



STATEWIDE BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT



Q3 FY2022 #44

TABLE OF CONTENTS



INTRODUCTION	4
PROGRAM HIGHLIGHTS	5
SB21-260 and the Creation of the Statewide Bridge and Tunnel Enterprise	5
I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project	5
PROGRAM PROGRESS UPDATES	6
Eisenhower-Johnson Memorial Tunnels	7
Amended BTE Board Bylaws and Articles of Organization	7
FASTER Eligible Bridge Structures	8
Active Project Portfolio	9
Program Schedule	9
PROGRAM AND PROJECT UPDATES	10
Central 70 Project	10
Region 2 CBC Program	11
Region 4/1 Rural Bridge Replacement Program	11
Floyd Hill	11
I-70 Vail Pass Safety and Operations Improvement	12
Split Timber Girder Repair Pilot Project	12
BUDGET AND ENCUMBRANCES	13
FINANCIAL INFORMATION	14
APPENDICES	17
Appendix A - Program Allocation Plan	17
Appendix B - Four Year Quarterly Cash Flow Graph	21



Image 1. Hanging Lake Tunnels in Garfield County

Image 2. Veterans Memorial Tunnels in Clear Creek County

Image 3. I-70 ML over US 6, Clear Creek in Clear Creek County (F-15-BL)

Image 4. Emergency Repairs to I-70 ML over US 6, Clear Creek in Clear Creek County (F-15-BL)

Image 5. I-270 ML EBND over Burlington Canal in Adams County (E-17-IG)

Image 6. Emergency Repairs to I-270 ML WBND over SH 265 ML & UPRR (E-17-IH)

Image 7 & 8. Eisenhower-Johnson Memorial Tunnels in Summit County

Image 9-11. Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements

Image 12. BTE Active Project Portfolio

Image 13. Deck Rebar for the Eastbound I-70 Lanes Cover

Image 14. Eastbound I-70 Future Lowered Lanes

Image 15. Eastbound I-70 Onramp at 46th Ave.

Image 16. US 24 ML over Draw in Teller County (I-15-AO)

Image 17. I-70 Service RD over Draw in Arapahoe County (F-20-L)

Image 18. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

Image 19. I-70 over Polk Creek in Eagle County (F-12-AS)

Image 20. US 50 ML over Draw in Fremont County (K-13-O)

Table 1. Structures Funded for Design in Q3 FY2022

Table 2. Structures Funded for Construction in Q3 FY2022

Table 3. Project Status of FASTER Eligible Structures as of Q3 FY2022

Table 4. Overall and Active Project SPI by Month

Table 5. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Table 6. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

Table 7. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

Figure A. Current Status of FASTER Eligible Bridge Structures

Figure B. Historic Status of FASTER Eligible Bridge Structures

Figure C. Forecast vs Actual FASTER Revenue Comparison

Figure D. Total Program Financial Performance

This report is the 44th Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE). This Report outlines the progress and accomplishments associated with the BTE Program for work completed during January, February, and March of 2022; which coincides with the third quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q3 FY2022). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260), 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 and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q3 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 43rd Bridge and Tunnel Enterprise Quarterly report (Q2 FY2022).
- Received Board approval for the 6th Budget Supplement of FY2022 to establish the construction phase for one project:
 - US 285 ML over the Middle Fork of the South Platte River in Park County (H-13-A)
- Received Board approval for the 7th Budget Supplement of FY2022 to:
 - Increase design phase funding for I-70 ML WBND over US 6 and Clear Creek (F-15-BL) and the US 6 ML ramp over Clear Creek (F-15-BM) in Clear Creek County.
 - Establish the design phase for the replacement of six structures as part of the I-270 Critical Bridges Project
- Adopted the Amended BTE Board Bylaws and Articles of Organization.
- Received Board approval for the BTE Fiscal Year 2022-33 Final Annual Budget Allocation Plan.
- Received Board approval for a resolution committing BTE funding for the replacement US 6 ML over SH 121 as part of the state funding match for the larger US 6 and Wadsworth Blvd. Interchange Improvements project that is being submitted for the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.
- Continued planning and outreach work to modify the base program to stand up and organize the newly created Statewide Bridge and Tunnel Enterprise in response to the passage of SB21-260.
 - Completed revisions to program governing documents
 - Continued evaluation of the program eligibility require and investment strategy for tunnel projects
 - Completed revisions to program accounting policies
 - Initiated revisions to policy and procedural directives
- Supported CDOT with the ongoing development of the CDOT 10-year strategic project pipeline and evaluated strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
- Performed maintenance on the program baseline cost estimate including to monitor and plan for increased commodity, material, and labor price inflation and adjusted program forecasts as necessary.
- 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 2022, 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 BTE projects.
- Continued development of new programmatic risk management tools, which include the Cost and Schedule Risk Assessments tools and the Risk-Informed Financial Planning Model.
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan.
- Drafted, finalized, and distributed the January 2022 BTE Bridge Prioritization Plan.
- Completed the BTE update for the FY2023-2026 Statewide Transportation Improvement Program (STIP).

PROGRAM HIGHLIGHTS

SB21-260 and the Creation of the Statewide Bridge and Tunnel Enterprise

Development of program governing documents, policies, procedures, agreements, and other key activities related to the passage of SB21-260 continued throughout the third quarter of FY2022. During this quarter, staff presented several critical workshops and resolutions to the BTE Board of Directors (Board) and the Board adopted amended Bylaws and Articles of Organization. Revisions to key program policy and procedural directives are ongoing and scheduled for completion in Q4 of FY2022.

The bridge and tunnel impact fee and the bridge and tunnel retail delivery fee are expected to start producing revenue for the program in early FY2023. It is estimated that the new fees will bring approximately \$522M of additional revenue into the program over the 10-year phase in period. BTE will utilize the additional revenue to support the delivery of the CDOT 10-year Strategic Project Pipeline (CDOT 10-year Plan) by allocating funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado's transportation network. Additional information on the progress of BTE eligible strategic projects, such as the I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project, I-270 Safety and Mobility Project, and Eisenhower Johnson Memorial Tunnel Repair Projects, can be found below.



Image 1. Hanging Lake Tunnels in Garfield County



Image 2. Veterans Memorial Tunnels in Clear Creek County

I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project

The Floyd Hill project took a significant step forward this quarter after the BTE Board approved a resolution authorizing a \$10M increase to the BTE project funding commitment. This funding will allow the project team to continue to advance the design phase of the project. The timing of this budget action was coordinated with another significant achievement, the selection and on boarding of the construction manager and design consultant for this construction manager/general contractor (CM/GC) project. Construction of wildlife crossings, roundabouts, and micro-transit infrastructure is expected to begin later this year. More information on project milestones and achievements can be found in the Program and Project Updates section on page 11 of this report.



Image 3. I-70 ML over US 6, Clear Creek in Clear Creek County (F-15-BL)



Image 4. Emergency Repairs to I-70 ML over US 6, Clear Creek in Clear Creek County (F-15-BL)

PROGRAM PROGRESS UPDATES

In Q3 FY2022, staff continued to make progress addressing the state’s “Poor” bridge population and standing up the newly created BTE in accordance with SB21-260. A summary of these activities and other program progress updates are provided below.

During this period, the Board approved a budget supplement to establish the design phase for the replacement of six BTE eligible bridges as part of the larger I-270 Critical Bridges Project. These six bridges are top tier structures in the most recent 2022 BTE Bridge Prioritization Plan and are a high priority due to the increasing frequency and severity of planned and unplanned bridge deck repairs, which have created maintenance and safety concerns. Over 300 emergency maintenance repairs have been performed on the structures since 2006. The repairs create disruptions to the traveling public and railroad operations, and are an ongoing burden on maintenance resources. The larger project will also replace two additional non-BTE eligible structures and address other critical safety needs on the corridor with SB 17-267 funding.

The I-270 Critical Bridges Project is intended to accelerate the replacement of these bridges, in advance of the separate I-270 Safety and Mobility Project (I-270), due to the severity of their condition. The six BTE eligible bridges are itemized below.

Table 1. Structures Funded for Design in Q3 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-ID	1	I-270 ML WBND over S. Platte River	Adams
E-17-IE	1	I-270 ML EBND over S. Platte River	Adams
E-17-IF	1	I-270 ML WBND over Burlington Canal	Adams
E-17-IG	1	I-270 ML EBND over Burlington Canal	Adams
E-17-IH	1	I-270 ML WBND over SH 265 ML & UPRR	Adams
E-17-IJ	1	I-270 ML WBND over Service Rd. & UPRR	Adams



Image 5. I-270 ML EBND over Burlington Canal (E-17-IG)



Image 6. Emergency Repairs to I-270 ML WBND over SH 265 ML & UPRR (E-17-IH)

During this period, the BTE Board approved a budget supplement to establish the construction phase for the replacement of US 285 ML over the Middle Fork of the South Platte River (H-13-A).

Table 2. Structures Funded for Construction in Q3 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
H-13-A	2	US 285 ML over Middle Fork S. Platte River	Park

Eisenhower-Johnson Memorial Tunnels

Throughout the quarter, BTE continued meeting with its working group of statewide stakeholders and the CDOT Executive Management Team to discuss tunnel projects on the CDOT 10-year plan and the most pressing needs of the tunnel asset class. Through this process, repairs and upgrades to the Eisenhower Johnson Memorial Tunnels (EJMT) were identified as the highest priority. Staff worked with stakeholders to further refine the EJMT project list and integrate preliminary project costs and schedules into program financial models.

The total cost of the projects needed to address current existing maintenance and repair backlog at EJMT is estimated at \$150M. The passage of SB21-260 reduced the unfunded backlog of projects down to \$100M by providing dedicated funds intended to accelerate the highest priority EJMT projects through a \$50M one-time allocation. BTE's anticipated new revenue from the Bridge and Tunnel Impact Fee and the Retail Delivery Fee authorized by SB21-260 is currently being explored as a viable option to provide the additional funding needed to deliver the unfunded CDOT 10-year Plan commitments.



Image 7 & 8. Eisenhower-Johnson Memorial Tunnels in Summit County



Image 9-11. Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements

Amended BTE Board Bylaws and Articles of Organization

This quarter the BTE Board approved the amended BTE Board Bylaws and Articles of Organization. Amendments were needed to reflect the passage of SB21-260, which modified the Enterprise's scope to include tunnel projects. The substantive changes were primarily intended recognize the following pertinent elements of SB21-260:

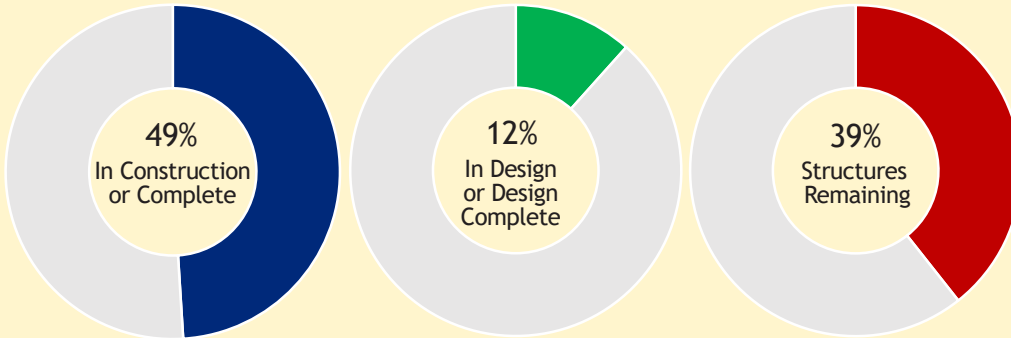
- The authority of the Enterprise to work on tunnel projects and the revision of the Enterprise's business purpose to include both bridge and tunnel projects.
- The authority of the Enterprise to impose two new fees (bridge and tunnel impact fee and the Bridge and Tunnel retail delivery fee).
- The renaming of the legacy Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise.

FASTER Eligible Bridge Structures

Q3 FY2022 Project Status Updates

- 1 structure started design (F-06-A)
- 21 structures completed design (E-17-GV/GW, D-04-A/D-03-G, and 17 structures of the Region 2 CBC Program)
- 5 structures started construction including Package #1 of the Eastern Plains Timber Bridge Replacement Project (F-19-E, F-20-J, & F-20-L) and I-70 ML over West 32nd Ave (E-16-HE/HF)

Other relevant Q3 FY2022 FASTER eligible bridge statistics are as follows:



Project Status	Q3 FY2022 # of Structures
Remaining	156
In Design	25
Design Complete	22
In Construction	23
Projects Completed	175
Total	401

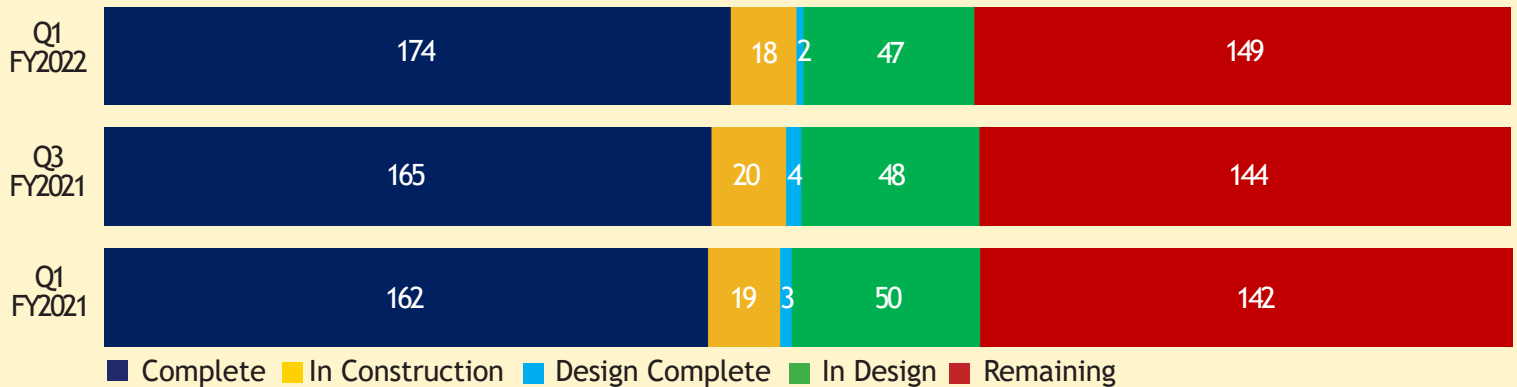
Table 3. Project Status of FASTER Eligible Structures as of Q3 FY2022

- 2.1 million square feet of “poor” rated deck area has been addressed since program inception statewide

Figure A. Current Status of FASTER Eligible Bridge Structures



Figure B. Historic Status of FASTER Eligible Bridge Structures



Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 31 bridge projects that will rehabilitate or replace 70 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects.

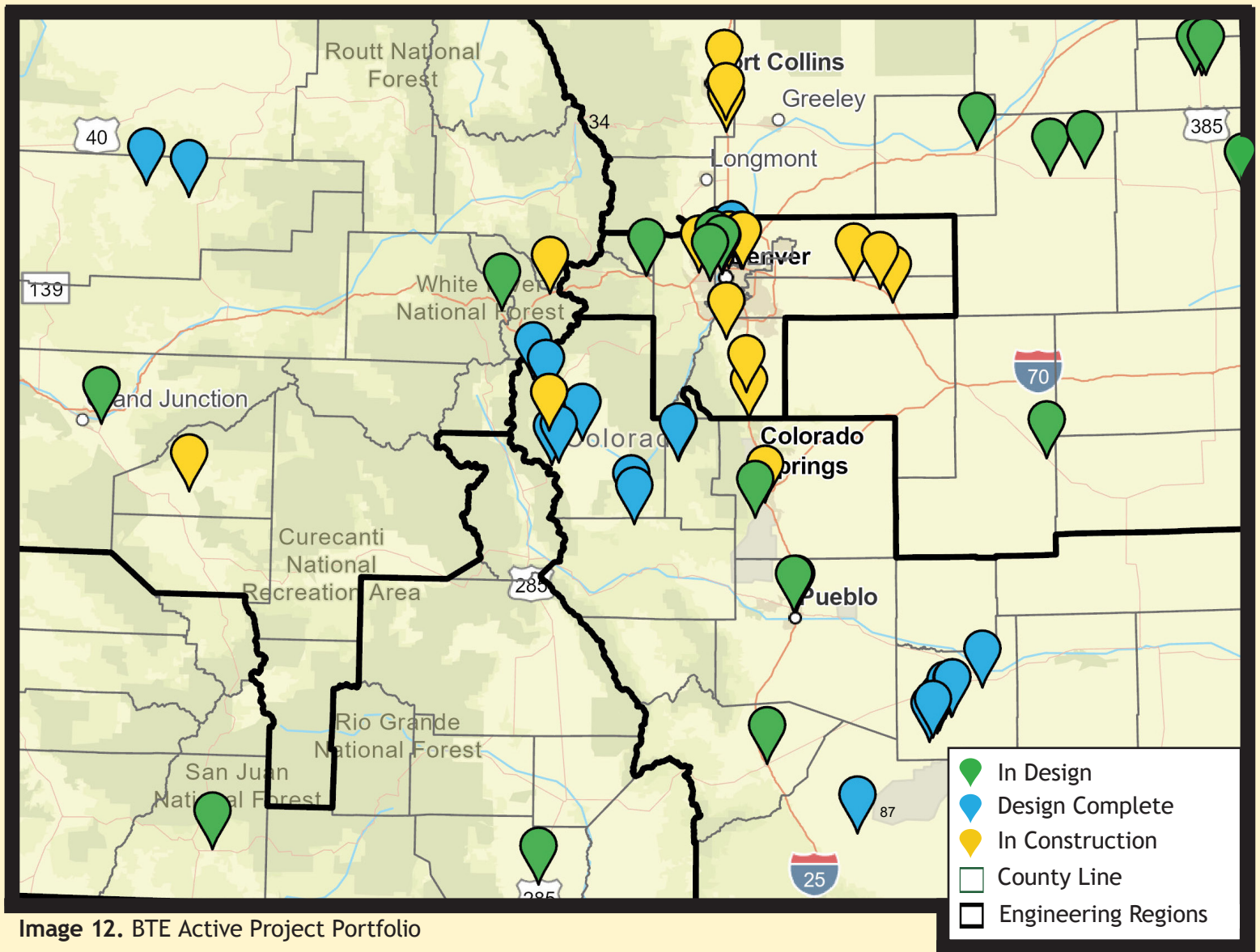


Image 12. BTE Active Project Portfolio

Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q3 FY2022 remained constant at 0.99, primarily due to the performance of completed projects. An active project SPI above 0.90 generally indicates that projects are being executed efficiently. This key performance indicator is used by program staff to monitor projects that have the potential to fall behind their baseline schedule. The program's active project SPI has steadily decreased throughout

Month	Overall SPI	Active SPI
January	1.00	0.96
February	0.99	0.92
March	0.99	0.89

Table 4. Overall and Active Project SPI by Month

the quarter due to two projects under performing. BTE staff are currently working with the project teams to implement corrective actions which should result in an improvement to the active SPI over the next two quarters. The program overall and active monthly SPI for Q3 FY2022 is listed to the right.

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

PROGRAM AND PROJECT UPDATES

Central 70 Project

The BTE Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Six BTE eligible structures were addressed by the project, including “the Viaduct” (I-70 over US6, UPRR and CCD St.). These structures represented nearly 30% of BTE’s 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 was the last of the 30 worst bridges to be addressed. The demolition of the Viaduct has officially removed nearly 570,000 sq.ft. of poor-rated bridge deck area and significantly reduced the statewide percentage of poor deck area on the National Highway System (NHS).

In Q3 FY2022, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following activities were completed during this quarter:



Image 13. Deck rebar for the Eastbound I-70 Lanes Cover



Image 14. Eastbound I-70 Future Lowered Lanes



Image 15. Eastbound I-70 Onramp at 46th Ave.

- Began replacing Stapleton Drive signage throughout the project limits in accordance with Transportation Commission directive.
- Continued working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Began jet fan installation on Eastbound (EB) I-70 Cover.
- Completed traffic switch for EB I-70 from Steele Street to Colorado Boulevard and began working on median barrier.
- Began reconstruction of the Swansea parking lot and playground.
- Continued work on the UPRR bridge, including placing the last girders for the service bridge.
- Continued installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Completed EB I-70 Cover deck pours and began garden roof assembly waterproofing.
- Began Cover Top retaining walls and miscellaneous concrete work.
- Continued construction of drainage systems, walls, utilities, roadway, and paving for future EB I-70.
- Continued placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover.
- Continued construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Continued soil mixing for EB lanes from Columbine Street to UPRR and for the I-70 Fixed Firefighting System (FFFS) drainage systems.
- Continued the placement of wall panels from Colorado Boulevard to Brighton in the EB I-70 lowered section as walls are excavated.
- Continued working on various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continue construction on the I-70 sign structures and roadway finishes west of Brighton Boulevard.
- Continued drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Continued remaining work at Safeway property adjacent to the Colorado Boulevard onramp to EB I-70.

Region 2 CBC Program

In Q1 FY2020, CDOT/BTE was awarded a \$12.5M discretionary grant through the USDOT Competitive Highway Bridge Program (CHBP) for the replacement of 14 BTE eligible structures. The Region 2 Concrete Box Culvert and Corrugated Metal Pipe Program (R2B2) is a design-build project that will address the original 14 BTE eligible structures that were included in the grant application as well as three additional nearby BTE 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, particularly for the movement of agricultural goods and access to tourist destinations through the elimination of load restricted routes.



Image 16. US 24 ML over Draw in Teller County (I-15-AO)

Program Updates

- Construction funding was established in April 2021.
- FHWA approval of the final project Addendum was received in August 2021.
- Notice of award was provided to the Design-Build team and contract negotiations are ongoing.
- Notice-to-Proceed for design & construction is anticipated in Q4 FY2022.
- Project completion is projected in FY2025.

Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven BTE 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. 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.



Image 17. I-70 Service RD over Draw in Arapahoe County (F-20-L)

Program Updates

- Project will be delivered in three packages
- 60% (DOR) level design was completed for Package #2 in Q3 FY2022
- 30% (FIR) level design is complete for Package #3
- Notice-to-proceed for construction of Package #2 is scheduled for Q2 FY2023
- Long lead time procurement is being leveraged as a proactive measure to avoid potential project delays and cost overruns due to supply chain disruptions and inflation.

Floyd Hill

This corridor improvement project includes the replacement of two BTE 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. CDOT has committed approximately \$135M in strategic funding to the project, however a significant funding gap still exists. BTE, CTIO, and CDOT are evaluating potential alternatives to eliminate the funding gap.



Image 18. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

Project Updates

- BTE has completed a preliminary analysis of potential funding scenarios for FASTER eligible project components.
- Preliminary design is complete.
- Construction manager and design consultant selection is complete.
- Project kickoff and Context Sensitive Solution process meetings are scheduled for Q4 FY2022.
- \$10M in additional design phase funding was approved by the BTE Board in Q3 FY2022.

I-70 Vail Pass Safety and Operations Improvement

CDOT/BTE was awarded \$60.7M through the FY2020 USDOT INFRA Discretionary Grant Program to advance the I-70 Vail Pass Safety and Operations Improvement Project using CM/GC contracting. The BTE 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 BTE eligible westbound and eastbound structures over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, curve modifications, reconstruction of a truck ramp, dynamic message signs, and a variable speed limit system.



Image 19. I-70 EB over Polk Creek in Eagle County (F-12-AS)

Project Updates

- Value engineering proposal suggested including F-12-AT.
- The BTE Board approved an increase to the maximum BTE funding commitment in order to add the westbound structure (F-12-AT) to the project scope.
- Funding was approved to advance F-12-AT through final design in December 2021.
- Package #3 90% (FOR) level design completion scheduled for April 2022 with construction work on F-12-AT expected to start in Q1 FY2023.

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 BTE 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 understand the deterioration mechanisms of timber bridges under Colorado's service environments.



Image 20. US 50 ML over Draw in Fremont County (K-13-O)

Program Updates

- Pilot projects for the regions have been identified and funding has been distributed to regional pools.
- Region 3 is working through environmental clearances for their pilot projects.
- Regions 2 & 5 completed the repairs on their pilot structures.
- Section 7 maintenance developed several installation innovations, including skid-steer mounted rollers, a jack spreader, and shim install helpers that greatly streamlined installation.
- F-22-V, the original pilot structure, has been re-rated and can now carry permit loads. This section of corridor is now open for unrestricted freight traffic. A major project success!

BUDGET AND ENCUMBRANCES

Bridge and Tunnel Enterprise staff continues to coordinate with the CDOT Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 5 shows the encumbrance and budget balances as of March 31, 2022, 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 5. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	541,975	11,031	1	2
3	-	-	0	0
4	45,519	25,222	2	2
5	-	-	0	0
Total	587,494	36,253	3	4
% of Total Current Program	0.61%	0.03%	9.09%	6.35%
Previous Quarter (Q2 FY2022)	654,129	22,794		
Difference	-66,635	13,459		

A new project, US 34 over Republican River has been added to the list. Remaining balances on the project are expected to be released after the completion of the Letter of Map Revision (LOMR) required by the Army Corp of Engineers. Since December 31, 2021, the budget and encumbrance balances have decreased by \$50,503.

Removed/Closed Out	Additions
None	US 34 over Republican River (D-28-P)

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of March 31, 2022.

- 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, BTE 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, 2022, a total of approximately \$1,573.9M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,355.9M and \$96.5M (all funding sources), respectively. Reference Table 6 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q2 FY2022) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 6. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q3 FY2022	Total Q2 FY2022
Budget	\$307.9	\$1,149.1	\$40.7	\$76.2	\$1,573.9	\$1,559.1
Expenditures	\$307.9	\$941.2	\$40.7	\$66.1	\$1,355.9	\$1,312.6
Encumbrances	\$0.0	\$86.4	\$0.0	\$10.1	\$96.5	\$136.8

The Bridge and Tunnel Enterprise program currently consists of 198 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count increased primarily as the result of adding 6 structures from the I-270 Critical Bridges Project since Q2 FY2022. The current programmed amount for these 198 structures is approximately \$1,813.6M. Table 7 below provides an itemization of current funding sources for the Bridge and Tunnel Enterprise program.

Table 7. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$1,388.8	\$116.9	\$9.8	\$1,813.6

The Program Allocation Plan¹ tracks BTE 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 FY2022 through FY2025, and includes budget adjustments that have not been posted as of March 31, 2022. 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 BTE program are \$1,813.6M, an increase of \$54.5M from the \$1,759.1M total liability reported on December 31, 2021. This is primarily the result of updated estimates and budget actions.

At this time, the Allocation Plan does not include several projects that are expected to be programmed using bridge and tunnel fee revenues. These projects are currently early in design development and project cost estimates and schedules are still being developed and refined. It is anticipated that these projects will be incorporated in future Allocation Plans once more refined cost and schedule data becomes available.

The Four-Year Quarterly Cash Flow Projection² depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BTE liabilities and the timing of milestone payments for the Central 70 project are defined by the Amended and Restated IAA between CDOT, HPTE, BTE 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 BTE funds during the construction period of the Central 70 project. In addition, the forecast contains the Capital Performance (Availability) Payment, which increases at 2% per year. Also, the cash flow now includes Bridge and Tunnel fees that were authorized by SB21-260. Collection of these fees is anticipated to begin in FY2023.

Bridge and Tunnel Enterprise has forecast the cash balance to decrease by approximately \$152.9M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (April 2022 through March 2026), down to \$57.2M. To date, Central 70 Milestone Payments 2A and 3, 2B, 4A, 4B and 5A have been made. Due to the inflow of the new Bridge and Tunnel fees, the cash balance is forecast to fall at slower rate than originally forecast. These higher cash balances will be drawn down as projects for the Eisenhower/Johnson Memorial Tunnel and other 10-Year Plan projects with BTE eligible scope progress.

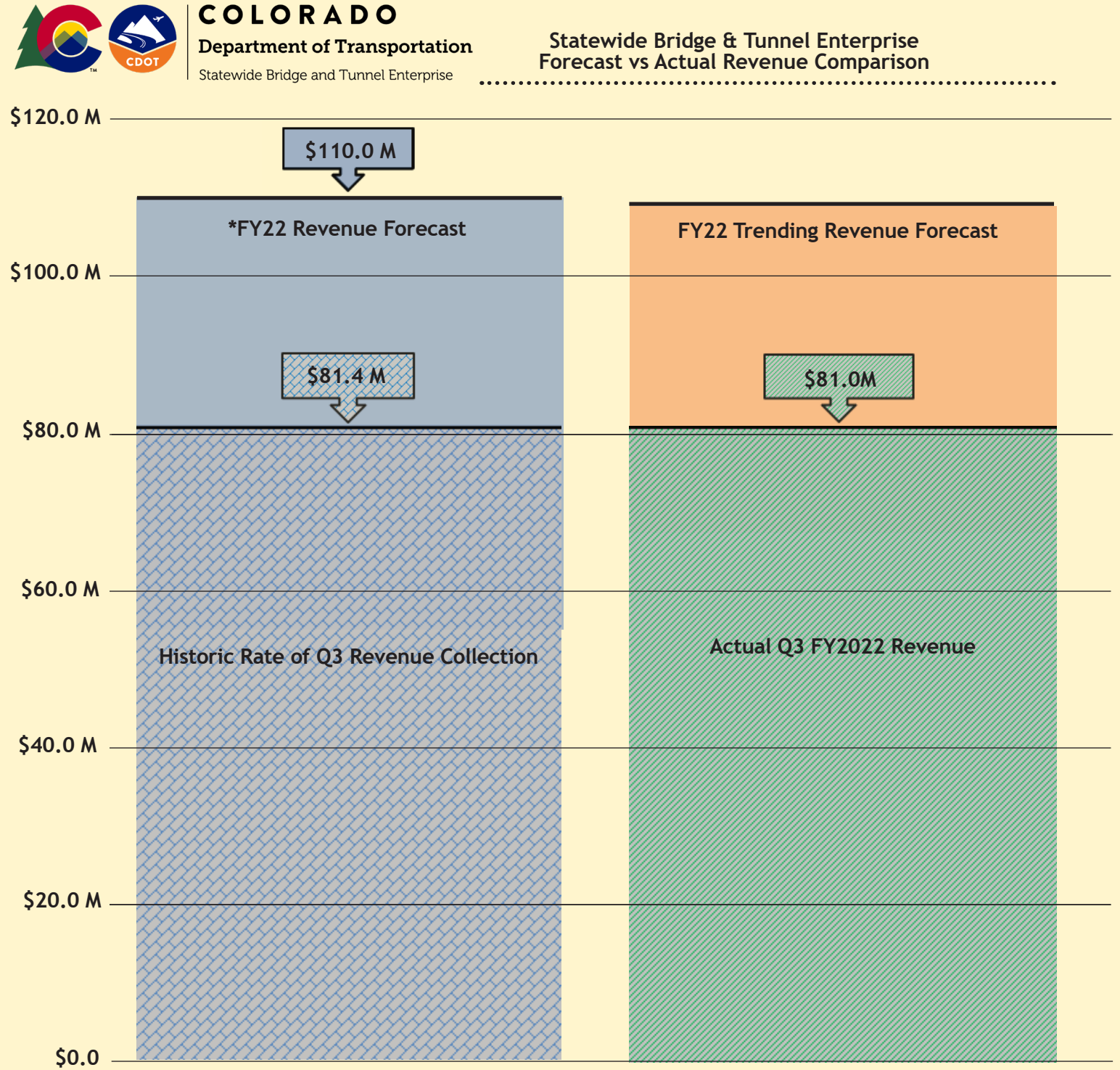
¹ Reference Appendix A for the Program Allocation Plan

² Reference Appendix B for the Four-Year Quarterly Cash Flow Projection

BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. 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 BTE share of potential supervening events has been included in the cash drawdown forecast and is expected to be approved through a budget supplement at the May 2022 BTE Board meeting. BTE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

As of Q3 FY2022, actual YTD BTE revenues were \$81.0M, which is \$0.4M below the historical rate of collection when applied to the FY2022 revenue budget of \$110.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison



*Information Provided by OFMB

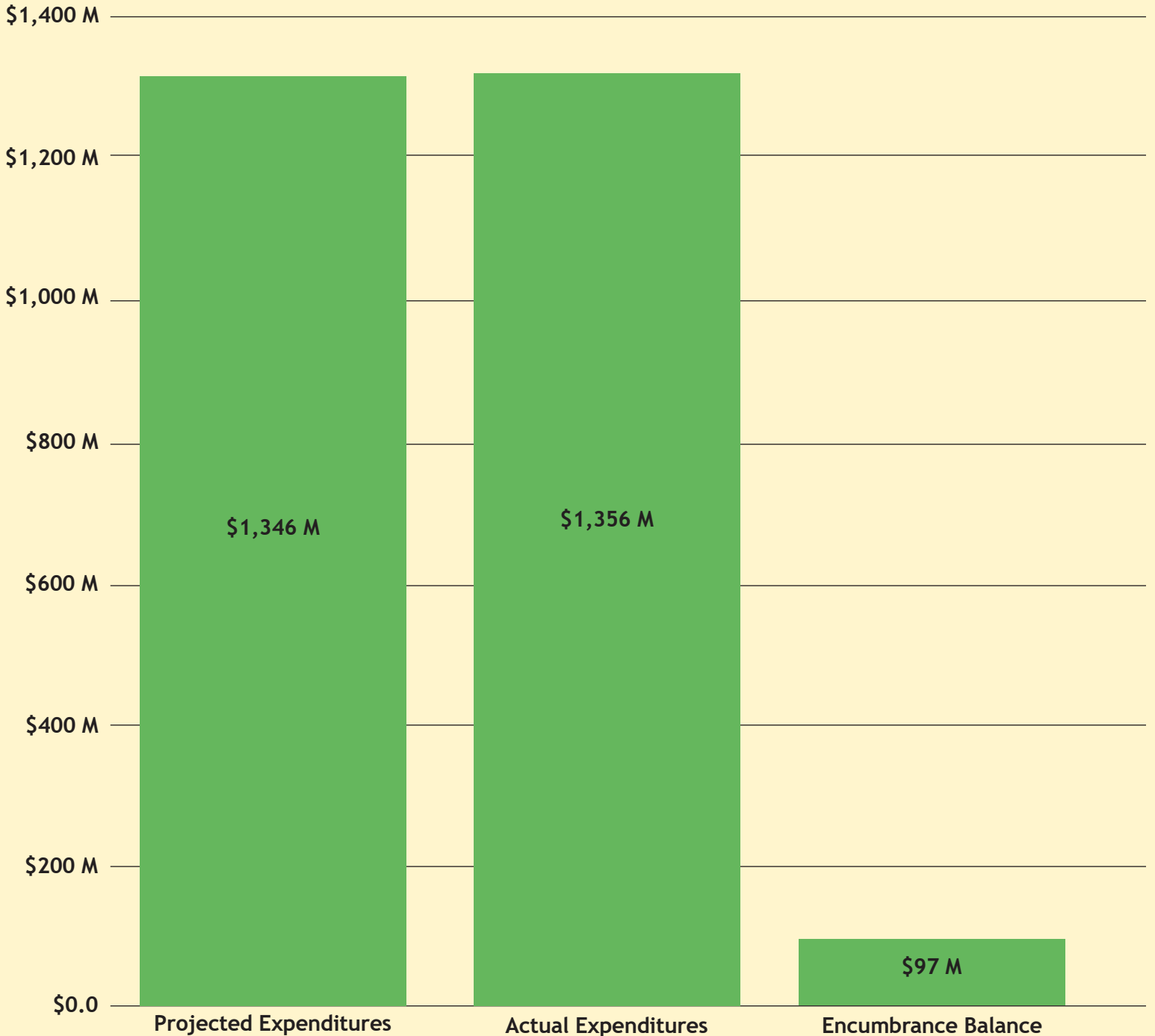
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,346M on March 31, 2022, an increase of \$60M since December 31, 2021. Actual LTD expenditures as of March 31, 2022 are \$1,356M, as compared to \$1,313M on December 31, 2021, an increase of \$43M or 3.3%. This primarily due to the Central 70 Milestone Payments 3B, 4A, 4B and 5A. The current encumbrance balance is \$97M, a decrease of \$40M since December 31, 2021, primarily due to project expenditures.

Figure D. Total Program Financial Performance



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Program Performance
 ITD - As of March 31, 2022





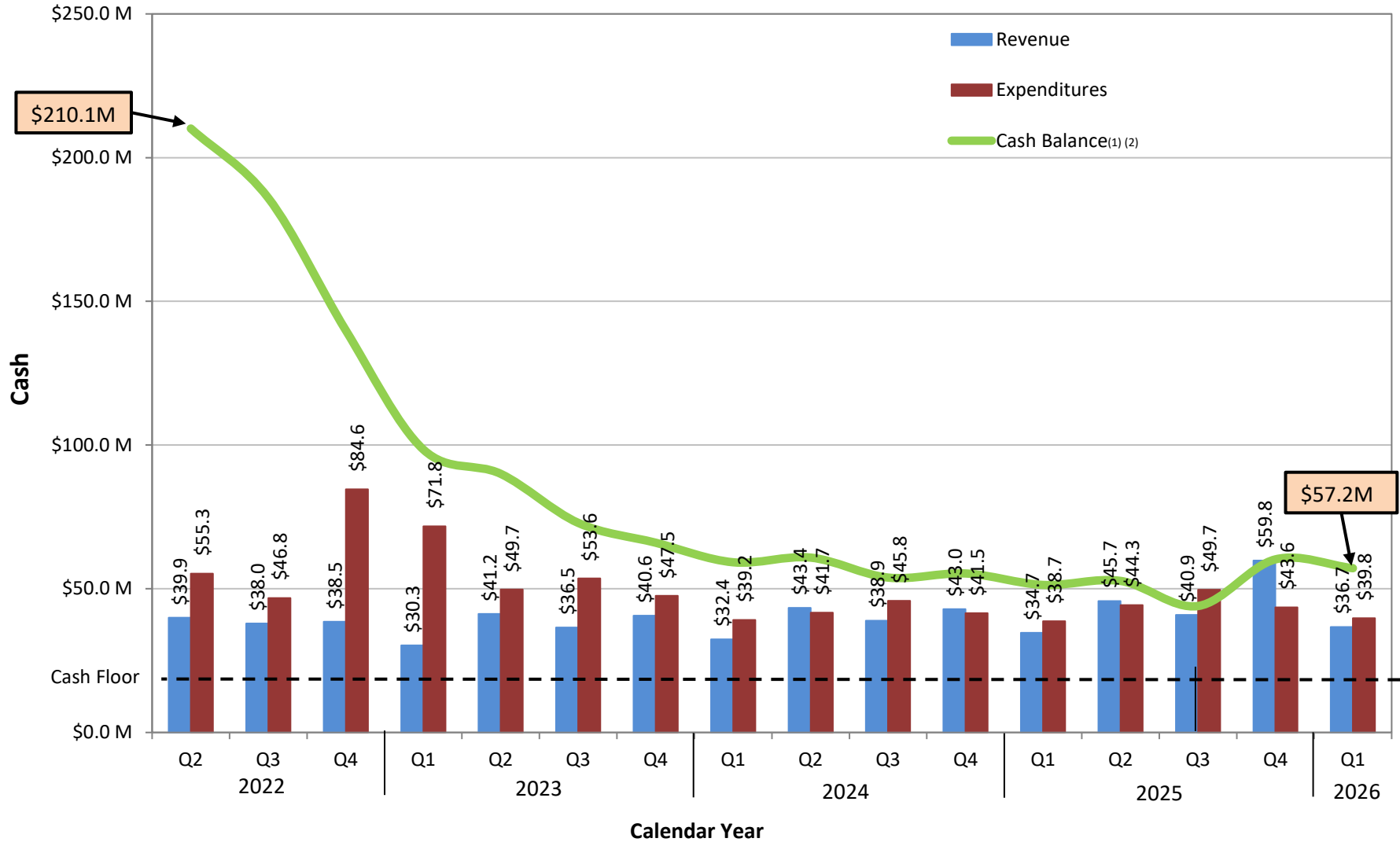
Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 31,571,599	\$ -	\$ -	\$ -	\$ 31,571,599	\$ 38,807,618
State	\$ 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	\$ -	299,605,947	-	-	299,605,947	-	1,023,236,288	-	-	1,023,236,288	\$ 1,322,842,235
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	\$ -	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 45,331,986	\$ 299,605,947	\$ 52,835,939	\$ 546,911	\$ 398,320,783	\$ 71,546,886	\$ 1,023,236,288	\$ 245,307,666	\$ 9,279,210	\$ 1,349,370,050	\$ 1,747,690,833

APPENDIX B: FOUR YEAR QUARTERLY CASH FLOW PROJECTION



COLORADO
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 Statewide Bridge and Tunnel Enterprise

Colorado Bridge and Tunnel 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