

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, April 16, 2015**

PRESENT WERE: Ed Peterson, Chairman, District 2
Kathy Connell, Vice Chairman, District 6
Shannon Gifford, District 1
Gary Reiff, District 3
Heather Barry, District 4
Kathy Gilliland, District 5
Doug Aden, District 7
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Sidney Zink, District 8

ALSO PRESENT: Shailen Bhatt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Gary Vansuch, Director of Process Improvement
Debra Perkins-Smith, Director of Division of Transportation
Josh Laipply, Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Communications Director
Scott McDaniel, Staff Services Director
Maria Sobota, Acting CFO
Herman Stockinger, Government Relations Director
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director, Division of Transit and Rail
Kyle Lester, Director, Division of Highway Maintenance
Ryan Rice, Director of the Operations Division
Darrell Lingk, Transportation Safety Director
Tony DeVito, Region 1 Transportation Director
Karen Rowe, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Vince Rogalski, STAC Chairman

AND: Other staff members, organization representatives,
the public and the news media

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

Chairman Peterson convened the meeting at 10:14a.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

Chairman Peterson stated that no members of the audience wished to address the Board of Directors.

Act on Consent Agenda

Chairman Peterson entertained a motion to approve the Consent Agenda. Director Connell moved to approve the resolution, and Director Barry seconded the motion. Upon vote of the Board the resolution passed unanimously.

Resolution #BE-15-4-1

Approval of Regular Meeting Minutes for March 19, 2015.

BE IT SO RESOLVED THAT, the Minutes for the March 19, 2015, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the April 15 & 16, 2015, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on the 8th Bridge Enterprise Budget Supplement

Maria Sobota requested the Commission's approval for the 8th Bridge Enterprise Supplement for Fiscal Year 2015.

Hearing none, Chairman Peterson entertained a motion to approve the 8th Bridge Enterprise Supplement for FY 2015. Director Reiff moved for approval, and Director Gruen seconded the motion. Upon vote of the Board, the resolution passed unanimously.

Resolution #BE-15-4-2

BE IT SO RESOLVED THAT, the 8th Budget Supplement for FY2015 is hereby approved by the Bridge Enterprise Board.

Discuss and Act on the Acceptance of Re-appropriated Federal Funds to Bridge Enterprise

Maria Sobota stated that this was request to the Board to accept the Transportation Commission's allocation of \$15 million in eligible federal funds. This is the second half of the conversation from the Transportation Commission meeting.

Chairman Peterson entertained a motion to approve the acceptance of re-appropriated federal funds to Bridge Enterprise. Director Connell moved for approval, and Director Barry seconded the motion. Upon vote of the Board, the resolution passed unanimously.

Resolution #BE-15-4-3

Resolution #BE-15-4-3

The FY 2015-2016 Program Budget and Acceptance of the transfer of eligible federal funds from CDOT to Colorado Bridge Enterprise for the purpose of advancing the business purpose of the Colorado Bridge Enterprise

Approved by the Colorado Bridge Enterprise Board on April 16, 2015

WHEREAS, the Colorado Bridge Enterprise is charged with the reconstruction, rehabilitation, and replacement of Designated Bridges, as defined in C.R.S. 43-4-803 (10), on the state’s transportation system; and

WHEREAS, the Colorado Bridge Enterprise promulgates and adopts an annual budget; and

WHEREAS, the Colorado General Assembly created the Colorado Bridge Enterprise 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, the Colorado General Assembly declared and provided that the Colorado Bridge Enterprise shall constitute an “enterprise” for purposes of TABOR, section 20 of article X of the Colorado Constitution, so long as it retains the authority to issue revenue bonds and receives less than ten percent of its total revenue in grants from all Colorado State and local governments combined; and

WHEREAS, the Colorado General Assembly has excluded federal funds, regardless of whether such federal funds pass through the state or any local government prior to receipt by an enterprise from the definition of “grants” pursuant to C.R.S. 24-77-102(7); and

WHEREAS, CDOT receives federal bridge funds from the US Department of Transportation for purposes of repairing, reconstruction, and replacing bridges; and

WHEREAS, the Colorado Bridge Enterprise has accepted previous authorized transfers of federal bridge funds from CDOT for the purposes of advancing the business purposes of the Colorado Bridge Enterprise.

NOW THEREFORE BE IT RESOLVED, The Colorado Bridge Enterprise Board approves the Fiscal Year 2015-2016 budget and accepts the allocation and transferring of fifteen millions dollars (\$15,000,000) of eligible federal funds for purposes of advancing the financing, repair, reconstruction and replacement of designated bridges by the Colorado Bridge Enterprise.

Herman F. Stockinger III
Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

4-21-15
Date

Discuss the FY2016 Budget

Maria Sobota stated that this is not a request for any action at today’s meeting. This will be brought before the Board for approval next month. This is the informational item only to determine if the Board has any questions regarding the detailed budget that supports the overall amount going forward in 2016-2017. The documents

included are a description of the items that will be funded in 2016-2017, and it is a balanced budget.

Monthly Progress Report

Scott McDaniel asked if there were any questions about the monthly progress report included in the packet.

Director Reiff asked if there had been any progress on the \$45 million worth of projects that continue to be delayed by railroad issues. Scott McDaniel stated that on a project level, staff struggles to get the projects in place and the necessary agreements are done. But there has been headway on the programmatic level with both railroads, which will help in the future. The chief engineer has been meeting with Union Pacific Railroad on a number of issues that will also help gain some ground. It seems as though the biggest struggle is that we are still caught up on the project level getting those agreements in place and through the process. There is a lot of hope for the programmatic agreements that are being put into place. They should have them in place in the next six months, which will help a lot moving forward. But there will not be a lot of progress until that happens.

Josh Laipply stated that as Scott McDaniel mentioned, he and Johnny and Olson have been going to quarterly meetings with Union Pacific. Timely enough, UP executive management are coming to meet with Executive Director Bhatt and the chief engineer on April 16, 2015. Their real estate acquisition and planning capacity lead out of Omaha are coming out to start going over some of the environmental studies happening on US 85 to try to coordinate those efforts. One of the fundamental issues and one of the obstacles in dealing with UP is that their business model is never aligned with CDOT's even though the two ought to be. They are moving a lot of commerce through Colorado, and that is also a goal of CDOT's. It should obviously be better coordinated. However, each institution has some individual interests. UP is in a competitive market, so they try to keep things close to the vest. Having them come out between May and June to sit down with the team at CDOT and start talking about where some crossings could potentially be eliminated to gain the railroads capacity. They may start seeing the skin in the game that they have with CDOT in the Department's planning effort to increase their rail and commerce capacity as well as benefit CDOT from a safety perspective. There are lots of entrances on US 85, but it would be safer if some of those could be eliminated and frontage road improvements could be done. They are starting to have that conversation now. With that conversation, they have also talked about funding a person that sits at UP's headquarters in Omaha to help the Department's process. It is typically not on the engineering side that they get hung out; it is typically on the land acquisition side. That would be someone with legal expertise who could help with the process. There is not a promise that that will happen in the next six months, but it is something to strive for. He thinks they can get there and knock this out. CDOT will hopefully be one of the first states to have a more comprehensive approach with both railroads.

Executive Director Bhatt stated that Josh Laipply has done a great job of setting up something that works with both railroads to cooperate. That is the way they run their business. The conversation will continue and the goal is to create enough incentive that the railroads want the projects to move forward at the same time.

Commissioner Aden stated that he wanted to comment on the interview that he participated in regarding the legislative audit looking into the FASTER program. He stated that he thinks it is going to be interesting. There seemed to be a real difference in terms of what the Transportation Commission's role ought to be in oversight of Bridge Enterprise and FASTER Safety revenues. It will be interesting to see what the outcome of that audit report is in terms of their perception of what the policy level oversight is versus at least some of the auditors seeming to suggest that the Commission ought to be way down in the weeds and the details of individual projects. He did not know how soon the report would come out.

Commissioner Peterson stated that it will be a very interesting discussion and that it was a very interesting hour of his interview. He was trying to understand how to be effective, efficient and good stewards of taxpayer dollars, as opposed to being inefficient, working way down at a level that Commission does not have the expertise to do. They may not embrace all the recommendations as openly or enthusiastically as HPTE did.

Adjournment

Chairman Peterson asked if there were any more matters to come before the Bridge Enterprise Board. Hearing none, Chairman Peterson announced the adjournment of the meeting at 10:25a.m.



4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
DATE: MAY 21, 2015
SUBJECT: ACCEPT TRANSFER OF ASSETS FROM CDOT TO COLORADO BRIDGE ENTERPRISE

Purpose

This memorandum is to inform the Bridge Enterprise Board of Directors about the transfer of assets from CDOT to Colorado Bridge Enterprise.

Action

This month the Bridge Enterprise Board of Directors is being asked to accept by resolution the Transportation Commission's transfer of structures from CDOT to Bridge Enterprise.

Details

The following structures are part of the Region 3 bridge plans and are scheduled for rehabilitation activities in Fiscal Year 2016 as part of the Bridge Enterprise program.

Region 3 Structures

F-05-L	I-70 WBND over Colorado River
G-03-Q	I-70 WBND over Colorado River
F-10-L	I-70 EBND over US6, RR, Eagle River

Since the bridges will be rehabilitated, the structures retain their existing Bridge ID numbers. FASTER funding can only be applied to structures owned by Bridge Enterprise which requires the transfer of assets from CDOT to Bridge Enterprise as outlined per the following resolutions.

While the structures listed above carry value according to CDOT financial records, a Formal Opinion issued by the Attorney General of Colorado states that the transfer of non-cash asset not easily monetized is not relevant when calculating the State's fiscal year spending under the TABOR Amendment's Spending Limit. Based on this formal opinion there is not a TABOR impact to either CDOT or Bridge Enterprise.

There is a Transportation Commission resolution transferring the structures from CDOT to Bridge Enterprise in this month's agenda.

The attached resolution authorizes the staff to accept the asset transfer to Bridge Enterprise from CDOT.

Additional Note

When an existing bridge is replaced the newly constructed structure is assigned its own unique Bridge ID and the existing structure ID is subsequently retired on CDOT records.

**Resolution Number #BE-
Accept Transfer of Assets from CDOT to the Bridge Enterprise**

WHEREAS, the following structures are part of the Region 3 bridge plans and are scheduled for rehabilitation activities in Fiscal Year 2016 as part of the Bridge Enterprise program;

Region 3 Structures

F-05-L	I-70 WBND over Colorado River
G-03-Q	I-70 WBND over Colorado River Overflow
F-10-L	I-70 EBND over US6, RR, Eagle River

WHEREAS, in order to utilize Bridge Enterprise funding for completion of these projects, the ownership of the structures listed above must be transferred to the Colorado Bridge Enterprise; and,

WHEREAS, at the time of the conversion to GASB 34, which required state government to begin capitalization and depreciation of their infrastructure assets, roads, and bridges; the structures listed above were included in CDOT's Fixed Asset Database; and,

WHEREAS, the structures listed above carry value according to CDOT financial records; and,

WHEREAS, a Formal Opinion issued by the Attorney General of Colorado states that the transfer of non-cash asset not easily monetized is not relevant when calculating the State's fiscal year spending under the TABOR Amendment's Spending Limit; and,

WHEREAS, the structures listed above cannot be easily monetized; and,

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board accepts the transfer of these structures listed above to the Colorado Bridge Enterprise at no cost.

Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

Date



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: May 21, 2015
TO: Bridge Enterprise Board of Directors
FROM: Maria Sobota, Acting Chief Financial Officer
SUBJECT: Ninth Supplement to the FY 2015 Bridge Enterprise Budget

Enclosed is the Ninth Supplement to the FY 2015 Bridge Enterprise Budget.

REGION 2:

In January 2015 the Bridge Enterprise Board was presented with an informational list of 8 bridges that were being recommended for the programming of pre-construction activities only. The following project was included on that informational list and will be designed and then shelved until funds are available to proceed to a construction phase.

- **\$425,000** SH96 over Rush Creek in Pueblo County (old K-17-F) (new K-17-FF) (20707/1000...) January 2015 Prioritization Plan Score: 23.5

SH96 over Rush Creek in Pueblo County
 (old K-17-F)(new K-17-FF)
 Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Ninth BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
ROW	FASTER Bridge Funds	\$0	\$4,500	\$0	\$0	\$4,500	\$4,500	\$0
	Total Right of Way	\$0	\$4,500	\$0	\$0	\$4,500	\$4,500	\$0
Design	FASTER Bridge Funds	\$0	\$420,500	\$0	\$0	\$420,500	\$420,500	\$0
	Total Design	\$0	\$420,500	\$0	\$0	\$420,500	\$420,500	\$0
Total Project Budget & Expenditure		\$0	\$425,000	\$0	\$0	\$425,000	\$425,000	\$0
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
				\$425,000		\$425,000		

REGION 3:

Supplement Design Phase budget for consultant services associated with final design and traffic engineering review. In addition, requesting budget for in-house personnel and consultant staff for utility design and utility coordination. These utility related activities were originally planned to be under the utility phase.

- **\$597,600** SH 82 ML over I-70 ML, Colorado River and Rail Road in Garfield County (old F-07-A) (new F-07-V) (18158/1000...). January 2015 Prioritization Plan Score: 29.5

SH 82 ML over I-70 ML, Colorado River and Rail Road in Garfield County
 (old F-07-A) (new F-07-V)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Ninth BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
ROW	FASTER Bridge Funds	\$10,661,000	\$0	\$0	\$0	\$0	\$0	\$1,683,210
	Total ROW	\$10,661,000	\$0	\$0	\$0	\$0	\$0	\$1,683,210
Environmental	FASTER Bridge Funds	\$470,100	\$0	\$0	\$0	\$0	\$0	\$439,114
	Bond Funds	\$7,655,357	\$0	\$0	\$0	\$0	\$0	\$7,655,357
Total Environmental		\$8,125,457	\$0	\$0	\$0	\$0	\$0	\$8,094,471
Design	FASTER Bridge Funds	\$10,282,300	\$597,600	\$0	\$0	\$597,600	\$10,879,900	\$5,906,314
	Bond Funds	\$2,882,000	\$0	\$0	\$0	\$0	\$0	\$2,882,000
Total Design		\$13,164,300	\$597,600	\$0	\$0	\$597,600	\$10,879,900	\$8,788,314
Total Project Budget & Expenditure		\$31,950,757	\$597,600	\$0	\$0	\$597,600	\$32,548,357	\$18,565,995
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
				\$597,600		\$597,600		

Resolution No. BE-15-5-2

**“BE IT RESOLVED, That the Ninth Supplement to the Fiscal Year 2014-2015
Budget is approved by the Bridge Enterprise Board.”**



MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
DATE: MAY 21, 2015
SUBJECT: FY 2015 Q2 CBE PROGRAM FINANCIAL UPDATE

Purpose:

The Bridge Enterprise (BE) team has prepared a BE Program Update as of Q2 FY2015 for the Board of Directors information. No action is requested from the Board; for informational purposes only. Summarized below are the tables contained in this report.

Bridge Enterprise Program Liability

The program life-to-date (LTD) total liabilities for the Bridge Enterprise program are \$910.0M. This is an increase of \$1.4M from the \$908.6M total liability on September 30, 2014. LTD expenditures as of December 31, 2014 are \$449.8M as compared to \$420.8M on September 30, 2014. Current encumbrance balance is \$132.3M as compared to \$177.6M on September 30, 2014.

Forecasted Bond Spending

As the attached Figure 1 document illustrates, the program had a balance of \$21.9M as of September 30, 2014 as opposed to a balance of \$15.1M as of December 31, 2014, a reduction of \$6.8M. The \$15.1M balance includes the unexpended Net Bond Proceeds of \$5.0M plus \$10.1M of life-to-date interest earnings. The \$15.1M bond balance is forecasted to be substantially expended by the end of March 2015. BE staff is expediting the release of bond balances from substantially complete projects and reprogramming bond funds from slower spending projects to re-budget under quicker spending projects. Starting in FY2014, \$33.3M of bond funds has been transferred to the US 6 over RR, Bryant St., and S. Platte River Design/Build project and to the Arapahoe Rd. over Cherry Creek project, two of the quicker spending projects in the current program.

Cash Flow

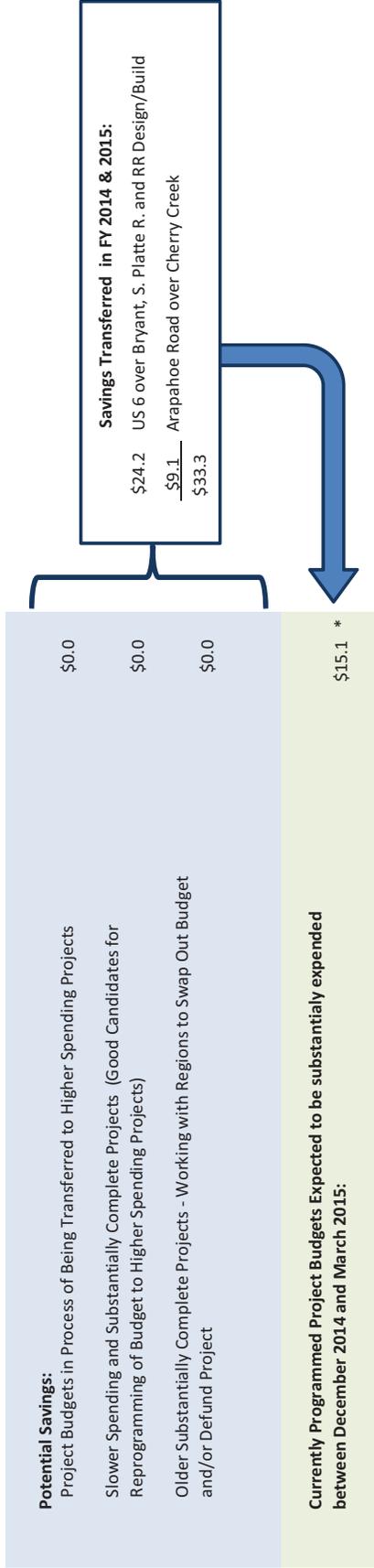
Figure 2 (attached) depicts all current available BE cash balances, forecasted revenues and forecasted expenditures for all currently programmed projects. BE has forecasted \$35.5M use of cash on the I-70 Viaduct project with an anticipated duration from July 2016 through December 2017. This is based on an estimate that has a combination of milestone and availability payments. This will change once the I-70 East project team is able to determine the final scope of the project, the optimal contracting method and when the BE can determine the optimal funding model based on those determinations. The cash balance on December 31, 2014 was \$290.3M and is projected to decrease to \$112.4M by December 31, 2017 if the I-70 Viaduct project proceeds as currently scheduled.



Colorado Bridge Enterprise
Status of Unexpended Bond Funds
As of December 31, 2014
Amounts in Millions

Unexpended Bond Proceeds and Interest Earnings:

	9.30.14	\$21.9
	12.31.14	\$15.1



* Includes Savings Already Transferred to US 6 over Bryant, S. Platte R., RR Design/Build and Arapahoe Road over Cherry Creek

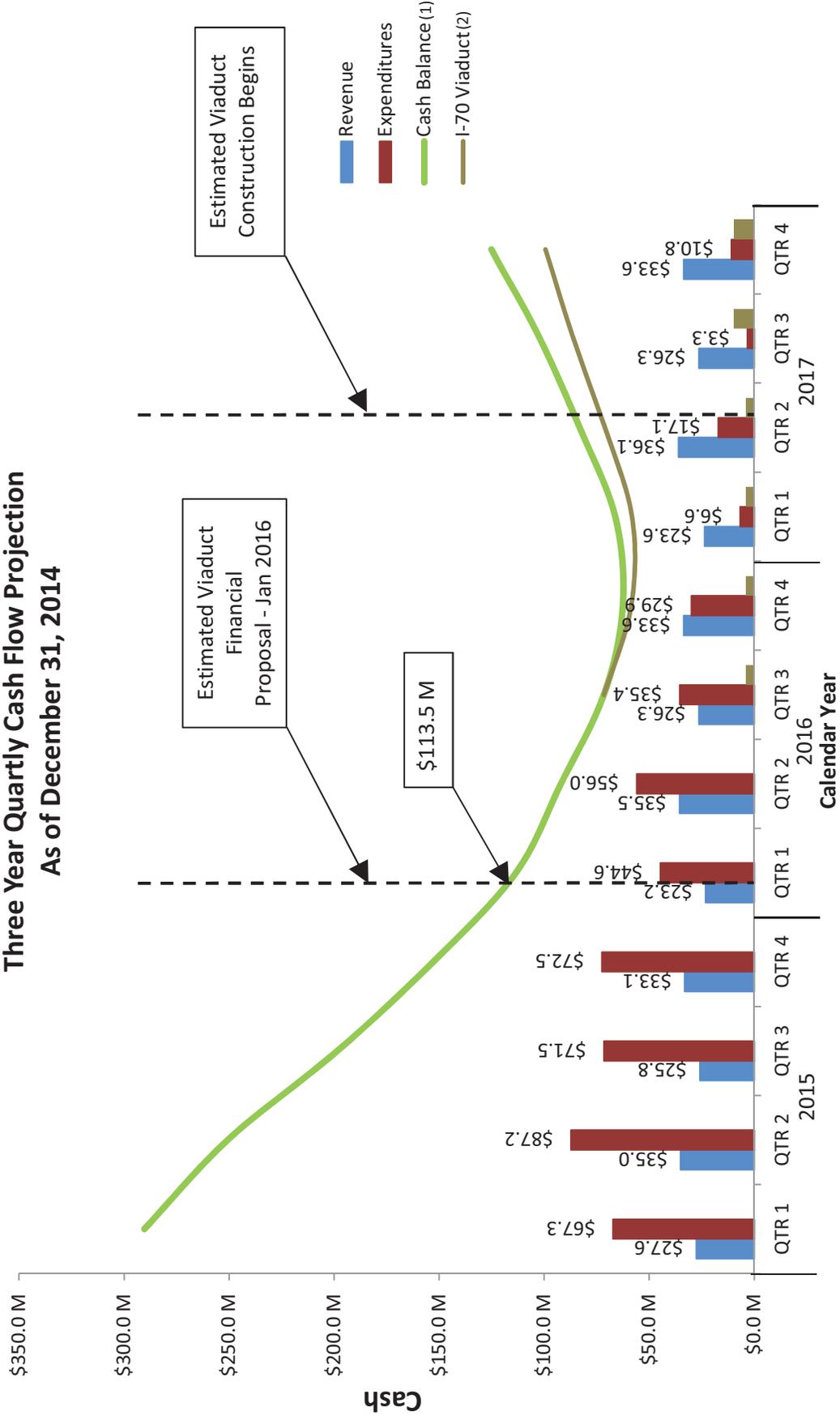
Additional Opportunities for the Transfer of Budget Savings:

- US 6 Design/Build
- Arapahoe over Cherry Creek
- Ilex/Pueblo Rehabs
- Eagle/Vail
- US 40 over Tollgate Creek
- SH44 over Bull Seep and South Platte River
- I-76 over UPRR
- SH 14 over Cache La Poudre River
- I-70 Viaduct

Adjusting for Savings, Timing of Invoices, Expenditures and Billings to Trustee - Project Substantial Use of Bond Funds between December 2014 and March 2015.

FIGURE 1

Colorado Bridge Enterprise Three Year Quarterly Cash Flow Projection As of December 31, 2014



(1) Cash balance line includes the use of \$97.8 M of preconstruction activities for the I-70 Viaduct.
 (2) Estimated impact to cash - assuming cash contribution to I-70 Viaduct project through 2017, for milestone and availability payments from the most recent financial model.

FIGURE 2



MEMORANDUM

TO: THE BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
DATE: MAY 21, 2015
SUBJECT: ADOPTION OF FINAL FY2016 BRIDGE ENTERPRISE BUDGET

Purpose:

This month the Bridge Enterprise Board of Directors is being presented with the final FY2016 Bridge Enterprise operational budget for Fund 538 (Statewide Bridge Enterprise Special Revenue Fund created through FASTER legislation) for review and adoption.

Action:

The Bridge Enterprise Board is being asked to approve the resolution adopting the FY2016 operational budget for Fund 538.

Background:

In March 2015, the Transportation Commission was asked to review final changes and to adopt the final CDOT FY2016 Annual Budget. This included \$124.1 Million in allocations for Bridge Enterprise (BE) which are now part of the approved FY2016 Long Bill. In April a draft version of the operational FY2016 BE budget for Fund 538 was presented to the BE Board of Directors (BOD) for review and feedback. No comments or questions were received and there have been no changes to the draft version that was presented last month. This month, a final FY2016 operational budget for Fund 538 is now being presented to the BE BOD for final review and approval.

Details:

The final FY2016 BE Budget Allocations are based on an estimated \$124.1 Million of projected revenue from the following sources:

- \$100,100,000 in FASTER Bridge Revenue
- \$3,000,000 in Interest Earnings
- \$6,000,000 in Federal Subsidy for the Build America Bonds (BABs)
- \$15,000,000 in Transferred Federal Funds

These projected revenues of \$124.1 Million have been allocated to the following categories in the final operational budget for Fund 538:

- \$1,576,025 for Program Management
- \$1,114,679 for the Bonding Program
- \$250,000 for BE Project Scoping Pools
- \$250,000 for Maintenance
- \$120,909,296 for BE Projects

Details regarding individual line items that roll up to each category are outlined in attachment A: FY2016 Final Bridge Enterprise Budget.



Key Benefits

N/A

Options and Recommendations:

1. Act on the Resolution adopting the final FY2016 budget for Fund 538. STAFF RECOMMENDATION
2. Request additional information or changes to specific line items.
3. Deny the request.

Next Steps

Following the review and adoption of the final FY2016 budget for Fund 538, budget staff will ensure that the approved budget amounts are pushed to the appropriate BE cost centers.

Attachments:

Attachment A: Final FY2016 Enterprise Budget Fund 538



Attachment A: Final FY 16 Bridge Enterprise Budget Fund 538	
Revenue/ Expense	FY 16 Budget
Bridge Enterprise Budget	
Revenue	
Estimated FASTER Bridge Revenues	\$100,100,000
Interest Earnings	\$3,000,000
Federal Subsidy for Build America Bonds	\$6,000,000
Transfer of State/Local Bridge Funds	\$0
Transfer of Federal Funds	\$15,000,000
Total Revenue	\$124,100,000
Expenses	
Bridge Enterprise Administrative Budget (Cost Center B8800-538 and B88AD-538)	
Program Management	
BE Program Management AECOM	\$1,250,000
CDOT / BE Staff	\$195,625
AG Legal	\$90,000
Annual Audit	\$20,400
Operating Expenses	\$10,000
Other Consulting	\$10,000
Total Program Management	\$1,576,025
Bonding Program	
Trustee	\$9,175
Bond Counsel	\$323,800
Disclosure Counsel	\$82,000
Financial Advisor	\$57,000
Rating Agency	\$135,000
TIFIA Counsel	\$200,000
TIFIA Costs	\$300,000
Travel to Rating Agency	\$4,704
Printing	\$2,000
Accounting Review	\$1,000
Total Bonding Program	\$1,114,679
Total Cost Center (B8800-538)	\$2,690,704
Scoping Pools Cost Center (B88SP-538)	
Scoping Pools	\$250,000
Total Scoping Pools	\$250,000
Maintenance Cost Center (B88MS-538)	
Maintenance	\$250,000
Total Maintenance	\$250,000
Bridge Enterprise Projects	
Debt Service (Project # 18521, 18522, 18524)	\$18,234,000
Preservation (Project # 19650)	\$100,000
Other Bridge Enterprise Projects	\$102,575,296
Total Bridge Enterprise Projects	\$120,909,296
Total Revenue	\$124,100,000
Total Expenses	\$124,100,000
Total Revenue minus Expenses	\$0



**Colorado Bridge Enterprise
May 21, 2015**

**Resolution Number TC-XXXX
Approval and adoption of the Fiscal Year 2016 Operating Budget for
Bridge Enterprise Fund 538**

WHEREAS, the Transportation Commission promulgates and adopts all budgets for the Colorado Department of Transportation (CDOT) and state transportation programs; and

WHEREAS, the Colorado General Assembly created the Colorado Bridge Enterprise 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, in March 2015, the Transportation Commission was asked to review final changes and to adopt the final CDOT FY2016 Annual Budget prior to its submission to the Governor; and

WHEREAS, the final CDOT FY2016 Annual Budget included \$124.1 Million in allocations for Bridge Enterprise which are now part of the approved FY2016 Long Bill; and

WHEREAS, based on this allocation, in April 2015 a draft version of the operational FY2016 Bridge Enterprise budget for Fund 538 (Statewide Bridge Enterprise Special Revenue Fund) was presented to the Bridge Enterprise Board of Directors for review and feedback; and

WHEREAS, this month, a final FY2016 operational budget for Fund 538 is now being presented to the BE BOD for final approval.

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board of Directors hereby approves the FY 2016 operational budget for Fund 538.

**Herman Stockinger, Secretary
Bridge Enterprise Board of Directors**



MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott McDaniel, PE, Director of Project Support
DATE: May 21, 2015
SUBJECT: May 2015 Bridge Enterprise Progress Report

PURPOSE

The Bridge Enterprise (BE) team has prepared a progress report presentation to update the Board members of recent program initiatives, statistics and successes. No action from the Board is requested; this report is for informational purposes only. Summarized below are the elements contained in the report:

PROGRAM SCHEDULE AND SPI:

The BE program schedule has been updated for work complete through April 2015. The April Schedule Performance Index (SPI) = 0.90, 0.02 decrease from prior month (March SPI = 0.92). Note: Program Goal SPI \geq 0.90.

- Over-performing projects
 - 7 projects with \$12.6M in combined Earned Value (EV) greater than planned
 - Increases overall program SPI by 0.021; no change from prior month
- Under-performing projects
 - 13 Railroad projects with \$58.1M in combined lost EV
 - Reduces overall program SPI calculation by 0.09; a 0.01 increase from prior month

INITIATIVES AND RECENT ACTIVITY:

The BE team continues to collaborate with CDOT in managing, monitoring and reporting on the progress and success of the program. Some recent program tasks and initiatives include:

- OSA FASTER Performance Audit reporting and RFI responses
- Quarterly reporting
- Maintenance invoicing
- FY15 Q2 financial update
- FY16 BE Budget
- Region 3 bridge transfers
- Ongoing project coordination
- Closeout and deprogramming funds from completed projects
- 100-Year Bridge Design
- Programming of new projects for preconstruction
- PMO coordination



ADDITIONS TO BE PROGRAM:

Bridge#	Region	County	Structure
I-18-I	2	El Paso	US 24 ML over Draw
M-21-C	2	Otero	US 350 ML over Hoe Ranch Arroyo
M-22-Y	2	Otero	US 350 ML over Draw
D-12-F	3	Grand	SH 125 ML over Willow Creek
G-25-K	4	Kit Carson	SH 59 ML over I-70 ML

TO DESIGN PHASE 1:

- **Region 2 Ilex Bridges, Pueblo County**

K-18-AX, I 25 ML NBND over US 50 Bus. Rte.	L-18-AQ, Northern Ave over I 25 ML
K-18-CK, I 25 ML NBND over RR, Ilex/Bennet	L-18-AU, Mesa Ave over I 25 ML
K-18-CL, I 25 ML SBND over RR, Ilex/Bennet	L-18-M, I 25 ML NBND over Indiana Ave
K-18-R, US 50 EBND over Arkansas River	L-18-W, I 25 ML SBND over Indiana Ave

TOTAL PROGRAM FINANCIAL PERFORMANCE

Expenditure and encumbrance data through March 31, 2015 summarized below:

- Projected Expenditures: Increased by by \$6.3M or 1.0%
- Actual Expenditures: Overall increased by \$9.7M or 2.1% | Bond increased by by \$0.7M or 0.2%
- Encumbrance Balance: Overall decreased by -\$9.4M or -6.1% | Bond decreased -\$2.1M or -16.2%

STATUS OF FASTER ELIGIBLE BRIDGES

There are currently 189 bridges eligible for the BE program.

Completed	107
In Construction	23
Design Complete	1
In Design	13
Remaining	29
No Action Proposed	16

STATUS OF \$300M BOND BRIDGES

There are currently 93 bridges in the BE bond program.

Completed	56
In Construction	23
Design Complete	1
In Design	12
No Action Proposed	1*

*deemed ineligible

STATUS OF 30 MOST DEFICIENT BRIDGES

- The CBE has completed 28 of the 30 bridges originally identified as the most deficient.
 - The I-70 Viaduct will be the final original '30 worst' bridge addressed.
- (The report also contains the status of the 30 worst bridges based on 2014 ratings.)

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

Monthly Report: FFY 2015 (10/1/14 - 2/28/15)	
5 Prime Contracts Awarded	\$119,948,676
106 Subcontracts Awarded	\$15,745,031
47* Total DBE Contracts Awarded	\$10,029,164
DBE Percentage of Subcontract Dollars	63.7%

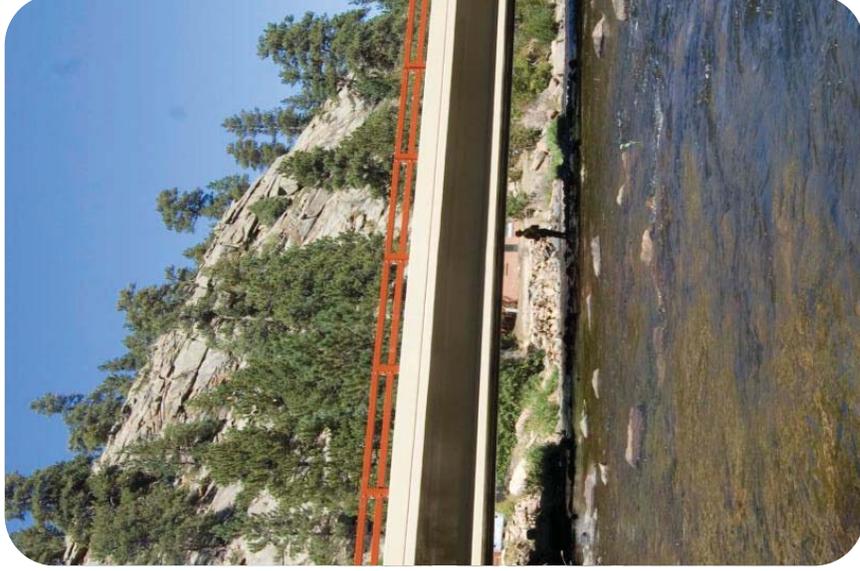
*The 47 subcontracts went to 33 individual DBE firms.

[Attachment: May 2015 BE Progress Report Presentation]





COLORADO
Department of
Transportation



Colorado Bridge Enterprise

May 2015 Monthly Progress Report

Board of Directors Meeting



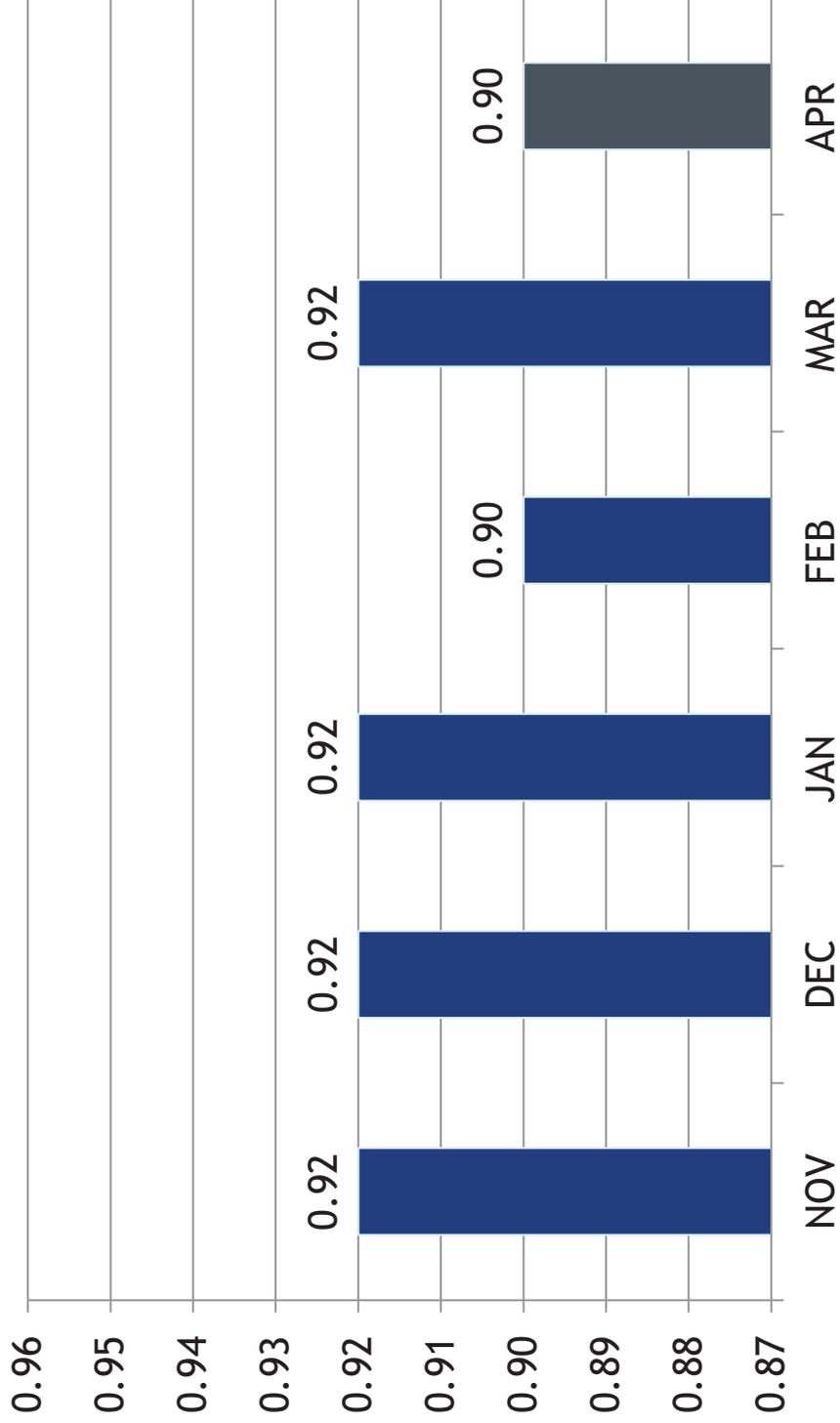
Program Schedule

- Program schedule updated for work complete through April 2015
- March Schedule Performance Index (SPI) = 0.90; a DECREASE of 0.02 from prior month (March SPI = 0.92)
- Over-performing projects
 - 7 projects with \$12.6M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.021; NO CHANGE from prior month
- Under-performing projects
 - 13 Railroad projects with \$58.1M in combined lost EV
 - Reduces overall program SPI calculation by 0.09; a 0.01 INCREASE from prior month



Program Schedule

Program SPI by Month



Program Goal SPI ≥ 0.90



Program Initiatives

CURRENT PROGRAM INITIATIVES:

- OSA FASTER Performance Audit reporting and RFI responses
- Quarterly reporting
- Maintenance invoicing
- FY15 Q2 financial update
- FY16 BE Budget
- Region 3 bridge transfers
- Ongoing project coordination
- Closeout and deprogramming funds from completed projects
- 100-Year Bridge Design
- Programming of new projects for preconstruction
- PMO coordination



Recent Project Activity

ADDITIONS TO BE PROGRAM:

Bridge#	Region	County	Structure
I-18-I	2	El Paso	US 24 ML over Draw
M-21-C	2	Otero	US 350 ML over Hoe Ranch Arroyo
M-22-Y	2	Otero	US 350 ML over Draw
D-12-F	3	Grand	SH 125 ML over Willow Creek
G-25-K	4	Kit Carson	SH 59 ML over I-70 ML

TO DESIGN PHASE 1:

- Region 2 Ilex Bridges, Pueblo County

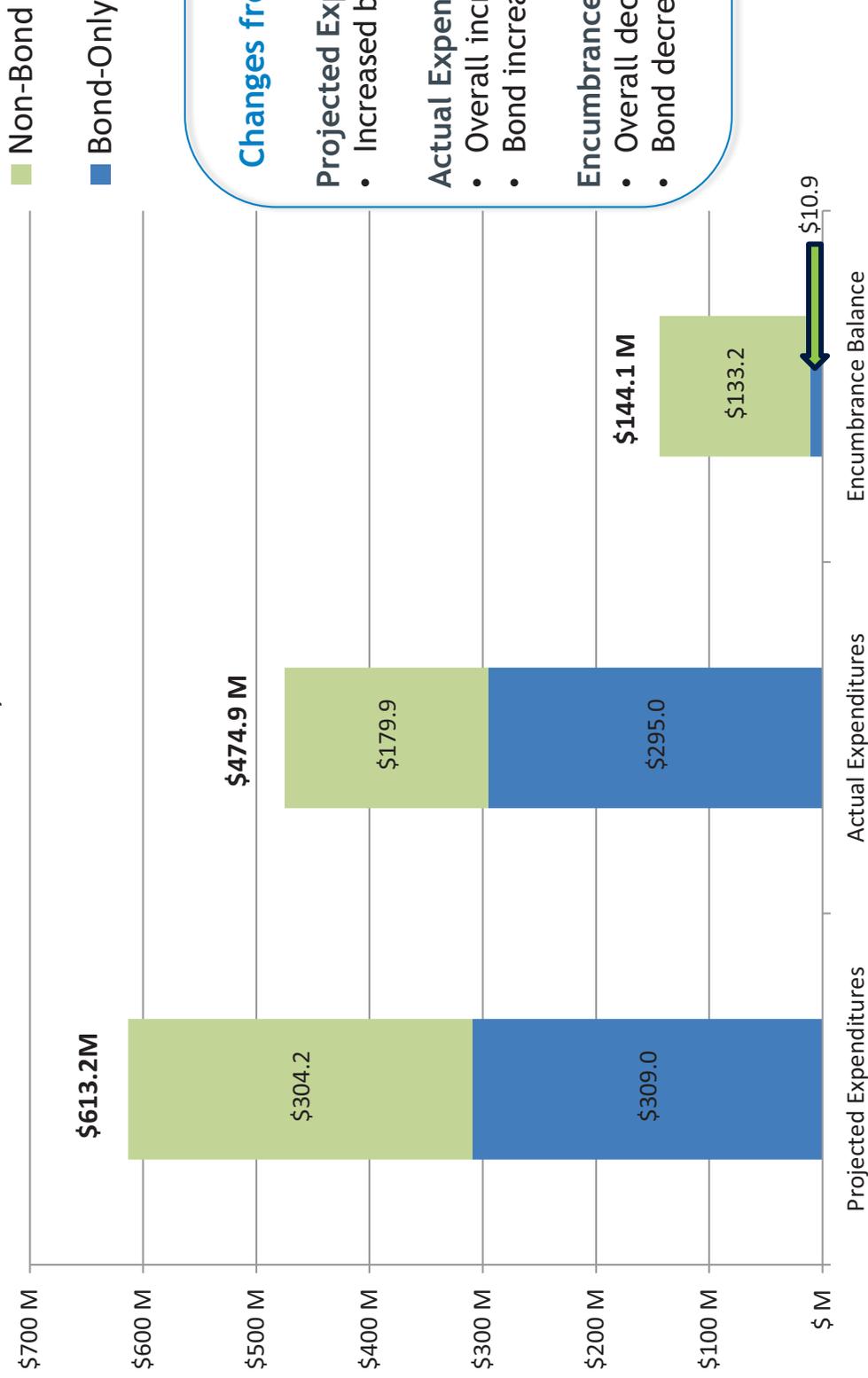
K-18-AX, I 25 ML NBND over US 50 Bus. Rte.	L-18-AQ, Northern Ave over I 25 ML
K-18-CK, I 25 ML NBND over RR, Ilex/Bennet	L-18-AU, Mesa Ave over I 25 ML
K-18-CL, I 25 ML SBND over RR, Ilex/Bennet	L-18-M, I 25 ML NBND over Indiana Ave
K-18-R, US 50 EBND over Arkansas River	L-18-W, I 25 ML SBND over Indiana Ave



Total Program Financial Performance

Colorado Bridge Enterprise Total Program Performance

As of March 31, 2015



Changes from Previous Month

Projected Expenditures

- Increased by \$6.3M or 1.0%

Actual Expenditures

- Overall increased by \$9.7M or 2.1%
- Bond increased by \$0.7M or 0.2%

Encumbrance Balance

- Overall decreased by **-\$9.4M or -6.1%**
- Bond decreased **-\$2.1M or -16.2%**



Status FASTER Eligible Bridges

Current 189 Eligible Bridges



April 183 Eligible Bridges - 1 Month ago



November 180 Eligible Bridges - 6 Months ago

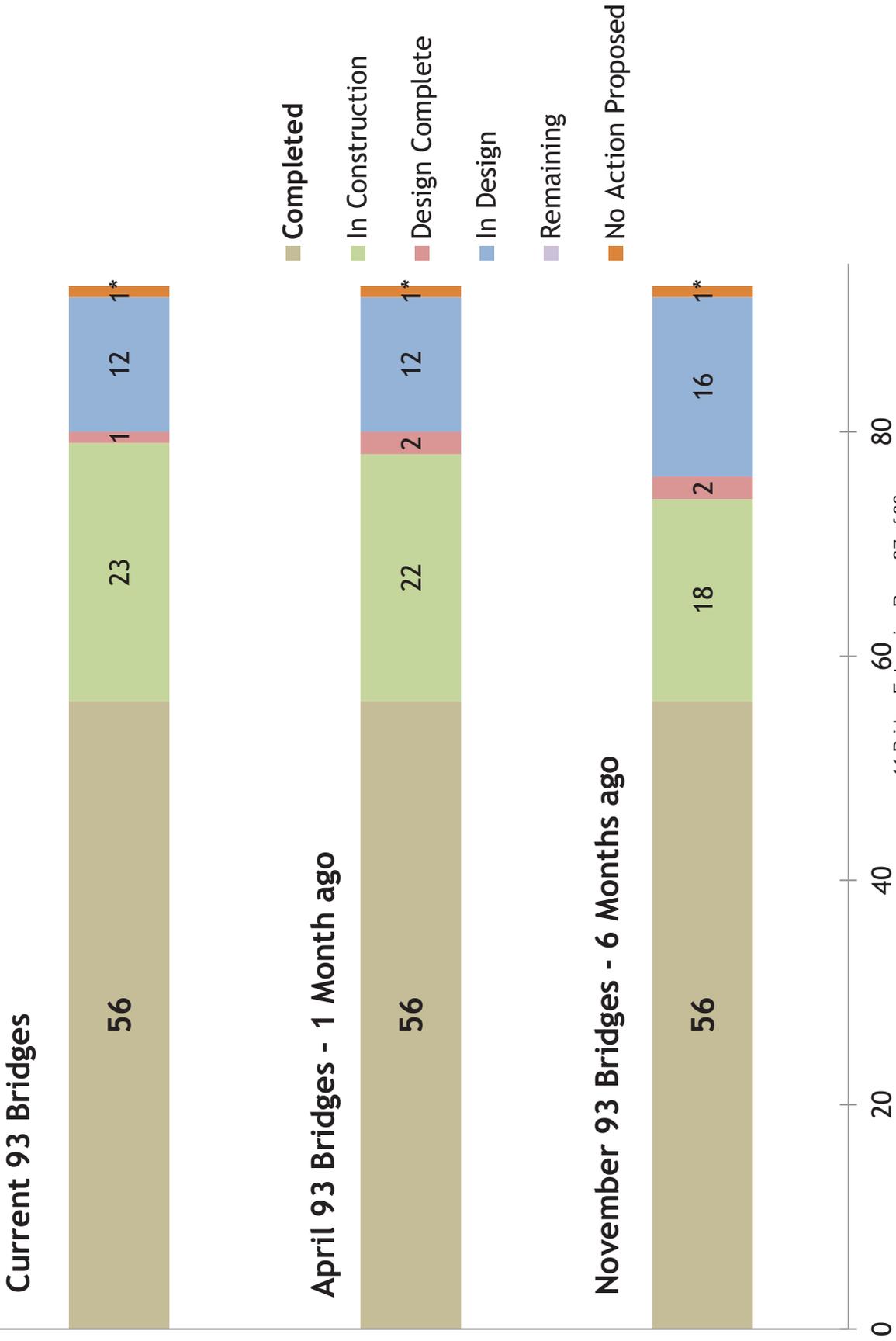


- Completed
- In Construction
- Design Complete
- In Design
- Remaining
- No Action Proposed

*Not a newly completed bridge; A-24-C and A-26-F were completed in 2010, will no longer be tracked as teamed bridges based on recent newly poor additions to program and reassessment of matrix configuration.



Status \$300M Bond Bridges



*One project was determined ineligible



Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	7	28
In Construction	8	0
Design Complete	0	0
In Design	8	2*
Remaining	7**	0
Total Addressed	30	30

*The I-70 Viaduct will be the final original '30 worst' bridge addressed.

**Remaining/Not Programmed

Bridge	Region	County	Facility Carried over Featured Intersection
E-17-KR	1	DENVER	I 270 ML EBND over I 70 ML
E-17-EW	1	DENVER	I 70 ML EBND over UP RR; W of QUEBEC STREET
E-17-DF	1	DENVER	I 70 ML WBND over UP RR W of QUEBEC STREET
K-17-F	2	PUEBLO	SH 96 ML over RUSH CREEK
D-13-A	3	GRAND	US 34 ML over N FK COLORADO RIVER
C-17-B	4	WELD	SH 60 ML over SOUTH PLATTE RIVER
N-11-C	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL



DBE Participation

State & FHWA-funded BE construction contracts continue to help CDOT exceed its overall 10.25% DBE goal through the following achievements:

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FASTER Q & A



Questions & Answers