

Resolution Number BE-61
Adoption of Bridge Enterprise Program Goals

Approved by the Colorado Bridge Enterprise Board of Directors on: February 17, 2011

WHEREAS, the General Assembly created the Bridge Enterprise as a government-owned business within CDOT, pursuant to 43-4-805 C. R. S.; and,

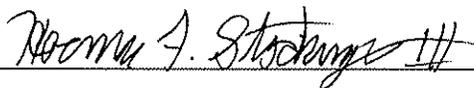
WHEREAS, pursuant to 43-4-805 C.R.S., the Bridge Enterprise is to operate as a government-owned business within the Department of Transportation and shall constitute an "enterprise" for purposes of Section 20 of Article X of the Colorado Constitution so long as the Bridge Enterprise retains authority to issue revenue bonds and receives less than ten percent (10%) of its total annual revenues in grants, as defined in C.R.S. 24-77-102(7), from all State and local governments combined; and,

WHEREAS, the business purpose of the Bridge Enterprise is to finance, repair, reconstruct, and replace designated bridges in the state; and,

WHEREAS, the Bridge Enterprise Program Manager interviewed the Bridge Enterprise Executive Director and Board of Directors; CDOT Chief Engineer, Chief Financial Officer, and headquarters executive staff; Regional Transportation Directors; and the engineering consulting and general contracting industries to identify goals for the program; and,

WHEREAS, a clear understanding and formal documentation of program goals is vital to the long-term success of the program; the program shall be periodically evaluated on how effectively it has implemented and complied with the stated goals; program goals shall be periodically reassessed to confirm they remain in alignment with the program plan, and if not, be subsequently revised or amended accordingly; and,

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board declares that the attached program goals dated February 2011 are hereby adopted for the use and benefit of the Colorado Bridge Enterprise.



Herman Stockinger, Secretary
Colorado Bridge Enterprise

Colorado Bridge Enterprise Program Goals

Accelerate the construction of Colorado's worst bridges to improve public safety

- Evaluate economic effectiveness on whether to repair or replace CDOT rated "poor" bridges
- Poorest bridges should be the highest priority
- Work safely in project execution

Program delivery plan that evaluates various options, encourages creativity, and a variety of solutions

- Use accelerated construction techniques and innovative project delivery
- Establish policy to add eligible bridges [allowable by the FASTER legislation] to the program within financial constraints
- Develop a plan to replace the I-70 viaduct

Be transparent with utilization of public funds

- Regular and accurate reporting to ensure transparency
- Outreach to Stakeholders/Public education
- Execute work in alignment with Statewide Transportation Plan and consistent with statewide investment category goals and objectives for safety, mobility, system quality and program delivery

Build responsible, cost effective projects and optimize use of revenues

- Streamline processes and procedures
- Creatively take advantage of market conditions to finance the program
- Determine appropriate project delivery methodology

Create jobs

- Encourage and build small business participation
- Create competitive bidding environment for small and large contractors and consultants