



Bridge and Tunnel Enterprise Q3 FY2024 Report

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INTRODUCTION

This report is the 52nd 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 2024; which coincides with the third quarter of the Colorado Department of Transportation's (CDOT) 2024 Fiscal Year (Q3 FY2024). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260) legislation, HB23-1276: Scope of Bridge and Tunnel Enterprise 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 and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>

The following is an itemization of significant Q3 FY2024 BTE activities, some of which are discussed in further detail later in the report:

- Continued the process of modifying the Enterprise's governing documents, policies, and procedures to reflect the passage of HB23-1276: Scope of Bridge and Tunnel Enterprise.
- Drafted and finalized the 51st Bridge and Tunnel Enterprise Quarterly Report (Q2 FY2024).
- Received Board approval for the 4th Budget Supplement of FY2024 to establish the design phase budget for the replacement of SH 86 over Kiowa Creek (G-19-B) in Elbert County.
- Received Board approval for the 5th Budget Supplement of FY2024 to increase the design phase budget for the I-270 Critical Bridges Project (E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ) in Adams County.
- Received Board approval for the 6th Budget Supplement of FY2024 to:
 - Establish the design phase budget for the replacement of US 40 ML over Shelton Ditch (C-08-A_minor) in Routt County.
 - Increase the construction phase budget for the replacement of US 40 ML over Draw (I-24-N) in Lincoln County.
- Received Board approval of a resolution committing BTE state matching funds for two projects submitted for the FY2023-FY2024 USDOT Bridge Investment Program (BIP):
 - Bridge Project Category - \$13M for the I-70 Bridges over Colfax Avenue Replacement Project (F-16-HI) in Jefferson County.
 - Planning Category - \$190,000 for the SH 96 Safety Critical Bridge Replacement Project (K-18-BT & K-18-AD) in Pueblo County.
- Received Board approval of the FY2024-25 Final Annual Budget.
- Supported CDOT with the ongoing delivery of the 10-Year Plan and continued the evaluation of strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
 - Received Board approval for the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2024A issuance.
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan and identify safety critical bridges.
- Drafted and finalized the January 2024 BTE Bridge Prioritization Plan (previously advanced to the Q2 FY2024 Quarterly Report for expedited distribution).
- Performed maintenance on the program baseline cost estimates, including monitoring and planning for increased commodity, material, and labor price inflation and adjusting program forecasts as necessary.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of BTE eligible structures.
- Completed monthly updates to the program schedule for work completed in January, February, and March of 2024, and conducted the regularly scheduled Schedule Change Control Board meetings.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.

BTE Resources Leveraged to Deliver the 10-Year Plan

In Q3 FY2024, BTE continued to support CDOT with the planning and delivery of the Department’s 10-Year Plan. Based on current forecasts, BTE anticipates financing an estimated \$400M to \$500M of BTE eligible 10-Year Plan scope in up to three tranches to address the Enterprise’s funding gap and allow for the timely completion of several strategic projects. During this quarter, the BTE Board of Directors approved a financing parameters resolution authorizing staff to proceed with the first financing, which closed on April 16, 2024. The BTE Senior Infrastructure Revenue Bonds Series 2024A transaction had a par value of \$150M and \$15.4M in premium, resulting in total proceeds of \$165.4M. The bonds will reach final maturity on December 2054. BTE anticipates that the majority of bond proceeds from this transaction will be budgeted to 10-Year Plan projects in Q3 and Q4 of the current fiscal year. The images below show several key BTE funded FY2024-FY2027 projects in the 10-Year Plan, as well as the BTE structure count, the current total poor-rated bridge deck area, and the estimated BTE construction funding contribution for each project. Figure A provides a high level summary of BTE’s ongoing participation in the 10-Year Plan.

Key BTE-Funded FY2024-FY2027 10-Year Plan Projects (Images 1-7)



Note: The estimated BTE construction funding contributions shown are from preliminary-level cost estimates. This information is provided for illustrative purposes only, and is subject to change.

Federal Discretionary Grants - Recent Awards and Applications

In response to the March 2022 U.S. Department of Transportation (USDOT) release of a Notice of Funding Opportunity (NOFO) for the Multimodal Project Discretionary Grant program (MPDG), CDOT/BTE submitted applications for two separate projects that included the replacement of BTE eligible bridges. During this quarter, FHWA announced that CDOT/BTE was awarded a \$29M grant for the I-76 Reconstruction and Improvements Project in Region 4 and a \$59M grant for the US 160 East of Durango Safety and Mobility Improvements Project in Region 5 through the Infrastructure for Rebuilding America program (INFRA). INFRA, which is one of three programs included in the MPDG, awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Selected projects seek to improve safety, generate economic benefits, reduce congestion, enhance resiliency, and improve critical freight movements.

Table 1. BTE Funded Bridges Awarded an INFRA Grant in Q3 FY2024

Bridge ID	Facility Carried over Featured Intersection	County	Region	Deck Area (sq.ft.)	Condition Rating
C-22-AY	I-76 ML WB over RR, Beaver Creek	Morgan	4	20,710	Poor
C-22-BG	I-76 ML EB over US 34	Morgan	4	8,277	Poor
P-05-B	US 160 ML over Florida River	La Plata	5	3,541	Fair

This quarter, the BTE Board pledged \$13.2M in state funding match for two separate projects submitted for the Bridge Investment Program. \$13M of the total amount was approved for the construction phase of the I-70 Bridges over Colfax Avenue Bridge Replacement Project. This project will improve safety and address bridge deterioration and traffic congestion by replacing the poor-rated westbound structure (F-16-HI) and the adjacent fair-rated eastbound structure (F-16-HH). The remaining \$190k of approved BTE funding match will fund planning activities for two poor-rated structures located on SH 96 (K-18-BT and K-18-AD). Structures F-16-HI, K-18-BT, and K-18-AD are all ranked in the top tier of the January 2024 BTE Bridge Prioritization Plan.

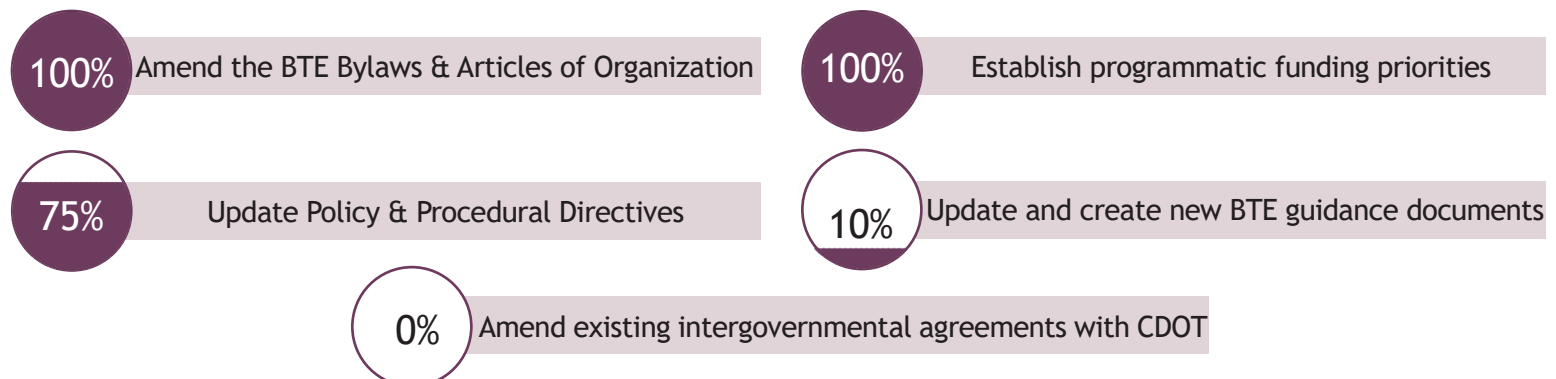
Table 2. Poor-Rated Bridges Submitted for a BIP Grant in Q3 FY2024

Bridge ID	Facility Carried over Featured Intersection	County	Region	Deck Area (sq.ft.)	Condition Rating
F-16-HI	I-70 ML WB over US 40 ML	Jefferson	1	20,333	Poor
K-18-BT	SH 96 ML over UPRR, Fountain Creek	Pueblo	2	33,002	Poor
K-18-AD	SH 96 ML over Big Dry Creek	Pueblo	2	5,242	Poor

House Bill 23-1276 - Scope of the Bridge and Tunnel Enterprise

With Governor Jared Polis's signature of HB23-1276 (Scope Of Bridge And Tunnel Enterprise | Colorado General Assembly), the scope of the Enterprise has been expanded to allow BTE to fund preventative maintenance projects for "Good" and "Fair" rated bridges. Additionally, BTE is authorized to package rehabilitation or replacement work for "Fair" rated bridges into "Poor" rated bridge projects if including the "Fair" rated bridge is an efficient use of BTE resources and will result in cost savings or schedule acceleration for a project that will improve safety. For additional detailed information on this legislation, please refer to the Q4 FY2023 BTE Quarterly Report.

Currently, BTE staff is working with the BTE Board of Directors, the CDOT Executive Management Team, and Region & other stakeholders to strategically modify the Enterprise and allow for the expansion of its scope. Below is a summary of significant work products that staff continued to advance during this period, and the approximate progress on each effort to date.



PROGRAM PERFORMANCE SUMMARY

In Q3 FY2024, staff continued to make progress addressing the state’s “Poor” bridge population and completing tunnel projects. A summary of the Enterprise’s activities and accomplishments for this period is provided below.

The BTE Board approved budget supplements to establish the design phase for two projects and incrementally increase the design phase funding for the I-270 Critical Bridges Project in order to progress the project to the 60% design level. Additionally, the Board approved a budget supplement to increase the construction phase budget for US 40 ML over Draw (I-24-N), allowing the project to proceed to the construction phase.

Table 3. Structures with Design Funding Approved in Q3 FY2024

Bridge ID	Region	Facility Carried over Featured Intersection	County
G-19-B	4	SH 86 over Kiowa Creek	Elbert
C-08-A_Minor	3	US 40 ML over Shelton Ditch	Routt
E-17-ID	1	I-270 ML WBND over South Platte River	Adams
E-17-IE	1	I-270 ML EBND over South Platte River	Adams
E-17-IF	1	I-270 ML WBND over Ditch Rd, Burlington Canal	Adams
E-17-IG	1	I-270 ML EBND over Ditch Rd, Burlington Canal	Adams
E-17-IH	1	I-270 ML WBND over SH 265 ML, UPRR, BNSF RR	Adams
E-17-IJ	1	I-270 ML WBND over Service Rd, BNSF RR	Adams



Image 8. SH 86 over Kiowa Creek (G-19-B)



Image 9. US 40 ML over Shelton Ditch (C-08-A_Minor)

Table 4. Structures with Construction Funding Increased in Q3 FY2024

Bridge ID	Region	Facility Carried over Featured Intersection	County
I-24-N	4	US 40 ML over Draw	Lincoln



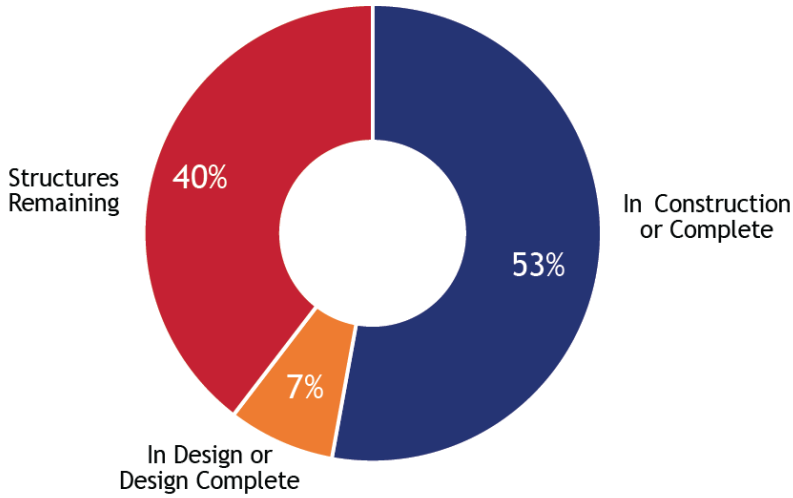
Image 10. US 40 ML over Draw (I-24-N)



Image 11. Cracking and Deterioration on US 40 ML over Draw

BTE Eligible Poor Bridge Statistics

- 1 structure started design (G-19-B)
- 1 structure completed design (F-12-AS)



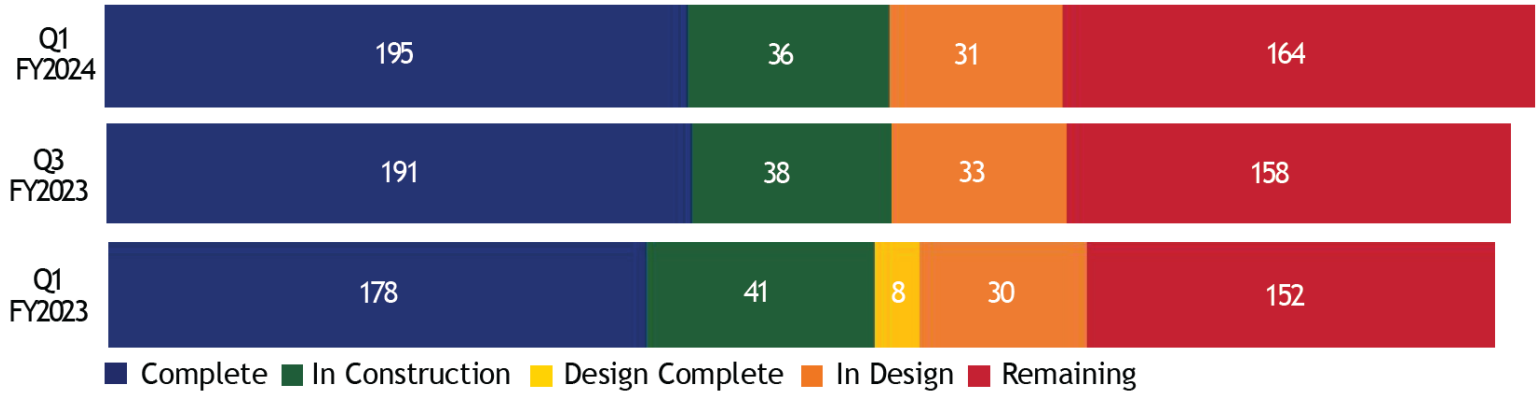
Project Status	Q3 FY2024 # of Structures
Remaining	173
In Design	30
Design Complete	3
In Construction	33
Complete	198
Total	437

Table 5. Project Status of BTE Eligible Poor Bridges as of Q3 FY2024

Figure B. Current Status of BTE Eligible Poor Bridges

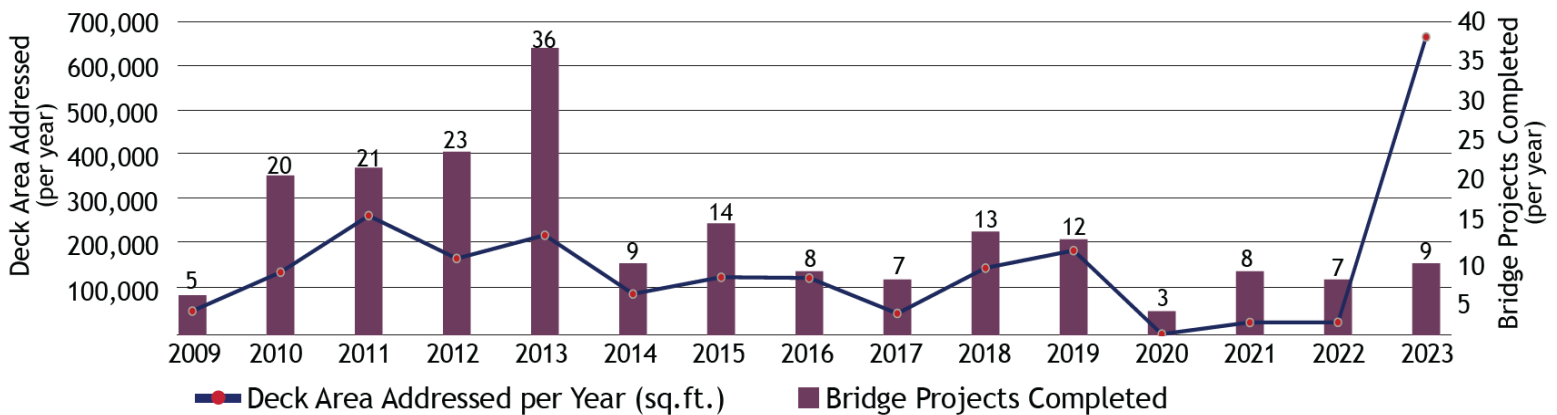


Figure C. Historic Status of BTE Eligible Poor Bridges



✓ 2.2 M square feet of poor-rated bridge deck area has been addressed statewide since program inception

Figure D. Completed Poor Bridge Projects - Count & Sq.Ft. By Year



Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 28 bridge projects that will rehabilitate or replace 66 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 projects¹.

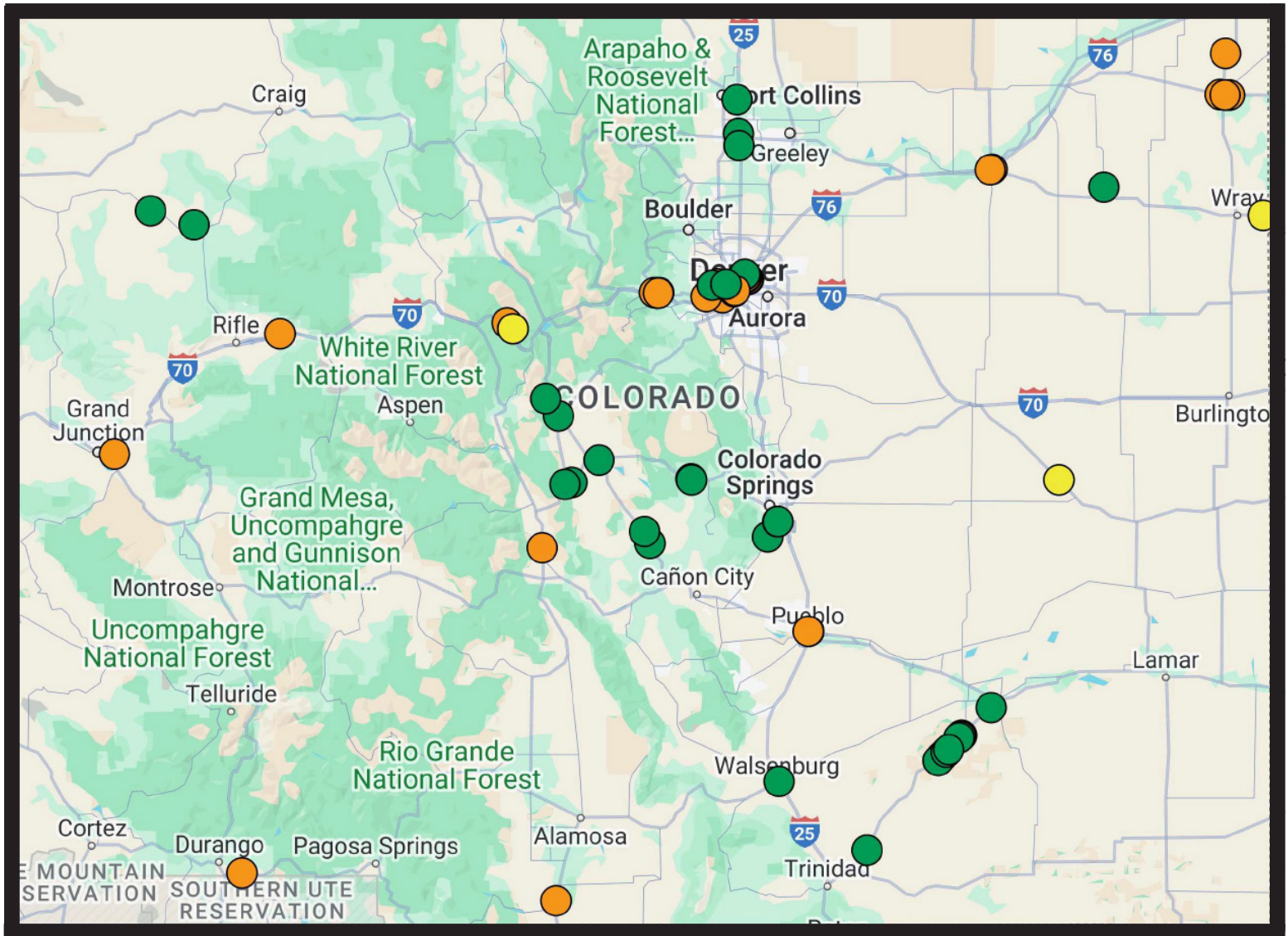


Image 12. BTE Active Project Portfolio

Status: ● In Design ● Design Complete ● In Construction

Program Controls

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q3 FY2024 was 0.97 and 0.95 respectively, down from 1.01 at the end of Q2 FY2024. These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An overall and active project SPI above 0.90 generally indicates that projects in the program's project portfolio are being executed efficiently. The program overall and active monthly SPI for Q3 FY2024 is listed to the right.

Table 6. Overall and Active Proj-

Month	Overall SPI	Active SPI
January	1.00	1.00
February	0.98	0.97
March	0.97	0.95

🎯 The overall SPI for the BTE Program is 0.97, which is well above the 0.90 BTE Program goal.

¹ Reference Appendix A for additional information on the active BTE project portfolio.

BTE FUNDED PROJECT STATUS UPDATES

I-70 Floyd Hill

This corridor improvement project will rebuild a seven-mile stretch of I-70 from exit 248 northwest of Evergreen to exit 241 in eastern Idaho Springs and will eliminate a bottleneck on one of the most congested stretches of the I-70 Mountain Corridor. BTE is committed to funding the replacement of three eligible structures located within the project limits, including I-70 WBND over Clear Creek and US6 at the base of Floyd Hill (F-15-BL), the US 6 offramp from I-70 WBND (F-15-BM), and the I-70 Frontage Road over Clear Creek (F-15-D).

The project scope also contains non-BTE eligible elements including plans for curve flattening and safety improvements, interchange and greenway improvements, wildlife safety mitigation including wildlife crossings and fencing, and an east bound climbing lane for heavy commercial and slow-moving vehicles. During Q1 FY2023, FHWA announced that CDOT and the Floyd Hill Project were awarded a \$100M grant through the Infrastructure for Rebuilding America (INFRA) program. The project is now fully funded through the grant, strategic funding, and innovative financing by BTE and CTIO.



Image 13. Rendering of the Future I-70 Floyd Hill Project

Project Updates

- On January 12th, 2023, CDOT and FHWA signed a “Finding of No Significant Impact” for the project. This process officially completes the NEPA phase of the project and selects the final preferred alternative.
- Design for the Site Access Package (CP#3), which will primarily be funded by BTE, is scheduled to start construction in summer 2024.
- Design for the Central Segment Package (CP#4), which contains the majority of BTE eligible elements on the project, is scheduled to reach 60% completion in fall 2025.
- The Central Segment Package is scheduled to start construction in spring 2025.


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.

Program Update by Package

 Package 1 F-19-E, F-20-J, F-20-K, G-21-A*	
Design Status: 100% complete	Construction Status: 100% complete

 Package 2 C-22-K, D-24-O, D-24-A* _{minor}	
Design Status: 100% complete	Construction Status: 100% complete

 Package 3 D-25-E	
Design Status: 100% complete	Construction Status: 70% complete

 Package 4 D-28-C*, D-28-D	
Design Status: 100% complete	Construction Status: Starting April 2024

* Indicates non-BTE eligible structures

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. 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, re-construction of a truck ramp, dynamic message signs, wildlife underpasses and fencing, and a variable speed limit system.



Image 14. New Bridge Deck of the future I-70 WB over Polk Creek

Project Updates

- Construction of westbound bridge (F-12-AT) in Construction Package (CP) #3 is nearly complete; the new structure was opened to traffic in fall 2023.
- The eastbound bridge (F-12-AS) will be delivered in CP#5; the project has reached final design and construction agreed price (CAP) negotiations were completed in spring 2024.
- Construction of CP#5 is scheduled to start summer 2024.

I-270 Critical Bridges Project

The I-270 Critical Bridges project will accelerate the replacement of eight total bridges, six of which are BTE eligible, on the I-270 corridor between York Street and Vasquez Boulevard in advance of the larger I-270 Improvement and Congestion Relief 10-Year Plan project. The bridges have been in service for more than 50 years and are beyond their intended service lives. CDOT and the BTE have placed a high priority on replacing these eight structures on an accelerated timeline due to the increasing frequency and severity of planned and unplanned bridge deck repairs. These deck repairs create disruptions to the traveling public due to the lane closures needed to perform the repair projects and are a major safety concern. Since 2006, there have been over 300 documented bridge repairs along this corridor, totaling over \$1 million in repair costs.

Project Updates

- CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor improvement project, which will serve as the clearance document for I-270 Critical Bridges.
- CM/GC project delivery was approved by the Transportation Commission June 2022.
- The BTE Board approved additional design funding in Q3 FY2023 for the six eligible bridges.
- Design is scheduled to reach 30% completion in fall 2024.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced was completed in 2024.



Image 15. Emergency Repairs on I-270

Region 2 Concrete Box Culvert 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.

The project is scheduled to be completed in Q4 FY2024; progress to date is summarized below.



Design 100% complete
17 of 17 structures @ RFC



Construction 90% complete
13 structures substantially complete
4 structures in construction

I-25 and US 50B Interchange Reconstruction Project - part of the New Pueblo Freeway Project

The New Pueblo Freeway (NPF) corridor project will bring I-25 through Pueblo up to current Federal Highway Administration (FHWA) standards for interstate highways by addressing geometric deficiencies and provide improved mobility. In November 2011, FHWA and CDOT published the initial Environmental Impact Statement (EIS) for I-25 improvements through Pueblo as part of the NPF. Since that time progress has made improving the interstate through various projects, including the Ilex project, which leveraged BTE funding for the replacement or rehabilitation of eight bridges in Pueblo. The next phase of the NPF will be the I-25 and US 50B Interchange Reconstruction Project.

Per the recommended alternative in the NPF Alternative Analysis Report developed in 2021, the alignment of US 50 will shift north and a modified diverging diamond will replace the existing interchange. The interchange is being shifted to the north to accommodate the construction, increase traffic safety, and accommodate oversized trailers used to transport locally manufactured long wind turbine blades. The BTE eligible component of the project includes the replacement of two BTE eligible structures, US 50 over I-25 (K-18-J) and US 50 over Fountain Creek (K-18-L). The project is expected to begin construction in Q3 FY2025.



Image 16. US 50 ML over I-25 ML (K-18-J)



Image 17. US 50 ML over Fountain Creek (K-18-L)

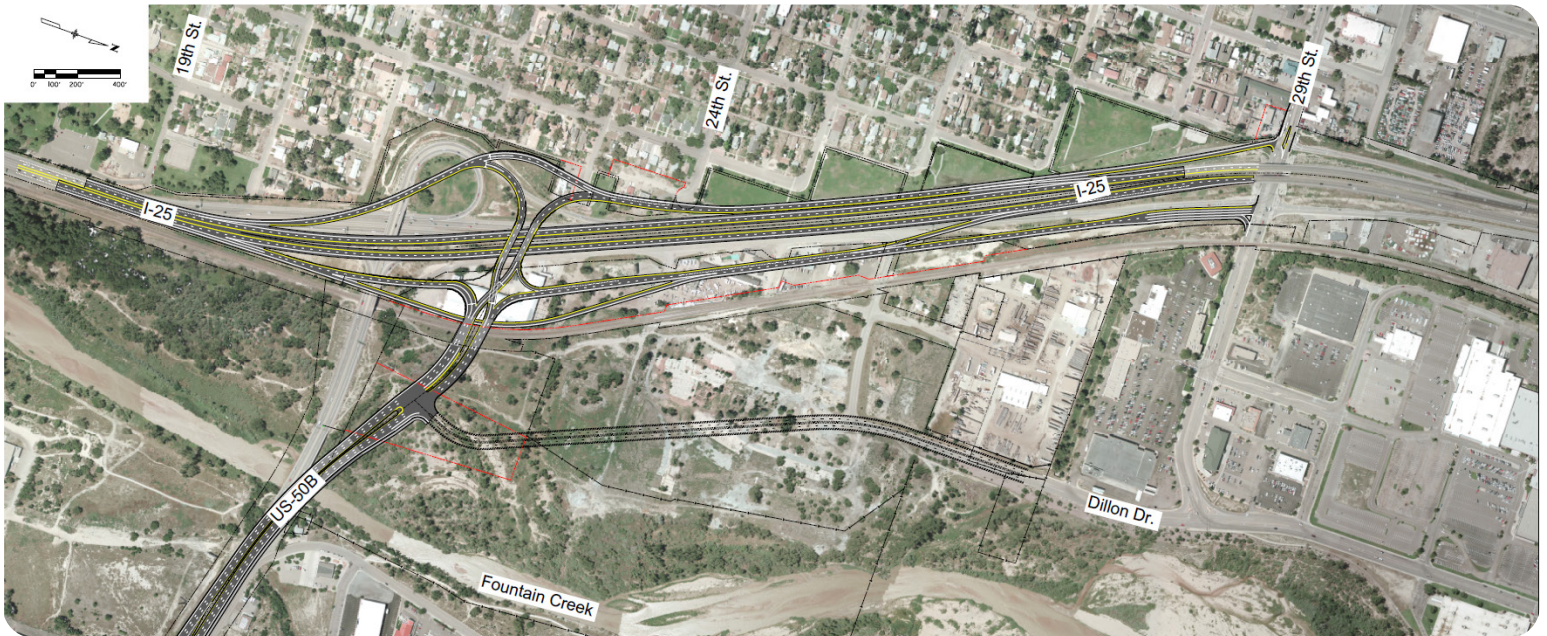


Image 18. Rendering of the Future I-25 and US 50B Interchange Reconstruction

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 SB 16-122. Table 7 shows the encumbrance and budget balances as of March 31, 2024, 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 de-budget and closure. This guidance has defined substantial completion as project final acceptance.

Table 7. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	6,401	14,101	1	1
5	0	0	0	0
Total	6,401	14,101	1	1
% of Total Current Program	0.01%	0.02%	2.4%	1.4%
Previous Quarter (Q2 FY2024)	18,944	244,855	N/a	N/a
Difference	(12,543)	(230,754)	N/a	N/a

There was one project removed from the report. The only remaining project is awaiting the completion and approval of a Letter of Map Revision (LOMR). Since December 31, 2023, the budget and encumbrance balances have decreased by \$243,297, due to a project closure in Q2 FY2024.

Removed/Closed Out	Additions
ILEX	None

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of March 31, 2024.

- 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), SB21-260 Bridge and Tunnel Impact and Retail Delivery Fees, 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, 2024, a total of approximately \$1,811.4M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,647.8M and \$59.8M (all funding sources), respectively. Reference Table 8 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q2 FY2024) are reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 8. Program Financial Statistics as of March 31, 2024 (\$ in Millions)

Financial Component	Build America Bonds 2010 A Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2024	Total Q2 FY2024
Budget	\$307.9	\$1,335.6	\$51.0	\$116.9	\$1,811.4	\$1,809.1
Expenditures	\$307.9	\$1,203.7	\$19.3	\$116.9	\$1,647.8	\$1,630.4
Encumbrances	\$0.0	\$56.1	\$3.7	\$0.0	\$59.8	\$71.3

The Bridge and Tunnel Enterprise program currently consists of 215 bridge and 2 tunnel funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased by three since Q2 FY2024. The current programmed amount for these 215 structures is approximately \$2,560.6M. Table 9 below provides an itemization of current funding sources for the BTE program.

Table 9. Current Allocation Plan as of March 31, 2024 (\$ in Millions)

Build America Bonds	FASTER Bridge	SB21-260	Other Funds	Infrastructure Revenue Bonds	Total Q3 FY2024	Total Q2 FY2024
\$307.9	\$1,474.4	\$211.3	\$116.9	\$450.0	\$2,560.5	\$2,554.8

The Program Allocation Plan² 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 FY2024 through FY2027, and includes budget adjustments that have not been posted as of March 31, 2024. The program life-to-date (LTD) total liabilities for the BTE program are \$2,560.6M, an increase of \$5.8M from the \$2,554.8M total liability reported on December 31, 2023. Three new structures were added to the Allocation Plan since last quarter.

The Four-Year Quarterly Cash Flow Projection³ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Included in the forecast are three anticipated bond tranches to finance several CDOT Ten-Year projects with BTE eligible scope, the drawdowns associated with these projects that are forecast during this four-year period, and estimated debt service for the bond issuances. The cash flow also includes Bridge and Tunnel fees that were established by SB21-260. More information on these fees and a revenue forecast is provided below.

BTE is actively managing project schedules and evaluating financing for CDOT 10-Year plan projects to maintain a \$25M cash floor. The current cash flow forecast indicates that the cash balance will remain above the \$25M cash floor during the four-year period when the anticipated future bond issuances are included. The forecast \$31.6M cash balance at the end Q1 of CY2028 is expected to be expended on CDOT 10-Year Plan projects that will fall outside this four-year cash flow. BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance.

² Reference Appendix B for the Program Allocation Plan

³ Reference Appendix C for the Four Year Quarterly Cash Flow Projection

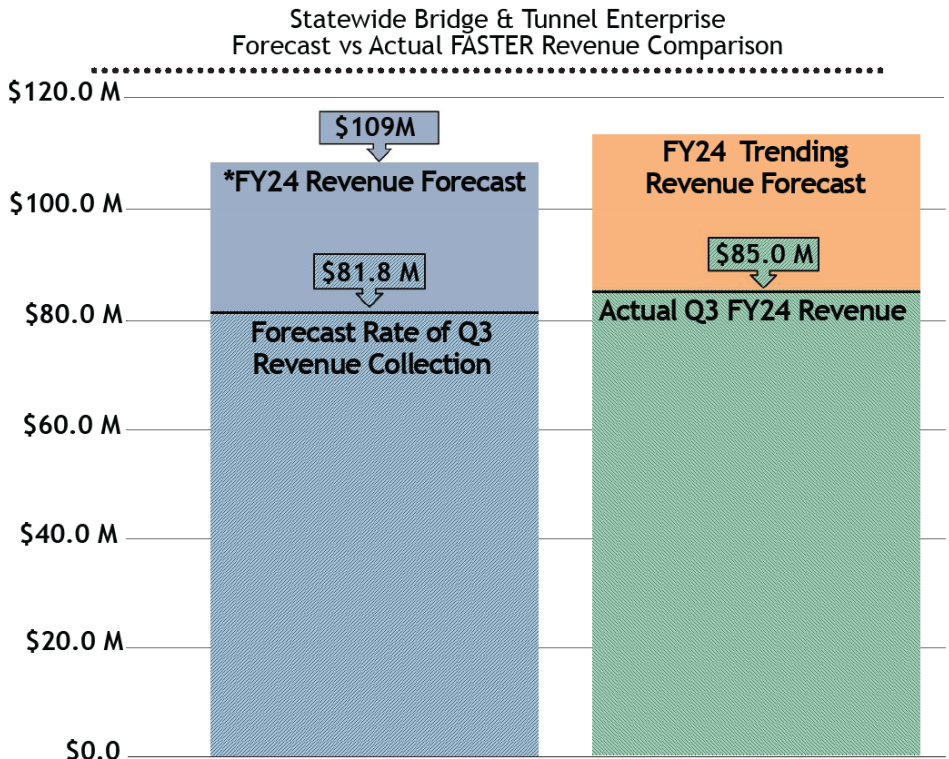
In 2009, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER, was signed into law. The legislation authorized BTE to collect a bridge safety surcharge dedicated to funding projects to address on-system, poor-rated bridges. The surcharge ranges from \$13 to \$32, based on vehicle weight, and is collected annually when vehicles are registered in the state. BTE determines the allocation of these revenues using the BTE Bridge Prioritization Plan, which is a tiered list of BTE-eligible bridges statewide that are ranked using Board-approved prioritization criteria related to safety, risk, mobility, and economic factors. It should also be noted that the Enterprise prioritizes projects included in CDOT'S 10-year Vision Plan in accordance with its policy and procedural directives.

As of Q3 FY2024, BTE FASTER revenues were \$85.0M, which is \$3.2M above the historical rate of collection of \$81.8M when applied to the FY2024 revenue budget of \$109.0M. The information is shown to the right in Figure E.

In 2021, SB21-260, also known as Sustainability of the Transportation System, modified the scope of the Enterprise to include tunnel projects and authorized it to impose a Bridge and Tunnel Impact fee on special fuel and a Bridge and Tunnel Retail Delivery fee. The Bridge and Tunnel Impact fee is a per gallon special fuel fee that will be phased in from FY2023 to FY2032. The Bridge and Tunnel dedicated portion of the Retail Delivery Fee is a flat fee of 2.8 cents that is placed on all retail deliveries. These fees are indexed to the National Highway Construction Cost Index (NHCCI) after FY2032 and FY2023, respectively. These revenues are directly used to fund projects to mitigate the impact of vehicles utilizing the state's bridges and tunnels. In accordance with the statute, BTE prioritizes projects included in the CDOT 10-year Vision Plan when allocating these revenues.

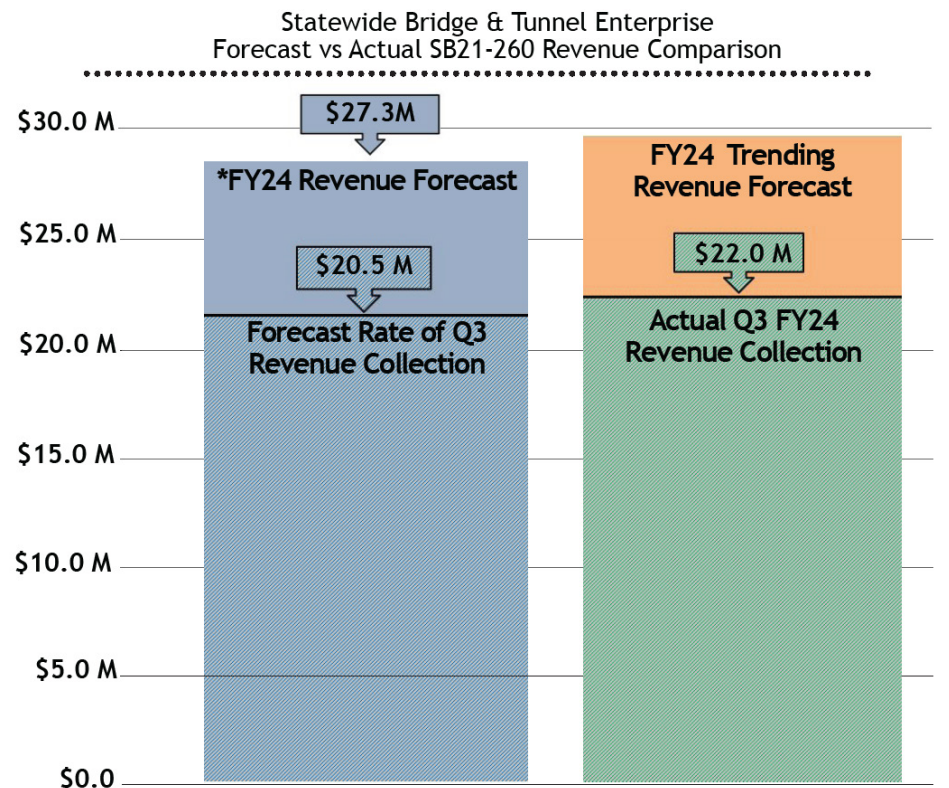
As of Q3 FY2024, actual YTD SB21-260 revenues were \$22.0M, which is \$1.5M above the historical collection of \$20.5M when applied to the FY2024 revenue budget of \$27.3M. This information is shown to the right in Figure F.

Figure E. Forecast vs Actual FASTER Revenue Comparison



*Information Provided by the Office of Financial Management and Budget

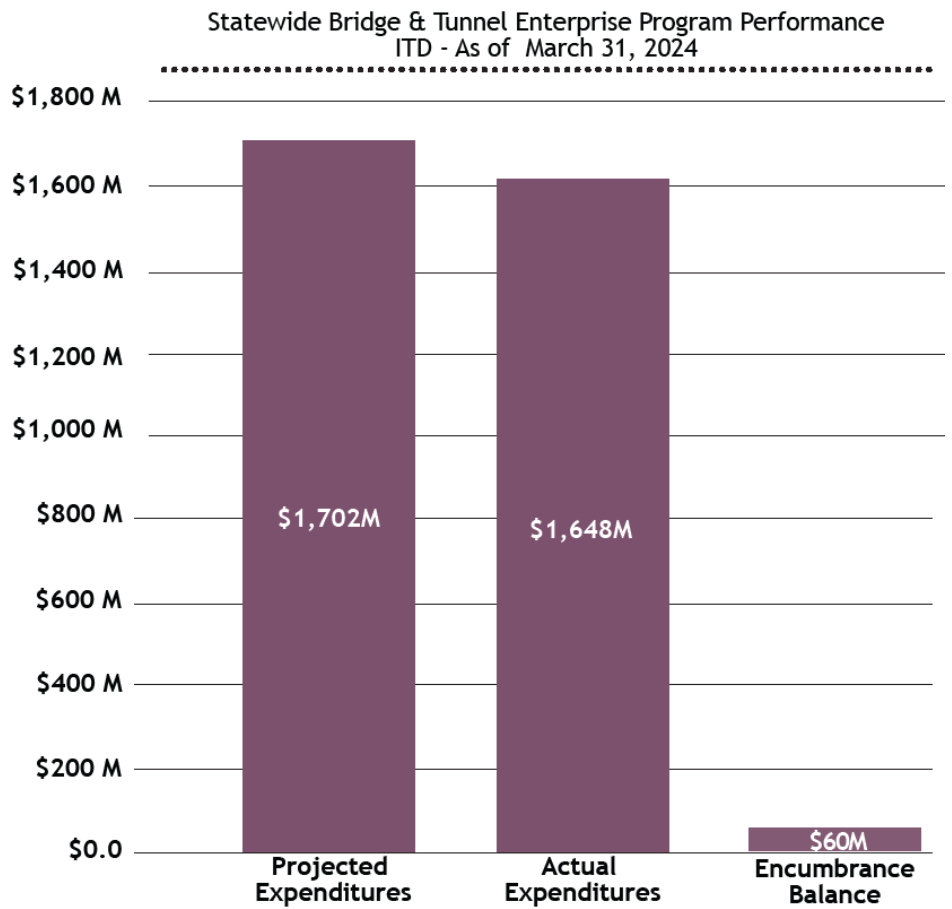
Figure F. Forecast vs Actual SB21-260 Revenue Comparison



*Information Provided by the Office of Financial Management and Budget

The total program financial performance graph (Figure G) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,702M on March 31, 2024, an increase of \$40M since December 31, 2023. Actual LTD expenditures as of March 31, 2024 are \$1,648M, as compared to \$1,630M on December 31, 2023, an increase of \$18M or 1.1%. The current encumbrance balance is \$60M, a decrease of \$11M since December 31, 2023.

Figure G. Statewide Bridge & Tunnel Enterprise Program Performance



Appendix A - Active Projects Portfolio

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
E-16-EO	Not Assigned	SPEER BLVD SBND OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
E-16-EW	Not Assigned	SPEER BLVD NBND OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
E-16-FZ	E-16-FZA	I 70 ML OVER HARLAN STREET	1	JEFFERSON	N/a	In Construction
E-16-GX	Not Assigned	I 70 ML WBND OVER SH 391 ML	1	JEFFERSON	I-70/Kipling Interchange	In Design
E-16-GY	Not Assigned	I 70 ML EBND OVER SH 391 ML	1	JEFFERSON	I-70/Kipling Interchange	In Design
E-16-JL	E-16-JA	I 70 ML WBND OVER SH 72 ML	1	JEFFERSON	N/a	In Construction
E-17-GV	E-17-GX	I 76 ML WBND OVER YORK STREET	1	ADAMS	N/a	In Construction
E-17-GW	E-17-GX	I 76 ML EBND OVER YORK STREET	1	ADAMS	N/a	In Construction
E-17-ID	Not Assigned	I 270 ML WBND OVER SOUTH PLATTE RIVER	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IE	Not Assigned	I 270 ML EBND OVER SOUTH PLATTE RIVER	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IF	Not Assigned	I 270 ML WBND OVER DITCH RD,BURLINGTON CANA	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IG	Not Assigned	I 270 ML EBND OVER DITCH RD,BURLINGTON CANA	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IH	Not Assigned	I 270 ML WBND OVER SH 265 ML,UP RR,BNSF RR	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IJ	Not Assigned	I 270 ML WBND OVER SERVICE RD, BNSF RR	1	ADAMS	I-270 Critical Bridges	In Design
F-15-BL	F-15-BLA	I 70 ML WBND OVER US 6, CLEAR CREEK	1	CLEAR CREEK	Floyd Hill	In Design
F-15-BM	F-15-BMA	RAMP TO US 6 ML OVER CLEAR CREEK R	1	CLEAR CREEK	Floyd Hill	In Design
F-15-D	F-15-DR	I 70 FRONTAGE RD OVER CLEAR CREEK SR	1	CLEAR CREEK	Floyd Hill	In Design
F-16-DA	Not Assigned	23RD AVENUE OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
F-16-HI	F-16-HIA	I 70 ML WBND OVER US 40 ML	1	JEFFERSON	N/a	In Design
F-16-O	Not Assigned	US 6 ML OVER SH 121 ML	1	JEFFERSON	N/a	In Design
G-12-C	G-12-U	SH 9 ML OVER PLATTE GULCH	2	PARK	Region 2 Bundle	In Construction
H-13-A	H-13-J	US 285 ML OVER MIDDLE FK S.PLATTE RVR	2	PARK	N/a	In Construction
H-13-N	H-13-O	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-G	I-13-GA	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-H	I-13-HA	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-15-AO	I-15-D	US 24 ML OVER DRAW	2	TELLER	Region 2 Bundle	In Construction
I-15-T	I-15-C	US 24 ML OVER DRAW	2	TELLER	Region 2 Bundle	In Construction
I-17-GQ	I-17-GS	I 25 ML NBND OVER ACADEMY BLVD	2	EL PASO	N/a	In Construction
I-17-GR	I-17-GS	I 25 ML SBND OVER ACADEMY BLVD	2	EL PASO	N/a	In Construction
J-14-C	J-14-CA	SH 9 ML OVER LOUIS GULCH	2	PARK	Region 2 Bundle	In Construction
J-15-G	J-15-GA	SH 9 ML OVER MACK GULCH	2	FREMONT	Region 2 Bundle	In Construction
J-17-X	J-17-XA	SH 115 ML OVER ROCK CREEK	2	EL PASO	N/a	In Construction
K-18-J	K-18-JA, K-18-JB	US 50 ML OVER I 25 ML	2	PUEBLO	New Pueblo	In Design
K-18-L	K-18-LA	US 50 ML OVER FOUNTAIN CREEK	2	PUEBLO	New Pueblo	In Design
M-21-B	M-21-K	US 350 ML OVER LONE TREE ARROYO	2	OTERO	Region 2 Bundle	In Construction
M-21-C	M-21-CA	US 350 ML OVER HOE RANCH ARROYO	2	OTERO	Region 2 Bundle	In Construction
M-21-I	M-21-IA	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
M-21-J	M-21-JA	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
M-22-U	M-22-UA	US 350 ML OVER OTERO DITCH	2	OTERO	Region 2 Bundle	In Construction
M-22-Y	N/A	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
N-17-AD	N-17-ADA	I 25 ML SBND OVER US 160, SH 10, RR SPUR	2	HUERFANO	N/a	In Construction
N-21-C	Minor 350AO47131BR	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
N-21-F	N-21-FA	US 350 ML OVER SHEEP CANYON ARROYO	2	OTERO	Region 2 Bundle	In Construction
O-19-D	Minor 350AO10296BL	US 350 ML OVER LUNNING ARROYO	2	LAS ANIMAS	Region 2 Bundle	In Construction
D-03-A	D-03-AA	SH 64 ML OVER WHITE RIVER	3	RIO BLANCO	N/a	In Construction
D-04-G	D-04-GA	SH 64 ML OVER STRAWBERRY CREEK	3	RIO BLANCO	N/a	In Construction
F-06-A	Not Assigned	US 6 ML OVER ELK CREEK	3	GARFIELD	N/a	In Design
F-12-AS	F-12-ASA	I 70 ML EBND OVER POLK CREEK	3	EAGLE	Vail Pass	Design Complete

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
F-12-AT	F-12-ATA	I 70 ML WBND OVER POLK CREEK	3	EAGLE	Vail Pass	In Construction
H-03-BL	Rehab	SH 141 ML OVER COLORADO RIVER	3	MESA	N/a	In Design
A-27-A	A-27-AA	US 385 ML OVER DRAW	4	SEDGWICK	Holyoke Bundle	In Design
B-16-AM	B-16-AMA	PROSPECT ROAD OVER I 25 ML	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
B-27-A	B-27-AAA	US 6 ML OVER FRENCHMAN CREEK	4	PHILLIPS	Holyoke Bundle	In Design
B-27-D	B-27-DA	US 6 ML OVER FRENCHMAN CREEK	4	PHILLIPS	Holyoke Bundle	In Design
B-27-F	B-27-FA	US 6 ML OVER DRAW	4	PHILLIPS	Holyoke Bundle	In Design
C-17-EL	C-17-ELA	I 25 ML OVER DRAW	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
C-17-EO	C-17-GJ	I 25 ML SBND OVER UP RR	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
C-22-AY	Not Assigned	I 76 ML WBND OVER BNSF RR, BEAVER CREEK	4	MORGAN	I-76 Phase IV	In Design
C-22-BG	Not Assigned	I 76 ML EBND OVER US 34 SPUR	4	MORGAN	I-76 Phase IV	In Design
D-25-E	D-25-EA	SH 61 ML OVER SURVEYOR CREEK	4	WASHINGTON	Eastern Plains Bundle - Pkg 3	In Construction
D-28-D	D-28-DA	US 34 ML OVER REPUBLICAN RIVER	4	YUMA	Eastern Plains Bundle - Pkg 4	Design Complete
G-19-B	Not Assigned	SH 86 ML OVER KIOWA CREEK	4	ELBERT	N/a	In Design
I-24-N	I-24-Z	US 40 ML OVER DRAW	4	LINCOLN	N/a	Design Complete
J-12-AJ	Rehab	US 285 ML OVER DRAW	5	CHAFFEE	US 160 Safety and Mobility	In Design
P-05-B	P-05-BC	US 160 ML OVER FLORIDA RIVER	5	LA PLATA	N/a	In Design
P-12-A	P-12-AA	US 285 ML OVER CONEJOS RIV.OVERFLOW	5	CONEJOS	N/a	In Design

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date			
					Total Other Funds	Total FASTER Funds	Total Infrastructure Revenue Bonds*	Total Series 2010A Bonds	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total Infrastructure Revenue Bonds*	Total Series 2010A Bonds						Total SB-260	Total Construction All Funds	
I-70 over 32nd AVE EBND I-70 over 32nd AVE WBND	23673	1	E-16-HE	1	-	1,761,093	-	-	-	-	1,761,093	-	14,379,418	-	-	14,379,418	16,140,511	11/25/20	11/07/21	02/14/22	11/29/23	
I-76 over YORK ST.	23681	1	E-17-GW	1	-	589,981	-	-	-	-	589,981	-	12,595,057	-	-	12,595,057	13,185,038	05/14/20	02/28/22	05/31/22	10/01/24	
I-270 Critical Bridges	24947	1	E-17-ID	1	-	9,698,150	-	-	-	-	9,698,150	-	-	-	-	-	9,698,150	09/16/22	04/25/24			
I-270 Critical Bridges	26125	0	various	1	-	-	-	-	-	-	-	20,000,000	100,000,000	-	-	120,000,000	120,000,000			05/12/25	05/12/27	
US 6 over SH 121 Wadsworth	26208	1	F-16-O	1	149,300	-	-	-	-	-	149,300	-	25,000,000	-	-	25,000,000	25,149,300					
SH 96 Mlover Draw and Black Draw	17668	1	L-22-F	2	-	757	-	-	-	-	757	3,561,371	205,306	-	-	3,766,677	3,767,434					
SH 69 over Turkey Creek	17669	1	K-23-C	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
SH 69 over Turkey Creek	17669	1	K-23-B	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
SH 69 over Turkey Creek	17669	1	K-24-A	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	17675	1	N-16-L	2	93,864	7,222	-	-	-	-	101,086	2,077,266	23,859	-	-	2,101,125	2,202,211					
US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	17675	1	H-16-K	2	219,669	-	-	-	-	-	219,669	2,418,297	-	-	-	2,418,297	2,637,966					
US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	17675	1	I-17-AE	2	219,669	-	-	-	-	-	219,669	2,418,297	-	-	-	2,418,297	2,637,966					
I-25 ML NB over Missouri Creek	18115	1	I-15-Y	2	-	-	-	-	-	-	-	-	1,725,376	-	-	1,725,376	1,725,376					
SH 9 ML over CURRANT CREEK	18059	1	N-17-N	2	-	-	-	-	-	-	-	-	-	-	-	-	-			12/09/10	05/04/11	10/31/11
SH 89 ML over ARKANSAS RIVER	18131	1	J-15-B	2	180,766	-	-	-	-	-	180,766	1,675,834	1	-	-	1,675,835	1,856,601					
SH 89 ML over ARKANSAS RIVER	18131	1	L-28-F	2	177,535	63,267	-	-	-	-	240,802	-	-	6,129,155	-	6,129,155	6,369,957	06/01/10	12/30/10	02/16/11	04/30/12	
SH 9 ML over Buckskin Gulch	17681	1	G-12-L	2	133,913	-	-	-	-	-	133,913	111,688	-	-	76,865	188,553	322,466	01/04/10	06/09/11	09/05/11	12/29/11	
I 25 ML NBND over DRAW	18414	1	J-18-S	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
I 25 ML NBND over DRAW	18414	1	J-18-T	2	-	-	-	-	-	-	-	-	-	-	-	1,043,384	1,043,384	09/01/10	10/13/11	02/20/12	09/17/12	
SH 120 ML over RR, ARKANSAS RIVER	18013	1	K-16-K	2	-	468,198	-	-	-	-	468,198	-	653,545	-	-	5,486,816	5,955,014	07/09/10	05/25/12	10/08/12	06/27/14	
US 350 ML over DRAW	18177	1	M-21-D	2	-	449,681	-	-	-	-	449,681	-	-	-	-	1,509,477	1,959,158	02/01/11	08/25/11	10/19/11	05/18/12	
US 24 ML over BLACK SQUIRREL CREEK	18203	1	H-18-A	2	-	288,894	-	-	-	-	288,894	-	-	-	-	2,993,733	3,282,627	06/01/10	09/09/11	11/15/11	08/17/12	
CUCHARAS	18250	1	O-16-A	2	-	176,063	-	-	-	-	176,063	-	-	-	-	-	176,063	12/01/10	-	-	-	
SH 12 PURGATOIRE RIVER	18251	1	P-17-H	2	-	150,662	-	-	-	-	150,662	-	-	-	-	-	150,662	12/01/10	-	-	-	
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	0	O-16-A & P-17-H	2	-	-	-	-	-	-	-	-	-	-	-	2,132,692	2,132,692	-	10/20/11	02/24/12	11/15/12	
US 160 ML over CAT CREEK	18321	1	O-26-L	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
US 160 ML over DRAW	18321	1	O-25-I	2	-	340,422	-	868	-	-	341,290	-	12,034	-	-	3,543,166	3,896,490	02/01/11	12/15/11	03/29/12	12/13/12	
US 160 ML over N FK Sand Arroyo	18321	1	O-25-H	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
SH 101 ML over DRAW	18178	1	M-24-B	2	-	268,899	-	-	-	-	268,899	-	-	-	-	-	268,899	02/01/11	-	-	-	
SH 101 ML over Purgatoire River - R2	18435	1	L-24-F	2	-	-	-	132,413	-	-	132,413	-	-	-	-	-	132,413	02/01/11	-	-	-	
COMBINED CONST, SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	0	M-24-B & L-24-F	2	-	-	-	-	-	-	-	-	-	-	-	3,731,491	3,731,491	-	11/23/11	03/29/12	10/31/12	
SH 266 ML over HOLBROOK CANAL	18179	1	L-22-O	2	-	722,726	-	-	-	-	722,726	-	-	-	-	-	722,726	12/01/10	-	-	-	
FT. LYON STORAGE CANAL	18179	1	L-22-E	2	-	-	-	-	-	-	-	-	-	-	-	-	-	12/01/10	-	-	-	
SH 71 ML over FT. LYON CANAL	18440	1	L-22-K	2	-	200	-	743,998	-	-	743,998	-	-	-	-	-	743,998	07/15/11	-	-	-	
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	0	L-22-O, E & K	2	-	-	-	799,497	-	-	799,497	-	32,953	-	-	5,486,885	6,319,335	-	09/22/11	08/20/12	03/07/13	
US 50 ML over BNSF RR	18155	1	L-28-C	2	-	1,553,259	-	106,079	-	-	1,659,338	-	6,166,545	-	1	6,166,546	7,825,884	02/01/11	07/17/14	02/23/15	07/01/16	
US 50 ML over DRAW	18155	1	L-27-S	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
US 350 ML over DRAW	18461	1	O-19-J	2	-	-	-	299,217	-	-	299,217	-	-	-	-	2,105,844	2,405,061	10/15/10	09/20/12	12/03/12	06/18/13	
SH 239 ML OVER IRRIGATION CANAL	18461	1	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	-	-	-					
US 350 ML over PURGATOIRE RIVER	18208	1	O-19-H	2	-	493,712	-	-	-	-	493,712	-	34,143	-	-	3,187,804	3,681,516	10/15/10	02/21/13	04/29/13	04/11/14	

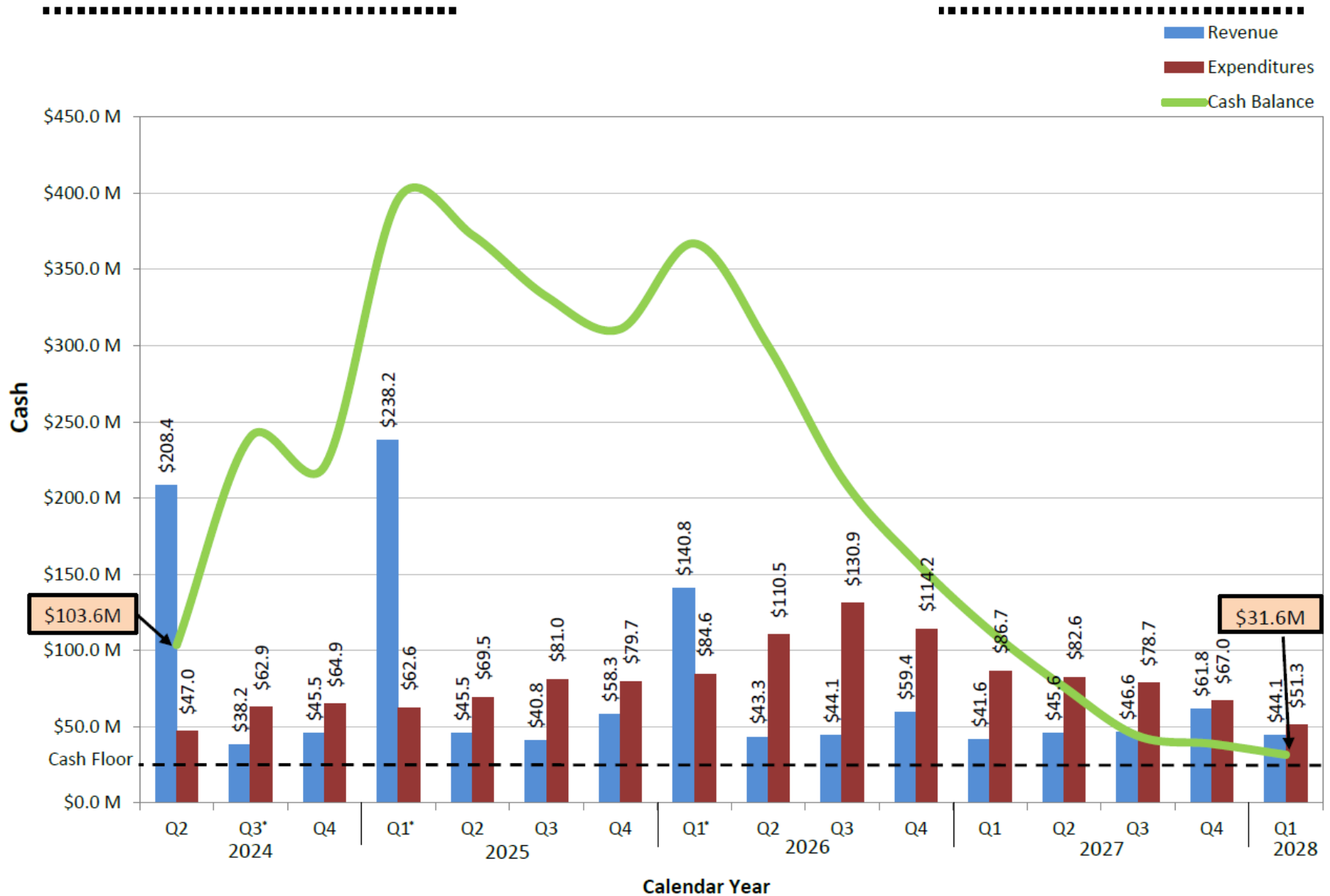
Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date			
					Total Other Funds	Total FASTER Funds	Total Infrastructure Revenue Bonds*	Total Series 2010A Bonds	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total Infrastructure Revenue Bonds*	Total Series 2010A Bonds						Total SB-260	Total Construction All Funds	
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	-	755,829	-	1,260,907	-	4,106,291	-	312,427	-	4,418,718	5,679,625	03/15/11	06/19/14	10/28/14	01/08/16	
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	-	108,191	-	232,179	-	-	-	-	-	-	232,179	10/15/12	-	-	-	
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	-	2,000	-	134,619	-	-	-	-	-	-	134,619	10/15/12	-	-	-	
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,801	599,222	-	1,908,484	-	10,055,507	-	-	-	-	-	-	10,055,507	06/01/11	-	-	-	
I-25 over Ilex, RR, Bennet		0	K-18-CK	2																		
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	-	3,271,797	-	10,000	-	3,281,797	3,281,797	-	03/06/14	04/01/15	09/07/17	
I-25 ML over Indiana Ave.		1	L-18-W	2	-	-	-	-	-	-	-	771,562	-	10,000	-	781,562	781,562	-	03/06/14	04/01/15	09/07/27	
Northern Ave. over I-25 ML		1	L-18-AQ	2	-	-	-	-	-	-	-	3,918,686	-	10,000	-	3,928,686	3,928,686	-	03/06/14	04/01/15	01/17/19	
Mesa Ave over I-25 ML		1	L-18-AU	2	-	-	-	-	-	-	-	3,527,195	-	10,000	-	3,537,195	3,537,195	-	03/06/14	04/01/15	07/21/17	
I-25 ML NBND over US 50 ML		1	K-18-AX	2	-	-	-	-	-	-	-	3,469,192	-	10,000	-	3,479,192	3,479,192	-	03/06/14	02/10/15	10/01/18	
US 50 BUS EBND over Arkansas River		1	K-18-R	2	-	-	-	-	-	-	-	5,000,941	-	11,983	-	5,012,924	5,012,924	-	03/06/14	02/10/15	01/17/19	
I-25 over Ilex, RR, Bennet		1	K-18-CL	2	-	-	-	-	-	-	-	1,300,757	38,249,465	-	100,000	-	39,650,222	39,650,222	-	03/06/14	02/10/15	07/31/19
I-25 over Ilex, RR, Bennet		1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	07/31/19
I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2	-	-	-	168,125	-	168,125	-	-	-	-	-	-	168,125	10/15/12	-	-	-	
US50 ML over Draw Cotopaxi-Texas Creek	19304	1	K-14-J	2	-	-	-	342,596	-	342,596	-	1,452,992	-	-	-	1,452,992	1,795,588	10/30/12	06/12/14	03/01/15	08/15/15	
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	-	385,840	-	389,300	-	-	-	-	-	-	389,300	12/19/12	03/01/18	05/29/18	06/26/19	
	22320																					37,260
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2	-	3,876	-	558,109	-	561,985	-	-	1,910,242	-	1,910,242	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14		
SH160 ML over Smith Canyon	19053	1	P-23-A	2	-	-	-	373,691	-	373,691	-	1,775,780	-	-	-	1,775,780	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15	
SH71 over ARKANSAS RIVER	21012	1	L-22-L	2	-	254,704	-	-	-	254,704	-	6,517,636	-	-	-	6,517,636	6,772,340	05/13/15	08/30/18	12/10/18	11/15/19	
SH 96 over Rush Creek	21011	1	K-17-F	2	-	344,896	-	-	-	344,896	-	2,275,375	-	-	-	2,275,375	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18	
I-25 over CO RD640, Butte Creek	20407	1	N-17-BN	2	-	541,169	-	-	-	541,169	-	9,229,247	-	-	-	9,229,247	9,770,416	10/23/17	08/03/18	10/15/18	12/08/20	
I-25 over CO RD 103, Butte Creek		1	N-17-S																			
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2	-	1,524,138	-	-	-	1,524,138	-	25,687,439	-	-	-	25,687,439	27,211,577	11/06/17	10/20/22	03/23/23	10/30/24	
I-25 SB over Draw	22823	1	K-18-U	2	-	102,980	-	-	-	102,980	-	2,531,140	-	-	-	2,531,140	2,634,120	11/05/18	12/05/19	04/07/20	10/30/20	
US 285 over South Fork South Platte River	22865	1	H-13-G	2	-	473,405	-	-	-	473,405	-	4,422,126	-	-	-	4,422,126	4,895,531	01/01/19	03/16/21	06/13/22	12/09/22	
SH 71 over HIGHLINE CANAL	23005	1	M-22-N	2	-	333,687	-	-	-	333,687	-	1,667,723	-	-	-	1,667,723	2,001,410	06/01/19	05/07/20	02/23/21	11/30/21	
SH 101 over DRAW	23006	1	M-24-A	2	-	235,942	-	-	-	235,942	-	2,457,119	-	-	-	2,457,119	2,693,061	06/01/19	07/31/20	11/02/20	05/05/21	
SH 101 over DRAW	23007	1	M-24-I	2	-	190,050	-	-	-	190,050	-	-	-	-	-	190,050	190,050	06/01/19	05/07/20	09/17/20	03/04/21	
US 24 over DRAW	22995	1	H-19-C	2	-	215,998	-	-	-	215,998	-	1,883,031	-	-	-	1,883,031	2,099,029	03/29/19	10/01/20	01/01/21	09/30/21	
I-25 SB over S. ACADEMY BLVD.	23605	1	I-17-GR	2	-	1,541,172	-	-	-	1,541,172	-	24,527,474	-	-	-	24,527,474	26,068,646	10/01/19	01/14/21	11/29/21	08/26/24	
I-25 NB over S. ACADEMY BLVD.		1	I-17-GQ																			
R2 CHBP Grant (R2B2)	23558	1	G-12-C	2	1,885,292	524,426	-	-	-	2,409,718	10,589,708	42,152,740	-	-	-	52,742,448	55,152,166	08/19/20	07/31/20	04/18/22	01/22/25	
		1	H-13-N																			
		1	I-13-G																			
		1	J-15-AO																			
		1	I-15-T																			
		1	J-14-C																			
		1	J-15-G																			
		1	M-21-B																			
		1	M-21-C																			
		1	M-21-J																			
		1	M-22-U																			
R2 Non-Grant	23559	1	I-13-H	2	-	788,320	-	-	-	788,320	-	11,392,604	-	-	-	11,392,604	12,180,924	08/19/20	07/31/20	04/18/22	01/22/25	
		1	O-19-D																			
		1	M-21-I																			

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date	
					Total Other Funds	Total FASTER Funds	Total Infrastructure Revenue Bonds*	Total Series 2010A Bonds	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total Infrastructure Revenue Bonds*	Total Series 2010A Bonds						Total SB-260
TIMBER BRIDGE EASTERN PLAINS: PKG 3	25447	1	D-25-E	4	-	-	-	-	-	-	-	5,364,793	-	-	5,364,793	5,364,793	09/01/22	03/29/23	10/23/23	10/30/24
TIMBER BRIDGE EASTERN PLAINS: PKG 4	25866	1	D-28-D	4	-	-	-	-	-	-	-	5,488,482	-	-	5,488,482	5,488,482	10/30/23		04/01/24	01/30/25
US 40 ML over DRAW	24224	1	I-24-N	4	-	449,412	-	-	-	449,412	-	9,698,389	-	-	9,698,389	10,147,801	01/01/21	12/14/23	04/01/24	11/29/24
Holyoke Bundle	22529	1	B-27-A	4	-	2,049,153	-	-	2,049,153	-	20,000,000	-	-	20,000,000	22,049,153	10/05/22	04/05/24	03/17/24	09/30/26	
		1	B-27-D																	
		1	B-27-F																	
		1	A-27-A																	
SH 86 over Kiowa Creek	26083	1	G-18-B	4	-	707,643	-	-	707,643	-	10,600,000	-	-	10,600,000	11,307,643	03/01/24				
I-76 WB over BNSF, Beaver Creek	TBD	1	C-22-AY	4	-	-	-	-	-	-	18,000,000	-	-	18,000,000	18,000,000					
US 550 ML over Bear Creek	17670	1	C-22-BG	5	117,113	6,388	-	-	123,501	4,756,830	1,805	-	-	4,758,635	4,882,136					
SH 145 ML over LEOPARD CREEK	18231	1	L-04-B	5	-	-	-	506,177	506,177	47,559	-	-	3,301,616	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAHGRE RIVER	18323	1	L-05-B	5	-	1,012,619	-	268,923	1,281,542	3,380	-	-	6,519,674	-	6,523,054	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13
SH90 over DOLORES RIVER	20817	1	K-01-C	5	-	965,694	-	-	965,694	-	4,977,169	-	-	4,977,169	5,942,863	01/30/15	11/09/15	12/05/16	08/18/17	
US 50 over AGATE CREEK	22436	1	K-11-G	5	-	-	-	-	-	-	1,526,757	-	-	1,526,757	1,526,757	03/29/18	03/29/18	06/18/18	10/08/18	
US 285 over RIO CONEJOS OVERFLOW	23069	1	P-12-A	5	-	192,900	-	-	192,900	-	5,240,000	-	-	5,240,000	5,432,900	04/18/19	11/01/25	04/01/26	05/01/27	
SH151 ML (Culvert Failure)	25737	1	P-07-S	5	-	159,400	-	-	159,400	-	4,372,783	-	-	4,372,783	4,532,183	04/24/23	06/23/23	08/31/23	11/22/23	
US 285 ML over DRAW	26105	1	J-12-AJ	5	-	-	-	-	-	-	636,238	-	-	636,238	636,238			04/15/24	08/21/24	
US 160 over Florida	TBD	1	P-05-B	5	-	-	-	-	-	-	-	-	-	14,000,000	14,000,000					
Design for Future Years					-	-	-	-	-	-	-	-	-	-	-	-				
Total Capital Bridge Projects		213			45,088,235	313,749,599	-	53,382,849	412,220,683	71,790,633	1,159,654,401	450,000,000	254,586,876	96,957,340	2,032,989,250	2,445,209,933				
Tunnels:																				
EJMT Tunnel Projects		1	F-13-Y	1	-	-	-	-	-	-	-	-	-	86,350,000	86,350,000	86,350,000				
		1	F-13-X																	
Plenum Liner	25881	0	F-13-Y	1	-	-	-	-	-	-	-	-	-	28,009,084	28,009,084	28,009,084			07/31/23	11/30/24
		0	F-13-X																	
Total Tunnel Projects		2			-	-	-	-	-	-	-	-	-	114,359,084	114,359,084	114,359,084				
Preventative Maintenance:																				
SH71 over ARKANSAS RIVER	24738	0	L-22-LL	2	-	18,918	-	-	18,918	-	953,208	-	-	953,208	972,126	04/12/22		10/04/22	06/15/23	
I-70 MP 211 Repair	26060	0	F-13-V	3	-	25,000	-	-	25,000	-	40,000	-	-	40,000	65,000					
Total Preventative Maintenance					-	43,918	-	-	43,918	-	993,208	-	-	993,208	1,037,126					
Total		215			\$ 45,088,235	\$ 313,793,517	\$ -	\$ 53,382,849	\$ 412,264,601	\$ 71,790,633	\$ 1,160,647,609	\$ 450,000,000	\$ 254,586,876	\$ 211,316,424	\$ 2,148,341,542	\$ 2,560,606,143	Total Program Impact all Projects all funds			

Program Funding by Source Summary													
Sources:	Pre-Construction					Construction					Total All Funds		
	Other	FASTER	Infrastructure Revenue Bonds*	Series 2010A Bonds	SB-260	Total	Other	FASTER	Infrastructure Revenue Bonds*	Series 2010A Bonds		SB-260	Total
Federal	\$ 6,992,269	\$ -	\$ -	\$ -	\$ -	\$ 6,992,269	\$ 31,815,348	\$ -	\$ -	\$ -	\$ -	\$ 31,815,348	\$ 38,807,617
State	925,518	-	-	-	-	925,518	143,827	-	-	-	-	143,827	1,069,345
Local	25,139,798	-	-	-	-	25,139,798	11,163,134	-	-	-	-	11,163,134	36,302,932
FASTER	-	313,793,517	-	-	-	313,793,517	-	1,160,647,609	-	-	-	1,160,647,609	1,474,441,126
Bank of America Loan	12,030,650	-	-	-	-	12,030,650	28,668,324	-	-	-	-	28,668,324	40,698,974
Series 2010A Bonds	-	-	-	52,835,938	-	52,835,938	-	-	-	245,307,666	-	245,307,666	298,143,604
Bond Interest	-	-	-	546,911	-	546,911	-	-	-	9,279,210	-	9,279,210	9,826,121
SB-260 Bridge and Tunnel Fees	-	-	-	-	-	-	-	-	-	-	211,316,424	211,316,424	211,316,424
Infrastructure Revenue Bonds	-	-	-	-	-	-	-	-	450,000,000	-	-	450,000,000	450,000,000
Total	\$ 45,088,235	\$ 313,793,517	\$ -	\$ 53,382,849	\$ -	\$ 412,264,601	\$ 71,790,633	\$ 1,160,647,609	\$ 450,000,000	\$ 254,586,876	\$ 211,316,424	\$ 2,148,341,542	\$ 2,560,606,143

*Infrastructure Revenue Bond amounts are estimates based on current financing analysis and are subject to change.

Statewide Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection



*The spikes in cash balances are the result of the \$150M 2024 bond issuance and the forecast issuances of \$200M in 2025 and \$100M in 2026.