

Bridge and Tunnel Enterprise Q2 FY2025 Report



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

#55

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This report is the 55th 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 October, November, and December 2024; which coincides with the second quarter of the Colorado Department of Transportation's (CDOT) 2025 Fiscal Year (Q2 FY2025). 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>, or by request (email: cdot_bteadmin@state.co.us).

- Supported CDOT with the ongoing delivery of the CDOT 10-Year Plan and continued the evaluation of strategies to leverage BTE funding to advance planned projects with BTE eligible scope items:
 - BTE received Board approval for the Colorado Bridge and Tunnel Enterprise Senior Revenue Refunding Bonds, Series 2024B, which increased BTE borrowing capacity and structuring flexibility and decreased programmatic risk in advance of future 10-Year Plan financings.
 - BTE priced and closed the refunding bond transaction on December 5, 2024 and December 19, 2024, respectively.
 - BTE continued planning efforts for the issuance of new money revenue bonds in spring 2025 for calendar year 2025 construction projects.
- Drafted and finalized the 54th Bridge and Tunnel Enterprise Quarterly Report (Q1 FY2025).
- Drafted and finalized the FY2024 Bridge and Tunnel Enterprise Annual Newsletter
- Received Board approval for the 4th Budget Supplement of FY2025 to:
 - Establish the design phase budget for the Eisenhower Johnson Memorial Tunnels Lighting Upgrade Project in Summit and Clear Creek counties.
 - Establish the construction phase budget for the Glenwood Canyon Bridge Rail and Joint Replacement Project in Garfield county.
- Received Board approval of the final proposed budget for FY2026.
- Drafted, finalized, and distributed the January 2025 BTE Bridge Prioritization Plan based on the updated Staff Bridge Poor List (advanced to the Q2 FY2025 report for expedited distribution).
 - Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan and identify safety critical bridges.
- 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 October, November, and December 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.
- Partnered with CDOT to submit the US50 Blue Mesa Bridges Emergency Response Project (K-07-A and K-07-B) for the USDOT FY2025 Bridge Investment Program (BIP) discretionary grant opportunity.

BTE Plan of Finance

The successful issuance of the first tranche of the Enterprise’s Infrastructure Revenue Bonds (“IRBs”) in spring 2024 generated approximately \$163 million in project funds to support CDOT with the funding and delivery of the 10-Year Plan and the US 50 Blue Mesa Bridges Emergency Response Project (see images 1-4 below). These funds are fully budgeted to BTE’s calendar year 2024 construction projects and efforts are underway to evaluate the Enterprise’s financing capacity for future new money issuances planned in 2025 and 2026 to fund upcoming construction projects. Ultimately, BTE anticipates financing an estimated total of \$400 million to \$500 million in BTE eligible 10-Year Plan scope in multiple tranches to address the Enterprise’s funding gap and allow for the timely completion of several key strategic projects. A high-level summary of BTE’s contributions to the 10-Year Plan to-date is provided below in Figure A.

While planning for future Infrastructure Revenue Bond issuances, BTE identified an opportunity to address an existing debt service “bottleneck” through the refunding of its outstanding Series 2010A Build America Bonds. Prior to the refunding, BTE’s overall debt service increased annually until fiscal year 2041 due to the Central 70 financing, which has availability payments that increase annually through fiscal year 2052. By refunding BTE’s outstanding Series 2010A Build America Bonds and flattening BTE’s debt service profile, the Enterprise now benefits from increased structuring flexibility and capacity for the financings needed to deliver the 10-Year Plan, increased near-term pay-as-you-go program revenues for safety critical projects through fiscal year 2041, and programmatic risk reduction. In addition to these benefits, the Series 2024B Senior Refunding Bond transaction resulted in approximately \$1.5 million in net present value savings on debt service payments. A full list of the programmatic goals for the refunding are shown below in Figure B.



Prior to the refunding, BTE’s overall debt service increased annually until fiscal year 2041 due to the Central 70 financing, which has availability payments that increase annually through fiscal year 2052. By refunding BTE’s outstanding Series 2010A Build America Bonds and flattening BTE’s debt service profile, the Enterprise now benefits from increased structuring flexibility and capacity for the financings needed to deliver the 10-Year Plan, increased near-term pay-as-you-go program revenues for safety critical projects through fiscal year 2041, and programmatic risk reduction. In addition to these benefits, the Series 2024B Senior Refunding Bond transaction resulted in approximately \$1.5 million in net present value savings on debt service payments. A full list of the programmatic goals for the refunding are shown below in Figure B.

Figure A. BTE Funded 10-Year Plan Project Progress Update

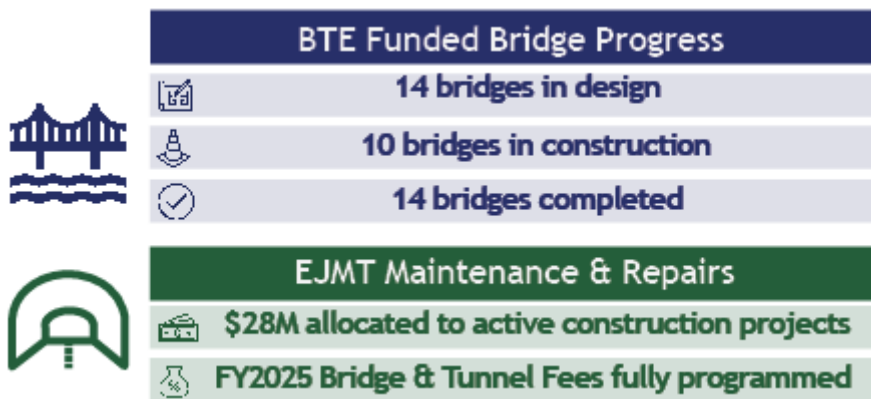


Figure B. 2010A Build America Bond Refunding Programmatic Goals



Images 1-4. Projects Funded through Series 2024A Bond Proceeds

US 50 Blue Mesa Bridges Emergency Response Project

In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair due to fracture critical elements and structural details similar to those found on K-07-B. After the inspection and analysis required to determine a rough order of magnitude cost estimate for the emergency project was completed, the BTE Board of Directors (Board) acted quickly to approve \$81 million for bridge repairs to K-07-B and K-07-A in June 2024. Ultimately, it was determined that more extensive repairs were required than initially anticipated, leading the Board to approve an additional \$15 million in September 2024.

Phase I repairs, which involved fixing cracks and critical issues in four areas on K-07-B that posed an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd, 2024. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025. K-07-B and K-07-A fully opened to traffic on November 13th and December 6th, 2024, respectively. Crews will return to complete the remaining temperature dependent painting work in 2025. Both bridges received structural retrofits to ensure the bridges can support the weight of the repairs; a combined 410 tons of steel and 51,504 new bolts were added to the bridges.

A future risk and resilience project, which includes several treatments that are expected to increase the remaining service lives of the bridges by an additional 30 years, is currently in design and will be advanced to construction when funding becomes available. BTE partnered with CDOT to submit the US50 Blue Mesa Bridges Emergency Response Project and the future risk and resilience project for the USDOT Bridge Investment Program discretionary grant opportunity in advance of the November 1, 2024 application deadline. A grant award would backfill a portion of the expenses incurred for the emergency response and provide capacity for BTE to fully fund the risk and resilience project.



Image 5. Repair Plate Installation

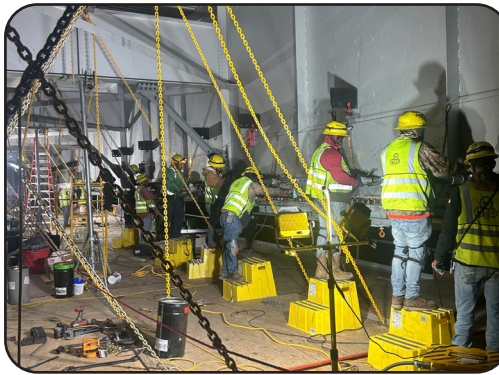


Image 6. Drilling for Crack Arrest Plate



Image 7. Crack Arrest Plate Positioning

✔ BTE utilized its recently expanded scope for the first time to fund the rehabilitation of the safety critical US 50 over Lake Fork (K-07-A) bridge as part of the US 50 Blue Mesa Bridges Emergency Response project described above.



Image 8. Reopened Blue Mesa Bridges



Image 9. Blue Mesa Bridges and Reservoir

Program Performance Summary

In Q1 FY2025, staff continued to make progress addressing the state’s poor-rated bridge population and completing tunnel projects. A summary of the Enterprise’s activities and accomplishments for this period is provided below.

Design funding was approved for the Eisenhower Johnson Memorial Tunnel LED lighting project in November 2024. The project will replace the existing aged lighting system with energy efficient LED lighting fixtures, emergency lighting, and related electrical distribution systems in the tunnels. The existing lights have a typical life span of 20 years and have been in service for an approximate average of 20 years. This project will decrease maintenance costs, reduce energy costs, and implement work items identified in the January 2024 Eisenhower & Johnson Memorial Tunnels Capital Investment & Maintenance Plan (CIMP). The CIMP reviewed current safety and maintenance needs and developed a roadmap for functional system replacement, including these critical systems. This project is included in the CDOT 10-Year Vision Plan as part of the Eisenhower Johnson Memorial Tunnel Repairs and Maintenance Program and was funded using Bridge and Tunnel fee revenues created by SB21-260.

Table 1. Structures with Design Funding Approved in Q2 FY2025

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-13-X	1	Eisenhower Memorial Tunnel LED Lighting Upgrades	Clear Creek/Summit
F-13-Y	1	Johnson Memorial Tunnel LED Lighting Upgrades	Clear Creek/Summit

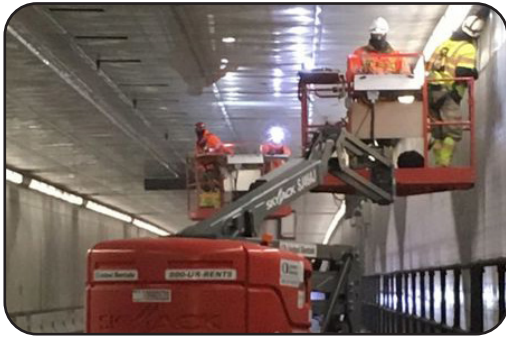


Image 10. Repairs and Maintenance to the Johnson Memorial Tunnel Lighting



Image 11. Lighting in the Eisenhower Memorial Tunnel



Image 12. West Facing View and Lighting of the Johnson Memorial Tunnel




Image 13. Aerial of the Eisenhower Johnson Memorial Tunnels



Image 14. Entrance to the Eisenhower Johnson Memorial Tunnels

Program Performance Summary

The construction phase for BTE's *first* Bridge Preventative Maintenance project, the I-70 Glenwood Canyon Bridge & Rail Improvements Project, was funded in Q2 FY2025. This project includes rehabilitation work on twelve bridges in Region 3, located on Interstate 70 within Glenwood Canyon, and was made possible by the increased BTE scope and funding flexibility authorized by the passage of HB23-1276. BTE partnered with Region 3 to accelerate the project due to its inclusion in the CDOT 10-Year Vision Plan, the worsening condition of the bridge expansion joints, and the criticality of the bridge infrastructure located in Glenwood Canyon. The twelve structures included in the project are tabulated below.

 This is BTE's first bridge preventative maintenance project, made possible by HB23-1276. The project will enable the program to extend the service life and delay the deterioration of these structures.

The project will replace 856 linear feet of expansion joints, replace the existing concrete joint headers, and replace 1,180 linear feet of bridge rail. The joints included in this project are predominantly located above bearing locations, and the deterioration and leakage associated with the failing joints will accelerate the deterioration of the girder ends, bearings, and substructure units if left unrepaired.

Table 3. Structures with Construction Funding Approved in Q2 FY2025

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-08-AD	3	I-70 ML WBND over Bair Ranch Road, Draw	Garfield
F-08-AE	3	I-70 ML EBND over Bair Ranch Road, Draw	Garfield
F-08-AH	3	I-70 ML EBND over Access Road, Colorado River	Garfield
F-08-AL	3	I-70 ML EBND over Colorado River	Garfield
F-08-AR	3	I-70 ML EBND over UPRR, Colorado River	Garfield
F-08-AS	3	I-70 ML WBND over UPRR, Colorado River	Garfield
F-08-AU	3	I70 ML EBND over French Creek	Garfield
F-08-AV	3	I-70 ML WBND over Hillside	Garfield
F-08-BC	3	Ramp to Shoshone over I-70, Colorado River	Garfield
F-08-BH	3	I-70 ML WBND over French Creek	Garfield
F-08-BI	3	I-70 ML EBND over Ramp, Railroad, Colorado River	Garfield
F-08-BJ	3	I-70 ML WBND over Hillside	Garfield



Image 15. Patch to Bridge Joint (F-08-AD)



Image 16. Bridge Joint and Rail (F-08-AR)



Image 17. Deteriorating Rail (F-08-BJ)



Image 18. Aerial View of I-70 over UPRR, Colorado River (F-08-AR/AS)

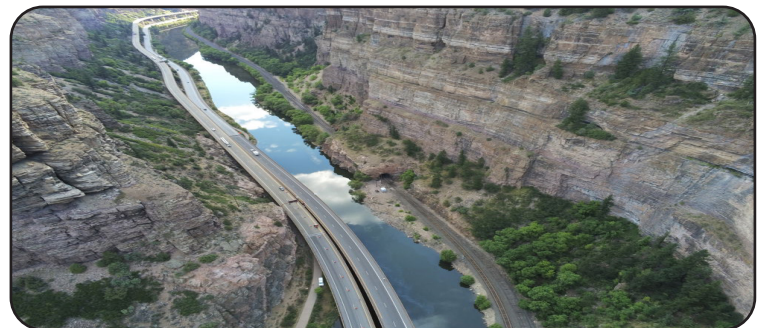


Image 19. Aerial of I-70 through Glenwood Canyon

In Q2 FY2025 three structures completed construction, including the Westbound structure of I-70 over Polk Creek as part of the I-70 Vail Pass Safety and Operations Improvement Project.

Table 4. Structures that Completed Construction in Q2 FY2025

Old Bridge ID	New Bridge ID	Region	Facility Carried over Featured Intersection	County
H-13-A	H-13-J	2	US 285 ML over Middle Fk South Platte River	Park
N-17-AD	N-17-ADA	2	I-25 ML SBND over US 160, SH 10, RR Spur	Huerfano
F-12-AT	F-12-ATA	3	I-70 ML WBND over Polk Creek	Eagle



Image 20 & 21. US 285 ML over Middle Fk South Platte River (H-13-J)



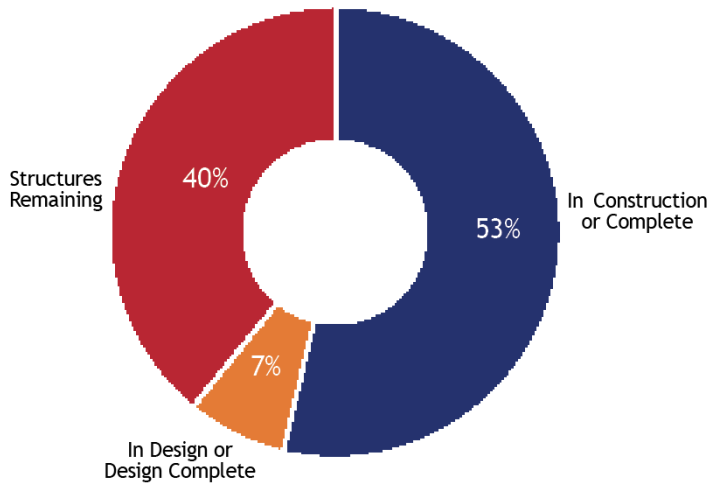
Image 22 & 23. I-25 ML over US 160, SH 10, RR Spur (N-17-ADA)



Image 24 & 25. I-70 ML WBND over Polk Creek (F-12-ATA)

Q2 FY2025 BTE Eligible Poor-rated Bridge Statistics

- 2 structures started construction (K-18-L & K-18-J)
- 3 structures completed construction (H-13-A, N-17-AD, F-12-AT)
- 1 externally funded structure completed construction
- 9 structures were added to the BTE eligible poor-rated bridge population



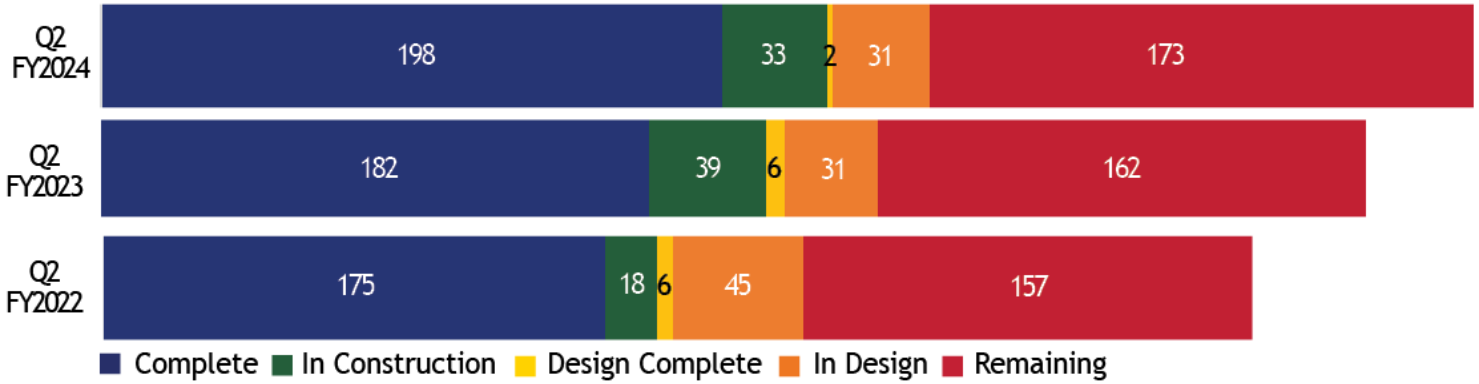
Project Status	Q2 FY2025 # of Structures
Remaining	183
In Design	28
Design Complete	4
In Construction	11
Complete	228
Total	454

Table 5. Project Status of BTE Eligible Poor-rated Bridges as of Q2 FY2025

Figure C. Current Status of BTE Eligible Poor-rated Bridges

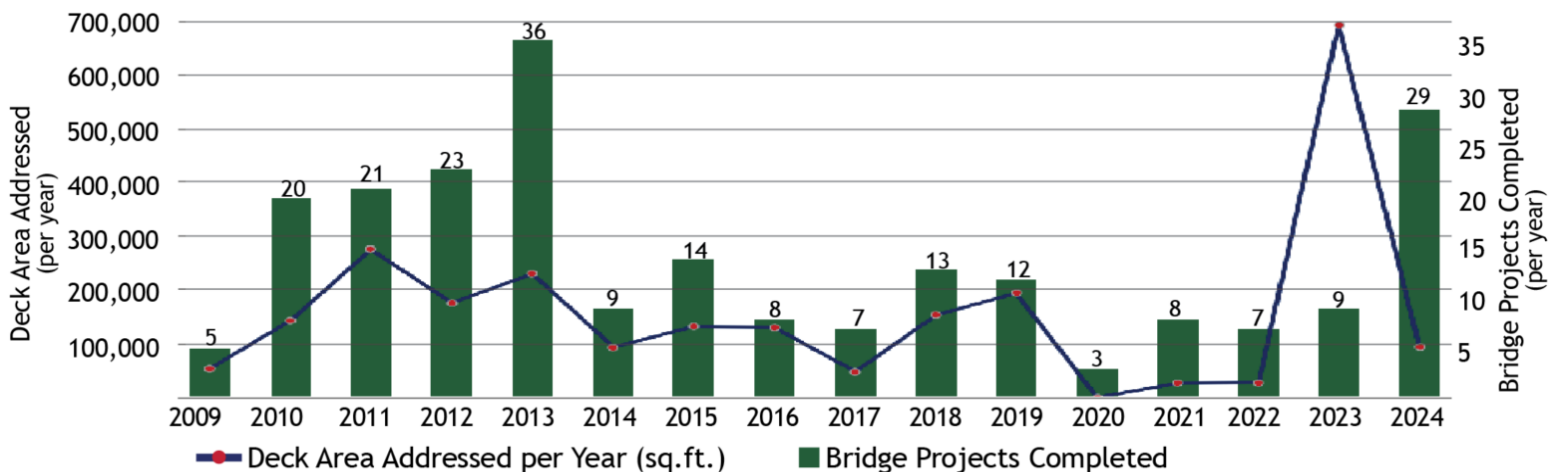


Figure D. Historic Status of BTE Eligible Poor-rated Bridges



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

Figure E. Completed Poor-rated 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 25 bridge projects that will rehabilitate or replace 43 BTE eligible structures and address approximately 522,000 square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects¹.

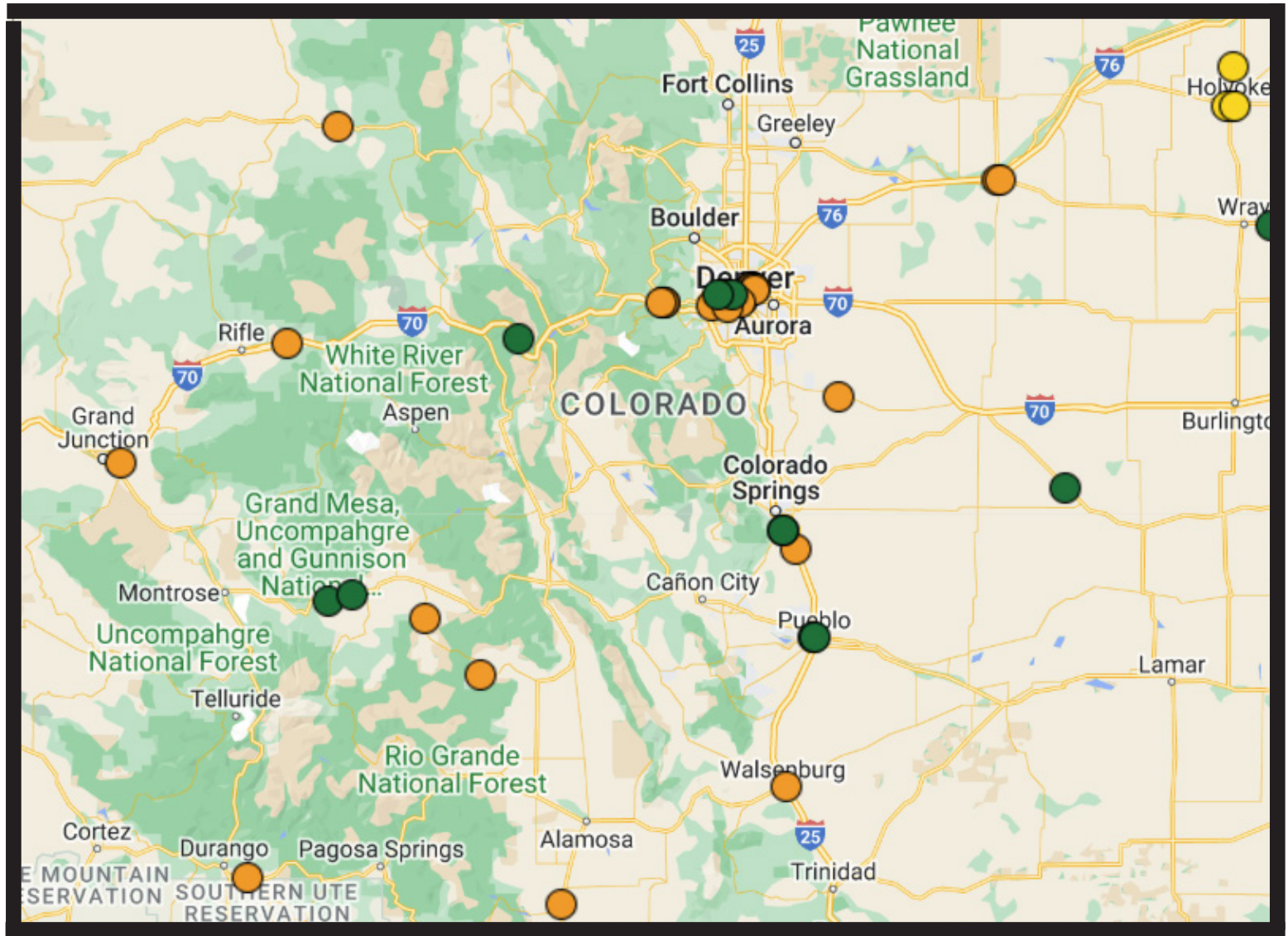


Image 26. BTE Active Project Portfolio

Status: ● In Design ● Design Complete ● In Construction

Program Controls

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q2 FY2025 was 0.96 and 0.92 respectively, up from 0.95 and 0.90 at the end of Q1 FY2025. 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 Q2 FY2025 is listed to the right.

Table 6. Overall and Active Project SPI by Month

Month	Overall SPI	Active SPI
October	0.96	0.93
November	0.96	0.92
December	0.96	0.92

The overall SPI for the BTE Program is 0.96, which meets the 0.90 BTE Program goal.

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

Bridge Prioritization Plan

BTE staff completed the bi-annual update of the Bridge Prioritization Plan² in January 2025 based on the updated "poor" list released by CDOT Staff Bridge. This information was advanced to the Q2 FY2025 report for expedited distribution. Pursuant to this update, ten structures fell to poor condition and can be found in Table 7. Note that one structure, K-17-EL, was previously poor-rated, rehabilitated to fair condition, and has now fallen poor again. In accordance with Procedural Directive 16.1, and with input from Region staff and Staff Bridge, BTE staff performed a programmatic analysis of all remaining statewide BTE eligible structures in order to produce a tiered list of priority statewide projects.

The BTE project prioritization process was developed to select projects from the statewide eligible bridge pool based on merit, rather than location, with the goal of obtaining the greatest benefit in increased bridge safety from available revenues. Although there is no regional distribution formula dictating the allocation of BTE funds, BTE staff proactively monitor equity at the regional and statewide level and consider equity when making programming decisions for structures of equivalent priority.

Table 7. Newly Poor-rated Bridge Structures

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-16-FH	1	SH 95 ML NBND over Bear Creek	Denver
F-16-FI	1	SH 95 ML SBND over Bear Creek	Denver
F-16-GT	1	I-70 ML WBND over Couty Road 93	Jefferson
F-16-HS	1	I-70 WBND Ramp over US 6 ML	Jefferson
I-17-R	2	US 85 ML over Fountain Creek	El Paso
K-18-EL*	2	Bonforte Blvd over SH 47 ML	Pueblo
M-17-O	2	I-25 NBND over Granerson Creek	Pueblo
F-08-Q	3	I-70 ML EBND over Colorado River	Eagle
F-11-T	3	US 24 ML over Eagle River	Eagle
A-15-A	4	US 287 ML over Dale Creek	Larimer

*Indicates previously poor-rated structures that were rehabilitated to fair condition and have now fallen poor condition again.



Image 27. US 287 ML over Dale Creek



Image 28. I-70 ML EBND over Colorado River



Image 29. SH 95 ML NBND over Bear Creek



Image 30. Bonforte Blvd over SH 47 ML



Image 31. I-70 ML WBND over County Road 93



Image 32. I-25 NBND over Granerson Creek

² Reference Appendix B for the January 2025 Bridge Prioritization Plan

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 I-70 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 33. Deck Pour of the Temporary Floyd Hill Bridge

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.
- The Site Access Package (CP#3), which is primarily funded by BTE, successfully completed Construction Agreed Price (CAP) negotiations in June 2024.
- The contract award process for CP#3 was completed and construction started in August 2024.
- Design for the Central Segment Package (CP#4), which contains the majority of BTE eligible elements on the project, reached 90% completion in December 2024.
- CP#4 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 four 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	
Design Status: 100% complete	Construction Status: 100% complete

 Package 4 D-28-C*, D-28-D	
Design Status: Incomplete	Construction Status: 77% complete

* Indicates non-BTE eligible structures

I-70 Vail Pass Safety and Operations Improvement Project

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 34. New I-70 WBND Structure and Substructure Units for the New I-70 EBND Structure

Project Updates

- Construction Package (CP) #3, including the westbound bridge (F-12-AT) was completed in fall 2024.
- Construction of the eastbound bridge (F-12-AS) in CP#5 started in spring 2024.
- Construction of CP#5 is currently in winter shut down and is scheduled to complete in fall 2026.

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 repairs 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 reached 30% completion in November 2024.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced was completed in 2024.

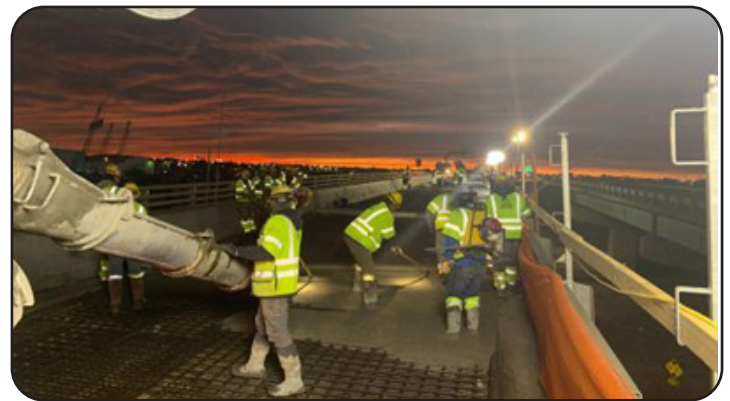


Image 35. Emergency Repairs on I-270

I-25 and US 50 B Interchange Reconstruction Project

Part of the I-25 Through New Pueblo Freeway: Advancing Transportation Safety 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, which will shift US 50 to the north and replace the existing interchange with a modified diverging diamond. This new configuration will improve traffic safety and accommodate oversized trailers that are used to transport items such as locally manufactured 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). Replacing these structures will enhance safety and efficiency for the approximately 30,000 daily users of the bridges and remove two structures with numerous condition, maintenance, and clearance issues from the inventory.



Image 36. Impact Damage on US 50 ML over I-25 ML (K-18-J)

Project Updates

- The BTE Board approved \$44M in construction phase funding for the replacement of the two bridges included in the project in May 2024.
- The project was advertised in June 2024 and a construction contract has been awarded.
- Construction of the replacement bridges started in late 2024 and is scheduled to complete in early 2027.

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 8 shows the encumbrance and budget balances as of December 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 8. 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	434,272	1	1
4	0	14,067	1	1
5	0	0	0	0
Total	0	448,339	2	2
% of Total Current Program	0.00%	0.44%	4.4%	3.2%
Previous Quarter (Q1 FY2024)	0	14,067	1	1
Difference	0	434,272	1	1

The Region 3 project is awaiting the final contractor and final consultant payments to be processed, then it will be ready for project closure. The Region 4 project is awaiting the completion and approval of a Letter of Map Revision (LOMR). Since September 30th, 2024, the encumbrances have not changed, and the budget balances have increased by \$434,272.

Removed/Closed Out	Additions
None	SH 64 over Strawberry Creek/White River

Financial Information

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

- The program has multiple funding sources including proceeds from the Series 2024A Infrastructure Revenue Bonds (IRB), FASTER bridge safety surcharge (revenues collected yearly from vehicle registrations), SB21-260 Bridge and Tunnel Impact and Retail Delivery Fees, other funds which are primarily federal funds, and proceeds from previous financing initiatives.
- From program inception or life-to-date (LTD) through December 31, 2024, a total of approximately \$2,004.6 million has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,803.1 million and \$89.7 million (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2025) are reported in the far-right column.

Table 9. Program Financial Statistics as of December 31, 2024 (\$ in Millions)

Financial Component	Series 2024A IRB Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q2 FY2025	Total Q1 FY2025
Budget	\$163.8	\$1,344.0	\$72.0	\$424.8	\$2,004.6	\$2,014.3
Expenditures	\$48.8	\$1,284.4	\$45.1	\$424.8	\$1,803.1	\$1,693.4
Encumbrances	\$49.7	\$22.7	\$17.3	\$0.0	\$89.7	\$132.7

The Bridge and Tunnel Enterprise program currently consists of 235 bridge structures and three tunnel projects, including 15 structures funded with IRB bond funds. The bridge count has increased by five since Q1 FY2025 due to addition of two bridge preventative maintenance projects and three planned bridge replacement projects. The current programmed amount for these 235 structures and three tunnel projects is approximately \$2,602.0 million. Table 10 below provides an itemization of current allocations by funding source for the BTE program.

Table 10. Current Allocation Plan as of December 31, 2024 (\$ in Millions)

Total Estimated IRB Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q2 FY2025	Total Q1 FY2025
\$463.8	\$1,466.8	\$246.6	\$424.8	\$2,602.0	\$2,597.0

The Program Allocation Plan³ tracks BTE projects programmed since the beginning of the Series 2010A 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 FY2025 through FY2029, and includes budget adjustments that have not been posted as of December 31, 2024. The program life-to-date (LTD) total liabilities for the BTE program are \$2,602.0 million, an increase of \$5.0 million from the \$2,597.0 million total liability reported on September 30, 2024.

The Four-Year Quarterly Cash Flow Projection⁴ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Included in the forecast are proceeds from the Series 2024A IRB issuance and the remaining two anticipated bond tranches to finance several CDOT 10-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. More information on BTE's revenue sources and a revenue forecast is provided in Appendix D.

BTE is actively managing project schedules and evaluating financing for CDOT 10-Year plan projects to maintain a \$25 million cash floor. The current cash flow forecast indicates that the cash balance will remain above the \$25 million cash floor during the four-year period when the anticipated future bond issuances are included. The forecast \$127.3 million cash balance at the end Q4 of CY2028 is expected to be expended on CDOT 10-Year Plan projects that will fall outside this four-year cash flow. BTE will continue to closely monitor project cost estimates, project timing, and revenues and will adjust programmed projects to maintain a positive cash balance if necessary.

³ Reference Appendix C for the Program Allocation Plan

⁴ Reference Appendix D 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 Q2 FY 2025, the budgeted amount of FASTER funds for the fiscal year is \$110.4 million, which is based on a revenue forecast that was developed prior to the start of the fiscal year. The most recent Q2 FY2025 revenue forecast predicts \$115.5 million in collections. As of December 31, 2024, the revenue collections totaled \$58.3 million. This information is shown to the right in Figure F.

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 FY 2023 to FY 2032. The Bridge and Tunnel dedicated portion of the Retail Delivery Fee is a flat fee of 2.9 cents that is placed on all retail deliveries. These fees are indexed to the National Highway Construction Cost Index (NHCCI) after FY 2032 and FY 2023, 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 Q2 FY 2025, the budgeted amount of SB-260 funds is \$35.9 million, which is based on a revenue forecast that was developed prior to the start of the fiscal year. The most recent Q2 FY2025 revenue forecast predicts \$37.6 million in collections. As of December 31, 2024, revenue collections totaled \$18 million. This information is shown to the right in Figure G.

Figure F. Forecast vs Actual FASTER Revenue Comparison

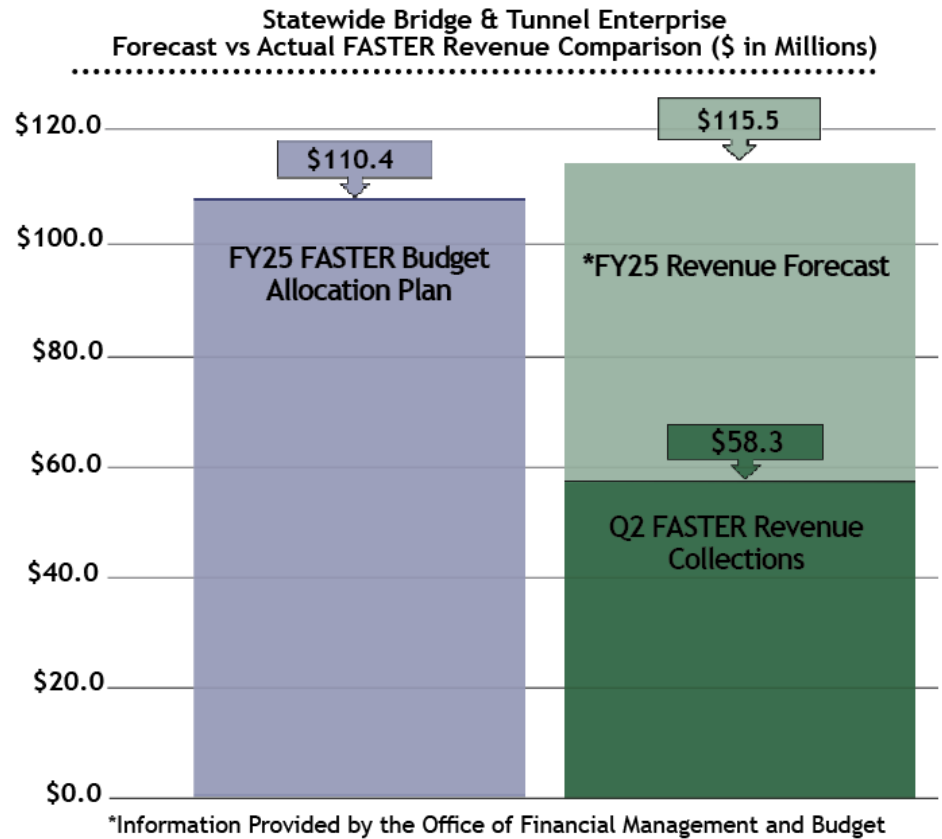
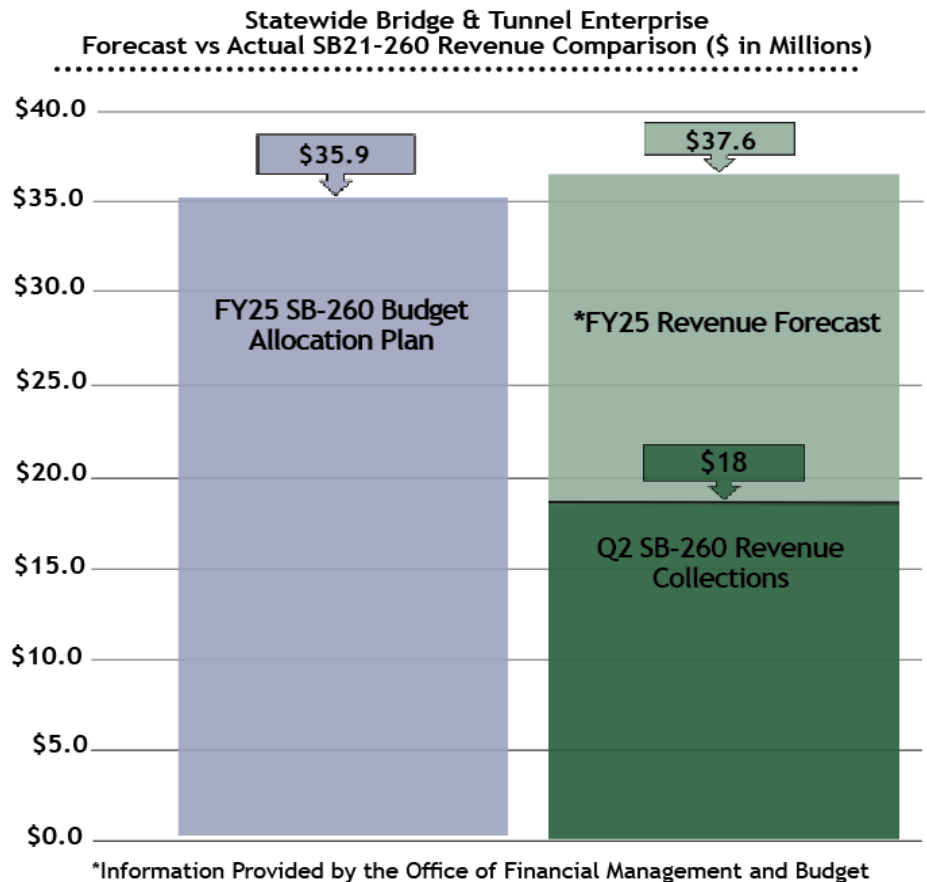


Figure G. Forecast vs Actual SB21-260 Revenue Comparison



The total program financial performance graphs (Figure H and Figure I) depict actual expenditures and encumbrance balances against projected expenditures for various BTE funding sources. Figure H represents BTE projects from the inception of the program that are funded by all revenue sources with the exception of the BTE Infrastructure Revenue Bonds (IRBs), which are shown in Figure I below. Projected expenditures are forecast at \$1,798 million on December 31, 2024, an increase of \$58 million since September 30, 2024. Actual life-to-date (LTD) expenditures as of December 31, 2024 are \$1,754 million, as compared to \$1,684 million on September 30, 2024, an increase of \$70 million. The current encumbrance balance is \$40 million, a decrease of \$23 million since September 30, 2024.

Figure I represents BTE projects that are funded by the IRB proceeds, including I-70 Floyd Hill Construction Package #3, the I-70 Vail Pass Safety and Operations Improvement Project, the I-25 and US 50B Interchange Reconstruction Project, and the US 50 Blue Mesa Bridges Emergency Response Project. Projected expenditures are forecast at \$61 million on December 31, 2024, an increase of \$25 million since September 30, 2024. Actual LTD expenditures as of December 31, 2024 are \$49 million, as compared to \$9 million since September 30, 2024, an increase of \$40 million since September 30, 2024. The current encumbrance balance is \$50 million, an decrease of \$20 million since September 30, 2024.

Figure H. Statewide Bridge & Tunnel Enterprise Program Performance

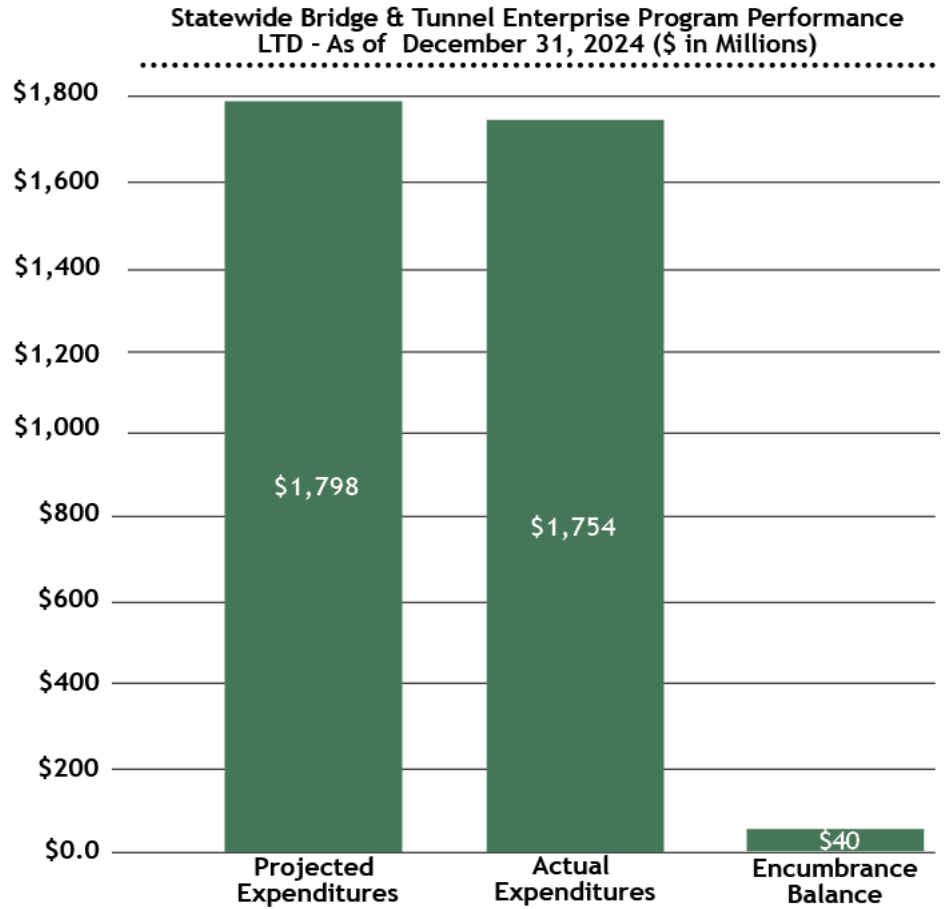
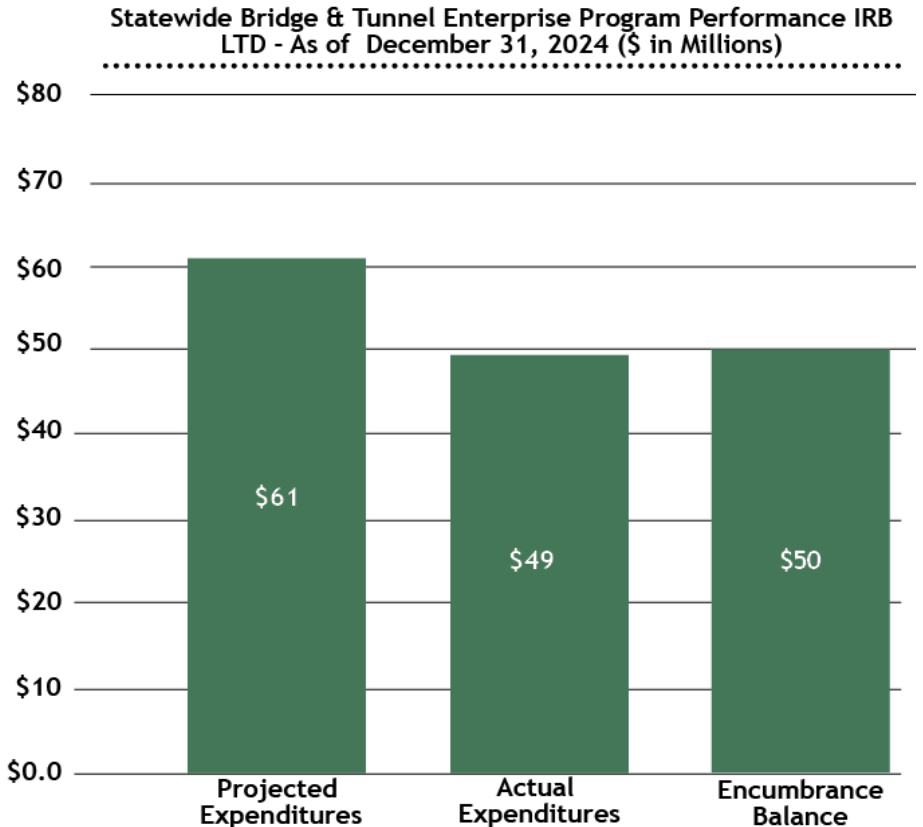


Figure I. Statewide Bridge & Tunnel Enterprise Program Performance IRB



Appendix A - Active Project 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	NA	In Construction
E-16-GX	Not Assigned	I 70 ML WBND Over SH 391 ML	1	Jefferson	Kipling Interchange	In Design
E-16-GY	Not Assigned	I 70 ML EBND Over SH 391 ML	1	Jefferson	Kipling Interchange	In Design
E-16-JL	E-16-JA	I 70 ML WBND Over SH 72 ML	1	Jefferson	NA	In Construction
E-17-ID	E-17-AGA	I 270 ML WBND Over South Platte River	1	Adams	I-270 Critical Bridges	In Design
E-17-IE	E-17-AGB	I 270 ML EBND Over South Platte River	1	Adams	I-270 Critical Bridges	In Design
E-17-IF	E-17-AGC	I 270 ML WBND Over Ditch Rd,Burlington Canal	1	Adams	I-270 Critical Bridges	In Design
E-17-IG	E-17-AGD	I 270 ML EBND Over Ditch Rd,Burlington Canal	1	Adams	I-270 Critical Bridges	In Design
E-17-IH	E-17-AGE	I 270 ML WBND Over SH 265 ML,Up RR,BNSF RR	1	Adams	I-270 Critical Bridges	In Design
E-17-IJ	E-17-AGG	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	1	Clear Creek	Floyd Hill	In Design
F-15-D	F-15-DR	I 70 Frontage Rd Over Clear Creek	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	Colfax	In Design
F-16-O	F-16-YW	US 6 ML Over SH 121 ML	1	Jefferson	US 6 and Wads.	In Design
I-17-GQ	I-17-GS	I 25 ML NBND Over Academy Blvd	2	El Paso	NA	In Construction
I-17-GR	I-17-GS	I 25 ML SBND Over Academy Blvd	2	El Paso	NA	In Construction
J-18-M	Not Assigned	US 85 ML Over Fountain Creek	2	El Paso	NA	In Design
K-18-J	K-18-JA, K-18-JB	US 50 ML Over I 25 ML	2	Pueblo	New Pueblo	In Construction
K-18-L	K-18-LA	US 50 ML Over Fountain Creek	2	Pueblo	New Pueblo	In Construction
N-17-AC	Not Assigned	I 25 ML NBND Over US 160,SH 10, RR Spur	2	Huerfano	NA	In Design
C-08-A_Minor	Not Assigned	US 40 ML Over Shelton Ditch	3	Routt	NA	In Design
F-06-A	F-06-AI	US 6 ML Over Elk Creek	3	Garfield	NA	In Design
F-12-AS	F-12-ASA	I 70 ML EBND Over Polk Creek	3	Eagle	Vail Pass	In Construction
H-03-BL	Rehab	SH 141 ML Over Colorado River	3	Mesa	NA	In Design
K-07-A	Rehab	US 50 ML Over Lake Fk Gunnison River	3	Gunnison	Blue Mesa Rehabilitation	In Construction
K-07-B	Rehab	US 50 ML Over Gunnison/Blue Mesa Res	3	Gunnison	Blue Mesa Rehabilitation	In Construction
A-27-A	A-27-AA	US 385 ML Over Draw	4	Sedgwick	Holyoke Bundle	Design Complete
B-27-A	B-27-AAA	US 6 ML Over Frenchman Creek	4	Phillips	Holyoke Bundle	Design Complete
B-27-D	B-27-DA	US 6 ML Over Frenchman Creek	4	Phillips	Holyoke Bundle	Design Complete
B-27-F	B-27-FA	US 6 ML Over Draw	4	Phillips	Holyoke Bundle	Design Complete
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-28-D	D-28-DA	US 34 ML Over Republican River	4	Yuma	Eastern Plains Bundle - Pkg 4	In Construction
G-19-B	Not Assigned	SH 86 ML Over Kiowa Creek	4	Elbert	NA	In Design
I-24-N	I-24-Z	US 40 ML Over Draw	4	Lincoln	NA	In Construction
K-09-B	Rehab	SH 114 ML Over Cochetopa Creek	5	Saguache	NA	In Design
L-11-C	Not Assigned	SH 114 ML Over Saguache Creek	5	Saguache	NA	In Design
P-05-B	P-05-BC	US 160 ML Over Florida River	5	La Plata	US 160 Elmores Corner	In Design
P-12-A	P-12-AA	US 285 ML Over Conejos Riv.Overflow	5	Conejos	NA	In Design

Appendix B - Bridge Prioritization Plan

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier							
In Design	F-15-D	1	I 70 Frontage Rd Over Clear Creek	•			
In Design	F-15-BM	1	Ramp To US 6 ML Over Clear Creek	•			
In Design	F-15-BL	1	I 70 ML WBND Over US 6, Clear Creek	•			
In Design	F-16-O	1	US 6 ML Over SH 121 ML	•			
In Design	E-17-IE	1	I 270 ML EBND Over South Platte River	•			
In Design	C-22-AY	4	I 76 ML WBND Over BNSF RR, Beaver Creek	•			
In Design	E-17-IF	1	I 270 ML WBND Over Ditch Rd, Burlington Canal	•			
In Design	E-17-IG	1	I 270 ML EBND Over Ditch Rd, Burlington Canal	•			
In Design	P-12-A	5	US 285 ML Over Conejos River Overflow				
In Design	C-22-BG	4	I 76 ML EBND Over US 34 Spur	•			
In Design	E-17-ID	1	I 270 ML WBND Over South Platte River	•			
In Design	E-17-IH	1	I 270 ML WBND Over SH 265 ML, UPRR, BNSF RR	•			
In Design	E-17-IJ	1	I 270 ML WBND Over Service Rd, BNSF RR	•			
In Design	E-16-JU	1	I 76 ML WBND Over Marshall Street				
In Design	E-16-JV	1	I 76 ML EBND Over Ramp To SH 121 ML				
In Design	E-16-JW	1	I 76 ML WBND Over Ramp To SH 121 ML				
In Design	E-16-JX	1	I 76 ML EBND Over I 70 ML WBND				
In Design	F-06-A	3	US 6 ML Over Elk Creek				
In Design	G-19-B	4	SH 86 ML Over Kiowa Creek				
In Design	C-08-A_Minor	3	US 40 ML Over Shelton Ditch				
In Design	F-16-HI	1	I 70 ML WBND Over US 40 ML	•			
In Design	L-11-C	5	SH 114 ML Over Saguache Creek				
Remaining	K-18-BT	2	SH 96 ML Over UPRR, Fountain Crk				
Remaining	K-18-AD	2	SH 96 ML Over Big Dry Creek				
In Design	E-16-EO	1	Speer Blvd SBND Over I 25 ML	•			
In Design	N-17-AC	2	I 25 ML NBND Over US 160, SH 10, RR Spur				
In Design	J-18-M	2	US 85 ML Over Fountain Creek				
Remaining	D-11-N	3	SH 9 ML Over UPRR				
In Design	F-16-DA	1	23Rd Avenue Over I 25 ML	•			
Remaining	E-17-EP	1	SH6 Ditch Rider Rd Over Burlington Canal				
Remaining	F-20-C	1	I 70 Service Rd Over Rattlesnake Creek				
Remaining	L-20-C	2	US 50 ML Over Farmers Oxford Ditch				
Remaining	B-26-E	4	SH 59 ML Over Six Mile Creek				
Remaining	D-19-A	4	I 76 Service Rd Over Lost Creek				
Remaining	E-17-AT	1	SH 6 ML Over Sand Creek	•			
Remaining	C-26-A	4	SH 59 ML Over Coyote Creek				
In Design	E-16-GY	1	I 70 ML EBND Over SH 391 ML	•			
Remaining	F-16-OG	1	Ramp To I 25 NBND Over US 6 ML				
Remaining	F-16-GT	1	I 70 ML WBND Over County Rd 93				
Remaining	F-16-HK	1	I 70 ML WBND Over West 20Th Ave	•			
Remaining	E-16-JJ	1	Ramp To I 70 EBND Over I 70 ML				

* Indicates a fair rated bridge with the potential to be completed as part of a poor rated bridge project for cost savings or schedule acceleration

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	E-16-IT	1	I 76 ML WBND Over Clear Creek				
Remaining	E-16-IU	1	I 76 ML EBND Over Clear Creek				
Remaining	E-16-JT	1	I 76 ML EBND Over Marshall Street				
Remaining	F-16-HS	1	I 70 Wb Ramp Over US 6 ML				
Remaining	F-18-AR	1	I 70 ML WBND Over County Roads 26N,105				
Remaining	F-18-AS	1	I 70 ML EBND Over County Roads 26N,105				
Remaining	F-18-AT	1	I 70 ML WBND Over County Roads 28N,113				
Remaining	F-18-AV	1	I 70 ML EBND Over County Roads 28N,113				
Remaining	F-19-AL	1	I 70 ML WBND Over County Roads 31N,125				
Remaining	F-19-AM	1	I 70 ML EBND Over County Roads 31N,125				
Remaining	F-20-AX	1	I 70 ML WBND Over County Road 201				
Remaining	F-20-AY	1	I 70 ML EBND Over County Road 201				
Remaining	F-20-BA	1	I 70 ML EBND Over US 40 Frontage Road				
Remaining	F-20-BB	1	I 70 ML WBND Over US 40 Frontage Rd				
Remaining	F-20-BG	1	I 70 ML WBND Over County Road 197				
Remaining	F-20-BI	1	I 70 ML EBND Over County Road 197				
Remaining	G-17-AC	1	CR107 (Liggett Rd) Over I 25 ML				
Remaining	H-11-U	3	SH 300 ML Over Lake Fork Creek				
In Design	E-16-GX	1	I 70 ML WBND Over SH 391 ML	*			
Remaining	L-27-O	2	US 385 ML Over Amity Canal				
Remaining	B-26-F	4	SH 59 ML Over Sandy Creek				
Remaining	G-17-AL	1	SH 105 ML Over Draw				
Remaining	H-13-M	2	US 24 ML Over Middle Fk S.Platte River				
Remaining	F-11-AP	3	I 70 ML WBND Over Timber Creek				
Remaining	F-11-AT	3	I 70 ML WBND Over Black Gore Creek				
Remaining	M-16-D	2	SH 69 ML Over Williams Creek				
Remaining	C-18-BH	4	US 34 Eb Over UPRR	*			
Remaining	L-22-V	2	SH 109 ML Over Draw				
Remaining	B-18-I	4	SH 14 ML Over Eaton Ditch				
Remaining	F-16-HO	1	I 70 ML EBND Over Moss Street, W 7Th Ave	*			
Remaining	F-20-BC	1	I 70 ML EBND Over I 70 Buss Rt				
Remaining	C-09-Q	3	SH 131 ML Over UPRR				
Remaining	F-08-Q	3	I 70 ML EBND Over Colorado River				
Remaining	F-12-AL	3	I 70 ML WBND Over Corral Creek				
Remaining	F-12-AO	3	I 70 ML EBND Over Guller Gulch				
Remaining	M-17-O	2	I 25 ML NBND Over Graneros Creek				
Remaining	E-14-S	1	US 40 ML Over I 70 ML, Clear Creek				
Remaining	F-22-V	4	US 36 ML Over Vega Creek				
Remaining	F-08-D	3	I 70 Frontage Sr Over UPRR Sr				
Remaining	F-12-AM	3	I 70 ML EBND Over Smith Gulch				
Remaining	F-17-AA	1	SH 177 ML Over Little Dry Creek				

* Indicates a fair rated bridge with the potential to be completed as part of a poor rated bridge project for cost savings or schedule acceleration

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	C-18-AP	4	US 34 ML WBND Over US 85 Bus Rt	*			
Remaining	F-17-GN	1	Alameda Ave Over I 225 ML				
Remaining	F-19-AF	1	County Road Over I 70 ML				
Remaining	P-17-K	2	SH 12 ML Over Draw				
Second Tier							
In Design	B-24-A	4	US 6 ML EBND Over Sterling Canal No 1				
In Design	J-04-X	3	SH 348 ML Over Ironstone Canal				
In Design	H-03-BL	3	SH 141 ML Over Colorado River				
Remaining	G-17-AG	1	Happy Canyon Road Over I 25 ML				
Remaining	F-16-HH*	1	I 70 ML EBND Over US 40 ML				
Remaining	I-17-R	2	US 85 ML Over Fountain Creek	*			
Remaining	B-07-S	3	SH 13 ML Over Fortification Creek				
In Design	E-16-EW	1	Speer Blvd NBND Over I 25 ML	*			
Remaining	I-17-CO	2	US 85 ML Over I 25 ML	*			
In Design	K-09-B	5	SH 114 ML Over Cochetopa Creek				
Remaining	D-15-AQ	4	SH 7 ML WBND Over Boulder Creek				
Remaining	D-15-AR	4	US 36 ML WBND Over Boulder Creek				
Remaining	F-11-T	3	US 24 ML Over Eagle River				
Remaining	H-11-AB	3	SH 300 ML Over California Gulch				
Remaining	C-23-E	4	I 76 ML WBND Over Twenty Two Slough				
Remaining	L-26-M	2	US 50 ML Over Willow Creek				
Remaining	C-18-AV	4	US 34 ML EBND Over Ramp To US85 Sb, 8Th Ave	*			
Remaining	F-20-D	1	US 36 ML Over East Bijou Creek				
Remaining	L-19-G	2	SH 96 ML Over Bob Creek Canal				
Remaining	K-15-G	2	US 50 ML Over Draw				
Remaining	K-19-W	2	US 50 Service Rd Over BNSF RR				
Remaining	E-14-AV	1	I 70 ML Over Clear Creek				
Remaining	F-16-BC	1	SH 88 ML Over Bear Creek				
Remaining	N-28-G	2	SH 116 ML Over Beaty Creek				
Remaining	N-28-H	2	SH 116 ML Over Buffalo Creek				
Remaining	O-03-J	5	US 160 Business Rt Over Mancos River				
Remaining	O-18-BI	2	County Road 63.1 Over I 25 ML				
Remaining	C-18-BO	4	US 85 ML NBND Over Cache La Poudre River				
Remaining	F-17-CZ	1	US 285 ML Over Little Dry Creek				
Remaining	G-18-BC	1	SH 83 ML Over West Cherry Creek				
Remaining	E-16-HS	1	SH 121 ML SBND Over US 287 ML, RR Spur				
Remaining	F-20-F	1	US 40 ML Over East Bijou Creek				
Remaining	G-11-T	3	US 24 ML Over UPRR				
Remaining	K-18-EL	2	Bonforte Blvd Over SH 47 ML				
Remaining	C-18-AG	4	US 85 ML SBND Over South Platte River				
Remaining	C-18-BK	4	US 85 Bypass SBND Over US 85 Buss Rt				
Remaining	F-16-FH	1	SH 95 ML NBND Over Bear Creek				

* Indicates a fair rated bridge with the potential to be completed as part of a poor rated bridge project for cost savings or schedule acceleration

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	E-16-DP	1	SH 391 ML Over Clear Creek				
Remaining	E-17-HC	1	Dahlia Street Over I 76 ML				
Remaining	E-17-IC	1	York Street Over I 270 ML	•			
Remaining	N-17-L	2	I 25 Bus Rt Over Bear Creek				
Remaining	O-26-I	2	US 160 ML Over Draw				
Remaining	A-15-A	4	US 287 ML Over Dale Creek				
Remaining	C-17-DF	4	SH 392 ML Over Cache La Poudre River				
Remaining	E-17-HD	1	SH 35 ML Over Sand Creek				
Remaining	F-17-ES	1	I 225 ML Over Goldsmith Gulch				
Remaining	F-19-F	1	US 36 ML Over Draw				
Remaining	L-05-C	5	Farm Access To 550 Over Cow Creek				
Remaining	C-15-M	4	US 34 ML Over Devils Gulch				
Remaining	E-17-IN	1	I 270 ML WBND Over Dahlia Street	•			
Remaining	P-19-G	2	US 160 ML Over RR Spur				
Remaining	K-16-B	2	US 50 ML WBND Over Six Mile Creek				
Remaining	E-16-HQ	1	Mcintyre Street Over SH 58 ML				
Remaining	F-16-FI	1	SH 95 ML SBND Over Bear Creek				
Remaining	K-19-V	2	Ordnance Road Over US 50 ML				
Remaining	L-21-G	2	US 50 ML EBND Over Apishapa River				
Remaining	C-16-W	4	US 34 ML WBND Over Barnes Inlet Canal				
Remaining	D-15-AP	4	US 36 Fr Rd Over Boulder Creek				
Remaining	H-16-M	2	SH 67 ML Over Long Gulch Creek				
Remaining	H-02-FI	3	I 70 Frontage Rd Over Adobe Creek				
Remaining	L-19-A	2	US 50 Business Over Six Mile Creek				
Remaining	P-09-X	5	IRR# US 84 ML Over Coyote Creek				
Third Tier							
In Design	P-12-B *	5	US 285 ML Over Conejos River				
In Design	P-05-B	5	US 160 ML Over Florida River	•			
In Design	B-24-F *	4	US 6 ML WBND Over Sterling Canal No 1				
Remaining	I-17-IL	2	Maxwell Street Ar Over Draw	•			
Remaining	F-15-AE	1	Lookout Mountain R Over I 70 ML				
Remaining	H-03-AY	3	I 70 ML Over US 6 ML, UpRR, Colo River				
Remaining	F-11-AD	3	I 70 ML Over US 6/24, RR, Eagle River				
Remaining	K-27-A	2	US 385 ML Over Draw				
Remaining	F-16-GG	1	Perry Street Over US 6 ML				
Remaining	H-13-R	2	SH 9 ML Over Middle Fk S.Platte River				
Remaining	F-08-AH	3	I 70 ML EBND Over Access Rd, Colorado River				
Remaining	F-08-BA	3	I 70 ML EBND Over Colorado River				
Remaining	F-10-AA *	3	I 70 ML WBND Over US 6, RR, Eagle River				
Remaining	F-10-AB	3	I 70 ML EBND Over US 6, RR, Eagle River				
Remaining	F-11-AO	3	I 70 ML EBND Over Timber Creek	•			
Remaining	F-16-GS*	1	I 70 ML EBND Over County Rd 93				

* Indicates a fair rated bridge with the potential to be completed as part of a poor rated bridge project for cost savings or schedule acceleration

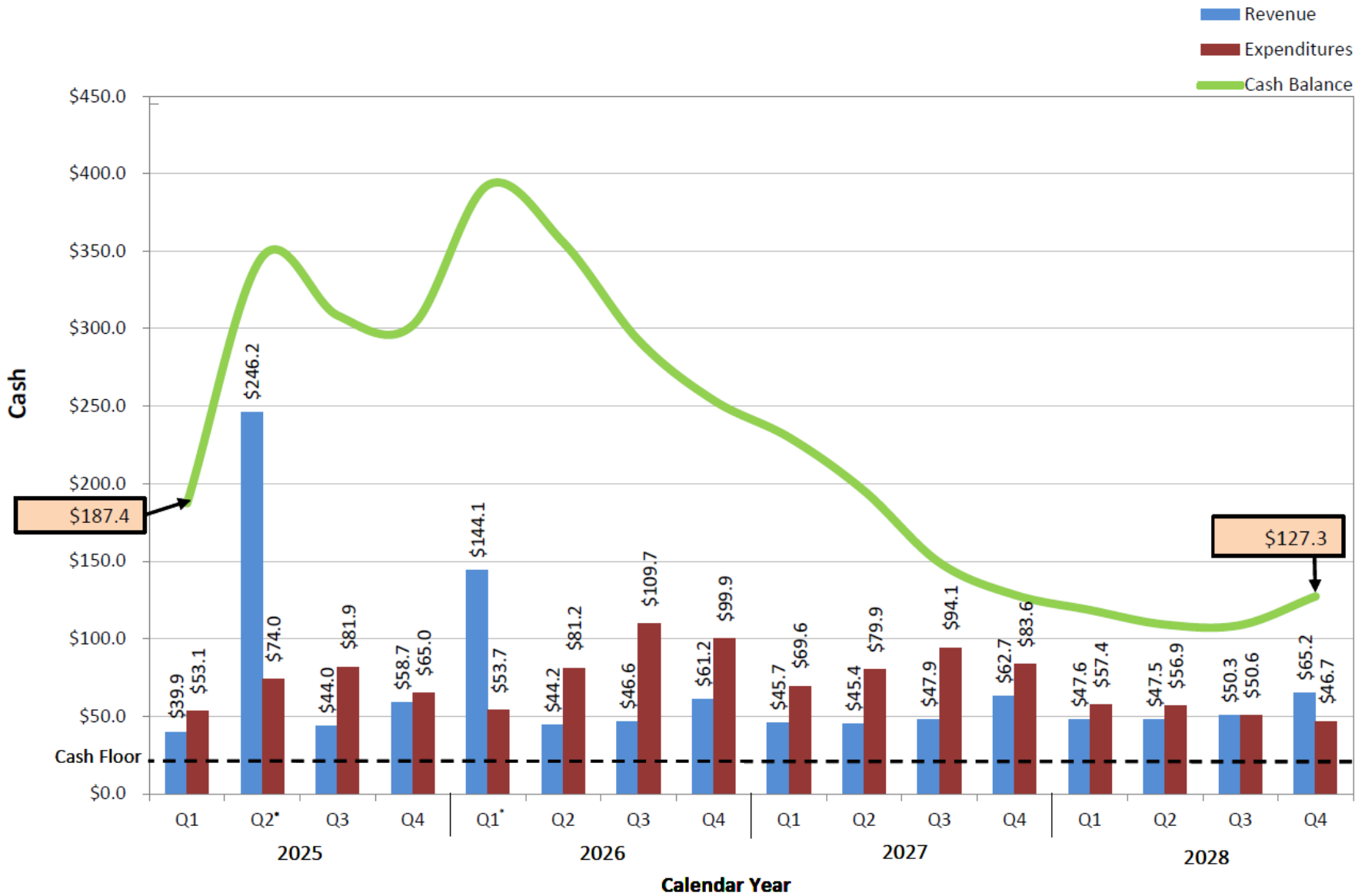
Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-16-HJ*	1	I 70 ML EBND Over West 20Th Ave				
Remaining	F-16-HN*	1	I 70 ML WBND Over Moss Street, W 7Th Ave				
Remaining	G-04-R	3	US 6 ML Over Parachute Creek				
Remaining	G-22-BL	4	I 70 ML EBND Over US 24 ML				
Remaining	G-22-H	4	US 24 ML Over Draw				
Remaining	E-13-F	3	US 40 ML Over Crooked Creek				
Remaining	H-16-L	2	SH 67 ML Over Draw				
Remaining	F-19-AJ	1	I 70 Strasburg Spu Over UPRR				
Remaining	N-01-A	5	US 491 ML Over Alkali Creek				
Remaining	G-21-Y	4	I 70 Business Spur Over I 70 ML				
Remaining	H-03-E	3	US 6 ML Over Colorado River				
Remaining	D-18-BN	4	County Road 4 Over I 76 ML, BNSF RR				
Remaining	I-17-O	2	I 25 Service Rd Over Pine Creek				
Remaining	I-19-B	2	SH 94 ML Over Big Spring Creek				
Remaining	M-16-Q	2	SH 69 ML Over Draw				
Remaining	D-15-AV *	4	SH 7 ML EBND Over Boulder Creek				
Remaining	F-08-R	3	I 70 ML WBND Over Colorado River				
Remaining	F-15-Q	1	US 40 ML Over Beaver Brook				
Remaining	G-19-D	4	SH 86 ML Over West Bijou Creek				
Remaining	E-16-MO	1	44Th Ave Over I 25 ML				
Remaining	F-20-AT *	1	I 70 ML WBND Over Draw				
Remaining	D-13-V	3	US 34 ML Over Stillwater Creek				
Remaining	F-06-Z	3	I 70 ML WBND Over Colorado River				
Remaining	H-07-F	3	SH 133 ML Over Crystal River				
Remaining	J-12-AK	5	SH 291 ML Over Cr 150, Arkansas River				
Remaining	P-19-G_MINOR	2	SH 239 ML Over Canal				
Remaining	G-22-BB	4	SH 71 ML Over I 70 ML				
Remaining	I-17-X	2	US 24 Service Rd Over Fountain Creek				
Remaining	D-15-AX *	4	US 36 ML EBND Over Boulder Creek				
Remaining	F-15-BC	1	US 6 ML Over Clear Creek				
Remaining	K-13-O	2	US 50 ML Over Draw				
Remaining	N-17-BG	2	I 25 ML NBND Over Sull Creek				
Remaining	K-14-B	2	US 50 ML Over Oak Creek				
Remaining	D-15-AZ	4	EBND US 36 ML Over US 36 Spur/Baseline Rd				
Remaining	K-19-U	2	US 50 ML EBND Over Chico Creek				
Remaining	E-16-HR *	1	SH 121 ML NBND Over US 287 ML, RR Spur				

* Indicates a fair rated bridge with the potential to be completed as part of a poor rated bridge project for cost savings or schedule acceleration

Statewide Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of December 31, 2024 (FY25 - Q2)

Funding Source	Preconstruction	Construction	Total
FASTER	\$ 310,817,444	\$ 1,156,011,405	\$ 1,466,828,850
SB-260 Bridge and Tunnel Fees	\$ 6,803,600	\$ 239,754,629	\$ 246,558,229
Infrastructure Revenue Bonds (Principal and Interest)	\$ -	\$ 463,759,108	\$ 463,759,108
Federal	\$ 6,992,271	\$ 31,815,348	\$ 38,807,619
State	\$ 925,518	\$ 143,827	\$ 1,069,345
Local	\$ 25,139,797	\$ 11,163,135	\$ 36,302,932
Bank of America Loan	\$ 12,030,650	\$ 28,668,324	\$ 40,698,973
Series 2010A Bonds (Principal and Interest)	\$ 53,382,847	\$ 254,586,876	\$ 307,969,722
Total	\$ 416,092,126	\$ 2,185,902,651	\$ 2,601,994,777

Statewide Bridge and Tunnel Enterprise
Four Year Quarterly Cash Flow Projection (\$ in millions)



*The spikes in cash balances are the result of the forecast issuances of \$200 million in 2025 and \$100 million in 2026.