

CBE Meeting Notes

Bridge Enterprise Board Workshop

CDOT HQ

March 17, 2010

CBE Board: Commissioners K. Killin, S. Parker, H. Barry, G. Ortiz, G. Krawzoff, D. Aden, L. Gruen, G. Rieff, J. Erickson, B. Kaufman

CDOT Staff: R. George, P. Hutton, H. Copp, T. Harris, R. Gabel, R. Akhavan, T. DiVito, W. Allen, R. Reynolds, P. Catlin, B. Stein, B. Garcia, T. Aschenbener, N. Hadad, J. Wassenaar, S. Stegman

LSG Team: M. McDole, J. Gaudette, D. Stevenson

The following agenda items were presented and discussed:

- Review of previous workshop and subcommittee meeting minutes (Matt McDole)
 - No comments
- Review of previously submitted First Annual Report to Legislature (Matt McDole)
 - No comments
- Overview of Draft RFP for BEPM (Chief Engineer – Pam Hutton)
 - Current approach has transitioned from long term utilization of Consultant resources to utilizing Consultants for only the start-up phase and filling existing vacancies to transition CDOT employees into the long-term BEPM program needs. The BEPM would then revert to a support role.
 - Initial core staff of 5 is envisioned, but could change as CDOT employees are transitioned into the Program and processes are further refined
 - Key long term goal is to ensure that a dedicated staff of CDOT employees are able to apply innovative techniques to effectively manage the projected Program's annual budget of \$150M
 - A financial advisor would assist under separate contract
 - Discussion
 - ◆ Future Board submittals should identify who/when was the source for such submittals
 - ◆ Show a more traditional organizational chart to clarify the BEPM structure and the timing/salary of the proposed positions
 - ◆ The use of the word 'strawman' is confusing to some. Suggest using a different reference.
 - ◆ The initial BEPM would be tasked with refining the initial core/support staffing and the longer-term Program needs for CDOT and Consultant support services. The specific organizational structure (chart) would be a key task of the initial BEPM effort as currently described in the Draft RFP
 - ◆ Key objective of staffing is to maintain focus on BE needs and not burden them, as has typically happened in the past, with other CDOT business.
 - ◆ BEPM would focus on optimizing work (e.g. bundling of projects). The traditional project approach, mostly due to funding constraints, has been to treat projects on an individual basis. Larger projects, related primarily with bonding, have occurred in a few rare instances. The steady stream of BE funding will allow for more opportunities to bundle which is actually already occurring. Region 2 has bundled 4

bridges on SH 96 and plans 3 additional bridges to be requested for funding action this Spring.

- Overview of Task Order #3 (Matt McDole)
 - RFQ was advertised March 10th. The remaining schedule of activities is as previously provided to the Board.
 - Current focus is to finalize the RFP for timely issuance to short-listed Proposers
 - Tracking current candidate projects
- Financial Report (CFO – Heather Copp)
 - Overview given of Draft Resolution for Reimbursement to be formally submitted at tomorrow's Commission meeting. Essentially, the Resolution allows for advance expenditure of normal funding sources that would then be reimbursed with bonding sources at a later date. Requesting passage at tomorrow's Commission meeting.
 - Budget action requests for approval will be forthcoming at tomorrow's Commission meeting for 3 (bundled) Region 2 BE projects on/near US 24. Pending approval of budget action, these projects would be advertised in April. Other Region 2 BE project budget actions are anticipated next month for project advertisement in May/June
 - An example report was distributed that intended for use as the basis for monthly accounting of BE funding/expenditures.
 - Status of bonding program was discussed. An RFP for Bond Counsel and Disclosure Counsel was advertised Feb 26th. Anticipate mid-April NTP. Possible issuance of bonds still possible for May. Need to evaluate amount of bonding versus pay-as-you-go. Possible private placement being considered as well as use of Build America bonds. Program will be structured to minimize risk if November ballot initiatives are passed that negate CDOT's ability to bond for the BE.
 - Board requested a status update be provided the week of April 4th
- Next workshop proposed to be scheduled in about 2 weeks.