



COLORADO
Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Manager

Date: September 19, 2024

Subject: Bridge and Tunnel Enterprise Fiscal Year 2024 Newsletter

Purpose

The Bridge and Tunnel Enterprise (BTE) staff has prepared a fiscal year newsletter to update the BTE Board of Directors (Board) of significant program highlights and achievements for FY2024.

Action

This newsletter is for informational purposes only; no action is requested from the Board.

Background

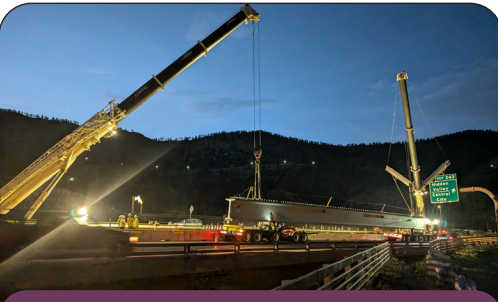
In May 2017, Senate Bill (SB) 17-231, “Concerning the Scheduled Repeal of Reports by the Department of Transportation” was passed, repealing a part of SB 09-108 (FASTER) relating to the annual reporting requirement (43-4-805 (6)). The new legislation took effect in August 2017, eliminating the requirement to present the Board with an annual report.

In September 2017, BTE staff presented the Board with a recommendation to switch from a calendar year annual report to a fiscal year newsletter presented to the Board by October of each year and received concurrence. BTE Staff will continue to present four quarterly reports per fiscal year to the Board which contain detailed information on program progress and financial status.

Attachments

Attachment A: Bridge & Tunnel Enterprise FY2024 Newsletter

Statewide Bridge and Tunnel Enterprise FY 2024 Annual Newsletter



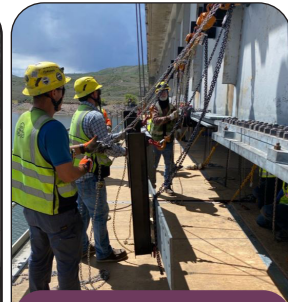
I-70 Floyd Hill



I-70 Vail Pass



New Pueblo Freeway



Blue Mesa Reservoir

Bridge and Tunnel Enterprise Infrastructure Revenue Bond Issuance

The Bridge and Tunnel Enterprise (BTE) Senior Infrastructure Revenue Bond Series 2024A transaction closed on April 16, 2024. This milestone was the culmination of over 12 months of planning and execution by BTE staff and the BTE Board of Directors. The bonds had a par value of \$150M and the transaction yielded \$15.4M in premium, resulting in total proceeds of \$165.4M. Bond proceeds were budgeted during the 4th quarter to advance several key strategic projects included in the Department's 10-Year Plan and the US50 Blue Mesa Emergency Response Project to construction (shown above).

US 50 Blue Mesa Bridges Emergency Response Project

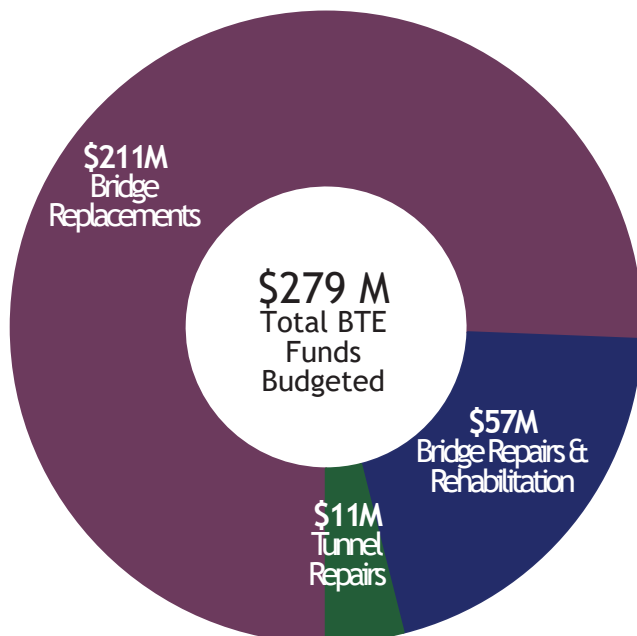
In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair. In response to this emergency, the BTE Board of Directors acted quickly to approve \$81M for bridge repairs to K-07-B and K-07-A.

Phase I repairs, which involved fixing cracks and critical issues in four areas on K-07-B that pose an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025, with a full reopening of the bridge is scheduled for fall 2024.



HB23-1276: Scope of Bridge and Tunnel Enterprise was fully implemented in FY2024 allowing BTE to fund bridge preventative maintenance projects and deliver more economical projects by bundling poor-rated and fair-rated bridges. The flexibility provided by this legislation was used for the first time to fund the Blue Mesa Bridges project.

BTE Delivers Near Historic Levels in FY2024



BTE FY2024 Grant Award Highlights



I-76 Phase IV Safety & Mobility Project

2 structures | 28,987 ft² | \$29M

The I-76 Phase IV project will reconstruct 1.45 miles of I-76 east of the town of Brush, replacing two bridges. The project will improve safety for all while enhancing mobility for the freight industry.



US 160 Safety & Mobility - Elmore's Corner

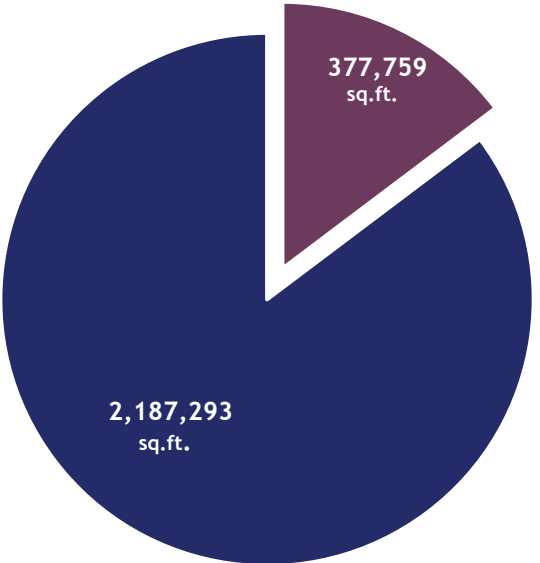
1 structure | 3,541 ft² | \$59M

The US 160 Elmore's Corner project will correct operational and safety problems that have been identified from the intersection of US 160 and SH 172 to the intersection of US 160 and La Plata County Road 225. The total project length is approximately 2.6-miles.

BTE Participation in the CDOT 10-Year Plan

During FY2023, collections began for the bridge and tunnel fees that were authorized by SB21-260. It is estimated that the new fees will bring approximately \$522M of additional revenue into the Enterprise over the 10-year phase in period. BTE is utilizing this revenue, as well as existing revenue sources, to support the delivery of the 10-Year Plan by allocating funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado’s transportation network. The following progress was made as of the end of FY2024:

	BTE Funded Bridge Progress	
		21 bridges in design
		12 bridges in construction
		9 bridges completed
	EJMT Maintenance & Repairs	
		\$28M allocated to active construction projects
		FY2023-FY2025 Bridge & Tunnel Fees fully programmed



The BTE eligible CDOT 10-Year Plan projects make up 17% of the total remaining BTE poor-rated deck area to be addressed.

During FY2024 eight BTE funded structures completed construction (see below)



I-76 ML EB over Clear Creek
Region 1 | Adams



I-70 ML WB over West 32nd Ave
Region 1 | Jefferson



SH 64 ML over Strawberry Creek
Region 4 | Rio Blanco



SH 61 ML over Surveyor Creek
Region 4 | Washington



I-76 ML WB over Clear Creek
Region 1 | Adams



I-70 ML EB over West 32nd Ave
Region 1 | Jefferson



SH 64 ML over White River
Region 4 | Rio Blanco



SH 151 ML over Stollsteimer Creek
Region 5 | Archuleta

SH 151 ML over Stollsteimer Creek Emergency Repair Project (P-07-S)

In FY2023, CDOT maintenance was notified that the high spring runoff of Stollsteimer Creek was causing severe erosion around the intake side of a two cell 12.5-foot diameter corrugated metal pipe culvert on SH 151. Once the high spring runoff receded, CDOT Maintenance completed temporary repair work on the structure. Although the structure was temporarily stabilized, Region 5 determined that the pipes could not be repaired adequately and that they required immediate replacement due to the extent of the damage. The BTE Board approved emergency funding for the design and replacement of the structure in Q4 of FY2023. In Q2 FY2024, construction was completed and the roadway was fully opened to traffic. The successful completion of this emergency project on an accelerated timeline required extensive coordination between BTE and CDOT and demonstrates the criticality and continued need for the Enterprise’s pay-as-you-go program.

