

# MEMORANDUM

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**DEPARTMENT OF TRANSPORTATION**

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**TO:** Colorado Transportation Commission

**FROM:** Debra Perkins-Smith, Division of Transportation Development Director

**SUBJECT:** Asset Management Subcommittee Meeting

**DATE:** September 11, 2012

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## **Purpose**

This memorandum summarizes the discussion being planned for the first meeting of the Colorado Transportation Commission's Subcommittee on Asset Management.

## **Background**

The Transportation Commission meeting held each September provides an opportunity for Commissioners to guide CDOT staff on the budget for the next fiscal year. During the recent August Commission meeting in Durango staff provided the Commission with an overview of estimated revenues to consider for the Fiscal Year (FY) 2014 budget, which starts on July 1, 2013. How these financial resources are allocated to the transportation assets has been based on direction from the Transportation Commission in the form of the goals and objectives specified in Policy Directive 14. This directive is currently under discussion for goal revision in conjunction with the Long Range Plan and MAP-21.

## **Asset Management Goals and Trade-Off Analysis**

During the Asset Management subcommittee meeting staff will provide an overview of MAP-21 requirements specific to asset management, discuss current asset management efforts underway at CDOT, and share the results of integrating high level information from each of five asset areas into one common platform for budget scenario analysis, or trade-off analysis. The five assets in the Multi Asset Management System are: pavement, bridge, maintenance, fleet equipment, and Intelligent Transportation Systems (ITS).

For pavement, the analysis is performed using Remaining Service Life (RSL) and converted to the percentage of pavement in Good or Fair condition. For bridge, the analysis is performed based on the assumption that bridges should be reconstructed when they reach the historical average replacement age of 65 years. The Federal requirements for bridge condition reporting are based on condition of the bridge deck area in square feet, so this is how the analysis is done at the state level as well, and then this is converted to a percentage of bridge deck area in Good or Fair condition. The Maintenance Levels of Service (MLOS) program relies on surveys completed by maintenance crews in the CDOT regions and on work order records in SAP. The MLOS program provides the dollar amounts needed to reach letter grades A-F for each of the 9 Maintenance Program Areas (MPAs). Fleet equipment and ITS are being brought to the September budget discussions for the first time, recognizing the fact that the fleet equipment is aging and needs to be replaced, as well as the fact that the ITS infrastructure is growing exponentially and the maintenance of the new equipment does not have a dedicated funding source.

The Multi Asset Management System relies on the analysis used by the asset managers in each area, and then provides one system to generate budget scenarios showing how the condition/level of service will be impacted by the dollars allocated to each asset category. Based on the trade-offs of these scenarios, the Committee will provide input on the allocation of funds in the FY14 budget.