on Equipment and Furnishings		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4b)	Inflation Percentage Applied			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
(5)	Total Equipment and Furnishings Cost		\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. Miscellaneous									
(1)	Art in Public Places=1% of State Total Construction Costs (see SB 10-94)		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(2)	Annual Payment for Certificates of Participation		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)	Relocation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4)	Other Costs [specify]		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(5)	Other Costs [specify]		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(6)	Other Costs [specify]		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(7)	Other Costs [specify]		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(8)	Total Misc. Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0
F.	Total Project Costs		\$10,799,000	\$6,913,000	\$1,000,000	\$1,430,000	\$1,456,000	\$0	\$0
G. Project Contingency									
(1)	5% for New		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(2)	10% for Renovation		\$0	\$0	\$0	\$0	\$0	\$0	\$0
(3)	Total Contingency		\$0	\$0	\$0	\$0	\$0	\$0	\$0
H.	Total Budget Request		\$10,799,000	\$6,913,000	\$1,000,000	\$1,430,000	\$1,456,000	\$0	\$0
I. Source of Funds									
	CCF		\$3,893,000	\$1,950,000	\$500,000	\$715,000	\$728,000	\$0	\$0
	CF - STATE OF NEW MEXICO		\$5,906,000	\$3,963,000	\$500,000	\$715,000	\$728,000	\$0	\$0
	RF		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FF - CO ARRA		\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0

CC-C: CAPITAL CONSTRUCTION REQUEST FY 2011-12

1. SUMMARY INFORMATION	Complete Every Row in this Column
a. Agency or Institution Name:	Colorado Historical Society
b. Project Name:	Cumbres & Toltec Scenic Railroad Track Rehabilitation
c. State Controller Project Number:	P-0633
d. Project's Year (1, 2, etc.):	Phase 4 of 5
e. Date Sent to DHE:	7-6-10
f. Date Sent to OSPB:	7-6-10
g. Date Sent to CDC with copy to JBC:	9-1-10
h. Date of Project's Most Recent Program Plan:	10-31-09
i. Date of Governing Board Approval (for institutions of higher education):	_____ or <input checked="" type="checkbox"/> Not an institution of higher education
j. Continuation Project (there is a corresponding project appropriated in prior year)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, list project numbers here: # <u>P-0633</u> # _____ # _____
k. Request 6-month encumbrance waiver?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If yes, justify below)
l. Anticipated Project Completion Date:	6/30/2014
m. Purpose Code	E(1) Continuation Projects Not Final Phase
n. New construction or modification?	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modification
o. Facility Condition Index Score	<u>N/A</u> Date reported to the State Architect: ___/___/___
p. Total Square Footage	_____ ASF _____ GSF 64 miles of track
q. Cost per Square Foot (using construction cost per section C of CC-C form and GSF)	\$ N/A

2. TYPE OF REQUEST	"X" <u>All</u> that Apply	Instructions
a. State-funded Project – Higher Education	X	Requires CDHE then OSPB approval before submission to CDC and JBC. Use CC-C Excel Form and CC-C Word form.
b. State-funded Project – Non Higher Education		Requires OSPB approval only before submission to CDC and JBC. Use CC-C Excel Form and CC-C Word form.
c. 100% Cash Funded Project for higher education institution participating in the Intercept Program		Requires CDHE approval only before submission to CDC. Use CC-C Excel Form and CC-C Word form.
d. Under 100% Cash-Funded Project – Higher Education		Requires CDHE then OSPB approval before submission to CDC and JBC. Use CC-C Excel Form and CC-C Word form.
e. Cash-Funded Project – Non Higher Education	X	Requires OSPB approval only before submission to CDC and JBC. Use CC-C Excel Form and CC-C Word form.
f. Federally Funded Project		Requires CDHE (if Higher Ed) then OSPB approval before submission to CDC and JBC. Use CC-C Excel Form and Word form.
g. IT Project		Use CC-IT Excel form and CC-C Word form. Non Higher Ed agencies must approve with OIT before submission to OSPB.

3. CRITERIA FOR FY 2011-12 PROJECT	“X” Applicable Item(s)	Describe How Criterion is Met for Marked Items
a. 100% Cash or Federally Funded Project		
b. Priority #1 for department or #1-5 for DHS		
c. Meets Priority Criteria for Higher Education		
d. Project Originally in HJR 08-1042		
e. Continuation Project from FY 2010-11 CCF Appropriation	X	Continuation of Project P-0633
f. Statutorily required COP payment for capital construction		
g. Project requires CDHE approval for program review but does not meet FY 11-12 criteria for submission to OSPB. This request does not have OSPB review.		

4. BRIEF SUMMARY OF FY 2011-12 CAPITAL PROJECT	Enter summary below, this column
State exactly what is requested, why, for how much, over what period of time.	The C&TSRR Commission is requesting funding to continue the Track Rehabilitation and Upgrade Project, begun in FY 2005-06. The FY 2011-12 request total is \$1,000,000 with one-half each from Colorado and New Mexico at \$500,000. Funds will be used to purchase and install 8,250 crossties; 10,500 tons of rock ballast; 8,250 Tie Plates; 360 barrels of spikes; along with fuel, parts, supplies and labor to accomplish the work.

5. CONTINUATION HISTORY	If this is a continuation project (a project with a former appropriation), complete the following table including all appropriations and expenditures. Include the bill numbers for each appropriation. If not a continuation project, mark here: <input type="checkbox"/> N/A				
	FY 2007-08 Appropriated	FY 2008-09 Appropriated	FY 2009-10 Appropriated	Spent to Date	FY 2010-11 Appropriated
Total Funds	\$1,913,000	\$1,600,000	\$2,000,000	\$4,465,063	\$400,000
General Fund	\$1,350,000	\$600,000	\$1,000,000	\$1,950,000	
Cash Funds –NEW MEXICO	\$563,000	\$1,000,000	\$1,000,000	\$2,515,063	\$400,000
Cash Funds Exempt / Reappropriated Funds	\$0	\$0	\$0	\$0	\$0
Federal Funds	\$0	\$0	\$0	\$0	\$400,000
Bill Number(s)	HB 07-181	HB 08-1303	HB 10-1376		N/A

6. OBJECTIVES	Enter summary below, this column
a. List key objectives of the entire project – big picture This row not applicable as this is a single year project: <input type="checkbox"/> N/A	Key objectives are to upgrade the track to meet FRA standards and good operating practices, by replacing worn out ties and installing rock ballast and rail anchors to provide proper drainage and subsurface for the track. Improved track conditions will decrease wear and maintenance costs of Locomotives and Passenger Cars. Also, improving the track will result in a smoother and faster train ride, leading to greater passenger satisfaction and increasing ridership and revenue.
b. List key objectives of this year's specific request - detailed	Buy/Install 8,250 Crossties; Buy/Install 10,500 Tons Rock Ballast Buy/Install 8,250 Tie Plates Tamp & Align 21 miles of Track Keep 18 workers employed

7. ESTIMATED ENTIRE PROJECT TIMETABLE:			
Delineate how many years this project crosses from start to finish, describing what portion of the project each year will accomplish.			
Steps to be Completed	Start Date(s)	Completion Date(s)	Year
Buy/Install 60,000 Ties	7/1/06	6/30/14	8
Buy/Install 130,000 Tons Rock Ballast	7/1/06	6/30/14	8
Buy/Install 204,800 Rail Anchors	7/1/12	6/30/14	2
Bridge Repairs/Shoulder Restoration	5/1/12	6/30/14	2

8. FY 2011-12 SPECIFIC TIMETABLE:		
Delineate the steps that will be taken in FY 2011-12 to complete this project or this phase of the project.		
Steps to be Completed	Start Date(s)	Completion Date(s)
Buy/Install 8,250 Ties	7/1/11	6/30/12
Buy/Install 10,500 Tons Rock Ballast	7/1/11	6/30/12
Buy/Install 8,250 Tie Plates	7/1/11	6/30/12
Tamp & Align 21 miles of track	7/1/11	6/30/12

9. IMPACT	Enter summary below, this column
a. Describe actual impact to program if this year's project is not funded	18 Trained and skilled Track Workers and Equipment Operators will become unemployed, creating negative impact on local and State economy. Forward progress on track improvement will cease and track condition will begin to deteriorate, raising potential for derailments, accidents and delays.
b. Describe how this project will affect State operating expenditures, including dollars and FTE for each project component.	Continuing the Track Upgrade Project will keep the operating expenditures at their current levels, so it will have no effect on State operating expenditures.
c. Describe consistency with Agency or Institutional Master Plan and 5-Year Capital Improvement Plan Schedule, explain variances	The Track Upgrade Project is still the number one priority in the C&TSRR Master Plan. Since the project has not been fully funded at the rate established in the Master Plan, the project is taking more time to accomplish, likely to stretch from a five year to an eight year project.

10. JUSTIFICATION	Enter summary below, this column
Fully justify and defend this request. This will be the most lengthy section of the request. Include all necessary detail and specific scope of work. Describe how much space is needed, what types of rooms or equipment are included in the request and why, and illustrate where on campus the project will be executed. Explain what is wrong with the current situation and why a new or different building or capital expenditure is needed. Focus more on why the current facilities are insufficient, less on why the current programs are driving change.	<p>The track conditions of the Cumbres & Toltec Scenic Railroad have deteriorated over the last 40 years, because of their location in the San Juan Mountains and erosion over many years. This coupled with inadequate funding, to perform a continuous Track Maintenance Program, resulted in a poor track condition. There were a large number of railroad ties in need of replacement; drainage work was/is needed to remove mudslides; and rock ballast needs to be installed under the ties to lift them up out of the mud and dirt. This has resulted in a potential life/safety situation, due to poor track conditions with an increased risk of derailments and accidents, which could cause injury to passengers and crew. This work will lengthen the life of the ties and provide a more stable track infrastructure, decreasing the risk of derailments and injuries.</p> <p>The C&TSRR is comprised of 64 miles of mainline track and 5 miles of yard tracks and sidings. The project is to completely go through all 69 miles of track; replace the worn out ties; provide good drainage to keep water and mud away from the track; buy and install rock ballast under the entire track; tamp the ballast into place and align the track with the consistent distance between rails; and perform repairs to bridges, trestles and tunnels.</p>

Agency Name: CHS-Cumbres & Toltec RR COMM

Project Name: CTSRR – Track Rehabilitation

DESCRIPTION	QUANTITY	UNIT COST	TOTAL
Crossties	8,250	\$19.00	\$156,750
Ballast	10,500 tons	\$17.00	\$178,500
Tie Plates	8,250	\$4.25	\$ 35,000
Sikes & Other Track Materials & Track tools			\$ 29,950
Bridge & Shoulder Work			\$ 23,000
Fuel, Supplies & Parts			\$105,000
Labor & Contract Services			\$471,800
TOTAL COST			\$1,000,000

Request is for one-half of funding from State of CO & one-half from State of New Mexico, since two states own C&TSRR in a 50-50 partnership

11. CALCULATIONS	Describe how the numbers on the CC-C Excel form were calculated; describe in this column, FY 2011-12 only. Out years will be requested separately
Assumptions and calculations for land purchase	NO LAND PURCHASE
Assumptions and calculations for professional services	On-site railroad engineer/supervisor and tamper operator during the track construction season of 6.5 months.
Assumptions and calculations for construction	Quantities and costs developed by Railroad Engineer, John Matthews, based on experience over the last three years. – See attached budget
Provide list of equipment and furnishings to total on CC-C Excel form	NONE
Art in public places: describe what portions of project apply and calculation used. The calculation should apply only to State funds (see SB 10-94)	N/A
Discuss all inflation assumptions, as delineated on the CC-C form, by year and by component (professional services, construction or improvement, and equipment and furnishings)	All material prices are based on current materials purchase costs.
Discuss HPCP cost assumptions	N/A
Other	The revenue from the ticket sales of the C&TSRR train operations does not generate enough funds, after the cost of train operations, to provide for a Track Maintenance Fund.
Other	The Cumbres & Toltec Scenic Railroad is owned jointly by the States of Colorado and New Mexico in a 50-50 partnership.
Other	

12. CASH FUND PROJECTION					
Does request include cash funds?	<input checked="" type="checkbox"/> Yes No It is 50% contribution from New Mexico				
If the project is being financed, describe the terms of the bond, including the length of the bond, the expected interest rate, when the agency plans to go to market, and the expected average annual payment.	<input type="checkbox"/> N/A				
Cash Fund Sources Lists <i>(list all separately; projected balances must account for other obligations)</i>	Actual FY 2009-10 Cash Fund Balance	End Fund Balance FY 2009-10	Projected FY 2010-11 End Cash Fund Balance	Projected End Cash Fund Balance FY 2011-12	Projected End Cash Fund Balance FY 2012-13
a. Fund Number: _____					
Cash Funds	\$0.00	\$0.00	\$0.00	\$	\$
Described how revenue accrues to the fund	50% contribution from the State of New Mexico				
Describe other obligations and encumbrances to the fund					
b. Fund Number: _____					
Cash Funds	\$	\$	\$	\$	\$
Described how revenue accrues to the fund					
Describe other obligations and encumbrances to the fund					

13. RELATED PROJECTS		<u>Delineate capital construction and controlled maintenance projects for this department, DHS Office, or higher education institution appropriated since FY 2007-08. 100% cash funded projects for higher education do not need to be listed.</u>		
Year	Project #	Item	CCF Cost	Pending Underway, or Requested
2006	P-0633	Track Upgrade	\$1,350,000	Completed
2008	P-0633	Track Upgrade	\$600,000	Completed
2010	P-0633	Track Upgrade – CO ARRA Funds	\$1,000,000	Underway
			\$	
			\$	

14. PROGRAM PLAN	
Describe any changes to this project on the Program Plan, Master Plan, or Five Year Plan since its submission to the Capital Development Committee	<input type="checkbox"/> No changes <input checked="" type="checkbox"/> Changes are described below The only change is to the length of time the project is expected to take till completion, likely increasing from five to eight years.

15. ADDITIONAL INFORMATION

Provide any additional information to best justify the request.

The project fits within the 64 Miles of C&TSRR's "MUSEUM ON WHEELS" Campus. The track has been located in its present location since 1880. The population of train riders is dependent on this track to carry them across the 64 mile campus between Antonito, Colorado and Chama, New Mexico.

The improved track conditions, resulting in a smoother and quicker ride, has increased ridership from 39,404 in 2006 to 45,575 in 2008. Increased patronage results in increased economic benefits to other businesses in the communities and increased tax revenue to the two States of Colorado and New Mexico.