

Colorado Bridge Enterprise Board
Meeting Minutes
February 18, 2021

PRESENT: Shannon Gifford, District 1
Don Stanton, District 2
Eula Adams, District 3
Karen Stuart, Chair, District 4
Kathleen Bracke, District 5
Barbara Vasquez, District 6
Kathy Hall, Vice Chair, District 7
Sidny Zink, District 8
Lisa Hickey, District 9
William Thiebaut, District 10
Gary Beedy, District 11

AND: Staff members, organization representatives, and broadcast publicly

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

In February, the Bridge Enterprise Board of Directors

- Approved the minutes from the January Board Meeting



COLORADO
Department of Transportation
Office of Policy and Government Relations

2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

DATE: March 18, 2021
TO: Bridge Enterprise Board of Directors
FROM: Herman Stockinger, Deputy Executive Director and OPR Director
Jerad Esquibel, Director of Project Support
Patrick Holinda, Statewide Bridge Enterprise Program Manager
Natalie Lutz, Rules, Policies, and Procedures Administrator
SUBJECT: Adopting Updated Policy Directive 16.0 "Oversight of FASTER Funding for State Bridges"

Purpose

This memorandum provides a summary of the proposed changes to Policy Directive 16.0 "Oversight of FASTER Funding for State Bridges" for its adoption by the Bridge Enterprise Board of Directors (Board).

Action

To pass a resolution adopting the updated Policy Directive 16.0 "Oversight of FASTER Funding for State Bridges".

Background

In response to the Performance Audit titled "Collection and Usage of the FASTER Motor Vehicle Fees" issued by the Colorado Office of the State Auditor in August 2015, Policy Directive 16.0 was developed in January 2016 to implement corrective actions regarding the management and oversight of FASTER revenues utilized by the Colorado Bridge Enterprise Program (CBE). After five years, Policy Directive 16.0 has been reviewed to ensure it is current and consistent with the "New Bridge Enterprise Eligibility Criteria" resolved by the Board in Resolution No. BE-18-06-02. Several other minor revisions are being proposed as summarized below.

Details

Key proposed changes include:

- Updating the project eligibility criteria to be consistent with Resolution No. BE-18-06-02 "New Bridge Enterprise Eligibility Criteria", which was an effort to align CBE project eligibility with FHWA policies and aid the Department in meeting targets established for National Bridge Performance Metrics.
- Clarifying the specific information that is provided to the Board within monthly budget supplements for their review and consideration.
- Adding a reference to clarify that project closure and reporting requirements are in alignment with § 43-1-123, C.R.S.
- Clarifying collaboration between CBE Staff and Region Staff on project closure and the release of excess budget to advance other priority projects.
- Other minor changes were made to the Policy Directive.

Next Steps

Staff will continue to manage and oversee the FASTER revenues utilized by the CBE in accordance with this Policy Directive.

Attachments

Attachment A: Redlined Version of Policy Directive 16.0



Statewide Bridge Enterprise		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject			Number
Oversight of FASTER Funding for State Bridges			BE16.0
Effective	Supersedes	Originating Office	
01.26.16	n/a 01.21.16	Statewide Bridge Enterprise	

I. PURPOSE

Pursuant to § 43-4-805(2)(b), C.R.S., the business purpose of the Bridge Enterprise is to finance, repair, reconstruct, and replace any designated bridge in the state and, as agreed upon by the Transportation Commission ("Commission"), or the Colorado Department of Transportation ("Department") to the extent authorized by the Commission, to maintain the bridges it finances, repairs, reconstructs, and replaces.

It is the intent of the Bridge Enterprise Board of Directors to ensure that the State obtains the greatest benefit in increased bridge safety per FASTER dollar spent by establishing and utilizing a documented process to strategically prioritize and program bridge projects in a thorough and integrated manner.

The Bridge Enterprise Board of Directors, through its oversight of the Bridge Enterprise Program, will use FASTER funding effectively and efficiently to facilitate the financing, repair, reconstruction, and replacement of designated bridges as promptly and efficiently as possible.

II. AUTHORITY

Statewide Bridge Enterprise Board of Directors established pursuant to § 43-4-805, C.R.S.

Statewide Bridge Enterprise established pursuant to § 43-4-805(2), C.R.S.

§ 48-4-801 to 805, C.R.S. "Funding Advancements for Surface Transportation and Economic Recovery Act of 2009" "FASTER Act"

23 CFR 650 subpart C National Bridge Inspection Standards, ~~December 14, 2014~~ ~~March 1 2009~~

[Project closure and reporting requirements pursuant to § 43-1-123, C.R.S.](#)

Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, FHWA, Report No. FHWA-PD-96-001 <https://www.fhwa.dot.gov/bridge/nbi/library.cfm>
<https://www.fhwa.dot.gov/bridge/bripub.cfm>

Commented [PJ1]: [Title 23 Part 650 Subpart C - Code of Federal Regulations \(ecfr.io\)](#) This website shows that the code was updated on December 14th, 2014

Subject Oversight of FASTER Funding for State Bridges	Number BE16.0
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III. APPLICABILITY

This Policy Directive shall apply to the Statewide Bridge Enterprise as well as all Divisions, Regions, and Offices of the Colorado Department of Transportation.

IV. POLICY

A. Project Eligibility. The Bridge Enterprise Board of Directors shall make the most strategic use of available FASTER funds using the ~~following~~ criteria established in Resolution #BE-18-06-02 to determine which statewide bridges should be Designated Bridges and eligible to receive FASTER funds. These criteria qualify major structures with a National Bridge Inventory (NBI) item 58, 59, 60, or 62 (Deck, Superstructure, Substructure, or Culvert, respectively) rating of 4 or less using the National Bridge Inspection Standards (NBIS) rating scale as eligible. These ratings correlate to an overall bridge condition rating of "poor" and a classification of "structurally deficient" per the NBIS.~~These criteria qualify major-~~

- ~~1. A sufficiency rating of less than 50, which means the bridge is "poor"; and~~
- ~~2. The status must be functionally obsolete and/or structurally deficient.~~

Commented [PJ2]: Legacy CDOT "Poor" definition of Sufficiency rating less than 50 was changed in 2018 (#BE-18-06-02) in an effort to align CDOT with FHWA policy and aid CDOT in meeting targets established for National Bridge Performance Metrics. This action expanded BE eligible pool of structures.

B. Project Selection. Designated Bridges are eligible for FASTER funding and will be evaluated by Bridge Enterprise ~~pProgram mManagement~~ staff (collectively the Bridge Enterprise Director (or designee(s)), the Bridge Enterprise Ceontroller-(DAF), the Bridge Enterprise PProgram Manager, and other Bridge Enterprise program-management-staff) on both a qualitative and quantitative basis. The quantitative prioritization plan is not intended to be a rank order strategic priority list in which Designated Bridges should be funded. Strategic bridge priorities are determined through a combination of both ~~the~~ qualitative and quantitative analysis. At the time of the funding request, supporting information documenting the project selection process, including a narrative describing the bridge condition and the results of the qualitative and quantitative evaluation, -an evaluation summary will be provided to the Bridge Enterprise Board. Bridge Enterprise pProgram mManagement sStaff will follow Procedural Directive BE 16.01 when evaluating and recommending projects for funding to the Bridge Enterprise Board.

Commented [HP3]: There has been confusion on what an "evaluation summary" is comprised of so this language was revised to clarify what is provided to the Board for their review and consideration.

C. Project Execution and Transparency. The Bridge Enterprise Board provides ~~staff with~~ the following additional guidance to ~~Bridge Enterprise and CDOT~~ staff for the project execution and reporting stages.

1. Continue to provide guidelines to project engineers and seek other process improvements for the development of reasonable project contingency fund levels in order to make best use of ~~the~~ funds available.
2. Bridge Enterprise pProgram mManagement staff shall track compliance with § 43-1-123, C.R.S. and work with CDOT Region staff to review projects nearing completion and encourage the release of -excess project budget. Available budget shall be reprogrammed to

Commented [GA4]: BE cannot unilaterally release excess budget. The project works with the Region to identify opportunities to release excess budget. Language updated to clarify.

Subject

Oversight of FASTER Funding for State Bridges

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~~advance other priority projects. Work with CDOT project staff to review projects nearing completion so that the projects may be closed out in a timely manner and excess project funds shall be returned for funding to other priority projects.~~

3. Provide regular progress reports to the Bridge Enterprise Board at regular meetings and develop other methods to ensure transparency of Bridge Enterprise ~~processes~~decisions and progress.

V. IMPLEMENTATION PLAN

This Policy Directive shall be effective upon signature.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

VI. REVIEW DATE

This Policy Directive shall be reviewed on or before ~~March~~January 2026~~1~~.

Herman Stockinger
Secretary, Bridge Enterprise Board of Directors

Date of Approval