

Transportation Commission
January 21 & 22, 2015
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

Shannon Gifford
Denver, District 1
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5
Kathy Connell, Vice Chair
Steamboat Springs, District 6

Douglas E. Aden
Grand Junction, District 7
Sidny Zink
Durango, District 8
Les Gruen
Colorado Springs, District 9
William Thiebaut
Pueblo, District 10
Steven Hofmeister
Haxtun, District 11

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated for each topic on the Commission agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Commission will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Commission's schedules, the order of the agenda items is also subject to change.

Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

Unless otherwise noted, all meetings are in CDOT HQ Auditorium.

Thursday, January 22, 2015

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 10

12:45 p.m. Call to Order and Roll Call

12:45 p.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes

12:45 p.m. Act on Consent Agenda
a) Resolution to Approve Regular Minutes from November 20, 2014
(Herman Stockinger) Bridge Enterprise 03

12:50 p.m. Discuss and Act on 6th Budget Supplement for FY2015 (Scott Richrath)..... Bridge Enterprise 06

- 12:55 p.m. January 2015 On-System Poor List and Prioritization Scoring Update (Scott McDaniel) Bridge Enterprise 10
 - 1:00 p.m. Bridge Enterprise Recommendations for Programming Bridge Design Projects (Scott McDaniel) Bridge Enterprise 14
 - 1:05 p.m. Q1 FY 2015 BE Program Financial Update (Scott McDaniel) Bridge Enterprise 16
 - 1:10 p.m. Monthly Progress Report (Scott McDaniel) Bridge Enterprise 20
 - 1:15 p.m. Bridge Enterprise 2014 Year-in-Review (Scott McDaniel) Bridge Enterprise 27
 - 1:20 p.m. Adjournment
- *****

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, December 18, 2014**

PRESENT WERE: Ed Peterson, Chairman, District 2
Kathy Connell, Vice Chairman, District 6
Shannon Gifford, District 1
Gary Reiff, District 3
Kathy Gilliland, District 5
Doug Aden, Chairman, District 7
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Heather Barry, District 4

ALSO PRESENT: Don Hunt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Debra Perkins-Smith, Director of Division of Transportation
Josh Laipply, Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Amy Ford, Communications Director
Scott McDaniel, Staff Services Director
Scott Richrath, CFO
Herman Stockinger, Government Relations Director
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Ryan Rice, Director of the Operations Division
Darrell Lingk, Transportation Safety Director
Kyle Lester, Director of the Maintenance Division
Tony DeVito, Region 1 Transportation Director
Karen Rowe, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
John Cater, FHWA
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

AND: Other staff members, organization representatives,
the public and the news media

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

Chairman Peterson convened the meeting at 11:32am in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

Chairman Peterson stated that no members of the audience wished to address the Board of Directors.

Act on Consent Agenda

Chairman Peterson entertained a motion to approve the Consent Agenda. Director Connell moved to approve the resolution, and Director Gilliland seconded the motion. Upon vote of the Board the resolution passed unanimously.

Resolution #BE-172

Approval of Regular Meeting Minutes for November 20, 2014.

BE IT SO RESOLVED THAT, the Minutes for the November 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the December 17 & 18, 2014, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on the 5th Budget Supplement for FY'2015

Scott Richrath stated that there was one request before the Board in the supplement. There was emergency work that had to be done on Dolores River State Highway 90. There was a previous request for contingency funds and forewarned the Board that because this is a Bridge Enterprise eligible project that they would make the request for Bridge Enterprise funds. This supplement asks for exactly that: \$590,000 for State Highway 90.

Chairman Peterson entertained a motion to approve the 5th Budget Supplement for FY'2015. Director Aden moved to approve the resolution, and Director Connell seconded the motion. Upon vote of the Board, the resolution passed unanimously.

Resolution #BE-171

BE IT SO RESOLVED THAT, the 5th Budget Supplement for FY'2015 is hereby approved by the Bridge Enterprise Board.

Completion of 2014 Annual Report as Required by FASTER Legislation

Scott McDaniel stated there was a draft of the 2014 Annual Report for the Colorado Bridge Enterprise. Each of the board members received a copy of that. He thanked the Bridge Enterprise program management team for making it a succinct 15 pages. It is packed full of good information. He asked that any comments be sent to Tromila Maile, who will forward them to the Bridge Enterprise to be incorporated into the report. By legislation, they are required to have it completed by January 15, 2015. Comments should be submitted by the first week in January.

Director Aden state that the very last sentence on page 15 talking about the I-70 Viaduct says, "At the conclusion of the process, FHWA is expected to issue a Record of Decision, which selects the preferred alternative allowing final design and construction to begin. The ROD is expected in 2015." Given the recent discussions,

that seems to suggest a foregone conclusion that construction will begin. He stated that he is not comfortable that the Board is there yet.

Chairman Peterson asked the Board to review the document and provide comments to appropriate parties at their earliest convenience.

Executive Director Hunt stated this may not relate to the Annual Report but that he was reviewing the information that had been provided the previous day regarding the scope of the I-70 Viaduct as it relates to all other bridge decks in the state. Page 3 of 6 on the I-70 Workshop from the previous day stated that the Viaduct represents 61% of the state's overall CBE eligible deck area. Josh Laipply calculated roughly that when the bridge falls back into deficiency, it will represent 30% of all deficient deck area. Clarification on those numbers for the next meeting would be helpful. As they look at how the sharing might have to occur during examination of how to stop gap the project, that is an important element.

Monthly Progress Report

Scott McDaniel stated that he wanted to bring two points to the attention of the Board. The first is that the SPI in the report moved up to .92. Only one point of that was due to the advancement of the program. Two of those points were related to the way that SPI is calculated. They have gone from calculating the SPI for the project overall, including pre-construction and construction, to splitting it after the pre-construction phase and starting with a new SPI for the beginning of the construction phase. The reason for that is that it helps the staff track and better monitor the progress of the construction phase; whereas before, if they carried that SPI into the construction phase, they were not sure what the real progress of the construction phase of that project was. They split it there. But for the purposes of the Board, staff will continue to report the SPI overall so that they can gauge the health of the program holistically. They are calculating it differently so that they can also track the progress of construction better and more accurately.

The second point is not in the packet but he wanted to inform the Board that even though there was only one budget request in the supplement today, there will be more requests in the future funding the design phase of six projects. This was agreed upon during a previous Board meeting so that staff can start queuing up some design projects so that if permission is granted to advance construction on projects, there will be projects already designed. There will be no delay in the program. The staff has already selected those projects. If the Board would like to see those projects, staff can provide that information. However, the Board will see in future months budget requests to fund the design phase of these project. He wanted to ensure the Board understood that staff was doing that so there is no lost time if there is a green light for designing bridges. This plan does not affect the funding for the I-70 Viaduct. This was already included in that when the calculations were done for the funding there. It will not have any impact on I-70.

Adjournment

Chairman Peterson asked if there were any more matters to come before the Bridge Enterprise Board. Hearing none, Chairman Peterson announced the adjournment of the meeting at 11:40am.



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: January 22, 2015
TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, Chief Financial Officer
SUBJECT: Sixth Supplement to the FY 2015 Bridge Enterprise Budget

Enclosed is the Sixth Supplement to the FY 2015 Bridge Enterprise Budget.

REGION 1

- **\$36,000,000-** I-70 ML over US 6, Rail Road, City Street in Denver County (Viaduct):
 (old E-17-FX) (new not assigned yet)

Justification: This request increases the budget for the right-of-way (ROW) and miscellaneous phases of the Viaduct bridge project. Funds in the ROW phase will be used for next round of parcel acquisitions. Additional funds will be requested later for parcel acquisitions and relocation benefits when they are needed. Funds in the miscellaneous phase budget are for task orders associated with Freshfields legal services, Altus technical services, Macquarie financial services and communication services needed for this project. These amounts are within the \$97,830,000 million that has been programmed for pre-construction activities and are part of the total BE project commitment of \$850,000,000 million dollar viaduct commitment (19631/1000...).

I-70 ML over US 6, Rail Road, City Street (Viaduct) in Denver County
 (old E-17-FX) (new not assigned yet)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Fourth BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
ROW	<i>FASTER Bridge Funds</i>	\$26,400,000	\$30,000,000	\$0	\$0	\$30,000,000	\$7,659,847	
	Total ROW	\$26,400,000	\$30,000,000	\$0	\$0	\$30,000,000	\$7,659,847	
Misc.	<i>FASTER Bridge Funds</i>	\$7,100,000	\$6,000,000			\$6,000,000	\$130,409	
	Total Misc.	\$7,100,000	\$6,000,000			\$6,000,000	\$130,409	
		\$33,500,000	\$36,000,000	\$0	\$0	\$36,000,000	\$7,790,256	
Total Project Budget			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$18,350,000	\$17,650,000	\$0	\$36,000,000		

REGION 3

- **\$5,550,000-** SH 82 ML over I-70 ML, Colorado River and Rail Road in Garfield County (Grand Ave): (old F-07-A) (new F-07-V)

Justification: This request increases the right-of-way (ROW) phase budget for the next round of parcel acquisitions. As stated in the March 2014 right-of-way budget supplement, additional budget would be requested when needed. This request is within the amounts shown in the Draft financial plan that was presented at the September 2014 meeting (18158/1000...).

SH 82 ML over I-70 ML, Colorado River and Rail Road (Grand Ave.) in Garfield County:
 (old F-07-A) (new F-07-V)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Fourth BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
ROW	<i>FASTER Bridge Enterprise</i>	\$5,111,000	\$5,550,000	\$0	\$0	\$5,550,000	\$10,661,000	\$91,852
	Total Design	\$5,111,000	\$5,550,000	\$0	\$0	\$5,550,000	\$10,661,000	\$91,852
		\$5,111,000	\$5,550,000	\$0	\$0	\$5,550,000	\$10,661,000	\$91,852
Total Project Budget			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$5,550,000	\$0	\$0	\$5,550,000		

Resolution No. BE-

**“BE IT RESOLVED, That the Sixth Supplement to the Fiscal Year 2014-2015
Budget is approved by the Bridge Enterprise Board.”**



COLORADO
Department of Transportation
Statewide Bridge Enterprise

4201 E. Arkansas Ave., Room 124B
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott McDaniel, PE, Director of Project Support
DATE: January 22, 2015
SUBJECT: Prioritization Plan Update

PURPOSE

This memorandum is to update the Board on the changes to the Bridge Enterprise Prioritization Plan due to the 2014 On-System Poor List released by Staff Bridge in December 2014.

Based on the new list, there are three newly eligible bridges which brings Bridge Enterprise to a count of 183 total eligible bridges. The three bridges added to the program are:

Original Bridge Number	Region	County	Facility Carried over Featured Intersection
L-19-F	2	Pueblo	US 50 BUS. RT over Draw
F-10-C	3	Eagle	US 6 ML over EAST LAKE CREEK
K-01-C	5	Montrose	SH90 over DOLORES RIVER

The attached document shows the current Prioritization Plan for bridges that are In Design, Not Yet Programmed or No Action Proposed.

If you have any questions regarding these updates please do not hesitate to contact me.





Notes	Status	Prioritization Plan Score	Original Bridge Number	2013 Regions	Facility Carried over Featured Intersection	Projected Liability*	Project Delivery Method
	In Design	48	K-01-C	5	SH 90 ML over DOLORES RIVER	\$3,239,900	D-B-B
Ilex	In Design	46	L-18-W	2	I 25 ML SBND over INDIANA AVE	\$784,300	D/B
	In Design	44	L-18-M	2	I 25 ML NBND over INDIANA AVE	\$1,186,106	D/B
	In Design	40.5	K-18-CK	2	I 25 ML NBND over NP RR, ILEX ST, BENNET ST	\$18,122,618	D/B
	In Design	40.5	K-18-CL	2	I 25 ML SBND over NP RR, ILEX ST, BENNET ST	\$18,122,618	D/B
	In Design	32.5	K-18-R	2	US 50 BUS EBND over ARKANSAS RIVER	\$1,684,583	D/B
	In Design	29	L-18-AQ	2	NORTHERN AVE over I 25 ML	\$2,653,700	D/B
	In Design	27.5	K-18-AX	2	I 25 ML NBND over US 50 BUS. RTE.	\$2,561,500	D/B
	In Design	27	L-18-AU	2	MESA AVE over I 25 ML	\$1,926,100	D/B
East I-70 EIS	Not Programmed	41.5	E-17-EW	1	I 70 ML EBND over UP RR	\$11,937,200	
	Not Programmed	41.5	E-17-DF	1	I 70 ML WBND over UP RR	\$11,937,200	
Havana	In Design	41	E-17-JP	1	I 70 ML over HAVANA ST, UP RR	\$34,823,400	D/B
	In Design	40	E-16-AA	1	US 287 ML over BNSF RR SPUR	\$22,769,135	D-B-B
18155	In Design	39.5	L-28-C	2	US 50 ML over BNSF RR	\$8,308,887	D-B-B
	In Design	36.5	L-27-S	2	US 50 ML over DRAW		D-B-B
Huerfano County	★ Not Programmed	38.5	N-17-BN	2	I25 ML SBND over CO RD 640, BUTTE CREEK	\$6,598,300	
	Not Programmed	34	N-17-S	2	I25 ML NBND over CO RD 103, BUTTE CREEK	\$7,793,100	
	In Design	36	F-11-AC	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	\$14,423,855	D-B-B w/ A+B bid
	In Design	33	F-11-AB	3	I 70 ML WBND over US 6, RR, EAGLE RIVER		D-B-B w/ A+B bid
Garrison	In Design	36.5	F-16-ER	1	US 6 ML over GARRISON STREET	\$15,169,615	Streamlined D/B
E. I-70 EIS	Not Programmed	36.5	E-17-KR	1	I 270 ML EBND over I 70 ML	\$12,500,000	
	In Design	34.5	F-14-Y	1	I 70(BUSINESS RT) over I 70 ML	\$10,345,000	CMGC
	★ Not Programmed	33.5	D-13-A	3	US 34 ML over N FK COLORADO RIVER	\$3,474,000	
	★ Not Programmed	33.5	G-03-Q	3	COLORADO RIVER OVERFLOW	\$24,875,400	
	In Design	33	G-17-A	1	US 85 ML over SAND CREEK	\$487,800	To be shelved
Viaduct	In Design	32	E-17-FX	1	I 70 ML over US 6, RR, CITY ST	\$850,000,000	
	★ Not Programmed	32	F-05-L	3	I 70 ML WBND over COLORADO RIVER	\$22,473,000	
Poudre River	In Design	31	B-16-D	4	SH 14 ML over CACHE LA POUDE RIVER	\$15,235,491	D-B-B
	★ Not Programmed	31	C-17-B	4	SH 60 ML over SOUTH PLATTE RIVER	\$24,218,800	
	Design Completed	31	K-16-S	2	SH 120 ML over DRAW, UP RR	\$5,858,271	D-B-B
	★ Not Programmed	30	F-10-L	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	\$28,524,400	
	★ Not Programmed	30	K-14-B	2	US 50 ML over OAK CREEK	\$2,792,000	
	In Design	30	K-14-J	2	US 50 ML over DRAW	\$2,101,360	D-B-B
	★ Not Programmed	30	L-22-L	2	SH 71 ML over ARKANSAS RIVER	\$13,659,400	
Grand Ave	In Design	29.5	F-07-A	3	SH 82 ML over I70 ML, COLORADO RVR, RR	\$99,660,756	CMGC
	Not Programmed	29	B-16-EU	4	COUNTY ROAD 48 over I 25 ML	\$5,877,100	



Notes	Status	Prioritization Plan Score	Original Bridge Number	2013 Regions	Facility Carried over Featured Intersection	Projected Liability*	Project Delivery Method
	Not Programmed	28.5	F-19-AF	1	COUNTY ROAD over I 70 ML	\$7,297,900	
	Not Programmed	27	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	\$18,441,100	
	Not Programmed	26.5	L-19-F	2	US 50 BUS RT. Over DRAW	\$3,379,900	
	In Design	26.5	M-16-P	2	SH 69 ML over MILLIGAN ARROYO	\$497,000	To be shelved
	Not Programmed	25	L-19-G	2	SH 96 ML over BOB CREEK CANAL	\$2,172,000	
	Not Programmed	24.5	F-08-D	3	I 70 SERVICE RD over UP RR (SR)	\$4,757,600	
	Not Programmed	24	F-10-C	3	US 6 ML over EAST LAKE CREEK	\$1,539,200	
	Not Programmed	24	B-16-AM	4	PROSPECT ROAD over I25 ML	\$6,727,400	
	Not Programmed	23.5	K-17-F	2	SH 96 ML over RUSH CREEK	\$3,192,000	
	Not Programmed	23	E-17-IC	1	YORK STREET over I 270 ML	\$17,394,500	
	Not Programmed	23	F-19-F	1	US 36 ML over DRAW	\$3,379,900	
	Not Programmed	21.5	N-11-C	5	SH 112 ML over RIO GRANDE CANAL	\$1,733,000	
	Not Programmed	19.5	G-12-C	2	SH 9 ML over PLATTE GULCH	\$871,900	

* Projected liability equal to construction budget for programmed structures; estimated project cost for structures not programmed.

★ Good Candidate to Program



No Action Proposed Bridges

	Status	Prioritization Plan Score	Original Bridge Number	2013 Regions	Facility Carried over Featured Intersection	Projected Liability*	Reason for No Action
	No Action Proposed	36	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR		Region wants to demo
	No Action Proposed	25.5	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK (SR)		Improved Sufficiency Rating/ ADT correction
	No Action Proposed	23.5	E-17-AH	1	ON 40TH AVE W of SH 2 ML over BNSF RR		Previous IGA
	No Action Proposed	22.5	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML		Improved Sufficiency Rating/ ADT correction
	No Action Proposed	21	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR		Low ADT
	No Action Proposed	20.5	F-05-C	3	SH 13 ML over RIFLE CREEK		Plan to turn over to Rifle
	No Action Proposed	17.5	C-17-EL	4	I 25 ML over DRAW		Improved Sufficiency Rating
	No Action Proposed	14.5	I-17-O	2	I 25 SERVICE RD over PINE CREEK		Improved Sufficiency Rating/ ADT correction
	No Action Proposed	13	E-12-I	3	SH 9 ML over BLUE RIVER		Improved Sufficiency Rating
	No Action Proposed	13	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR		Improved Sufficiency Rating
	No Action Proposed	11	F-11-AO	3	I 70 ML EBND over TIMBER CREEK		Improved Sufficiency Rating
	No Action Proposed	11	F-16-GG	1	PERRY STREET over US 6 ML		Improved Sufficiency Rating
	No Action Proposed	10.5	O-12-AD	5	SH 371 ML over ALAMOSA RIVER		turn road over to county
	No Action Proposed	9	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT		Improved Sufficiency Rating
	No Action Proposed	5	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR		In a state park/ ADT Correction



MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott McDaniel, PE, Director of Project Support
DATE: January 22, 2015
SUBJECT: RECOMMENDATIONS FOR PROGRAMMING DESIGN PROJECTS

Purpose

The purpose of this memo is to provide recommendations for the programming of Bridge Enterprise eligible structures for preconstruction activities.

Background

In the spring of 2014, it was requested that Bridge Enterprise evaluate current non-2010A Bond Program projects throughout the state to ascertain if there are project savings that could be de-budgeted and the funds reprogrammed to a few new projects for pre-construction activities in anticipation of construction funding becoming available in the future.

Standard operating procedure would be for Bridge Enterprise staff to use the current Prioritization Plan Score to determine the bridges to program. However, for the purpose of this request, Bridge Enterprise collaborated with Staff Bridge and Region Staff, to further evaluate each of the potential structures. Eligible structures were evaluated considering the relative complexity with regard to pre-construction activities, priority within the Region, and scoring on the Prioritization Plan list. Structures with higher complexities that will drive the development schedule are given higher regard with respect to recommending them for programming. This strategy allows higher priority projects with the longer lead times to be programmed in the near term, and therefore ready sooner, should funding for construction become available.

The Bridge Enterprise has budgeted \$5M for the programming of these pre-construction activities. Historically, the Bridge Enterprise has learned that many factors can influence the schedule and cost of the delivery of a portfolio of projects. To offset this condition, the Bridge Enterprise is proposing a staggered approach to programming these projects with an approximate 20% factor of over-programming to achieve the \$5M budget. The total cost of the recommended structures to be programmed will be approximately \$6M with the alternate structures. Alternate structures are selected based upon the BE Prioritization Scores for structures with anticipated design costs totaling approximately \$1M. These recommended programming controls will allow Bridge Enterprise to gauge the final expenditure for this effort and meet the \$5M budget.



Bridge Enterprise used the Prioritization Plan - May 2014 as the initial list of statewide bridges to be considered, including those in the 'No Action Proposed' category. The result of this process is that Bridge Enterprise recommends the following six projects be programmed for pre-construction:

1. US34 over North Fork of the Colorado River	D-13-A	Region 3	\$427,000.00
2. SH60 over the South Platte River	C-17-B	Region 4	\$2,200,000.00
3. SH71 over the Arkansas River	L-22-L	Region 2	\$1,230,000.00
4. I-70 WBND over Colorado River	F-05-L	Region 3	\$460,000.00
5. SH96 over Rush Creek	K-17-F	Region 2	\$523,000.00
6. County Road 48 over I-25 ML	B-16-EU	Region 4	<u>\$529,400.00</u>
		Total	\$5,369,400.00

Alternate Bridges that could also be programmed are:

1. I-70 ML WBND over Colorado River Overflow	G-03-Q	Region 3	\$600,000.00
2. I-70 ML EBND over US 6, RR, EAGLE RIVER	F-05-L	Region 3	<u>\$250,000.00</u>
		Total	\$850,000.00

The expenditure of these funds does not affect the funding commitment of currently programmed projects including the I-70 Viaduct project. Additionally, other structures may be considered for programming under this initiative as their physical conditions are reevaluated and BE funding eligibility is determined.

*K-01-C (SH90 over the Dolores River) in Region 5 was approved for design budget in December 2014.





MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER
DATE: JANUARY 22, 2015
SUBJECT: FY 2015 Q1 BRIDGE ENTERPRISE FINANCIAL UPDATE

Purpose:

The Bridge Enterprise (BE) team has prepared a BE Program Update as of Q1 FY2015 for the Board of Directors information. No action is requested from the Board; for informational purposes only. Summarized below are the tables contained in this report.

Program Liability:

- As of September 30, 2014 \$286.3M of bond funds have been expended.
- Total BE program liability since inception, including forecasted projects is \$908.6M.
- This includes newly programmed projects of SH90 over Dolores River and I-70 over Clear Creek.

Forecasted Bond Spending:

As the attached Figure 1 document illustrates, the program had a balance of \$27.3M as of June 30, 2014 as opposed to a balance of \$21.9M as of September 30, 2014, a reduction of \$5.4M.

- The \$21.9M balance includes the unexpended Net Bond Proceeds of \$11.8M plus \$10.1M of life-to-date interest earnings.
- The \$21.9M is forecasted to be substantially expended by the end of March 2015.
- Bridge Enterprise (BE) staff is expediting the release of bond balances from substantially complete projects and swapping out bond funds from slower spending projects to rebudget under quicker spending projects.
- Since the beginning of FY2014, \$33.3M of bond funds has been transferred to the US 6 over RR, Bryant St., and S. Platte R. Design/Build project and to the Arapahoe Rd. over Cherry Creek project.
- A list of other potential projects that can expend the bond funds has been compiled and will be employed as bond funding releases and transfers can be executed.

Cash Flow:

Attached is Figure 2 that depicts all current available BE cash balances, forecasted revenues and forecasted expenditures for all currently programmed projects.

- BE has developed an estimated drawdown for the I-70 Viaduct project with a duration from July 2016 through December 2017.
- The cash balance at September 30, 2014 was \$319.3M and is projected to dip down to \$31.9M by December 31, 2017.



- This is only an estimate and will change once the I-70 Viaduct replacement project team is able to determine the scope the project, the optimal contracting method and Bridge Enterprise has been able to determine the optimal funding scenario based on those determinations.

Recommendation:

No recommendation, informational only.





**Colorado Bridge Enterprise
 Status of Unexpended Bond Funds
 As of September 30, 2014
 Amounts in Millions**

Unexpended Bond Proceeds and Interest Earnings:	6.30.14	\$27.3
	9.30.14	\$21.9

Potential Savings:		
Project Budgets in Process of Being Transferred to Higher Spending Projects		\$0.0
Slower Spending and Substantially Complete Projects (Good Candidates for Reprogramming of Budget to Higher Spending Projects)		\$0.8
Older Substantially Complete Projects - Working with Regions to Swap Out Budget and/or Defund Project		\$0.3

Savings Transferred in FY 2014 & 2015:	
\$24.2	US 6 over Bryant, S. Platte R. and RR Design/Build
<u>\$9.1</u>	Arapahoe Road over Cherry Creek
\$33.3	

Currently Programmed Project Budgets Expected to be substantially expended between December 2014 and March 2015:	\$20.9 *
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* Includes Savings Already Transferred to US 6 over Bryant, S. Platte R., RR Design/Build and Arapahoe Road over Cherry Creek

Additional Opportunities for the Transfer of Budget Savings:

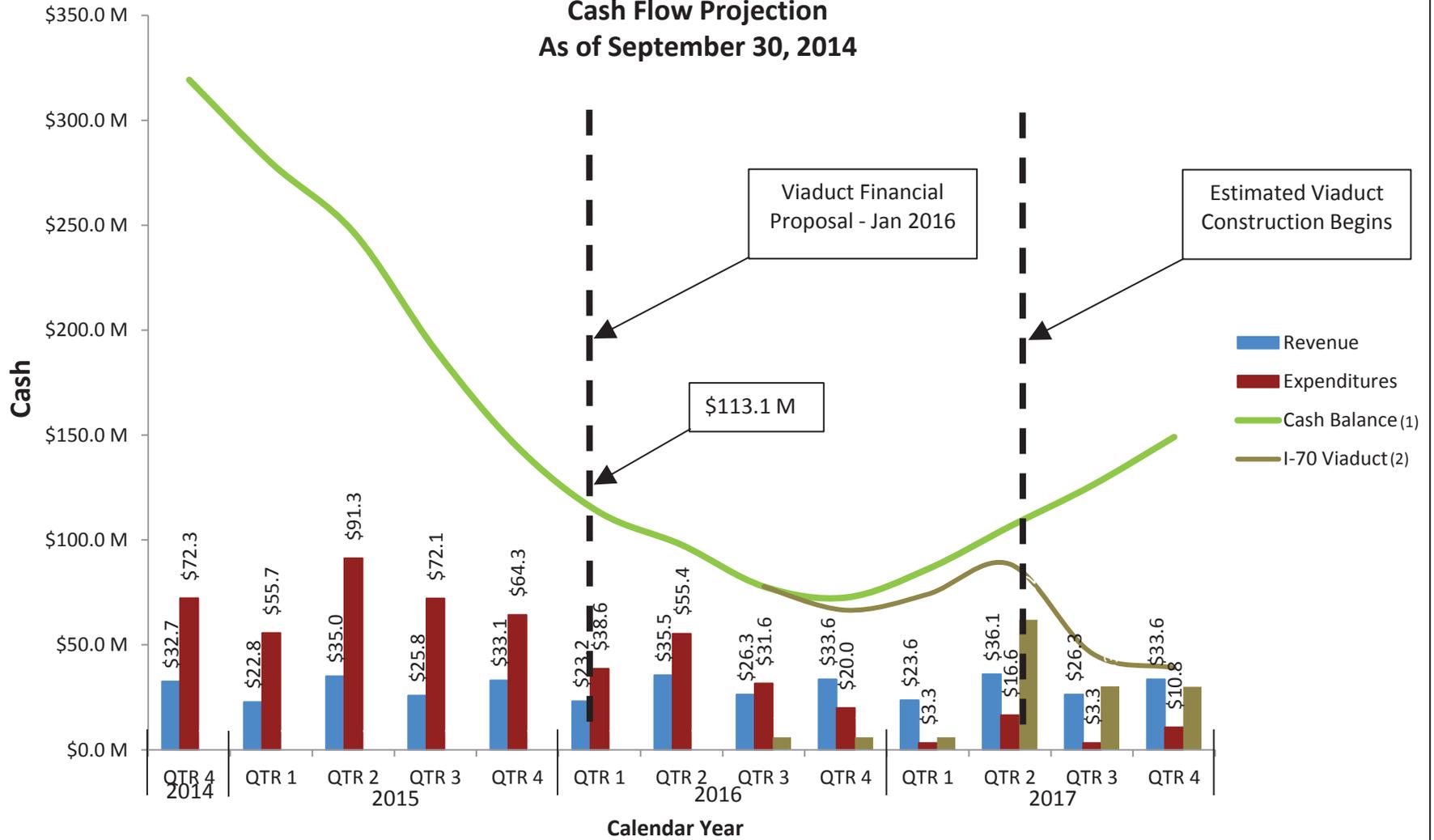
- US 6 Design/Build
- Arapahoe over Cherry Creek
- Ilex/Pueblo Rehabs
- Eagle/Vail
- US 40 over Tollgate Creek
- SH44 over Bull Seep and South Platte River
- I-76 over UPRR
- SH 14 over Cache La Poudre River
- I-70 Viaduct

Adjusting for Savings, Timing of Invoices, Expenditures and Billings to Trustee - Project Substantial Use of Bond Funds between December 2014 and March 2015.

FIGURE 1



**Colorado Bridge Enterprise
 Cash Flow Projection
 As of September 30, 2014**



(1) Cash balance line includes the use of \$97.8 M of preconstruction activities for the I-70 Viaduct.
 (2) Estimated impact to cash - assuming cash contribution to I-70 Viaduct project through 2017.

FIGURE 2



COLORADO
Department of Transportation
Statewide Bridge Enterprise

4201 E. Arkansas Ave., Room 124B
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott McDaniel, PE, Director of Project Support
DATE: January 22, 2015
SUBJECT: January 2015 Bridge Enterprise Progress Report

PURPOSE

The Bridge Enterprise (BE) team has prepared a progress report presentation to update the Board members of recent program initiatives, statistics and successes. No action from the Board is requested; this report is for informational purposes only. Summarized below are the elements contained in the report:

PROGRAM SCHEDULE AND SPI:

The BE program schedule has been updated for work complete through December 2014. The December Schedule Performance Index (SPI) = 0.92, no change from prior month (November SPI = 0.92). Note: Program Goal SPI \geq 0.90. As noted in previous presentations, a flux or stagnation in the index is expected as the remaining program projects are in various stages and/or face significant obstacles, e.g. railroad or utilities issues.

Additional factors affecting the current SPI both positively and negatively are:

- Over-performing projects
 - 4 projects with \$11.1M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.022; a 0.002 INCREASE from prior month
- Under-performing projects
 - 13 Railroad projects with \$36.4M in combined lost EV
 - Reduces overall program SPI calculation by 0.07; NO CHANGE from prior month

INITIATIVES AND RECENT ACTIVITY:

The BE team continues to collaborate with CDOT in managing, monitoring and reporting on the progress and success of the program. Some recent program tasks and initiatives include:

- OSA FASTER Performance Audit Reporting
- Guidance Document Updates
- Year-end Data Research and Compilation
- Year-end Report Published to CDOT website
- Prioritization Plan Update
- Design/Shelve Candidates Identified
- Quarterly Reporting
- Ongoing major project coordination
- Closeout and deprogramming funds from completed projects



Newly Poor Bridges Added to Program:

- Region 2, L-19-F, US 50 Bus. Rt. over Draw, Pueblo County
- Region 3, F-10-C, US 6 ML over East Lake Creek, Eagle County
- Region 5, K-01-C, SH 90 ML over Dolores River, Montrose County

TOTAL PROGRAM FINANCIAL PERFORMANCE

Expenditure and encumbrance data through October 31, 2014 summarized below:

- Projected Expenditures: Increased by \$11.5 M or 2.0%
- Actual Expenditures: Overall increased by \$8.6 M or 2.0%| Bond increased by \$0.8 M or 0.3%
- Encumbrance Balance: Overall increased by \$6.2 M or 3.6%| Bond decreased by -\$2.4 M or -13.6%

STATUS OF FASTER ELIGIBLE BRIDGES

There are currently 183* bridges eligible for the BE program.

Completed	106
In Construction	19
Design Complete	3
In Design	15
Remaining	24
No Action Proposed	16

(*2 bridges added since last month, L-19-F, F-10-C)

STATUS OF \$300M BOND BRIDGES

There are currently 93 bridges in the BE bond program.

Completed	56
In Construction	19
Design Complete	3
In Design	14
No Action Proposed	1*

*deemed ineligible

STATUS OF 30 MOST DEFICIENT BRIDGES

The CBE has completed 28 of the 30 bridges originally identified as the most deficient and expects to complete the design and reconstruction of one of the remaining bridges by the end of calendar year 2015. The I-70 Viaduct will be the final original ‘30 worst’ bridge addressed. The report also contains the status of the 30 worst bridges based on 2014 ratings of which only 8 remain to be programmed.

Bridge	Region	County	Facility Carried over Featured Intersection
E-17-KR	1	Denver	I 270 ML EBND over I 70 ML
E-17-EW	1	Denver	I 70 ML EBND over UP RR; W of QUEBEC STREET
E-17-DF	1	Denver	I 70 ML WBND over UP RR W of QUEBEC STREET
K-17-F	2	Pueblo	SH 96 ML over RUSH CREEK
D-13-A	3	Grand	US 34 ML over N FK COLORADO RIVER
F-10-L	3	Eagle	I 70 ML EBND over US 6, RR, EAGLE RIVER
C-17-B	4	Weld	SH 60 ML over SOUTH PLATTE RIVER
N-11-C	5	Rio Grande	SH 112 ML over RIO GRANDE CANAL

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

From 10/1/2014 - 11/30/2014:

1 Prime Contract Awarded = \$10,765,000

23 Subcontracts Awarded = \$2,013,223

11* Total DBE Contracts Awarded = \$1,564,412 (*The 11 DBE contracts went to 11 individual DBE firms)

Overall DBE Participation on BE Contracts = 14.5%

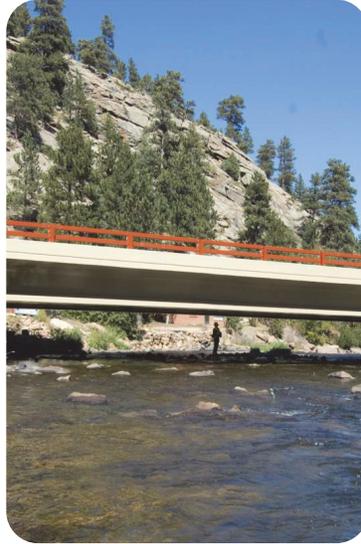
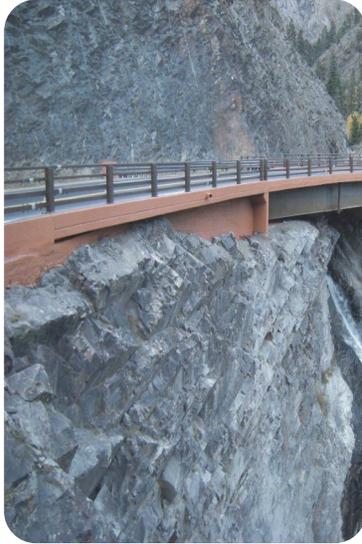
[Attachment: January 2015 Monthly Progress Report]





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Colorado Bridge Enterprise

January 2015 Monthly Progress Report

Board of Directors Meeting



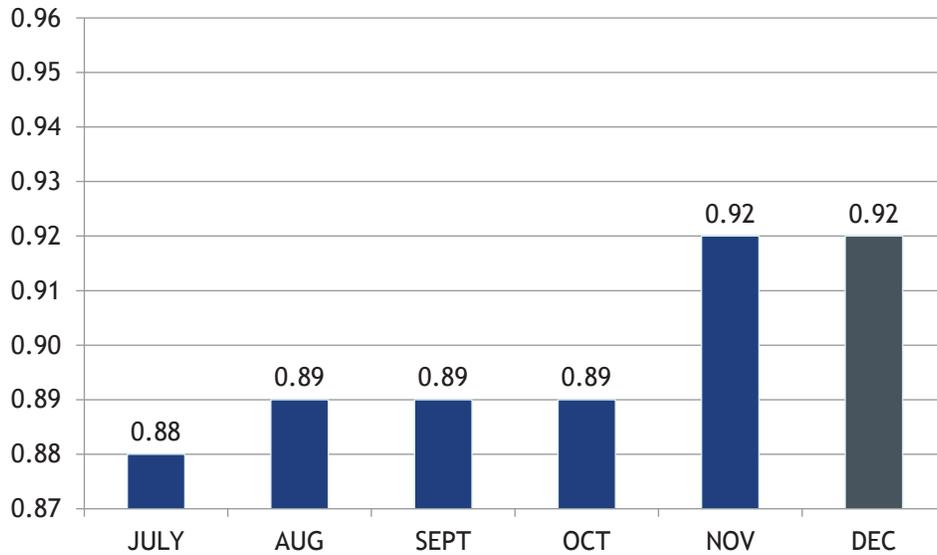
Program Schedule

- Program schedule updated for work complete through December 2014
- December Schedule Performance Index (SPI) = 0.92; NO CHANGE from prior month (November SPI = 0.92)
- Over-performing projects
 - 4 projects with \$11.1M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.022; a 0.002 INCREASE from prior month
- Under-performing projects
 - 13 Railroad projects with \$36.4M in combined lost EV
 - Reduces overall program SPI calculation by 0.07; NO CHANGE from prior month



Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90

1/22/2015



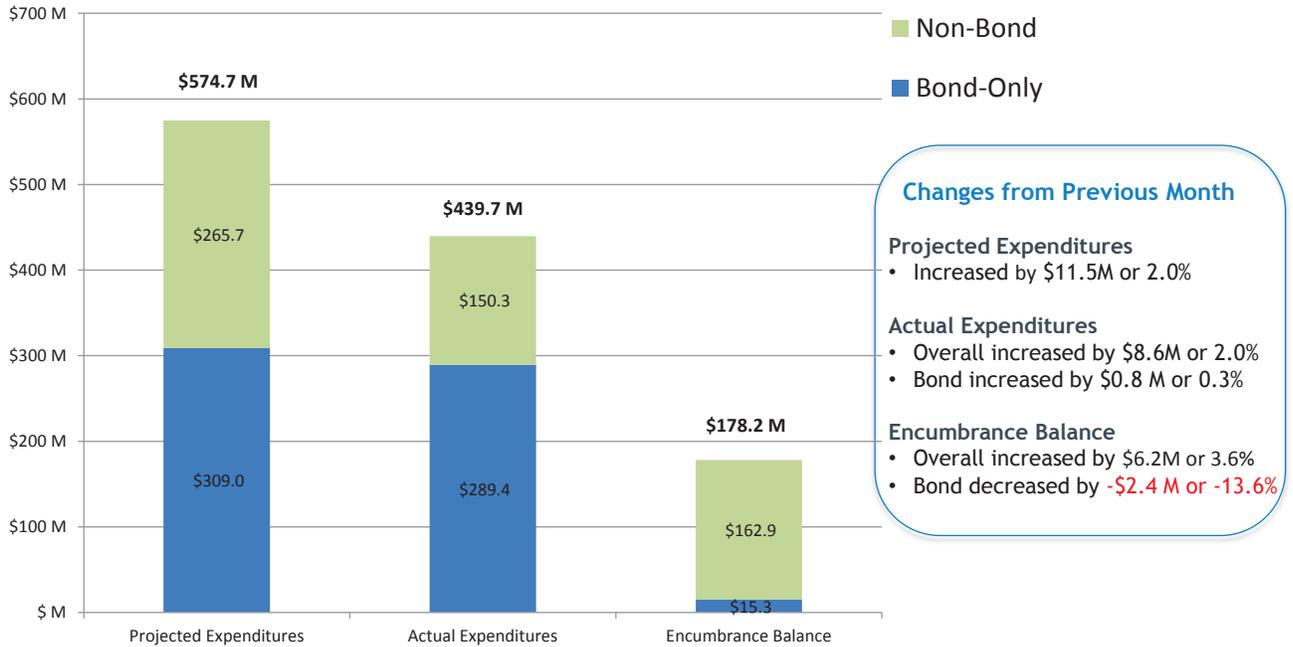
Program Initiatives & Recent Activity

- **CURRENT PROGRAM INITIATIVES:**
 - OSA FASTER Performance Audit Reporting
 - Guidance Document Updates
 - Year-end Data Research and Compilation
 - Year-end Report Published to CDOT website
 - Prioritization Plan Update
 - Design/Shelve Candidates Identified
 - Quarterly Reporting
 - Ongoing major project coordination
 - Closeout and deprogramming funds from completed projects
- **NEWLY POOR BRIDGES ADDED TO PROGRAM:**
 - Region 2, L-19-F, US 50 Bus. Rt. over Draw, Pueblo County
 - Region 3, F-10-C, US 6 ML over East Lake Creek, Eagle County
 - Region 5, K-01-C, SH 90 ML over Dolores River, Montrose County



Total Program Financial Performance

Colorado Bridge Enterprise Total Program Performance As of November 30, 2014



1/22/2015



Status FASTER Eligible Bridges

Current 183* Eligible Bridges



December 181 Eligible Bridges - 1 Month ago



July 180 Eligible Bridges - 6 Months ago



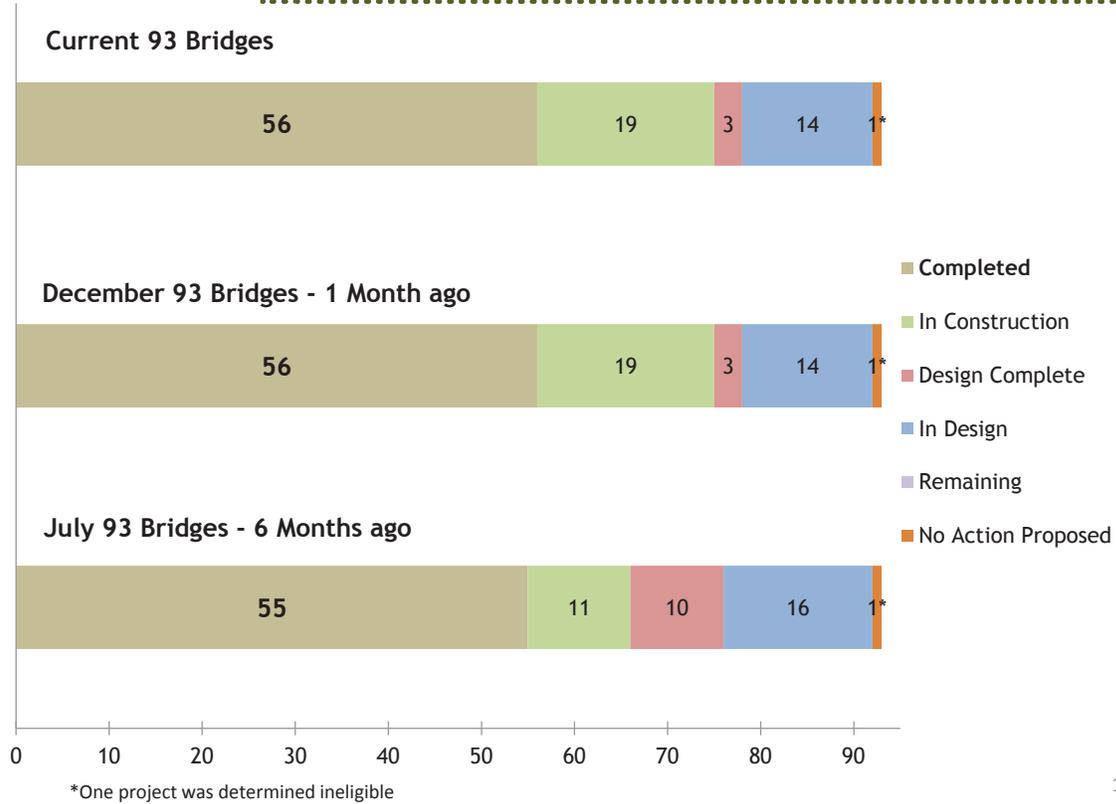
- Completed
- In Construction
- Design Complete
- In Design
- Remaining
- No Action Proposed

* Newly poor F-10-C, L-19-F

1/22/2015



Status \$300M Bond Bridges



Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	6	28
In Construction	7	0
Design Complete	1	0
In Design	8	2
Remaining	8*	0
Total Addressed	30	30

*Remaining/Not Programmed

Bridge	Region	County	Facility Carried over Featured Intersection
E-17-KR	1	DENVER	I 270 ML EBND over I 70 ML
E-17-EW	1	DENVER	I 70 ML EBND over UP RR; W of QUEBEC STREET
E-17-DF	1	DENVER	I 70 ML WBND over UP RR W of QUEBEC STREET
K-17-F	2	PUEBLO	SH 96 ML over RUSH CREEK
D-13-A	3	GRAND	US 34 ML over N FK COLORADO RIVER
F-10-L	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER
C-17-B	4	WELD	SH 60 ML over SOUTH PLATTE RIVER
N-11-C	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL



DBE Participation

November 2014

DBE Monthly Report Stats: Federal Fiscal Year 2015 (10/1/2014 - 11/30/2014), State & FHWA-funded BE construction contracts continue to help CDOT exceed its overall DBE goal through the following achievements:

1 Prime Contract Awarded =	\$ 10,765,000
23 Subcontracts Awarded =	\$ 2,013,223
11* Total DBE Contracts Awarded =	\$ 1,564,412
Overall DBE Participation on BE Contracts =	14.5%
CDOT DBE goal at 10.25%	

* The 11 DBE contracts went to 11 individual DBE firms.

1/22/2015



FASTER Q & A

Questions & Answers



COLORADO
Department of Transportation

Statewide Bridge Enterprise

4201 E. Arkansas Ave., Room 124B
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott McDaniel, PE, Director of Project Support
DATE: January 22, 2015
SUBJECT: Bridge Enterprise 2014 Year in Review

PURPOSE

The Bridge Enterprise (BE) team has prepared a “2014 Year in Review” presentation intended to highlight and reflect on significant accomplishments and achievements in CY2014. The presentation also includes a summary of CY2015 initiatives and challenges. The report is for informational purposes only; no action is requested from Board members. The following categories will be addressed:

- FASTER Program
- Bond Program
- Financial Performance
- Project/Program Delivery
- Innovation
- Initiatives and Events
- CY2015 Initiatives and Challenges

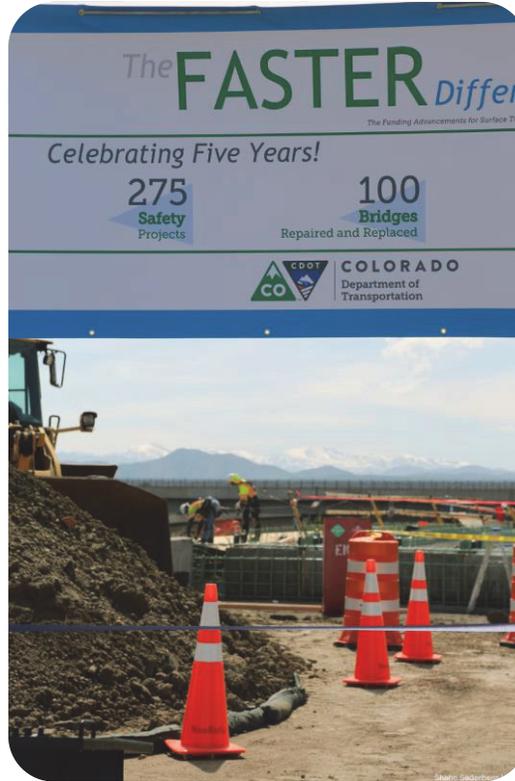
Attached is an outline of the presentation. Please note that some financial and bridge count numbers are subject to change and/or additional slides may be added prior to the January 22, 2015 Board of Directors presentation as year-end data is finalized.





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Colorado Bridge Enterprise 2014 IN REVIEW

Board of Directors Meeting | January 2015



2014 YEAR IN REVIEW

A Synopsis of the 2014 Annual Report

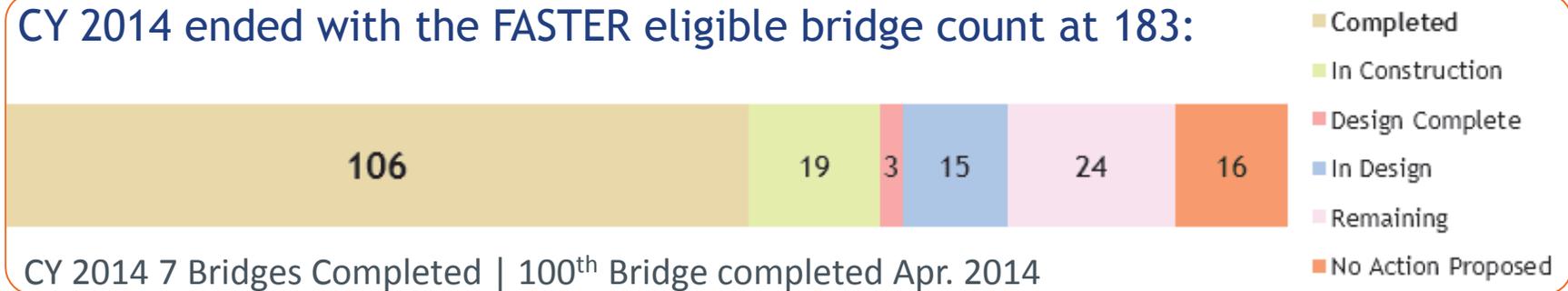
- FASTER Program Status
- Bond Program Status
- Program Financial Performance
- Project / Program Delivery
- Innovation
- Significant Initiatives / Events
- CY2015 Initiatives and Challenges

Annual Report available at <https://www.codot.gov/programs/BridgeEnterprise/annual-reports>



FASTER PROGRAM STATUS

CY 2014 ended with the FASTER eligible bridge count at 183:



CY 2014 7 Bridges Completed | 100th Bridge completed Apr. 2014

- 68% of the FASTER eligible bridges are complete or in construction.
- 10% currently in design or waiting to go to advertisement for construction.

FASTER through the years - 2009 to present:

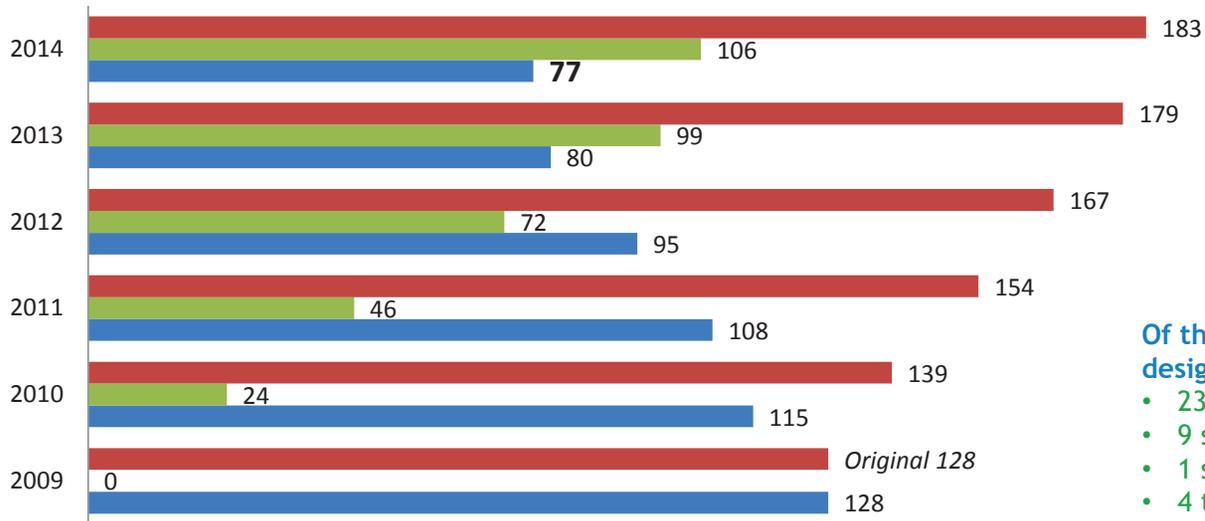
Year	BE Eligible Bridge Count
2009 (Year FASTER legislation enacted into law)	128
2010	11
2011	15
2012	13
2013	12
2014	4
Total FASTER eligible bridges	183



FASTER PROGRAM STATUS

BE Eligible Bridges | current completion stats per year:

■ # of BE Eligible Bridges ■ Total Complete ■ Not Complete



Status	# of Bridges
Design Completed	3
In Construction	19
In Design	15
No Action Proposed	16
Remaining	24
Total	77

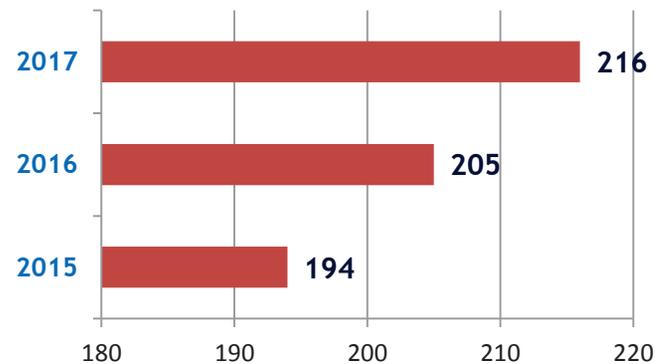
Of the 37 currently in various stages of design and construction:

- 23 scheduled for completion in 2015
- 9 scheduled for completion in 2016
- 1 scheduled for completion in 2017
- 4 tbd

Looking Ahead...



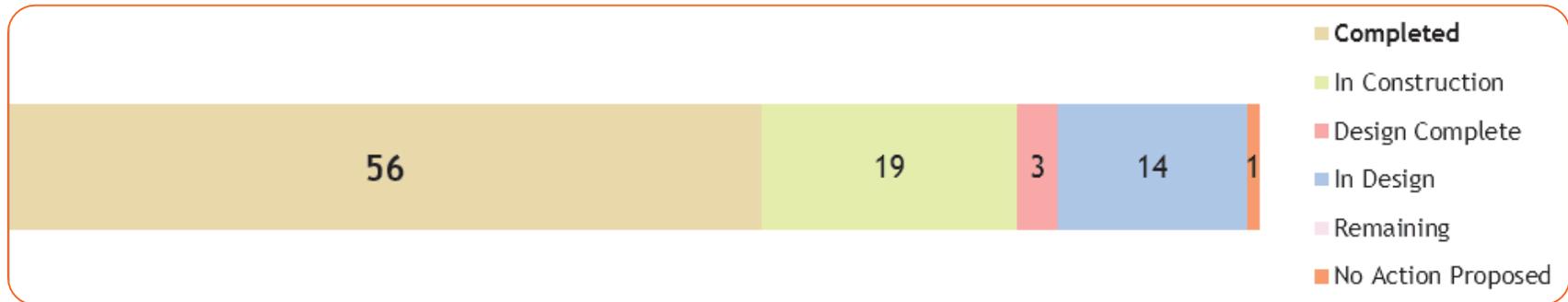
BE Eligible Bridge count forecasted to grow at approximately eleven (11) bridges per year with I-70 Viaduct commitment of \$850M.





BOND PROGRAM STATUS

CY 2014 ended with the Bond bridge count at 93:
(subset of the total population of 183)



- 6 Bond bridges completed in CY2014

NO ACTION PROPOSED FACTORS:

- The bridge may have undergone maintenance actions which changed its status.
- The bridge may have been identified for devolution or other mitigation.
- Significant change of prioritization score of the bridge, e.g. ROW, RR constraints, economic impacts, historical significance.
- The financial means to complete the project have been shifted to a local or non-CDOT entity.



PROGRAM FINANCIAL STATUS

A Few \$tatistics:

Bond Spending:

Total \$ expended to date \$289.4M

- Approx. 97.1% of bond proceeds
- 93.9% of total available bond program funding including the \$10.1M of bond interest earnings

FASTER Program Revenues (Fiscal Year 15)*:

Actual	Projected	Total
\$42,820,662.00	\$48,179,338.00	\$91,000,000.00

Bridge repair/replacement projects from 2010 program inception:



Expenditures	Encumbrances
\$439.7M	\$178.2M

FASTER Program Expenses (Fiscal Year 15)*:

Bridge Enterprise: \$34,999,755.00

* Five months (July to November) of reported expenses.



ECONOMIC STATUS CONDITIONS

Along with a relatively strong Colorado economy, hard costs for construction materials rose significantly over last year*:

- Structural concrete by 48%
- Asphalt and concrete pavement 19%
- Reinforcing steel 16%
- Earthwork/excavation costs 25%



Impact to CDOT Projects:

- Many bids received were higher than engineer's estimate.

Impact to Bridge Enterprise Projects:

- Projects required approval of budget increases to complete projects.

* **Colorado Construction Cost Index Report Q4 2013 to Q3 2014** 100 Bridge Enterprise Page 34 of 44



PROJECT / PROGRAM DELIVERY

Master Schedule Monthly Updates:

Activity ID	CDOT Project Accto. No.	Bridge ID Number	Activity Name	Orig Dur
Colorado Bridge Enterprise				
Colorado Bridge Enterprise - Through 30-Nov-14				
CBE CDOT Region 1				
Bridges E-17-DC I-76 MLEBND & E-17-DU I-76 MLWBNDover UPRR				
R6091	18151	E-17-DC/DU	Project Start	0
R6092	18151	E-17-DC/DU	Preconstruction	663
R6092.5	18151	E-17-DC/DU	C&M Agreement	91
R6093	18151	E-17-DC/DU	Procurement - Solicitation	27
R6093.5	18151	E-17-DC/DU	Signed Contractor/UPRR A	29
R6094	18151	E-17-DC/DU	Construction	665
R6095	18151	E-17-DC/DU	Project Complete	0
Bridges E-17-ER SH4 ML/Bull Seep & E-17-CA SH4 ML (104th Ave)/So. Platte				
R6101	18206	E-17-CA/ER	Project Start	0
R6102	18206	E-17-CA/ER	Preconstruction	489

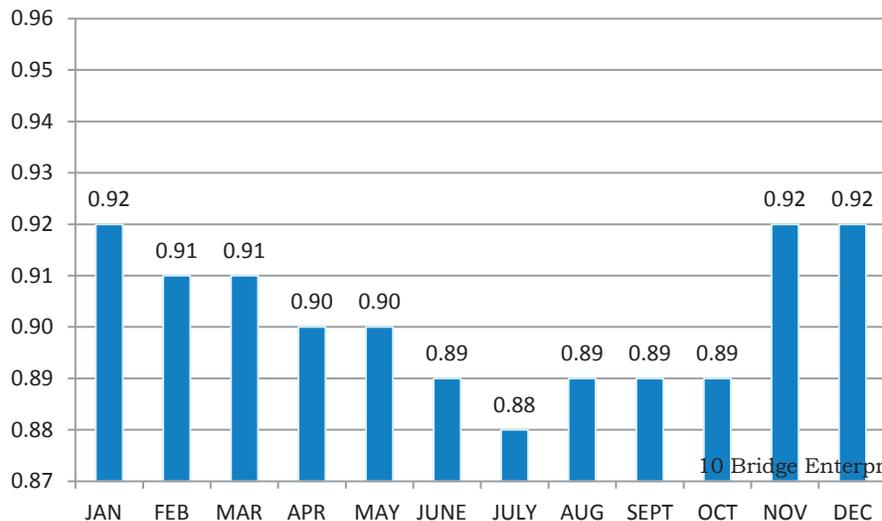
- Used to determine Schedule Performance Index (SPI).

Prioritization Plan Updates:

Good Candidate: Speak with DPM for Pre-scoping

- Scoring worksheet used to prioritize eligible poor bridges.
- Used to determine bridge candidates for possible incorporation in to the BE program.
- Updated with release of bi-annual Staff Bridge Poor List.
- Presented to Board as updated.

CY2014 Schedule Performance Index (SPI):



Earned Value of Work (Actual) Through Dec. 31, 2014	Planned Value of Work (Baseline) Through Dec. 31, 2014
\$459,497,640.00	\$498,485,188.00

Schedule Variance
\$38,987,548.00

(Program to date)



PROJECT / PROGRAM DELIVERY

Monthly, Quarterly, Annual Reporting:

- Significant accomplishments/activities
- Financial and schedule metrics
- Economic outlook
- Posted on CDOT website:

Quarterly Reports

- FY 2014 Quarterly Reports
- FY 2013 Quarterly Reports
- FY 2011-2012 Quarterly Reports

CDOT Bridge Enterprise Website:

- Current program progress
- Frequently Asked Question (FAQ's)
- Comprehensive list of FASTER eligible bridges
- Business opportunities / bid list
- Interactive map of all FASTER eligible bridges

You are here: [Home](#) / [Programs](#) / Bridge Enterprise

Bond Allocation Plan:

- Cash draw down tables, cash flow charts
- Expenditures and encumbrances to date
- Transitioning to a more inclusive program-wide allocation plan.
- Reported/presented quarterly



Jobs Creation Data:

Direct jobs* created by FASTER =

+/- 5,716



***from 2010 through Nov. 2014**



INNOVATION

Innovative Contract Delivery | The program continues to explore and deploy innovative contracting delivery methods:

- Design-Build (D/B) contracts: 28 bridges (20 projects)
 - Cumulative contract value of approx. \$235.9M
 - 1 Design-Build project completed in 2014*
- Construction Manager/General Contractor (CM/GC): 7 bridges (5 projects)
 - Cumulative contract value of approx. \$160.5M
 - 2014 process modification requires any new CM/GC project to undergo risk analysis/approval by CDOT Chief Engineer.



*Region 2, H-17-M, I 25 over Draw (El Paso County), repaired under I 25 Expansion Colorado Springs to Monument Project.



INNOVATION

Ongoing Innovative Delivery Projects | The program currently has 6 large innovative delivery projects underway:

- I-70 Peak Period Shoulder Lane (F-14-Y)
- 6th Avenue D/B project; replacing 3 bridges (1 completed in 2013)
- Grand Avenue CM/GC; replacing the SH82 bridge used to enter Glenwood Springs
- Ilex D/B project in Pueblo; replacing 2 bridges and rehabilitating 6 others
- I70 over Havana D/B project
- US 6 at Garrison

5 out of 6 projects awarded to local firms

Streamlined Design/Build | US 6 at Garrison selected to be procured as a streamlined D/B project:

- Reduce the procurement period by combining RFQ/RFP phases.
- Use of night construction on US 6 to help accelerate the project.



Photo: Road closure and night activities on US 6



INNOVATION

Innovative Construction Techniques and Materials

SH58 over Ford Street, Region 2, Golden | Empirical Design Method:

- First stainless steel reinforced bridge deck in Colorado, BE funded, completed in 2014.
- Requires less reinforcement in the bridge deck.
- Results in the use of smaller and less rebar; reducing total lbs. of steel by more than half.
- Potential significant future cost savings from longer deck life and less maintenance.



100-Year Design Life:

- In 2014, BE staff kicked off an effort to research designing bridges for 100-year design life.
- 2015 document will identify best practices re: designing a bridge for 100-year design life.



2014 INITIATIVES / EVENTS

Finance Scenario Modeling for I-70 Viaduct Contribution:

- I-70 Viaduct Funding Impact Analysis
 - Presented to Transportation Commission in Nov. 2014



Program Policy & Procedure Guidance Documents (GD):

- Revisions to existing guidance documents were initiated in 2014:
 - GD No. 8 (Bridge Assessments) reviewed and adopted Sept. 2014
 - GD No. 7 (Schedule Baseline Change Process) reviewed and adopted in Nov. 2014.
 - GD No. 3 (Indirect Charges) expected to be adopted early 2015.



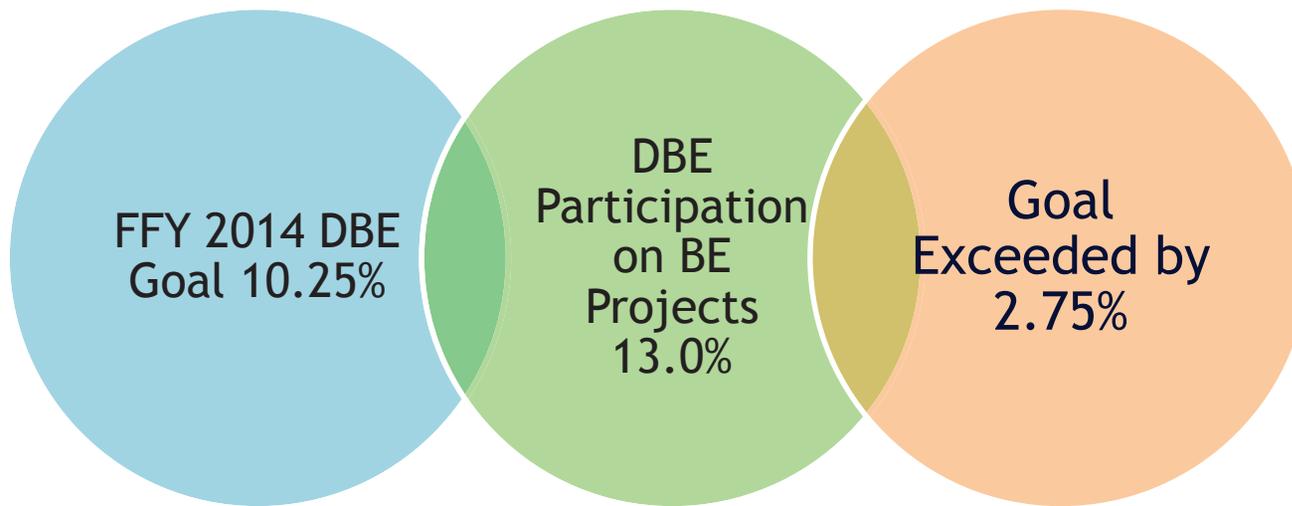
Other Policy Related Events:

- Program recognized (via Board approved resolutions) asset transfers, new bridge ID's, newly completed bridges now owned by BE.



DBE PARTICIPATION

- CDOT's Disadvantaged Business Enterprise (DBE) goal on FHWA-funded contracts for Federal Fiscal Year (FFY) 2014 was 10.25%.
- 60 BE DBE subcontracts awarded 2014 (Jan. to Nov.), total of \$8.1M
- Subcontracts awarded to 40 individual DBE firms
- 13.0% BE DBE participation





2014 FASTER LAWSUIT STATUS

2014 LAWSUIT ACTIVITY:



8/14/14 Court of Appeals ruled in favor of BE and all others on all issues; ruled that the trial court did not err in concluding that BE is an enterprise.



9/25/14 TABOR Foundation filed a petition with Colorado Supreme Court appealing Court of Appeals decision.



10/20/14 Counsel for TC/BE filed an objection to the petition to let the Court of Appeals decision stand.

As of Dec. 31, 2014 Colorado Supreme Court had not ruled on the TABOR petition.



CY2015 Initiatives & Challenges

The forecasted 2015 program objectives focus on the following items:

Close-out Bond Program:

- BE shall document when all the bond proceeds and any interest earnings have been fully expended in a letter to bond counsel
- BE continues to aggressively re-program unspent bond proceeds so they are expended as soon as possible.

Future Financial Plan:

- BE future financial plan will be updated when I-70 Viaduct project parameters are more clearly defined; currently roughly half of BE funding is earmarked for the I-70 Viaduct replacement project.
- BE currently reprogramming surplus bond funds from completed projects for use to complete portions of other bond projects within the program.

Financial Tracking and Reporting:

- BE shall continue to track and monitor overall program financial performance on a monthly basis.
- Program currently has a \$908.6M program liability; future FASTER Bridge (or pay-go funding) are forecasted to cover this projected financial liability.

Prioritization Plan:

- BE shall work closely with CDOT Staff Bridge and continue to use and refine the Prioritization Plan to direct available FASTER Bridge funding to the most deserving structures.



Questions or Comments?

Thank you for your continued support
of the Bridge Enterprise program.