

Resolution #BTE-2021-09-03

Increasing the BTE funding commitment to the I-70 Vail Pass Safety and Operations Improvements Project from \$40M to \$61.5M to include the replacement of a second BTE eligible structure, I-70 westbound (WB) over Polk Creek (F-12-AT), in the project scope.

Approved by the Bridge and Tunnel Enterprise Board of Directors on September 16, 2021.

WHEREAS, in 2009, the Colorado General Assembly created the Colorado Bridge Enterprise (BE) in C.R.S. § 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing Designated Bridges, defined in C.R.S. § 43-4-803(10) as those bridges identified as structurally deficient or functionally obsolete and rated poor; and

WHEREAS, in 2021, the Colorado General Assembly expanded BE to include both designated bridge projects and surface transportation infrastructure projects for tunnels, and, in so doing, re-named the expanded enterprise as the Statewide Bridge and Tunnel Enterprise (BTE), C.R.S. § 43-4-805(2)(a)(I); and

WHEREAS, a Notice of Funding Opportunity (NOFO) was issued by U.S. Department of Transportation (USDOT) on January 13, 2020 for the FY 2020 INFRA Discretionary Grant Program; and

WHEREAS, CDOT was awarded a \$60.7M grant through the USDOT FY 2020 INFRA Discretionary Grant Program for I-70 Vail Pass Safety and Operations Improvements Project on June 18, 2020, fully funding the project; and

WHEREAS, the I-70 Vail Pass Safety and Operations Improvements Project scope included one BTE eligible bridge, I-70 EB over Polk Creek (F-12-AS); and

WHEREAS, the legacy CBE Board approved Resolution # BE-20-02-02 committing a maximum of \$40 million of Bridge Safety Surcharge revenue to be used on BTE eligible structures if the Department's application was awarded a grant by the USDOT; and

WHEREAS, a value engineering workshop identified that reconstructing I-70 WB over Polk Creek (F-12-AT) before building the F-12-AS structure allows for a more efficient alignment for F-12-AS, resulting in a cost savings of approximately \$20M when compared to the original alignment for F-12-AS; and

WHEREAS, F-12-AT is eligible for BTE funding, is currently ranked as a top tier, high priority structure based on the BTE bridge prioritization criteria established in BE Procedural Directive 16.1 and is on the BTE 10-year project list.

NOW THEREFORE BE IT RESOLVED, in order to accelerate the reconstruction of F-12-AT and capitalize on the opportunity to achieve \$20M in cost savings, the BTE commits to increasing the program's funding maximum commitment to the I-70 Vail Pass Safety and Operation Improvements project from \$40M to \$61.5M to be used on the reconstruction of BTE eligible bridges and other items required for the optimal functioning of the bridges.

Herman F. Stockinger A A A

Herman Stockinger, Secretary
Bridge and Tunnel Enterprise Board of Directors

Date