



MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: JOSH LAIPPLY, CHIEF ENGINEER
DATE: JUNE 21, 2018
SUBJECT: ADOPTION OF NEW BRIDGE ENTERPRISE ELIGIBILITY CRITERIA

Purpose:

The Bridge Enterprise Board (the Board) is being asked to approve the attached resolution formally adopting updated BE eligibility criteria based on the Federal Highway Administration (FHWA) and CDOT "poor" definition.

Background and Key Details:

In April, the Transportation Commission (TC) adopted new National Performance Measure targets for infrastructure condition and system performance as required by the Fixing America's Surface Transportation (FAST) Act. As part of the new National Performance Measure targets, the Department is required to report on the percentage of National Highway System (NHS) bridges with a classification of "poor". The Pavement and Bridge Condition Performance Measure final rule defines a structure as "poor" and "structurally deficient" if it has a National Bridge Inventory (NBI) Rating of 4/10 or less for Items 58, 59, 60, or 62.

BE held a joint workshop with CDOT Staff Bridge to review proposed changes to the BE eligibility criteria in April. It was explained that if BE adopts the new CDOT poor definition, the change in BE eligibility criteria would result in a larger pool of BE eligible structures. The increase is forecasted to be approximately 110 structures. It was also noted that structures with the classification of Functionally Obsolete (FO) would no longer be eligible for BE funding moving forward, except those that were previously classified as eligible.

As was discussed with the Board during the April workshop, updating the eligibility criteria will allow BE to:

- Align with CDOT and FHWA policy.
- Aid CDOT in meeting targets established for the National Bridge Performance Metrics since many of the bridges considered "poor" by CDOT and FHWA would not be eligible under the legacy criteria.
- Make better business decisions (e.g. newly eligible structures can be addressed with major rehabilitation before the structure condition deteriorates to a point where full replacement is required).
- Simplify eligibility criteria by migrating away from complex terms such as Sufficiency Rating (SR) which are being phased out or discontinued by FHWA.

Staff requested consideration and feedback from the Board regarding the proposed changes and the response was positive.

Attachment:

Attachment A: Resolution # BE-18-6-X: Adoption of New Bridge Enterprise Eligibility Criteria



Resolution #BE-18-06-02

Adoption of New Bridge Enterprise Eligibility Criteria.

Approved by the Bridge Enterprise Board on June 21, 2018.

WHEREAS, the Colorado General Assembly created the Colorado Bridge Enterprise (CBE) 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, CBE has historically aligned its eligibility criteria with that of the Federal Highway Administration (FHWA) Bridge Replacement program by classifying bridges with a Sufficiency Rating less than 50/100 as "poor".

WHEREAS, under the 2015 Fixing America's Surface Transportation Act (Pub. L. No. 114-94) (FAST Act), all state Departments of Transportation (DOTs) are required to set two- and four- year targets for performance measures pertaining to infrastructure condition and system performance by May 20, 2018; and

WHEREAS, the Transportation Commission (TC) adopted new National Performance Measure targets for infrastructure condition and system performance as required by the FAST Act in April 2018 via Resolution #TC-18-04-03; and

WHEREAS, the new National Performance Measure targets require reporting the percentage of National Highway System (NHS) bridges with a classification of "poor" as defined in the Pavement and Bridge Condition Performance Measures final rule; and

WHEREAS, the Pavement and Bridge Condition Performance Measure final rule defines a bridge which has a National Bridge Inventory (NBI) Rating of 4/10 or less for Items 58, 59, 60, or 62 as "poor" and "structurally deficient"; and

WHEREAS, in order to align its eligibility criteria with CDOT's "poor" definition and Federal Highway Administration (FHWA) policy, the CBE program will be adopting the same new "poor" definition; and

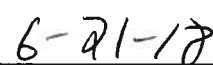
WHEREAS, it has been determined that adopting the new "poor" definition for major vehicular bridges that FHWA mandates for NHS Bridges is in conformance with Section 43-4-805 of Senate Bill 09-108 Funding Advancements for Surface Transportation (FASTER) Legislation; and

WHEREAS, by adopting CBE eligibility criteria based on the new "poor" definition, CBE will be able to aid the Department in meeting the new bridge condition performance targets established for the National Performance Measures.

NOW THEREFORE BE IT RESOLVED, after review and consideration, the Bridge Enterprise Board hereby adopts CBE eligibility criteria based on the new CDOT definition of "poor" for National Highway System bridges as mandated by FHWA and the FAST act.



Herman Stockinger, Secretary
Bridge Enterprise Board of Directors



Date