

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, February 21, 2013**

PRESENT WERE: Gary Reiff, Chairman, District 3
Trey Rogers, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathleen Gilliland, District 5
Kathy Connell, District 6
Steve Parker, District 8
Leslie Gruen, District 9
Gilbert Ortiz, Sr., District 10
Steven Hofmeister, District 11

EXCUSED: Douglas E. Aden, District 7

ALSO PRESENT: Gary Vansuch, Director of Process Improvement
Ben Stein, CFO
Tim Harris, Chief Engineer
Heidi Bimmerle, Director of Admin & Human Resources
Debra Perkins-Smith
Mike Cheroutes, Director of HPTE
Barbara Gold, Director of Audit Division
Scott McDaniel, Director, Staff Services
Herman Stockinger, Director of Policy and Government Relations
Darrell Link, Director, Office of Transportation Safety
Ryan Rice, Director, Operations Division
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 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

Director Reiff convened the meeting at 12:50 p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

The Chair noted that no members of the Audience had signed up to address the Board of Directors.

Act on Consent Agenda

Director Reiff stated that the next thing on the Agenda was action on the Consent Agenda. Director Rogers moved for approval of the Consent Agenda. The motion was seconded by Director Peterson. Chairman Reiff asked if there was any discussion of the motion and hearing none he asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously.

Approval of the Regular Meeting Minutes for January 17, 2013

Resolution #BE-121

Approval of Regular Meeting Minutes for January 17, 2013

BE IT RESOLVED THAT, the Minutes for the January 17, 2013 meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the February 20, 2013 meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on Resolution to Approve the 9th Budget Supplement

Ben Stein mentioned that the Budget Supplement was included in the packet and he stated that he could answer any questions. He then requested approval of the Budget Supplement

Chairman Reiff asked if anyone had any questions and if there was any discussion on the item and hearing none, Director Peterson motioned for the approval of the Budget Supplement and Director Gilliland seconded the motion. He asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously.

Resolution #BE-122

BE IT RESOLVED THAT, the 9th Supplement to the FY 2013 Budget is hereby approved by the Bridge Enterprise Board.

Bridge Enterprise 2012 Annual Financial Statements

Ben Stein mentioned that the board had received the Financial Statements and that there were no findings during a recent audit.

Monthly Progress Report

Chief Engineer Tim Harris presented an informational update as follows:

Program schedule updated for work complete through January 2013

January Schedule Performance Index (SPI) = 0.89

- Represents a 0.01 DECREASE from two previous months
- November/December SPI = 0.90

Over-performing projects

- 6 projects with \$9.4M in combined Earned Value (EV) greater than planned
- Increases overall program SPI by +/- 0.04

Under-performing projects

Non-Railroad projects

- 5 worst projects with \$19.5M in combined lost Earned Value
- Reduces overall program SPI calculation by +/- 0.08

Railroad projects

- 11 Railroad projects with \$5.2M in combined lost Earned Value
- Reduces overall program SPI calculation by +/- 0.02

Program Execution

- State Legislative Audit Committee released the CBE 2012
- Financial Statements for year ended June 30, 2012
- Completed draft Prioritization Plan methodology

Completed three Region 2 Structures

- L-22-E; SH266 ML over Ft Lyon Canal (Rocky Ford, CO)
 - Utilized roll-in ABC technique
- L-22-O; SH266 ML over Holbrook Canal (Rocky Ford, CO)
 - Utilized lateral slide-in ABC technique
- L-22-K; SH71 ML over Ft Lyon Canal (south of Ordway, CO)
 - Utilized Geosynthetic Reinforced Soil support system (FHWA EDC)

DBE Participation - Quarterly Update

From **3/1/2010 – 12/31/2012**, State & FHWA-funded BE construction contracts* continue to help CDOT exceed its overall DBE goal through the following achievements:

➤ 3 DBE Prime Contracts Awarded =	\$ 7,014,350
244 DBE Subcontracts Awarded =	<u>\$26,526,989</u>
247** Total DBE Contracts Awarded =	\$33,541,339

Overall DBE Participation on BE Contracts = **17.2%**

* Design-Bid-Build

** The 247 total contracts went to 94 individual DBE firms

Adjournment

Chairman Reiff asked if there were any more matters to come before the Bridge Enterprise Board and hearing none he announced the adjournment of the meeting at 1:00 p.m.

Herman Stockinger, Secretary
Colorado Bridge Enterprise Board

Date

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CBE Board of Directors/Executive Director: Chairman G. Reiff, S. Parker, K. Gilliland, K. Connell, L. Gruen, E. Peterson, H. Barry, T. Rogers, S. Hofmeister and G. Ortiz.

CDOT Staff: T. Harris, B. Stein, S. McDaniel, J. Laipply, K. Hruska, T. Devito, D. Eller, T. Wrona, J. Olson, K. Neet, H. Stockinger, and T. Bircher

BE Program Manager: K. Szeliga, A. Gurulé, M. Cirulli and C. Baudermann

The meeting was led by Chairman Reiff and the following items were discussed.

1. Chairman Reiff called the meeting to order.
2. J. Laipply presented the Proposed Pilot Preservation Plan
 - J. Laipply stated that CBE is seeking the Board's approval to implement a Pilot Preservation Program. He noted that CDOT Staff Bridge and CBE will continue to work collaboratively on a Preservation Plan that includes:
 - o Identification of the preservation measures that should be deployed, such as deck-washing, waterproofing and sealing of concrete surfaces, among other methods that will be examined.
 - o Development of cost estimates for each preservation measure.
 - o Identification of 10 to 12 candidate bridges to test the effectiveness of each preservation measure. Candidate bridges will be selected based on some of the following criteria: geographical location, ADT (average daily traffic), percent of truck traffic, structure types, and weather condition. The intent is to select a mix of both mountain and urban bridges.
 - o Development and implementation of a formal Preservation Plan which will outline preservation measures, deployment frequency (e.g. bridge decks washed every two years), monitoring and inspection requirements, data collection, and recording and documentation of the program's effectiveness.
 - o Development of a CBE/CDOT preservation program Memorandum of Agreement (MOU). Resolutions for adoption of the MOU will be presented to Transportation Commissioners and CBE Board of Directors for approval. J. Laipply noted that if the Commissioners and Board find the program acceptable, BE will present a budget supplement for approval and MOU resolutions at the March TC/Board meetings.
 - J. Laipply referenced the 'Good/Fair Projection Based on Average Service Life' graph included in the February 2013 Workshops & Regular Meeting Agenda booklet. The graph projects the extension of average service life from 65 to 75 years by 2032, which will result in a \$13.8B reduction of bridge liabilities.
 - The proposed program and projections were well received. Board member K. Connell commented that the proposed program information and details shown on the graph should be made available to the public. E. Peterson thanked and congratulated J. Laipply and the

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CDOT/CBE team for their good work and for their outside-the-box approach. Peterson also added that he will support and advocate the program. Director Aden suggested a more robust full-scale program.

3. T. Harris presented the Proposed Bridge Prioritization Plan
 - T. Harris stated that the purpose of the prioritization plan is to develop an objective scoring system where both quantitative and qualitative criteria are taken into consideration to determine which FASTER eligible bridges represent the best use of funding.
 - T. Harris discussed the proposed 3-step process that will be used in the plan. The process will include:
 - o Identification of the most relevant quantitative and qualitative criteria.
 - o Development of a scoring system or worksheet that determines if a bridge meets minimum threshold requirements and should be advanced within the program; and assigning numerical value to bridges which will help to ensure that funding is applied to the most critical and relevant structures.
 - o Development of a threshold value based upon available bridge data such as NBI reporting and bridge inspection forms.
 - Bridge Replacement Prioritization Survey
 - o T. Harris referenced the draft 'Bridge Replacement Prioritization Survey' documentation included in the February 2013 Workshops & Regular Meeting Agenda booklet. He noted that the survey will be sent to an estimated survey population of +/- 70 recipients which will include the CBE Board, Senior CDOT/CBE management, FHWA, Regional Transportation Directors, CDOT Staff Bridge, and other personnel and staff.
 - o T. Harris referenced the 'Summary of Sufficiency Rating Factors' pie chart included in the February 2013 Workshops & Regular Meeting Agenda booklet. He noted that the survey deconstructs the elements of the current sufficiency rating calculation.
 - o Chairman Reiff inquired about CBE's reporting mechanism plan to relay the prioritization plan information to the Board. K. Szeliga addressed the question and replied that the practice of monthly and quarterly reporting will continue.
 - o Chairman Reiff also inquired about the merging of CBE and Finance once the bridges are prioritized and assigned new ratings and values. B. Stein addressed the question and replied that once the new scoring is approved by the Board, CBE and Finance will take the next step and address the movement and placement of funding. B. Stein also noted that the I-70 viaduct financial spending decisions, expected by the close of calendar year 2013, will influence the future financing strategy of the prioritization plan.
4. The meeting was adjourned.

End of Meeting Notes