

Bridge and Tunnel Enterprise Resolution #BTE20260203

Committing BTE state match funding for the 23rd Avenue Bridge Improvements Project being submitted for the Capital Projects category of the Federal Fiscal Year 2026 (FY 2026) U.S. Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) discretionary grant opportunity.

Approved by the Bridge and Tunnel Enterprise Board of Directors on February 19, 2026.

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 by CDOT as structurally deficient or functionally obsolete and rated by CDOT as poor; and

Whereas, in 2021, the Colorado General Assembly passed Senate Bill 21-260, which was signed into law by the Governor on June 17, 2021, expanding the BE to include both designated bridge projects and surface transportation infrastructure projects for tunnels and renaming the expanded enterprise the Statewide Bridge and Tunnel Enterprise (BTE), C.R.S. § 43-4-805(2)(a)(I)(2021); and

Whereas, in 2023, the Colorado General Assembly passed House Bill 23-1276, which was signed into law by the Governor on May 15, 2023, approving the expansion of the scope of the BTE authority to include preventative maintenance for bridges rated as fair and good and to include the repair, reconstruction, replacement, and maintenance of bridges rated as fair if they are bundled with a project to address a designated bridge; and

Whereas, a Notice of Funding Opportunity (NOFO) for FY 2026 BUILD grants was issued by the USDOT on December 15, 2025 to solicit applications for, among other things, Capital Project grants with a total maximum award size of \$25 million; and

Whereas, USDOT intends to make one round of selections under the NOFO using the \$1.5 billion provided by the Infrastructure Investments and Jobs Act (IIJA) for FY 2026 and will include any additional funding appropriated for National Infrastructure Investments in an Appropriations Act; and

Whereas, applications for FY 2026 BUILD grants are due to the USDOT by 11:59 PM E.S.T on February 24, 2026; and

Whereas, the FY 2026 BUILD grants for the Capital Projects category will be awarded on a competitive basis for projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation; and

Whereas, Staff performed an evaluation of potential projects for the Department to submit under a BUILD grant application for the Capital Projects category and recommend the

submission of the 23rd Avenue Bridge Improvements Project, which is expected to be competitive based on USDOT's FY 2026 BUILD program goals; and

Whereas, the 23rd Avenue Bridge Improvements Project includes one bridge, Structure Number F-16-DA, that is eligible for bridge replacement funds through the BTE; and

Whereas, F-16-DA is a top tier candidate structure in the Q3 FY2026 Bridge and Tunnel Enterprise Bridge Prioritization Plan and the replacement of F-16-DA and full reconstruction of the interchange at 23rd Avenue and I-25 is a key component for the I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue 10-Year Plan, making the project a priority for both the Enterprise and CDOT; and

Whereas, the Bridge and Tunnel Enterprise Board of Directors (BTE Board) is being asked to commit BTE funds to address one designated bridge included in this project to meet required state cost share levels and increase the competitiveness of the Department's application; and

Whereas, the Bridge and Tunnel Enterprise has funding capacity to accommodate this funding allocation during the anticipated project delivery schedule.

Now therefore be it resolved, the BTE Board commits to providing \$11,000,000 of funding to replace one BTE eligible bridge as part of the 23rd Avenue Bridge Improvements Project if the Department's application is awarded a grant by the USDOT.

Now therefore be it further resolved, in order to show the Department's financial commitment to the one recommended project, the BTE may commit funding in an amount not-to-exceed the limits stated herein for future federal discretionary grant opportunities.

Herman F. Stockinger III

Herman Stockinger, Secretary
Bridge and Tunnel Enterprise Board of Directors