



**COLORADO**  
**Department of Transportation**  
 Statewide Bridge and Tunnel Enterprise

2829 W Howard Place  
 Denver, CO 80204-2305

## MEMORANDUM

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: NOVEMBER 18, 2021**  
**SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FISCAL YEAR 2022-23 FINAL PROPOSED ANNUAL BUDGET**

### Purpose:

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2022-23 final proposed annual budget for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and approve.

### Action:

The Board is being asked to review and approve a FY 2022-23 final proposed annual budget.

### Background:

In coordination with the Office of Financial Management and Budget (OFMB), Bridge and Tunnel Enterprise (BTE) is presenting a FY 2022-23 final proposed annual budget. BTE will present a final budget in February 2022 for Board comment and return in March 2022 for approval of a final FY 2022-23 budget.

### Details:

Estimated Bridge and Tunnel Enterprises revenues for FY 2022-23 are \$145.2 million. This total includes \$20.1 million in forecast revenues from the Bridge and Tunnel Impact Fee and Retail Delivery Fee created with the passage of Senate Bill (SB) 21-260 Sustainability of the Transportation System. Overall projected revenues have been allocated to the following budget categories in the proposed FY 2022-23 budget for Fund 538:

- *Line 18: \$1,609,463 for Administrative & Operating Activities.* Funding in the category is used for costs related to annual staffing, program management and financing programs. Staff are currently working to identify the level of internal and consultant staffing needed to stand-up and operate the newly created tunnel portion of the Enterprise while still supporting the ongoing base bridge program. As the plan is finalized, staff will update this category to reflect any changes related to the administration of the program in final budget.
- *Line 22: \$320,000 for Support Services.* Support services funding allows BTE to provide supplemental staffing or services on an as-needed or short-term basis thereby enabling BTE eligible projects and the BTE program to meet required schedules. An example of an activity performed under this category is scoping work, which is the process of evaluating BTE eligible



structures to establish a scope of work for an upcoming project, developing an initial cost estimate, identifying potential project risks, and recommending a course of action to streamline project delivery and maximize return on investment.

- *Line 26: \$750,000 for Maintenance.* BTE is responsible for paying CDOT to perform routine maintenance of all BTE bridges on its behalf. Major activities include snow removal, sweeping and trash removal. The FY 2022-23 budget allocation has been determined using factors such as the age and level of maintenance required for the existing population of BTE bridges well as structures that are forecasted to be transferred from CDOT to BTE.
- *Line 30: \$0 for Bridge Preservation.* In FY 2012-13 a Pilot Preservation Agreement (Agreement) was executed between the legacy Bridge Enterprise (BE) program and CDOT to initiate a Pilot Bridge Preservation Program. Per the Agreement, BE would be budgeting \$100,000 for exploring preservation techniques on BE bridges. Currently, BTE has a prior year bridge preservation budget balance available to use and will not be allocating any additional funding in FY 2022-23. In past years, BTE has used these funds to participate in various efforts with CDOT including:
  - A parolee preventative maintenance program with CDOT maintenance;
  - A study of Floyd Hill, (structure F-15-BL) with CDOT Staff Bridge Branch, including purchasing sensors and monitoring equipment to obtain data regarding bridge stability in order to determine if there is any action required to keep the existing structure in service; and
  - A pilot project with Staff Bridge Branch to develop a new split timber stringer repair specification with the goals of: evaluating the potential of the repair specification to meet BTE goals for structure rehabilitations, reducing future maintenance costs by eliminating emergency repairs due to progressive failure, and increasing the load carrying capacity of the existing structures to remove load restrictions on key freight corridors throughout the state.
- *Line 35: \$48,036,249 for Debt Service and Availability Payments.* Funding in this category includes payments for the Series 2019A refunded bonds, the 2010A bond issuance and the BTE share of the Central 70 availability payment for FY 2022-23.
- *Line 39: \$94,471,025 for the Bridge and Tunnel Enterprise Construction Program.* This funding will be used to program projects based on the BTE Four-Year Plan and Statewide Transportation Improvement Plan (STIP). Requests to allocate this funding to individual BTE projects will be brought before the Board of Directors via the monthly budget supplement process.

### Options and Recommendations:

1. Review and approve the BTE Fiscal Year 2022-23 Final Proposed Annual Budget. - **STAFF RECOMMENDATION**
2. Review and approve BTE Fiscal Year 2022-23 Final Proposed Annual Budget with requested changes.
3. Do not approve.

### Next Steps:

In the next several months, OFMB and BTE program staff will be finalizing the budget, including reviewing and updating the FY 2022-23 revenue projections as needed. Staff will return to the Board in February with a final budget for Board comment and in March for approval and adoption of a final budget.

### Attachment:

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Proposed Annual Budget



Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Proposed Annual Budget

<b>Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Proposed Annual Budget</b> <b>Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538</b>			
Line Item	Budget Item	Estimated Revenues	Draft Allocations
1	<b>Estimated Fiscal Year 2022-23 Revenue</b>		
2	FASTER Bridge Safety Surcharge Fee	\$ 109,000,000	
3	Bridge & Tunnel Impact Fee	\$ 12,680,000	
4	Bridge & Tunnel Retail Delivery Fee	\$ 7,452,296	
5	Interest Earnings	\$ 1,280,000	
6	US Treasury Subsidy for Build America Bonds	\$ 5,148,202	
7	Federal Funds for 2010A Bond Debt Service	\$ 9,626,239	
8	<b>Total Estimated Revenue</b>	<b>\$ 145,186,737</b>	
9			
10	<b>Estimated Allocations</b>		
11	<b>Administrative &amp; Operating Activities (Cost Centers B8800-538 and B88AD-538)</b>		
12	Bridge and Tunnel Enterprise Program Management		\$ (1,300,000)
13	CDOT Staff Compensation		\$ (120,463)
14	Attorney General Legal Services		\$ (40,000)
15	Annual Audit		\$ (35,000)
16	Operating Expenses		\$ (4,000)
17	Trustee Fee		\$ (10,000)
18	Other consulting		\$ (100,000)
19	<b>Total Administrative &amp; Operating Activities</b>		<b>\$ (1,609,463)</b>
20			
21	<b>Support Services (Cost Center B88SP-538)</b>		
22	Additional Project and Program Support Services		\$ (320,000)
23	<b>Total Support Services</b>		<b>\$ (320,000)</b>
24			
25	<b>Maintenance (Cost Center B88MS-538)</b>		
26	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ (750,000)
27	<b>Total Maintenance</b>		<b>\$ (750,000)</b>
28			
29	<b>Preservation (Cost Center B88BP-538)</b>		
30	Bridge and Tunnel Preservation		\$ -
31	<b>Total Preservation</b>		<b>\$ -</b>
32			
33	<b>Debt Service and Availability Payments</b>		
34	2010A and 2019A Bond Debt Service		\$ (17,181,000)
35	Central 70 Availability Payment		\$ (30,855,249)
36	<b>Total Debt Service and Availability Payments</b>		<b>\$ (48,036,249)</b>
37			
38	<b>Construction Program</b>		
39	Funding for Bridge and Tunnel Enterprise Projects		\$ (94,471,025)
40	<b>Total Construction Program</b>		<b>\$ (94,471,025)</b>
41			
<b>Total Fund 538 FY 2021-22 Revenues</b>		<b>\$ 145,186,737</b>	
<b>Total Fund 538 FY 2021-22 Allocations</b>		<b>\$ (145,186,737)</b>	
<b>Remaining Unbudgeted Funds</b>		<b>\$ -</b>	

