



**COLORADO**  
Department of Transportation  
Statewide Bridge Enterprise

Bridge Enterprise  
Quarterly Report





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## Introduction

This report is the 40th Quarterly Report published in support of the Colorado Bridge Enterprise (BE). This Report outlines the progress and accomplishments associated with the BE Program for work completed during January, February, and March of 2021; which coincides with the third quarter of the Colorado Department of Transportation's (CDOT) 2021 Fiscal Year (Q3 FY2021). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q3 FY2021 BE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 39th Bridge Enterprise Quarterly Report (Q2 FY2021).
- Approved the 5th Budget Supplement of FY2021 to increase funding for the design phase of two projects and establish funding for the construction phase of two projects:
  - › Increase design funding for I-70 over West 32nd Ave (E-16-HE/HF)
  - › Increase design funding for the Region 4/1 Rural Bridge Replacement Program (7 structures)
  - › Establish the construction phase for I-25 over Academy Blvd (I-17-GQ/GR)
  - › Establish the construction phase for I-70 over Forest Service Rd (F-13-S\_Minor)
- Revised and received Board of Directors approval of Policy Directive 16.0 (Oversight of FASTER Funding for State Bridges).
- Revised and received Executive Management approval of Procedural Directive 16.1 (Bridge Enterprise Management of FASTER Revenue and Selection of FASTER Bridge Projects).
- Presented the Board with the BE annual audited financial statements for FY2019 and FY2020.
- Approved a resolution to adopt the final FY2022 BE budget.
- Completed the draft update for the FY2022-FY2025 Statewide Transportation Improvement Program (STIP) and began drafting the FY2022-FY2025 BE Four-Year Plan.
- Supported the development of the INFRA grant application for the I-270 Corridor Safety and Mobility project which was submitted in March.
- Continued evaluation of funding scenarios for BE eligible components of projects on the approved SB267/SB1/SB262 project list, including the further evaluation of a high-level funding plan for the Floyd Hill project.
- Performed maintenance on the program baseline cost estimate.
- Performed status updates for various program metrics, including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed in January, February, and March of 2021, and conducted the regularly scheduled Schedule Change Control Board meeting.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BE projects.
- Drafted and finalized the Winter BE Prioritization Plan based on the updated Staff Bridge Poor List and statewide regional outreach (previously advanced to the Q2 FY2021 Quarterly Report for expedited distribution).
- Continued development of new programmatic risk management tools, which include the Cost and Schedule Risk Assessment tools and the Risk-Informed Financial Planning Model.

## Program Highlights

### Program Progress Updates

In Q3 FY2021, BE Staff continued to make progress addressing the state’s “Poor” bridge population. Multiple top tier structures from the BE Prioritization Plan were funded for design and construction. Staff also supported the development of an INFRA grant application for the I-270 Corridor Safety and Mobility Project. A summary of these activities and other program highlights are provided below.

During this period, design funding was increased for nine structures as part of a planned incremental budgeting process. Seven of the structures are part of the Region 4/1 Eastern Plains Timber Bridge Replacement Bundle.

**Table 1.** Structures with Design Phase Funding Increases in Q3 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-HE	1	I-70 ML EBND over West 32nd Ave	Jefferson
E-16-HF	1	I-70 ML WBND over West 32nd Ave	Jefferson
F-19-E*	1	US 36 ML over Draw	Arapahoe
F-20-J*	1	US 40 ML over Draw	Arapahoe
F-20-L*	1	I-70 Service Rd over Draw	Arapahoe
C-22-K*	4	US 6 ML over UPRR; Platte; Beaver Canal	Morgan
D-24-O*	4	US 34 ML over Draw	Washington
D-25-E*	4	SH 61 ML over Surveyor Creek	Washington
D-28-D*	4	US 34 ML over Republican River	Yuma

\*Eastern Plains Timber Bridge Replacement Bundle



**Image 1.** I-70 EBND over West 32nd Ave facing West (E-16-HE)



**Image 2.** Severe Deck Deterioration on I-70 WBND over West 32nd (E-16-HF)



**Image 3.** US 40 ML over Draw (F-20-J)



**Image 4.** Rotting Girder on US 36 ML over Draw (F-19-E)

## Program Highlights

During this period three structures were funded for construction.

**Table 2. Structures Funded for Construction in Q3 FY2021**

Bridge ID	Region	Facility Carried over Featured Intersection	County
I-17-GQ	2	I-25 ML NBND over Academy Blvd	El Paso
I-17-GR	2	I-25 ML SBND over Academy Blvd	El Paso
F-13-S_Minor	3	I-70 ML over Forest Service Rd	Summit



**Image 5.** I-25 SBND over Academy Blvd (I-17-GR)



**Image 6.** Potholes and Settling on I-25 NBND over Academy Blvd (I-17-GQ)



**Image 7.** I-70 over Forest Service Rd (F-13-S\_Minor)



**Image 8.** Severe Cracking on I-70 over Forest Service Rd (F-13-S\_Minor)

## Program Highlights

### FY2021 INFRA Notice of Funding Opportunity

On February 17, 2021, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the FY 2021 INFRA Discretionary Grant Program. Management performed an evaluation to identify projects with the highest probability of award based on the selection criteria outlined in the NOFO. Through this process, the I-270 Corridor Safety and Mobility Project was identified as the top candidate for submission. This corridor improvement project aims to modernize a 7-mile stretch of interstate to reduce crashes and commute times as well as improve freight efficiency.

BE staff supported Region 1 and the Office of Policy and Government Relations with the development of the INFRA grant application which was submitted in March. The BE Board approved a resolution to commit up to \$90M in BE funding to address six bridges from the BE prioritization plan, totaling approximately 110,000 square feet of deck area. This commitment is contingent on the award of an INFRA grant.

**Table 3. I-270 Project BE Eligible Structures**

Structure ID	Facility over Feature Intersection	Region	County	Deck Area (Sq. Ft)
E-17-AT	SH 6 ML over Sand Creek	1	Adams	44,186
E-17-ID	I-270 ML WBND over S. Platte River	1	Adams	12,518
E-17-IE	I-270 ML EBND over S. Platte River	1	Adams	12,518
E-17-IF	I-270 ML WBND over Ditch Rd., Burlington Canal	1	Adams	8,869
E-17-IH	I-270 ML WBND over SH 265, UPRR, BNSF RR	1	Adams	14,951
E-17-IC	York St. over I-270 ML	1	Adams	17,390



**Image 9.** Severe Pier Deterioration on SH 6 over Sand Creek (E-17-AT)



**Image 10.** Severe Deck Deterioration on I-270 WBND over S. Platte River (E-17-ID)



**Image 11.** Severe Deck Deterioration on I-270 WBND over SH265, UPRR, BNSF RR (E-17-IH)



**Image 12.** Severe Abutment Deterioration on I-270 EBND over S. Platte River (E-17-IE)



## Program Highlights

### Q3 FY2021 Project Status Updates

- 1 structure started design (I-24-N)
- 4 structures completed design (H-13-G, I-17-GQ/GR, & F-13-S\_Minor)
- 4 structures started construction (H-17-CF, M-22-N, & I-17-GQ/GR)

Other Relevant Q3 FY2021 bridge statistics are as follows:

- 49% of FASTER eligible structures are in construction or complete
- 13% of FASTER eligible structures are in design or design is complete
- 38% of FASTER eligible structures are remaining
- 1.5 million square feet of “poor” rated deck area has been addressed to date statewide

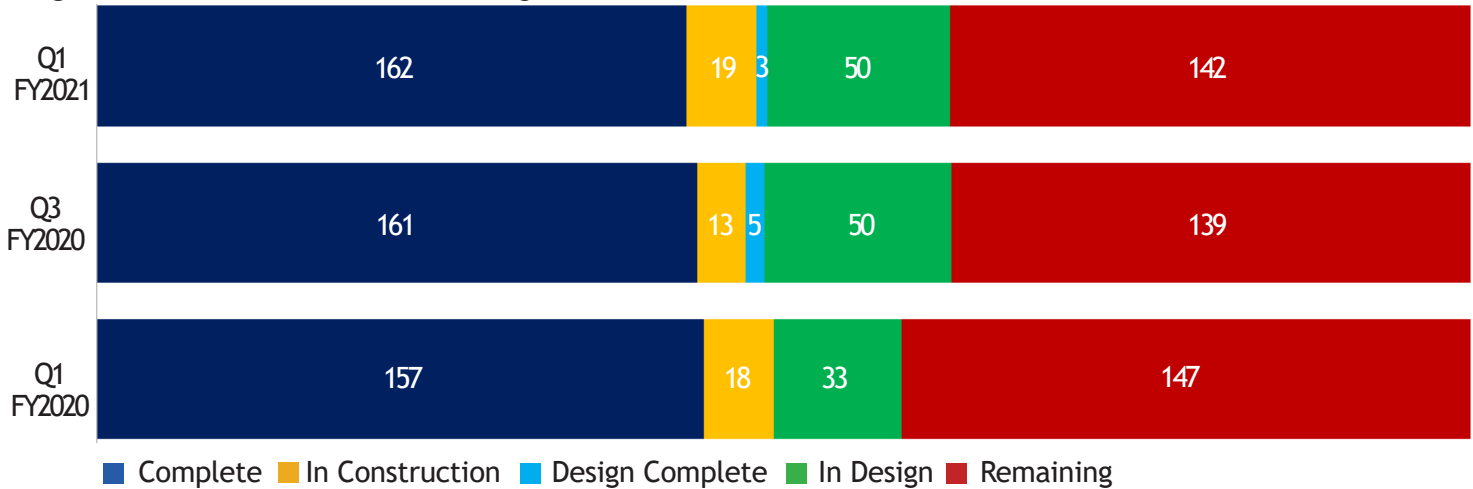
Project Status	Q3 FY2021 # of Structures
Remaining	144
In Design	48
Design Complete	4
In Construction	20
Projects Completed	165
<b>Total</b>	<b>381</b>

**Table 4.** Project Status of FASTER Eligible Structures as of Q3 FY2021

**Figure A.** Current Status of FASTER Eligible Structures



**Figure B.** Historic Status of FASTER Eligible Structures









## Program Activities and Accomplishments

### Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q3 FY2021 remained constant at or near 0.99, primarily due to the performance of completed projects. Although the active project SPI has decreased during Q3, the active project SPI steadily rose during FY2021 and has remained near or above 0.90 during Q3. The decrease in SPI for the quarter is primarily related to the decline in performance of one project due to inclement weather and is being monitored by BE staff. The program overall and active monthly Schedule Performance Index (SPI) for Q3 FY2021 is listed below.

**Table 5.** Overall and Active Project SPI Reported by Month

Month	Overall SPI	Active SPI
January	1.00	0.95
February	1.00	0.94
March	0.99	0.90

The overall SPI for the BE Program, is 0.99, which falls well above the 0.90 BE Program goal.

### FY2022-FY2025 BE Four-Year Plan

BE staff completed the draft FY2022-FY2025 Statewide Transportation Improvement Program (STIP) update which serves as the basis for the program’s FY2022-FY2025 Four-Year Plan. Development of the BE Four-Year Plan is ongoing and scheduled for completion in Q4 FY2021 in parallel with the Transportation Commission approval and FHWA acceptance of the FY2022-FY2025 STIP. As part of this process, Staff are working with the CDOT Regions and other stakeholders to identify additional BE eligible projects to advance during the Four-Year planning period. A summary newly programmed projects will be provided in the Q4 FY2021 Quarterly Report.

### Policy Directive 16.0 and Procedural Directive 16.1 Update

PD 16.0 (Oversight of FASTER Funding for State Bridges) and PD 16.1 (Bridge Enterprise Management of FASTER Revenue and Selection of FASTER Bridge Projects) were implemented in January 2016 and were due to be reviewed by January 2021. These policies and procedures have been effective in accomplishing their intended purpose; however, this update provided staff with the opportunity to align the documents to recent changes in FHWA policies, to better reflect new statutes and changes to outdated CDOT and BE processes and procedures, and to provide additional transparency on the BE planning and programming processes. BE Board approval of the updated PD 16.0 and Executive Director approval of PD 16.1 were obtained in March 2021.



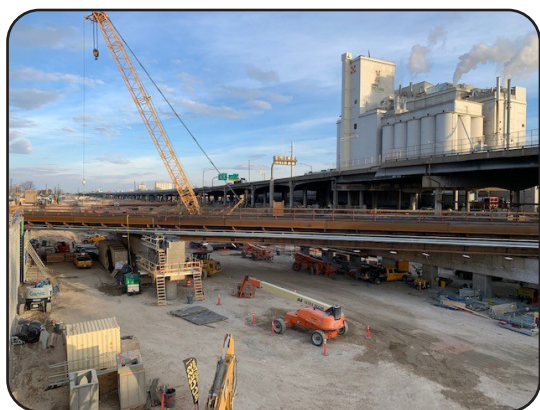
## Central 70

The FASTER Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Six FASTER eligible structures are being addressed by the project, including “the Viaduct” (I-70 over US6, UPRR and CCD St.). These structures represent nearly 30% of BE’s current statewide eligible bridge deck area. Additionally, “the Viaduct” was identified as one of the 30 worst bridges in the state when the Enterprise was created in 2009 and will be the last of the 30 worst bridges to be addressed.

In Q3 FY2021, BE staff continued to coordinate with the Central 70 project team to refine the BE program models and track project progress. The following significant milestones were completed during this quarter:



**Image 14.** Demolition of I-70 over Quebec Street Bridge



**Image 15.** Union Pacific Railroad over I-70 Operations



**Image 16.** Aerial of Pump Station near York Street

### January

- Continued reconstruction of various structures along I-70 between Brighton Boulevard and Quebec Street, with emphasis on Milestone 2B structures.
- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Continued construction of CCD/CDOT Cover Building, with placement of systems equipment in the building continuing this period
- Completed installation of the pump electrical service and supporting infrastructure at the pump station.
- Continued construction of the Phase 5 (east side) and Phase 6 (west side) substructure portions of the UPRR Bridge.
- Continued installation of the jet fans in the westbound I-70 lanes of the Cover.
- Set bridge beams and deck panels on I-70 bridge over Holly Street.

### February

- Continued installation of electrical, ITS, and fire suppression system under the Cover over westbound I-70.
- Continued construction of the Phase 5 (east side) and Phase 6 (west side) substructure portions of the UPRR Bridge.
- Began placement of the girders for spans 3 and 4 of the UPRR Bridge Phase 5.
- Continuing installation of the jet fans in the westbound I-70 lanes of the Cover.
- Continuing median I-70 reconstruction work in the Center segment (Milestone 2B limits), including roadway subgrade work and slip-form barrier between Colorado Blvd and Quebec Street.
- Continuing construction of WB I-70 in the lowered section including drainage, walls, barrier, and paving.
- Continued work on Holly and Monaco Streets beneath I-70, including paving bottom lifts and opening the roadways to traffic.

### March

- Continued construction of the Concrete Box Culvert and 66” Pipe crossing the UPRR tracks south of the UPRR Bridge.
- Continued installation of electrical, ITS, and fire suppression system under the Cover over westbound I-70.
- Continued construction of CCD/CDOT Cover Building, with placement and integration of systems equipment in the building continuing this period.
- Continued construction of the Phase 5 (east side) and Phase 6 (west side) substructure portions of the UPRR Bridge.
- Completed placement of the girders for spans 3 and 4 of the UPRR Bridge Phase 5.
- Completed installation of the jet fans over the future westbound I-70 lanes of the Cover.



## Program and Project Updates

### Region 2 CBC Program

In Q1 FY2020, CDOT/BE was awarded a \$12.5M discretionary grant through the USDOT Competitive Highway Bridge Program (CHBP) for the replacement of 14 FASTER eligible structures. The program was originally referred to as the “Concrete Box Culvert and Corrugated Metal Pipe Culvert Program” in CDOT Region 2 but is also referred to as the Region 2 Bridge Bundle (R2B2). This design-build project will address the original 14 FASTER eligible structures that were included in the grant application as well as 5 additional nearby FASTER eligible structures in rural areas of southern Colorado. The structures are located along key corridors and their replacement will assist with rural mobility as well as enhance statewide connections to interstate commerce through the elimination of load restricted routes.

#### Program updates:

- Preliminary roadway and structure design is complete.
- ROW work is complete with no anticipated ROW needs.
- Draft Request for Proposal (RFP) and final RFP releases are anticipated in May and June of 2021, respectively.
- Design-Build procurement documents are being progressed.
- Project award is anticipated in Fall 2021.



**Image 17.** US 24 Service Rd over Fountain Creek in El Paso County (I-17-X)

### Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven FASTER eligible structures and three non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. Maintenance needs of the bridges has greatly increased in recent years and the average age of the existing bridges is approaching 80 years. Funding to advance the design phase through final design was approved in this quarter. The project is utilizing construction manager/general contractor (CM/GC) contracting and will be delivered in multiple packages of similar structures located in close geographic proximity to gain efficiencies during design and construction.

#### Program Updates:

- 30% design (FIR level) is complete for all project packages.
- Cost review meeting for Package #1 was held.
- Completion of final design for Package #1 anticipated in Q1 FY2022.



**Image 18.** SH 61 over Surveyor Creek in Washington County (D-25-E)

### Speer Blvd & 23rd Ave Project

This project will eliminate existing sub-standard vertical clearance conditions, mitigating damage caused by high-frequency truck strikes and opening the I-25 corridor to unrestricted freight traffic. Additionally, the planned replacement structure will accommodate future corridor modifications of I-25 through Central Denver. The completed Central I-25 Planning and Environmental Linkages (PEL) study evaluated various alternatives to improve local and regional mobility through the corridor segment and will inform the development of bridge alternatives during scoping and preliminary design phases.

#### Project Updates:

- The PEL study was released in June 2020.
- The Region released the RFP for preliminary design and NEPA services and consultant selection process is complete.
- The design consultant task orders have been issued and work is expected to start in earnest in April.



**Image 19.** Speer Blvd over I-25 in Denver County (E-16-EO)

## Program and Project Updates



**Image 20.** I-70 over US6 and Clear Creek in Clear Creek County (F-15-BL)

### Floyd Hill Project

This corridor improvement project includes the replacement of two eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. \$100M in SB267 funds were committed to the project in November 2019, however a significant funding gap still exists. BE, HPTE, and CDOT are evaluating potential alternatives to eliminate the funding gap. In Q2 FY2021, the project team continued to advance the preliminary design and the NEPA evaluation.

#### Project Updates:

- HPTE's funding gap study is ongoing and expected to complete this summer.
- The NEPA evaluation and preliminary design are on scheduled for completion in Spring 2021.
- A joint TC, HPTE, and BE Board workshop was held in March to discuss project progress and potential project phasing.
- BE is currently developing an in-depth analysis of potential funding scenarios for FASTER eligible project components.

### I-70 Vail Pass Safety and Operations Improvement Project

CDOT/BE was awarded \$60.7M through the FY2020 USDOT INFRA Discretionary Grant Program to advance the I-70 Vail Pass Safety and Operations Improvement Project. The BE program was leveraged to improve the competitiveness of the grant applications by increasing the state funding match and showing participation of multiple stakeholders. The project includes: the reconstruction of the BE eligible eastbound bridge over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, westbound curve modifications, reconstruction of a truck ramp, dynamic message signs, a variable speed limit system, and automated anti-icing technologies.

#### Project Updates:

- 30% design (FIR level) and 90% design (FOR level) completion scheduled for September 2021 and January of 2022, respectively.
- Additional planned design phase budget requests anticipated in Q4 FY2021 and Q2 FY2022.



**Image 21.** I-70 over Polk Creek in Eagle County (F-12-AS)

### Split Timber Girder Repair Pilot Project

The current estimated replacement cost of all existing timber structures statewide that are rated in poor or fair condition is approximately \$300M. The level of funding required for a statewide timber bridge replacement program is not currently available so BE staff are partnering with Staff Bridge to develop a new repair specification to safely extend the service life of existing timber structures and remove load restrictions on key freight corridors. The goals of the study include: developing a new split timber stringer repair specification, eliminating repeat emergency repairs due to progressive failure, repairing bridges beyond original strength to increase load carrying capacity, and to better understanding the deterioration mechanisms of timber bridges under Colorado's service environments.

#### Project Updates:

- Project advances were made by eliminating potential repair options due to constructibility issues.
- Project prioritization criteria and the structure selection process were identified.
- Non-BE funding sources were identified for the execution of repairs.
- Feedback from maintenance workers on internal capabilities and resources was recorded.



**Image 22.** Load Testing Sensors Measuring Displacement on US 36 over Vega Creek in Washington County



## Budget and Encumbrances

Bridge Enterprise staff continues to coordinate with the Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. *Table 6* shows the encumbrance and budget balances as of March 31, 2021, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project debudget and closure. This guidance has defined substantial completion as project final acceptance.

**Table 6. Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances**

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	-	-	0	0
3	-	-	0	0
4	28,862	21,994	1	1
5	-	-	0	0
<b>Total</b>	<b>28,862</b>	<b>21,994</b>	<b>1</b>	<b>1</b>
% of Total Current Program	0.03%	0.01%	2.9%	1.9%
Previous Quarter (Q2 FY2021)	35,932	21,422		
Difference	-7,070	-572		

Since December 31, 2020 the budget and encumbrance balances have decreased by \$7,642. During this time, no projects were added or were removed from the list with one project remaining that is six months or older since substantial completion.

Removed/Closed Out	Additions
None	None



## Financial Information

The following is a program overview of financial statistics as of March 31, 2021.

- The program has multiple funding sources including proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bank loan, and other funds which are primarily Federal. In addition, BE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through March 31, 2021, a total of approximately \$1,430.3M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,182.7M and \$95.9M (all funding sources), respectively. Reference *Table 7* below for details by funding source
- For comparison purposes, the totals from the previous quarterly report (Q2 FY2021) are also reported in the far-right column
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

**Table 7.** Program Financial Statistics as of March 31, 2021 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q3 FY2021	Total Q2 FY2021
Budget	\$307.9	\$1,015.9	\$40.7	\$65.8	\$1,430.3	\$1,430.6
Expenditures	\$307.9	\$768.3	\$40.7	\$65.8	\$1,182.7	\$1,168.9
Encumbrances	\$0.0	\$95.9	\$0.0	\$0.0	\$95.9	\$83.1

The Bridge Enterprise program currently consists of 193 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count increased by four since last quarter, Q2 FY2021. The current programmed amount for these 193 structures is approximately \$1,719.7M. *Table 8* below provides an itemization of current funding sources for the Bridge Enterprise program.

**Table 8.** Current Allocation Plan (\$ in Millions)

Build America Bonds (\$ M)	FASTER Bridge (\$ M)	Other Funds (\$ M)	Bond Interest (\$ M)	Total (\$ M)
\$298.1	\$1,294.9	\$116.9	\$9.8	\$1,719.7

The Program Allocation Plan <sup>1</sup> tracks BE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2021, and partially through FY2025, and includes budget adjustments that have not been posted as of March 31, 2021. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BE program are \$1,719.7M, an increase of \$42.0M from the \$1677.7M total liability reported on December 31, 2020. This is primarily the result of updated estimates, new projects and budget actions.

<sup>1</sup> Reference Appendix A for the Program Allocation Plan



The Four-Year Quarterly Cash Flow Projection <sup>2</sup> depicts all current available BE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BE liabilities and the timing of milestone payments for the Central 70 project are defined by the Amended and Restated IAA between CDOT, HPTE, BE and updated milestone forecasts are incorporated in the cash flow. This forecast model also considers Resolution BE 15-8-2 which sets parameters for the use of BE funds during the construction period of the Central 70 project. In addition, the forecast contains the Capital Performance (Availability) Payment, which grows at 2% per year.

Bridge Enterprise has forecast the cash balance to decrease by approximately \$222.1M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (April 2021 through March 2025), down to \$25.3M. To date, Central 70 Milestone Payments 2A and 3 have been made. BE will closely monitor project cost estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance if necessary. In accordance with the Amended and Restated IAA and updated milestone payments, the final milestone and substantial completion payments are both scheduled in January 2023. In accordance with Resolution BE-17-11-1, the contingency for the BE share of potential supervening events has been included in the cash drawdown forecast.

BE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

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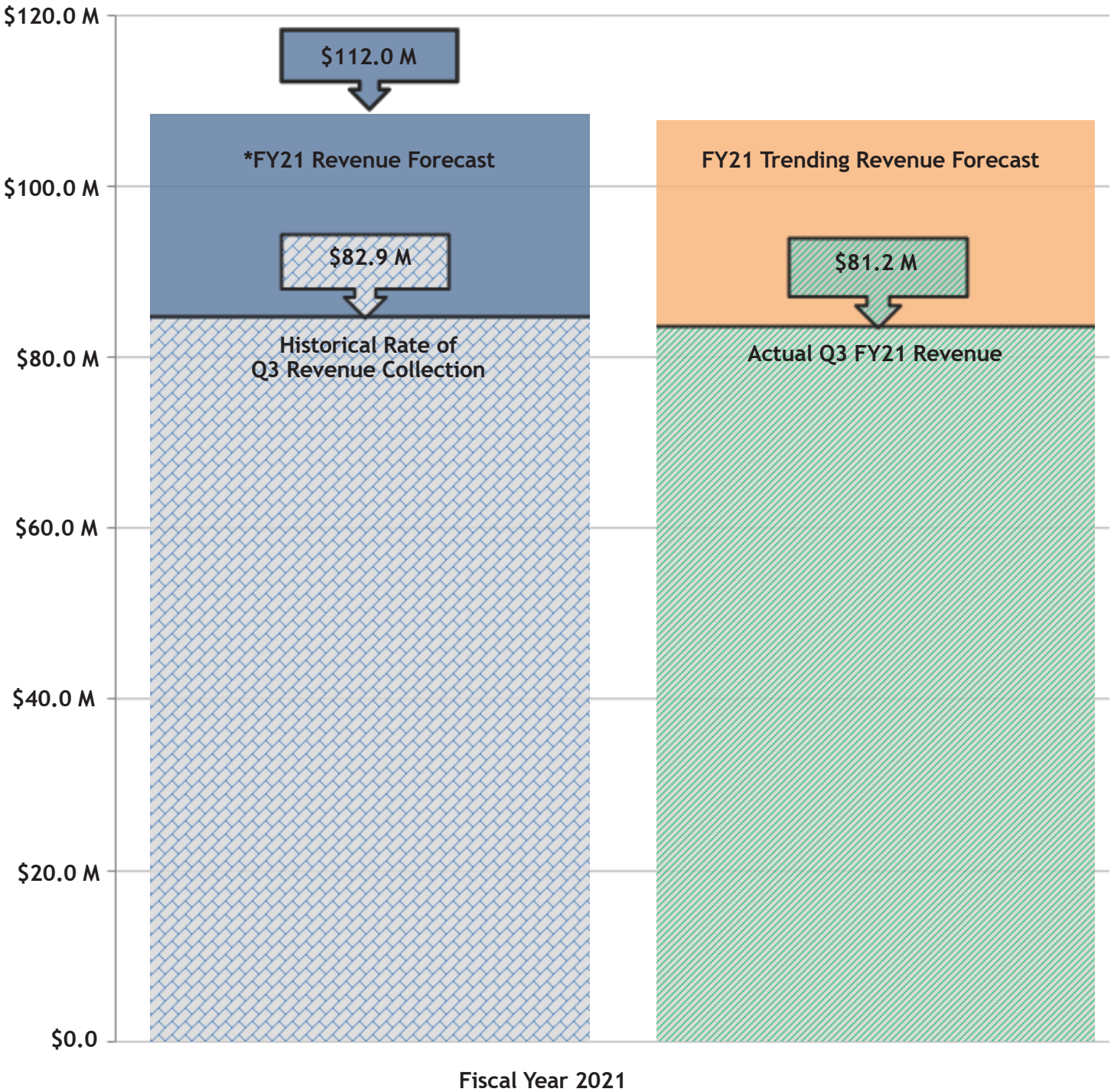
<sup>2</sup> Reference Appendix B for the Cash Flow Projection





As of Q3 FY2021, actual YTD BE revenues were \$81.2M, which is \$1.7M below the Q3 FY2021 revenue forecast of \$82.9M. While the rate of collection is below the forecast, BE is not forecasting lower collections than the FY21 budget of \$112.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison



\*Information Provided by OFMB



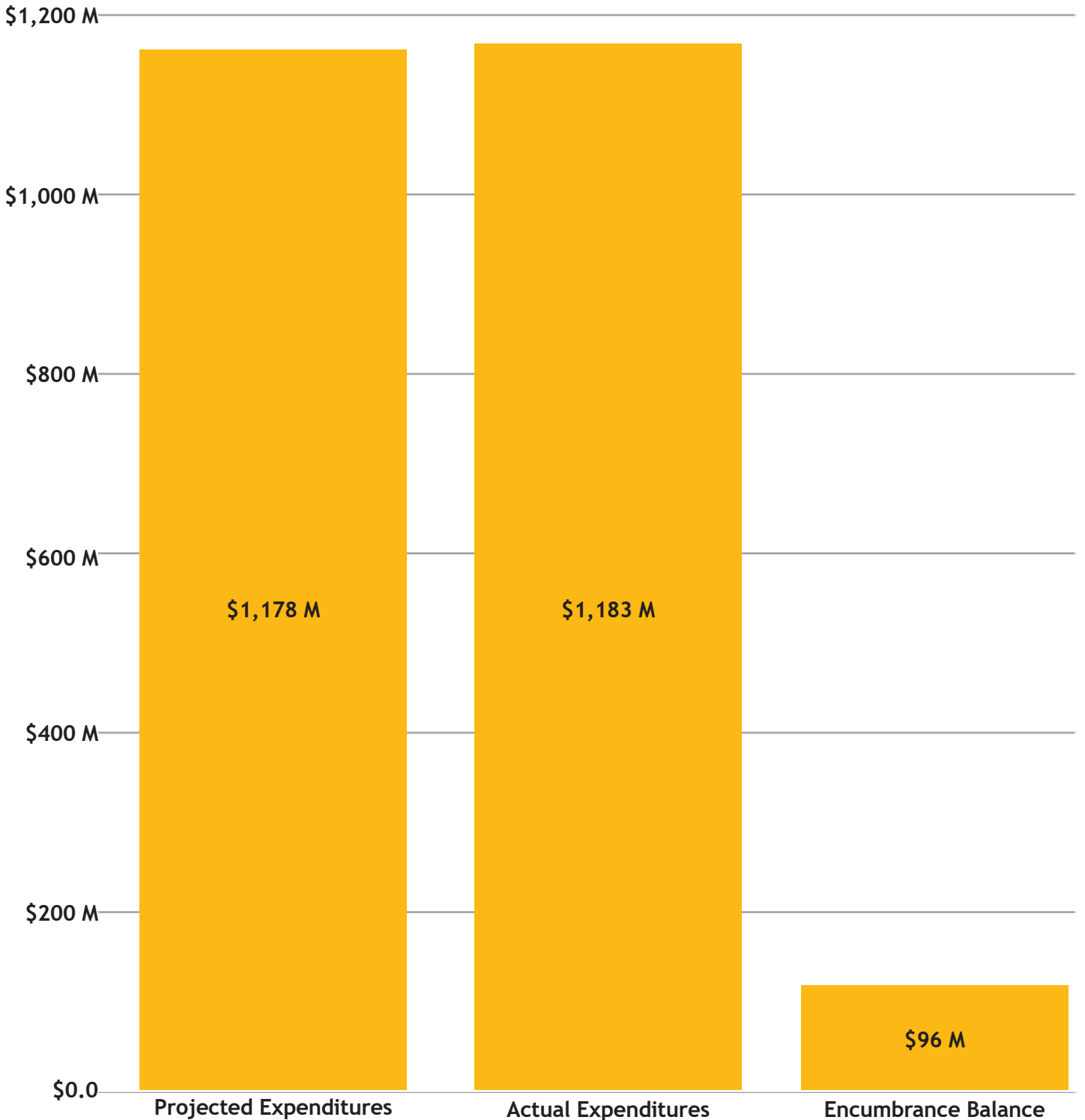
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,178M on March 31, 2021, an increase of \$5M since December 31, 2020. Actual LTD expenditures as of March 31, 2021 are \$1,183M as compared to \$1,169M on December 31, 2020, an increase of \$14M or 1.2%. The current encumbrance balance is \$96M, an increase of \$13M since December 31, 2020.

Figure D. Total Program Financial Performance




**COLORADO**  
Department of Transportation  
Statewide Bridge Enterprise

Colorado Bridge Enterprise Program Performance  
IDT - As of March 31, 2021











Colorado Bridge Enterprise  
 Program Allocation Plan - Quarterly Update  
 As of March 31, 2021 (FY21 Q3)

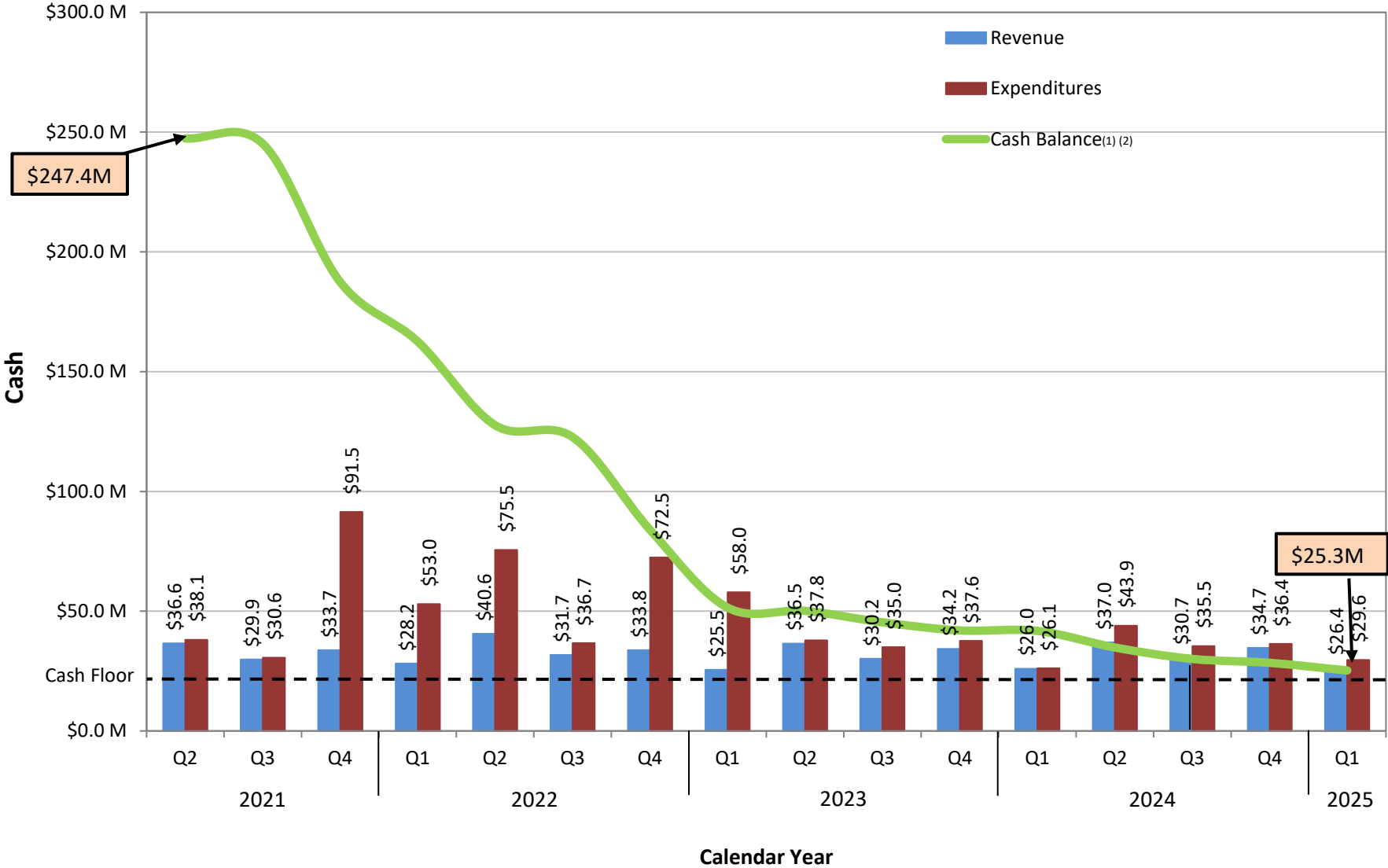
Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 31,571,599	\$ -	\$ -	\$ -	\$ 31,571,599	\$ 38,807,618
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	\$ 25,139,799	-	-	-	25,139,799	11,163,136	-	-	-	11,163,136	\$ 36,302,935
FASTER	\$ -	293,682,161	-	-	293,682,161	-	1,001,219,858	-	-	1,001,219,858	\$ 1,294,902,019
Bank of America Loan	\$ 12,030,650	-	-	-	12,030,650	28,668,324	-	-	-	28,668,324	\$ 40,698,974
2010 Bonds	\$ -	-	52,835,939	-	52,835,939	-	-	245,307,666	-	245,307,666	\$ 298,143,605
Bond Interest	\$ -	-	-	546,911	546,911	-	-	-	9,279,210	9,279,210	\$ 9,826,121
Future Funds	\$ -	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 45,331,986</b>	<b>\$ 293,682,161</b>	<b>\$ 52,835,939</b>	<b>\$ 546,911</b>	<b>\$ 392,396,997</b>	<b>\$ 71,546,886</b>	<b>\$ 1,001,219,858</b>	<b>\$ 245,307,666</b>	<b>\$ 9,279,210</b>	<b>\$ 1,327,353,620</b>	<b>\$ 1,719,750,617</b>

Appendix B - Cash Flow Graph



**COLORADO**  
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**Colorado Bridge Enterprise  
 Four Year Quarterly Cash Flow Projection**



(1) Cash balance line includes the use of \$172.3M of preconstruction activities for the Central 70.  
 (2) Estimated impact to cash Central 70 project for milestone and availability payments from the most recent financial model