

Bridge Enterprise Board
Regular Meeting Minutes
Thursday, February 20, 2014

PRESENT WERE: Doug Aden, Chairman, District 7
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Gary Reiff, District 3
Kathy Connell, District 6

ALSO PRESENT: Scot Cuthbertson, Deputy Executive Director
Gary Vansuch, Director of Process Improvement
Debra Perkins-Smith, Director of Division of Transportation
Scott McDaniel, Acting Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Amy Ford, Public Relations Director
Soctt Richrath, CFO
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
David Gordon, Aviation Director
Ryan Rice, Director of Operations Division
Darrell Lingk, Director of Office of Transportation Safety
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Myron Hora, Acting Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
John Cater, FHWA
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

AND: Other staff members, organization representatives,
the public

Chairman Aden convened the meeting at 1:05p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

The Chairman noted that no members of the audience wished to address the Board of Directors.

Act on Consent Agenda

Chairman Aden stated that the next thing on the Agenda was action on the Consent Agenda. Director Peterson moved for approval of the Consent Agenda. The motion was seconded by Director Hofmeister. Upon vote of the Board, the motion passed unanimously.

Resolution #BE-151

Approval of Regular Meeting Minutes for January 20, 2014.

BE IT SO RESOLVED THAT, the Minutes for the January, 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the February 19 & 20, 2014, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on Resolution to Approve the 7th Budget Supplement for FY2014

Scott Richrath stated that was one project before the Board for their approval. It is an \$840,000 request to establish the utility phase. Working with the railroads, this is the next phase that Bridge Enterprise is ready to enter. There are inspections twice per year. In each inspection there are new bridges that achieve "Poor" condition and become Bridge Enterprise eligible. Bridge Enterprise is not programming new bridges until further decisions are made on the I-70 Viaduct. Supplement requests are, therefore, in regards to bridges that were already in the program and are seeking dollars to move into future phases.

Chairman Aden entertained a motion to approve the 7th Supplement to FY2014 budget. Director Gruen moved to approve the resolution, and Director Gifford seconded that motion. Upon a vote of the Board, the resolution was approved unanimously.

Resolution #BE-152

BE IT SO RESOLVED THAT, the 7th Budget Supplement for FY'2014 is hereby approved by the Bridge Enterprise Board.

2013 Annual Financial Statements

Scott Richrath requested approval for the calendar year 2013 Colorado Bridge Enterprise financial statements and stated that they would be retained on the website after approval.

Chairman Aden entertained a motion to approve the 2013 financial statements. Director Hofmeister moved for approval, and Director Gilliland seconded the motion. Upon vote of the Board, the resolution was approved unanimously.

Resolution #BE-153

BE IT SO RESOLVED THAT, the calendar year 2013 financial statements are hereby approved by the Bridge Enterprise Board.

Program Funding Progression Overview

Scott Richrath described the progression graph. The blue line accelerates first and represents bridges that had substantial funding from the \$300 million bond program. The red line that accelerates later represents bridges that receive most of their funding from Pay As You Go. Again, these are not new bridges but ones that were poor since before the discussions on the I-70 Viaduct.

The \$300 million was almost entirely spent prior to December 2013's deadline. Bridge Enterprise is now moving into a substantial period where projects will be funded by Pay As You Go dollars. It is important to note that if the Bridge Enterprise started to fund the I-70 Viaduct immediately, it would be necessary to tap into funds that have already been committed to other projects. However, there are several months before that is necessary. The timing will work such that these projects will approach completion before Bridge Enterprise has to make substantial financial commitments to the Viaduct.

Engineering News-Record Mountain States: Pecos Bridge Article

Scott McDaniel stated that he wanted to highlight an article published in Engineering News that demonstrates how Colorado is becoming a leader in innovation both in bridge construction and in how the state delivers projects. The article discusses how Bridge Enterprise used CMGC method, especially with the unusual shape of the bridge due to the roundabouts.

On a national level, Colorado is more involved in training efforts and sharing experiences with other states.

Chairman Aden congratulated everyone on the excellent project.

Monthly Progress Report

Scott McDaniel stated Bridge Enterprise is a Schedule Performance Index (SPI) of .92. That is a decrease of .01 from the previous month. There are three over-performing projects and 13 under-performing projects. All 13 under-performing projects are railroad projects. This total has increased to \$22.3 million for these 13 projects. Due to the issues with the railroad that have been previously discussed, Executive Director Don Hunt met with the Director of Operations for the UP Railroad, who made a commitment to help CDOT deliver projects more

quickly. Bridge Enterprise also met with staff from UP, and they demonstrated what they are doing to improve their programming. It is likely that as they get their programs started CDOT will see benefits. This same meeting will happen with the Burlington Northern Railroad in February 2014. This is a demonstration for how to address problems in program management and how to address these issues with partners.

Bridge Enterprise has started construction on the US 6 bridge complex from Federal to the railroad bridges, which will replace a total of five bridges. This is one project that delayed spending all the bond funds by the deadline, but the delay allowed a much larger, more integrated project.

Major achievements include two bridges that are going to AD. These two structures will be replaced with a single structure. It will include some capacity improvements made by the City of Aurora. One bridge also went to construction.

No significant changes to financial performance, status of FASTER eligible bridges, the bond program.

Of the thirty most deficient bridges, one of the remaining ones has now been out to construction.

DBE participation is 16.2% in the program as a whole. The goal was 13.3%.

Adjournment

Chairman Aden asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Aden announced the adjournment of the meeting at 1:20p.m.