Innovative Program Delivery

Joint DOT/FHWA Major Project Webinar

October 28, 2014

FHWA Office of Innovative Program Delivery
Project Delivery Team

Agenda

1. Major Project Spotlight
   - Addressing Environmental Concerns on Major Projects – *NH DOT*
   - WSDOT's Cost and Schedule Risk Assessment – *WA DOT*
   - Disadvantaged Business Enterprise (DBE) Goals for Major Projects – *NYSTA*
2. Major Project Information
   - Financial Plan Guidance Update
   - FHWA P3 Course
   - Upcoming Major Project Webinars
3. Comments/Questions

Innovative Program Delivery

Major Project Spotlight: DOT/FHWA Peer Exchange

Peer Exchange Featuring:

Addressing Environmental Concerns on Major Projects – NH DOT
WSDOT's Cost and Schedule Risk Assessment – WA DOT
Disadvantaged Business Enterprise (DBE) Goals for Major Projects – NYSTA

Innovative Program Delivery

Addressing Environmental Concerns on Major Projects

Pete Stamnas
Ron Crickard

New Hampshire DOT

Innovative Program Delivery

Addressing Environmental Concerns on Major Projects

Video*: *https://www.youtube.com/watch?v=wlbxl-yqmYU&feature=youtu.be

Scope of Work

- Widen 20 miles of Interstate 93 from state line to I-293 split in Manchester
- Reconstruct/Modernize Exits 1-5
- Work on 45 bridges (23 new)
- 19 on “red list”
- Construct 3 new park & ride lots at Exits 2, 3, & 5 and expand bus service
- Construct 5 miles of sound walls at 12 locations along the corridor

New Hampshire DOT
Department of Transportation

Project Cost Estimate

Total Estimated Cost $750M

- **Construction – $563M**
- **Engineering - $86 M**
- **ROW – $73M**
- **Mitigation - $28M**

New Hampshire DOT Department of Transportation

Project Milestones

- November 2002 -Public Hearings
- April 2004 – FEIS Published
- June 2005 – Record of Decision
- June 2005 – Final Design NTP
- June 2006 – State Permits
- March 2007 – ACOE Permit
- June 2007 – Construction Begins
- August 2007 – CLF Court Decision
- May 2010 – FSEIS Published
- Sep. 2010 – SROD Issued

New Hampshire DOT Department of Transportation

Impacts/Mitigation

- **76 Acres wetland impacts**
- **1000 Acres conservation lands**
  - **985 acres of preservation**
  - **15 acres creation**
  - **$22 M to acquire/create**
- **$3.0 M - Drinking Water protection**
- **$3.5 M - Growth planning**

New Hampshire DOT
Department of Transportation

Environmental Concerns

Secondary growth

Alternative Modes

- **Bus vs. Train**

Water Quality

- **Wetland impacts**
- **Chloride impaired streams**
  - **Incremental implementation of selected alternative**
- **Permanent stormwater management**
  - **No net increase TSS,TN, TP**
- **Construction stormwater management??????**

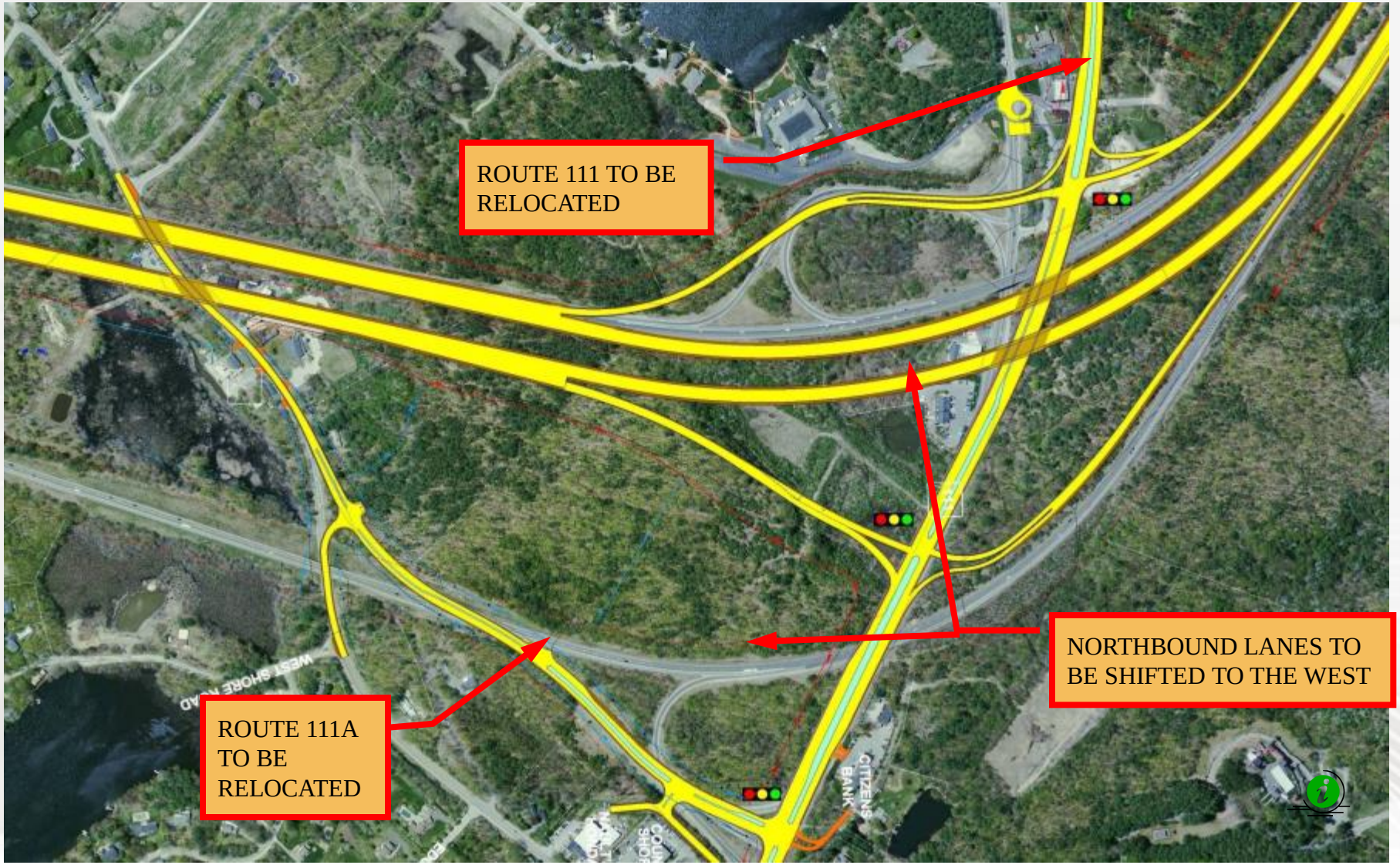
New Hampshire DOT
Department of Transportation

Construction
Exits 2 & 3

- 5 construction projects - $160 million
- Reconstruct 5 miles mainline & 2 Exits
  - 2.2 M cy embankment
  - 1.5 M cy rock excavation
  - 1.6 M cy common excavation
- Construction began 2008
- 2 projects complete - $55 M
- 3 projects active - $105 M
  - 60% complete
- 2016 completion

New Hampshire DOT
Department of Transportation

Proposed Condition



EXIT 3 - OVERVIEW

New Hampshire DOT Department of Transportation

Permanent Stormwater BMP's Exit 3

- Constructing 26 treatment structures
- Collecting runoff from over 85% of all paved surfaces
- Installing shutoffs for hazardous spill containment
- Net reduction in nutrients in runoff TSS, TP, TN

New Hampshire DOT Department of Transportation

Permanent Stormwater BMP's

Expected Nutrient Reductions for Exit 3 Area

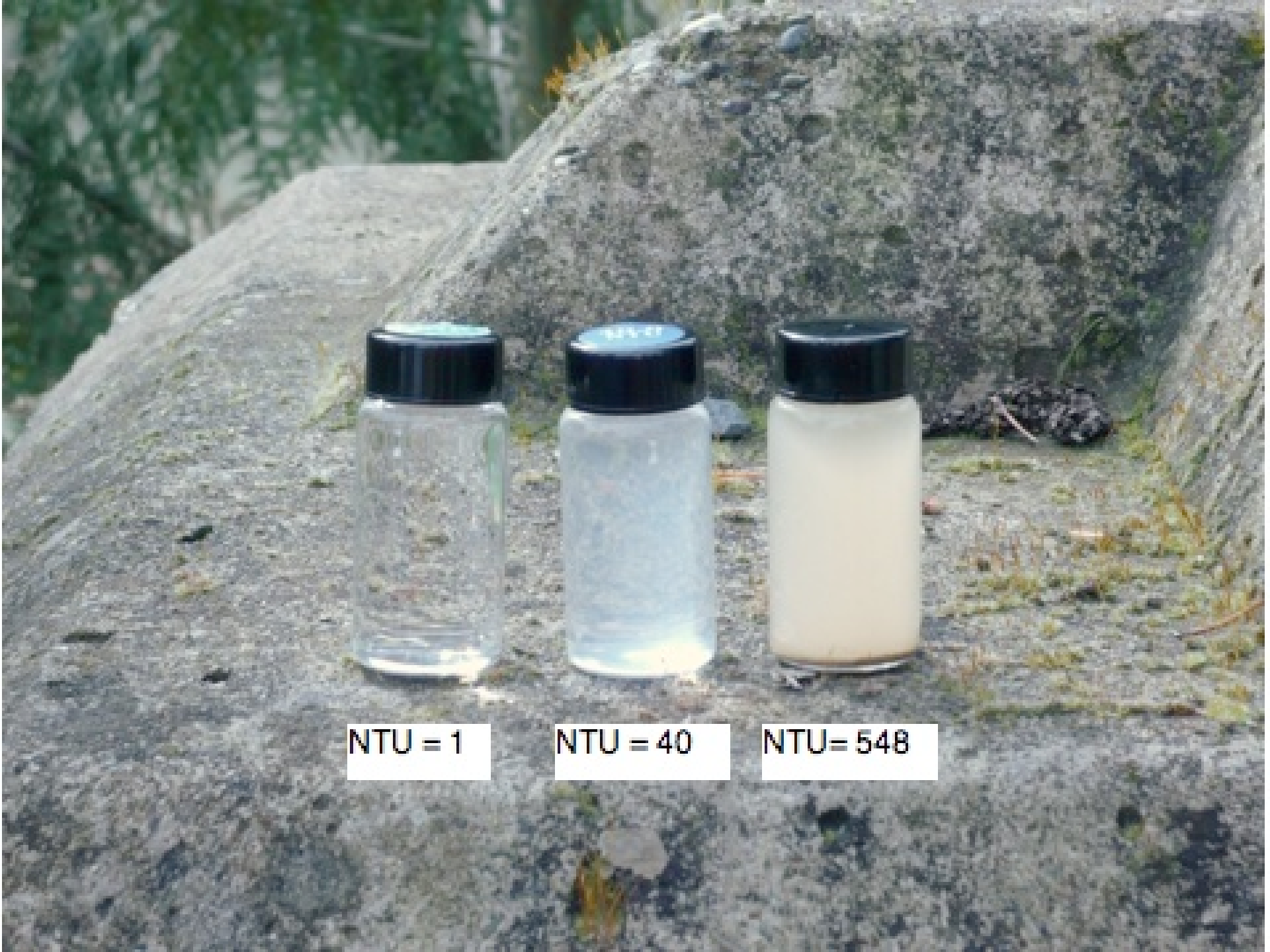
- **TSS reduced by 23,500 lbs/year**
- **Total phosphorous reduced by 45 lbs/year**
- **Total nitrogen reduced by 310 lbs/year**

Sensitive Water Bodies

- **Cobbets Pond (Class B)**
  - **Impairments**
    - **Chlorophyll-a**
    - **Cyanobacteria hepatotoxic microcystins**
    - **Dissolved oxygen saturation**
    - **Phosphorus (Total)**
- **Canobie lake (Class A)**
  - **Public drinking water supply**

NH Water Quality Standards

- **Class B waters:**
  - **10 Nephelometric turbidity units (NTU) above naturally occurring.**
- **Class A waters:**
  - **0 NTU above naturally occurring.**


NTU = 1
NTU = 40
NTU= 548

Major Storm Events = Change

2008- “An ice storm on December 12 knocked out power to 1.4 million people in upstate New York, Massachusetts, New Hampshire and Maine. President George W. Bush declared a state of emergency in New Hampshire.”

New Hampshire DOT
Department of Transportation

Major Storm Events = Change

- **Ice storm event led to:**
  - **Increased oversight from regulatory agencies.**
  - **Better communication with lake associations.**
  - **DOT <u>New approach</u>**

New Hampshire DOT Department of Transportation

Temporary Erosion Control & Stormwater Management (New)

- "Erosion control is a top priority"
- DOT completes extensive engineering prior to construction for TEC & stormwater management efforts (Stormwater Analysis)
- Contractor better prepared to develop and implement SWPPPs – more detailed
- Stakeholders are invited and participate in weekly Erosion Control meetings
- Focus on sediment control – new EC tools/strategies
- EC costs begin to rise

New Hampshire DOT Department of Transportation

Temporary Erosion Control & Stormwater Management (New)

I-93 Sediment Control Strategies

- Water diversion
- Stabilization
- Sediment capture
- Stormwater detention
- Stormwater discharge

March 2010 events

From the National Weather Service:

"The third of three significant successive nor'easters to affect the northeastern United States struck on 29-30[1] March 2010. The combined effects of these storms, the first occurring on 13-14 March, another on 22-24 March 2010, produced many new monthly rainfall records in southern New England. The monthly total at Logan was 377.7 mm (14.87 inches) making March 2010 the wettest March on record."


03/15/2010

Quotes After the Storm

- **“Crews were here all weekend trying to deal with it,” Levine said. “We ran out of places to store the water.” (Jay Levine, NHDOT)**

- **"I think they could do better without spending significantly more," Schroeder said. "They either need more storage capacity or the ability to move water around better.“ Bill Schroeder (Canobie Lake)**

Quotes After the Storm

Led to <u>New Tools for Sediment Control on I-93</u>

- **Polyacrylamide (PAM) as a soil stabilizer**
- **Stormwater treatment with flocculants**
- **Mixing Zones**

Polyacrylamide as Soil Stabilizer

Benefits

- Reduces soil loss 94%
- Improves Soil Structure
- Increases Microorganisms
- Increases infiltration 15 %
- Effective Stormwater BMP
- Reduces Sediment and Nutrients in Runoff

Environmental Aspects

- Non toxic in soil &water
- >10 fold conc. safety factor
- Little Effect on pH
- No PAM accumulation

New Hampshire DOT Department of Transportation

In-Ground Flocculant Treatment System

New Hampshire DOT
Department of Transportation

In-Ground Flocculant Clarifier

New Hampshire DOT
Department of Transportation

Flocculant Dosing Tank System

New Hampshire DOT
Department of Transportation

Flocculant Dosing Tank System (Blocks)

New Hampshire DOT
Department of Transportation

Current Flocculant treatment method

New Hampshire DOT
Department of Transportation

Current Flocculant treatment method

New Hampshire DOT
Department of Transportation

The Jar Test

712jartest.wmv

New Hampshire DOT Department of Transportation

Costs $$$$

Completed contracts:

» Erosion control $$$

	Percent of Contract	Final
• Windham 13933K	1.6%	8.2%
• Windham 13933G	6.1%	11.6%
• Windham 13933F	5.4%	15.0%
• Salem 13933D	10.0%	7.4%

New Hampshire DOT Department of Transportation

Costs $$$$

- **On going contracts:**

	Percent of Contract	To Date
• Windham 13933I	11.3%	5.4%
• Salem 13933E	10.4%	4.9%
• Windham 13933H	10.9%	0.0%

New Hampshire DOT Department of Transportation

I-93 Temporary Erosion Control & Stormwater Management Lessons Learned

1) **Completing a construction stormwater assessment during design of large projects pays dividends**
   - **Identifies potential risks early**
   - **Allows items to be included in the contract to minimize/mitigate risk potential and costs**
   - **Contractors are more prepared**
   - **Reduces time to prepare SWPPP - work can start sooner**

I-93 Temporary Erosion Control & Stormwater Management Lessons Learned

2) Water diversion is critical – keep clean water out of the active construction zone

3) Construct temporary sedimentation basins as early as possible (NHDOT acquiring temp easements)

4) The construction site is constantly changing
   - Strategies that work one month may not work as well the following month
   - Be viligant

I-93 Temporary Erosion Control & Stormwater Management Lessons Learned

5) Anionic polyacrylamides (PAMs) are effective in reducing turbidity in construction runoff

- **Flocculant treatment systems**
- **Soil binders/stabilizers with PAM applied to open areas to minimize erosion potential**
- **Having a full EC tool box is critical to maintaining water quality**

I-93 Temporary Erosion Control & Stormwater Management Lessons Learned

6) Anionic polyacrylamides (PAMs) are safe for the environment when used properly

- **Reduces soil loss**
- **Reduces phosphorous levels in treated stormwater**
- **Negligible effect on pH of the water**
- **Lowers biochemical oxygen demand in runoff**

Contact Information

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Questions & Input

Submit a question using the chat box

Innovative Program Delivery

Major Project Spotlight:
WSDOT's Cost and Schedule Risk Assessment

Ovidiu Cretu
Washington State DOT

WSDOT's Cost and Schedule Risk Assessment

- WSDOT Project Management (PM)
- Short history of the WSDOT process of Risk Assessment (RA)
- RA process overview
  - Definition
  - Scalability
  - Resources required
  - Benefits

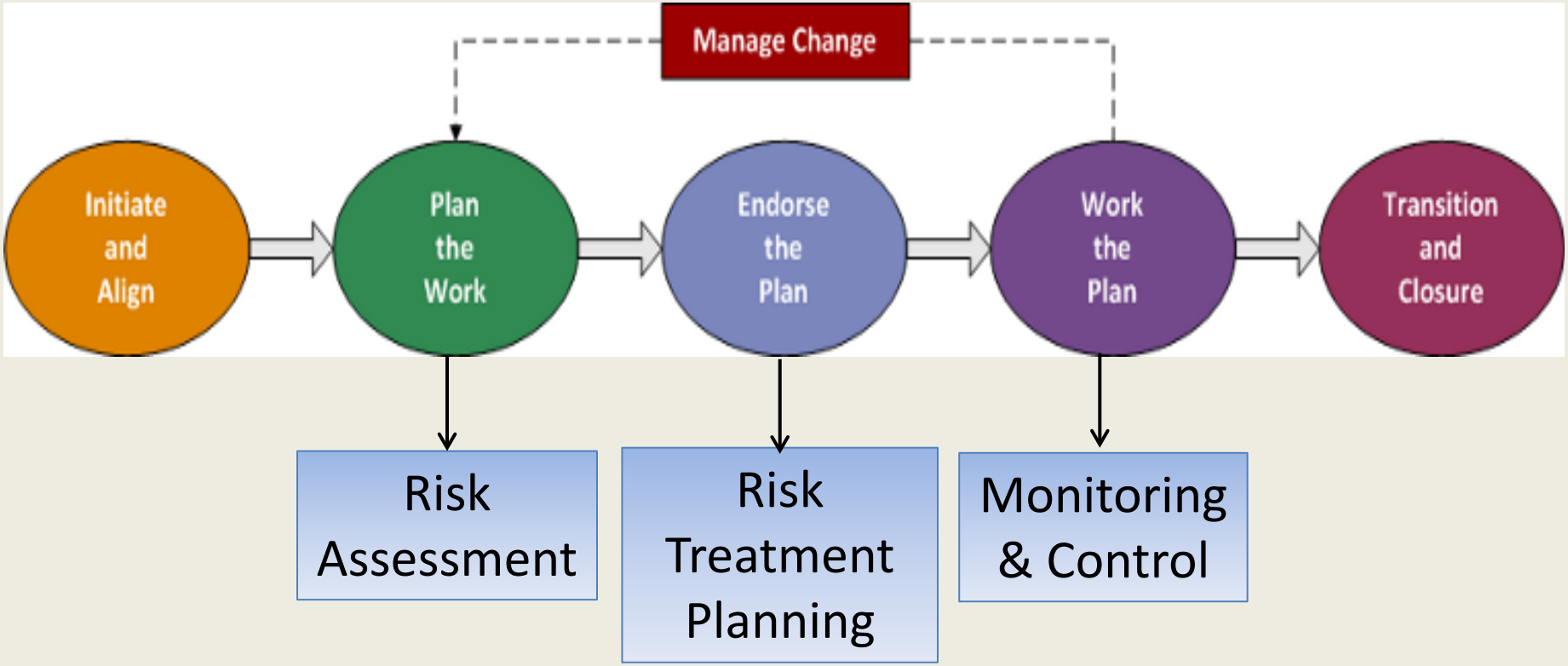
WSDOT's Cost and Schedule Risk Assessment

- Lessons learned
  - Develop in-house expertise
    - Resources
    - Tools
  - Risk reserve
  - Risk Treatment Planning

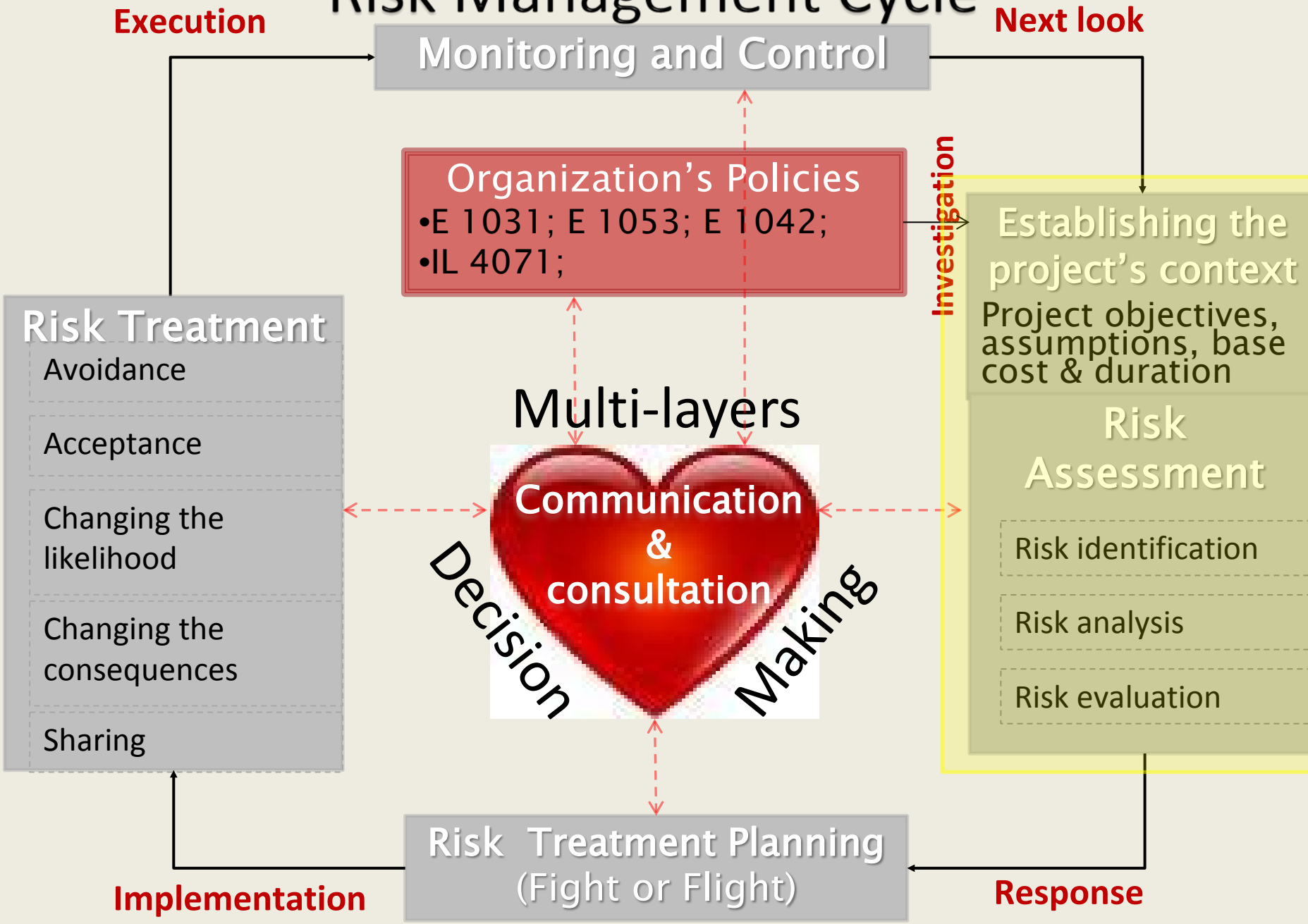
WSDOT's Cost and Schedule Risk Assessment

- Innovations at WSDOT Risk Assessment
  - Combine Value Engineering with Risk Assessment (VERA)
  - Number of risks
  - Market conditions
  - Risk's conditionality
    - Dependency
    - Correlation
  - Risk's severity

WSDOT Project Management



Risk Management Cycle



Twelve Years of Risk Assessment

"CEVP® (risk-based analysis) was developed to address risk and uncertainty - ***very useful results"***

"...transportation department effort to plan more accurately and manage money more ***effectively…So give DOT some***

"Giving citizens a range of costs,
including full disclosure of the variables,
"is not only politically smart, but it's common sense"

Seattle Post-Intelligencer, June 2002

Twelve Years of Risk Assessment

Methods of delivery of project risk assessment:

- Started with Cost Estimating Validation Process (CEVP) in 2002
  - Projects above $100 million
  - Requires External Subject Matter Experts

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- Added the Cost Risk Assessment (CRA) in 2003
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  - May be done with only WSDOT participants

Twelve Years of Risk Assessment

Methods of delivery of project risk assessment:

- Started with Cost Estimating Validation Process (CEVP) in 2002
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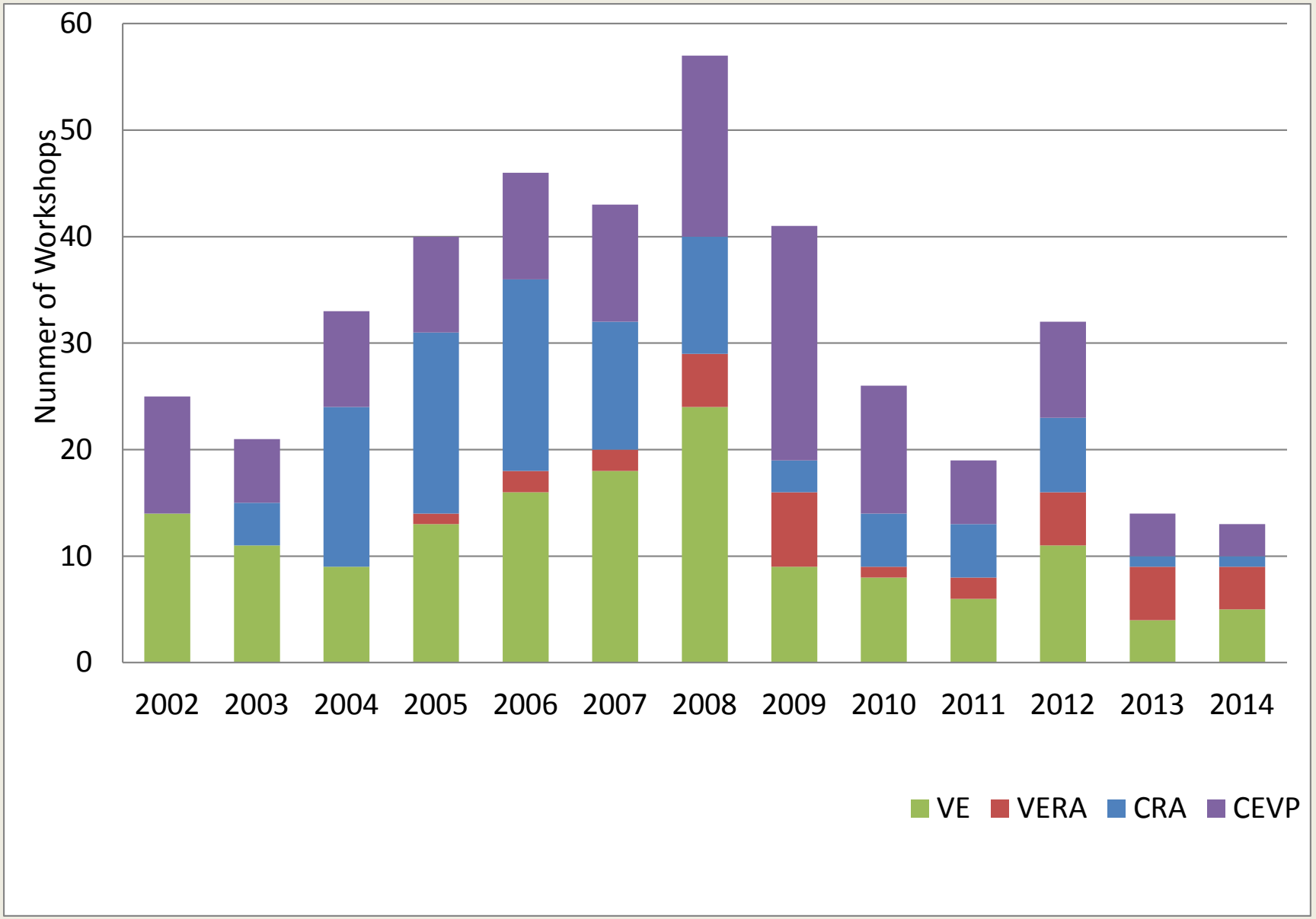
- Added the Cost Risk Assessment (CRA) in 2003
  - Projects between $25 and $100 million
  - May be done with only WSDOT participants
- Combined Value Engineering and Risk Assessment (VERA) in 2005
  - Projects over $25 million and bridges over $20 million
  - Any other Projects that may benefit from VERA
  - Requires External Subject Matter Experts

Twelve Years of Risk Assessment



Twelve Years of Risk Assessment

"The time is always right
to do
the right thing."

Martin Luther King Jr.

Risk Assessment -- Process overview

- Definition – is a systematic cost and schedule review that incorporates the effect of uncertainties upon project's objectives.

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- Scalability – the level of effort varies depending on project's magnitude and complexity.

Risk Assessment -- Process overview

- Resource required – is represented by a wide range (minimal when the workshop is produced in-house and tens of thousands of dollars when consultants are involved)

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- Resource required – is represented by a wide range (minimal when the workshop is produced in-house and tens of thousands of dollars when consultants are involved)
- Benefits:
  - Better understanding of project's objectives
  - Minimizes surprises
  - Provides data for optimizing the project's objectives

Risk Assessment -- Lessons learned

- Develop in-house expertise
  - Human resource – dedicated team that should have a passion toward understanding and enhancing the process of risk management

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    - Simulation model,
    - Communication tools

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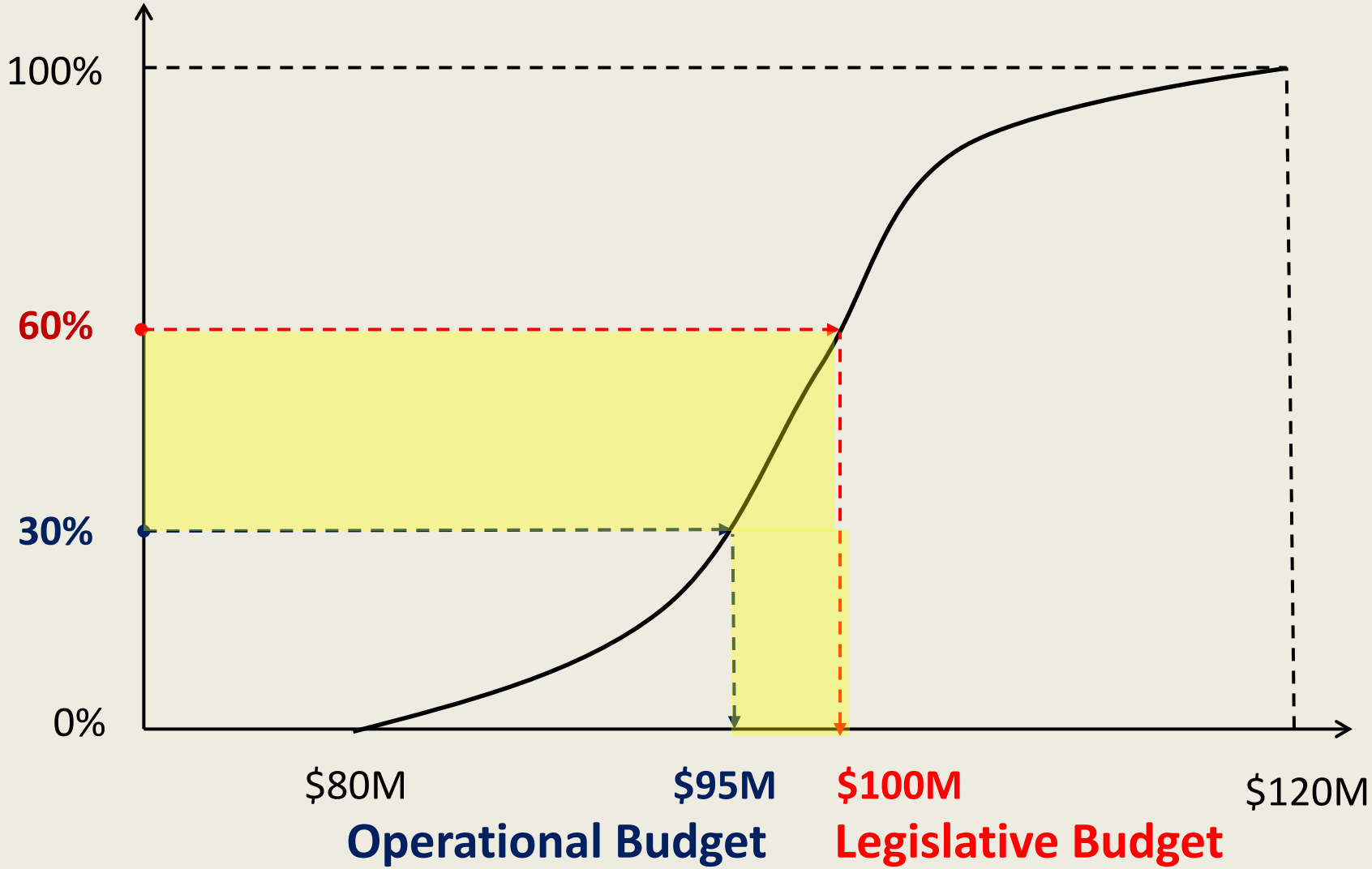
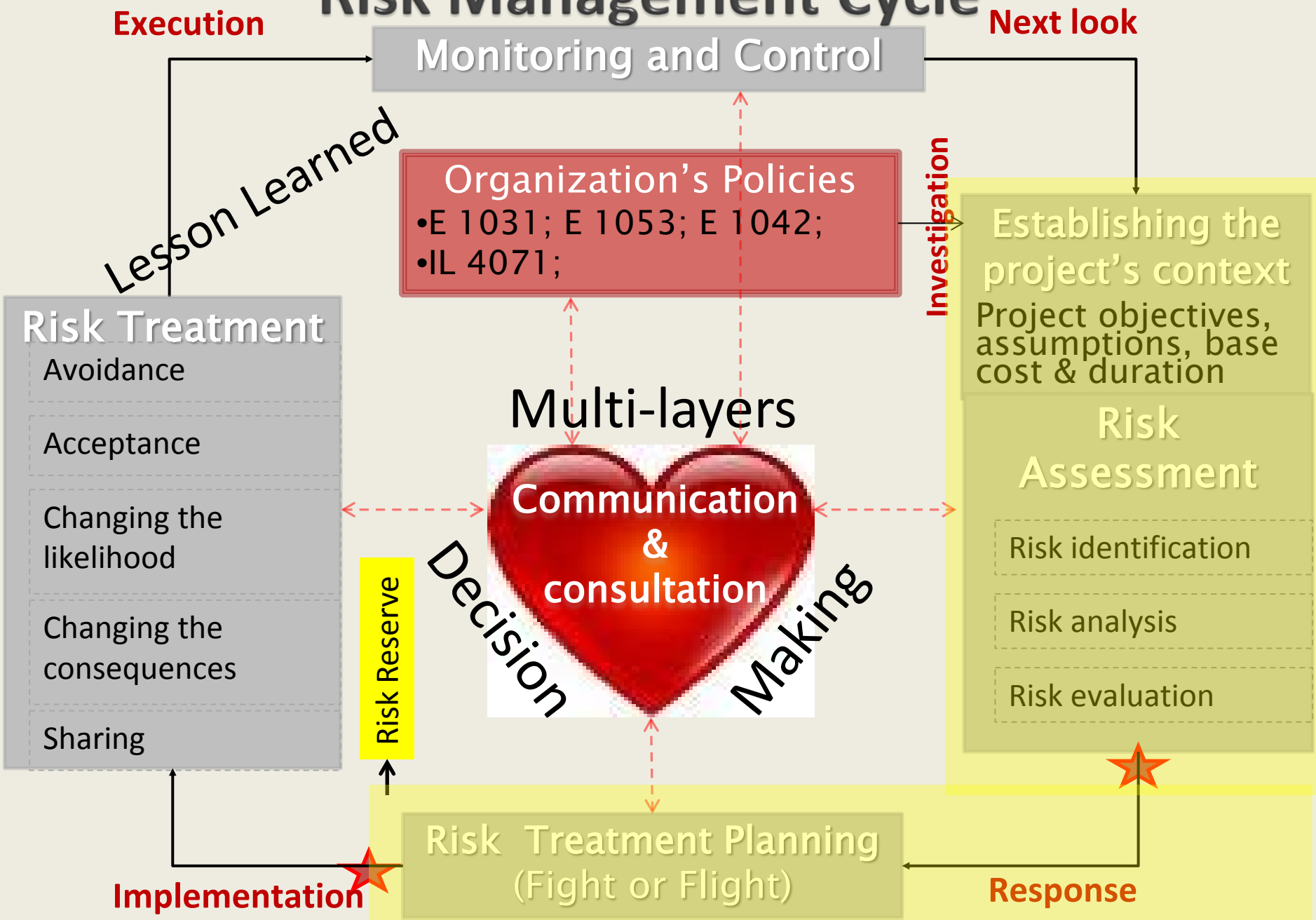
    - Communication tools
  - Collaborate with consultants

Lessons learned – Risk Reserve

Risk Reserve = Legislative Budget - Operational Budget



Risk Management Cycle



Risk Assessment -- Lessons learned

- Risk Treatment Planning
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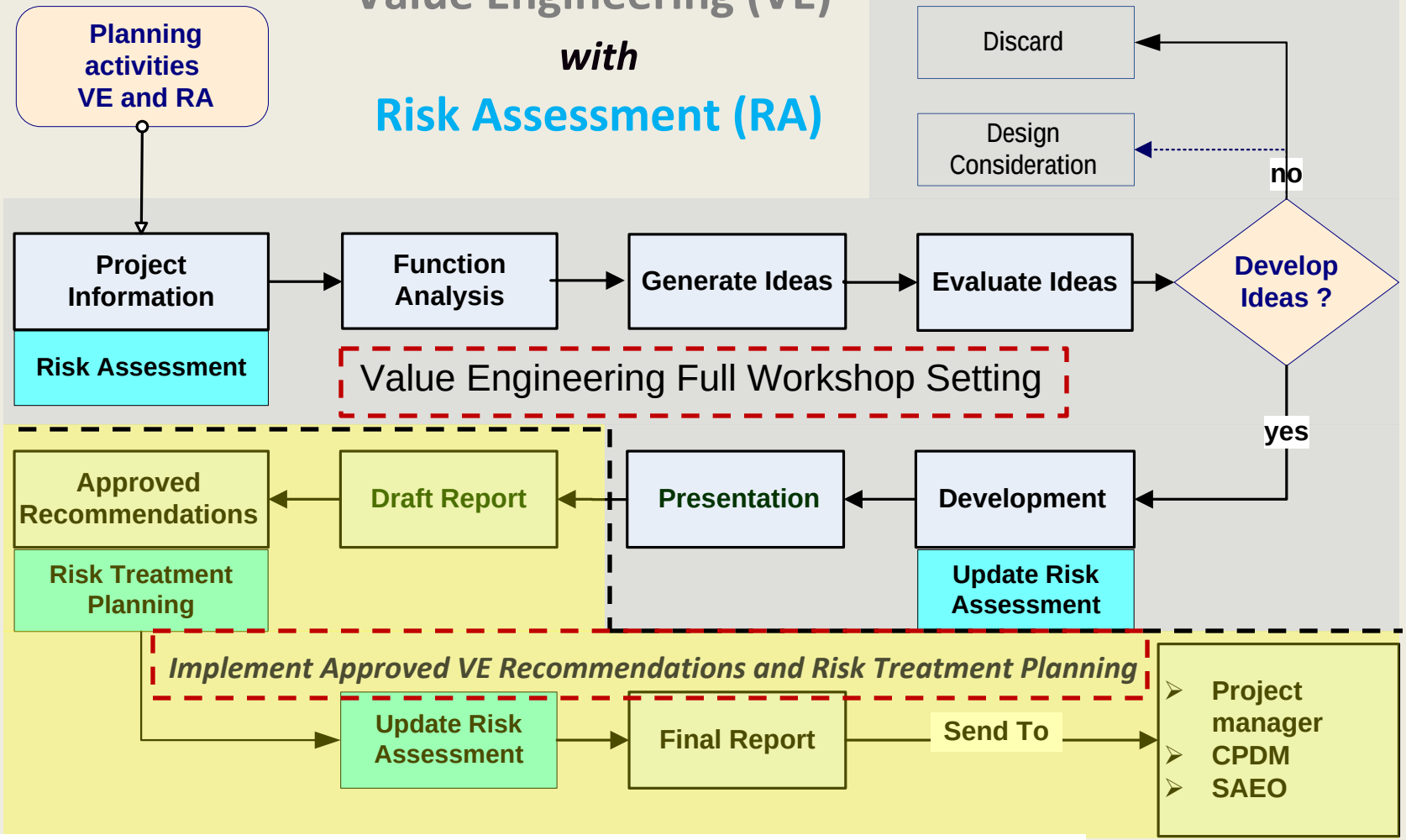
  - It provides better raw data (cost, schedule and risks) for risk analysis.
  - The cost risk profile is more accurate
  - It initiates the implementation of risk treatment strategies.

Risk Assessment -- Innovations

- Combined Value Engineering with Risk Assessment (VERA) – represents the most efficient process of risk assessment. It was used for projects ranging from less than $10 million to over $1 billion.

Value Engineering (VE) *with* Risk Assessment (RA)



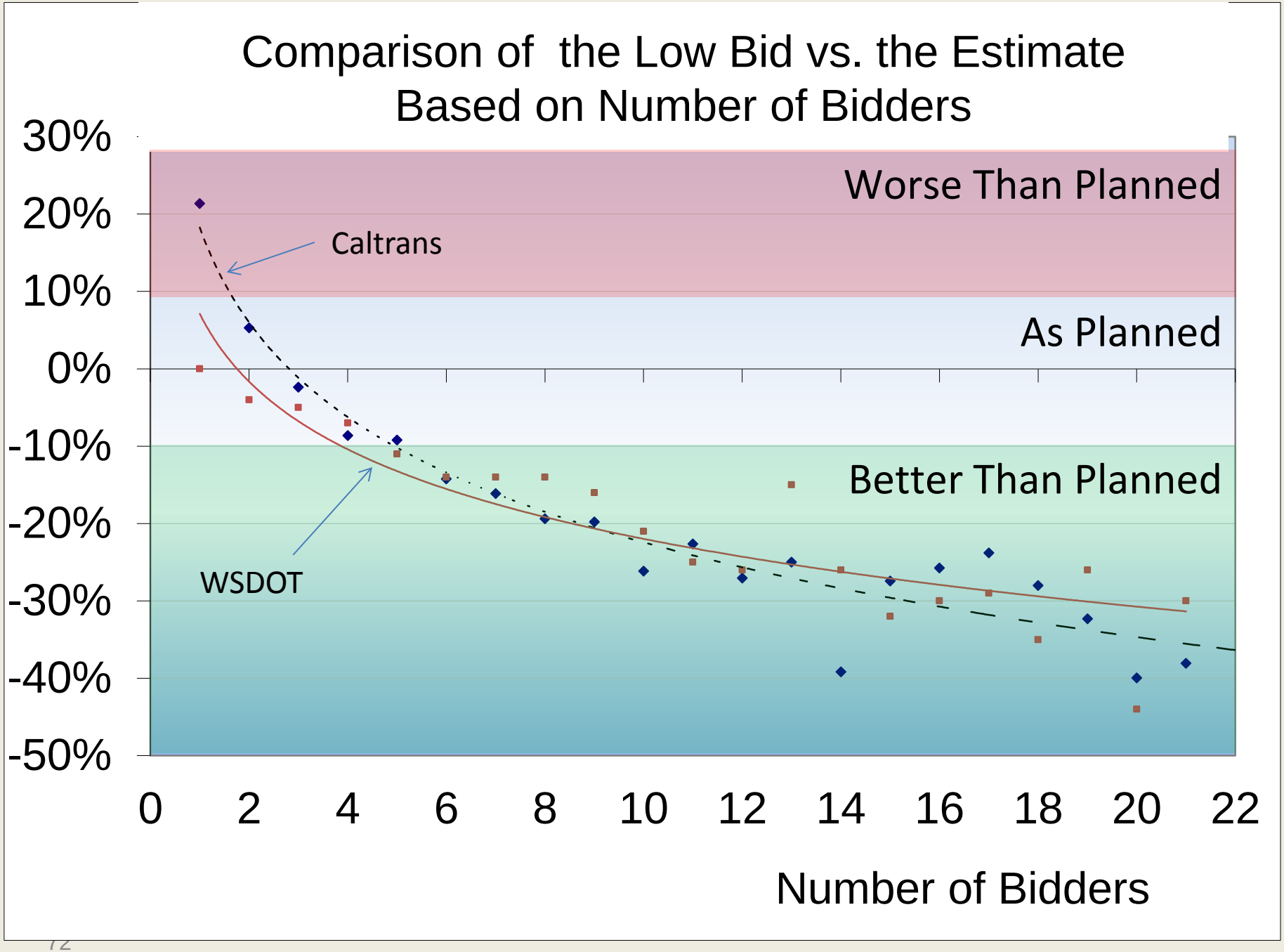
Presentation & Draft Report shall not include the simulation results
Final Report shall include the simulation results

Risk Assessment -- Innovations

- Number of risks – we recommend the assessment of only significant risks. When a significant risk occurs it will require supplemental intervention.

Risk Assessment -- Innovations

- Number of risks – we recommend the assessment of only significant risks. When a significant risk occurs it will require supplemental intervention.
- Market Conditions – we found the MC may be the most important driver of the construction cost. MC is driven by the expected number of bidders on the project.


Comparison of the Low Bid vs. the Estimate
Based on Number of Bidders
30%
20%
10%
0%
-10%
-20%
-30%
-40%
-50%
Worse Than Planned
As Planned
Better Than Planned
Caltrans
WSDOT
0
2
4
6
8
10
12
14
16
18
20
22
Number of Bidders

Risk Assessment -- Innovations

- Risk's conditionality
  - Dependency – every risk must be evaluated in relationship with other risks.
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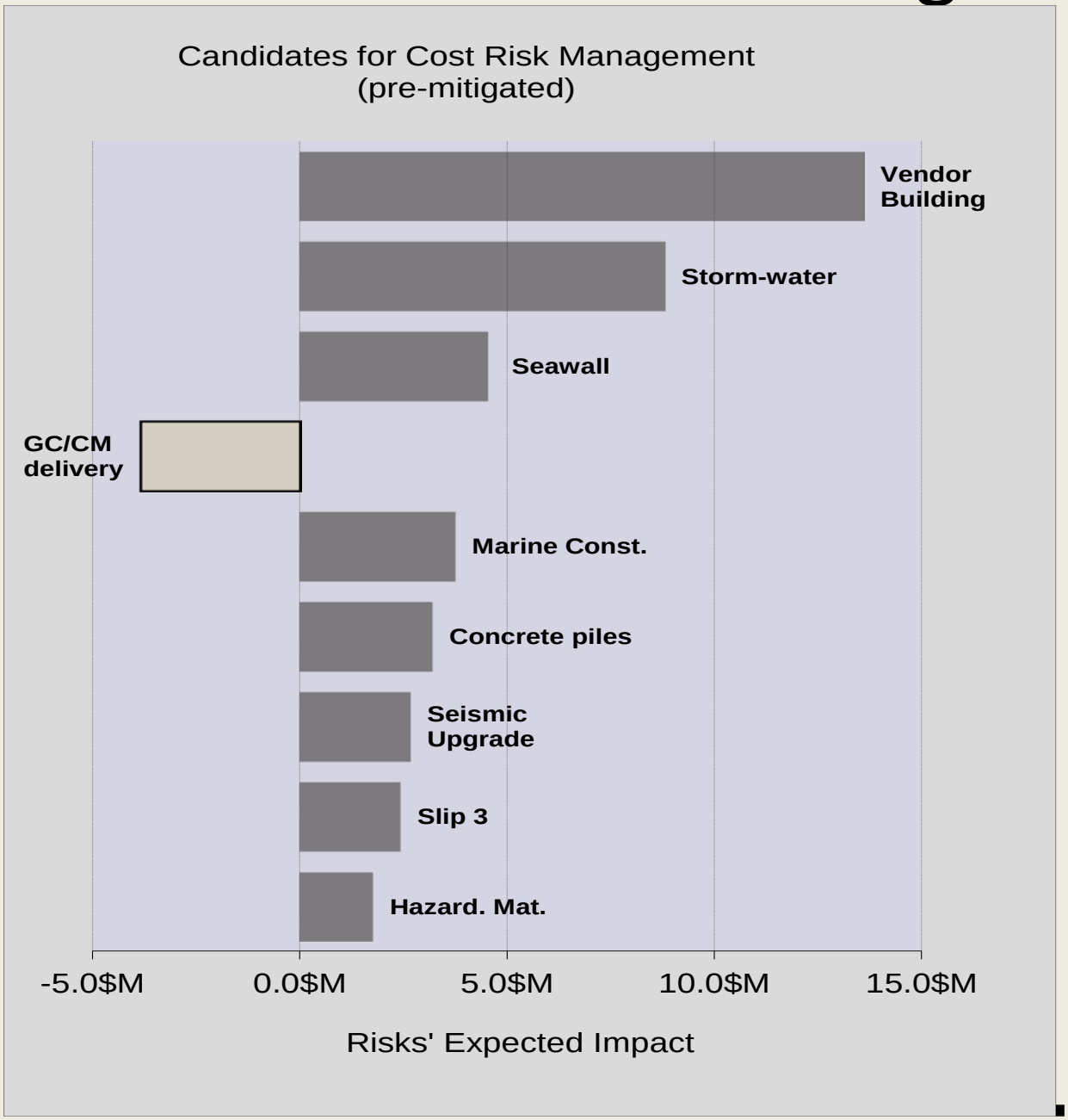
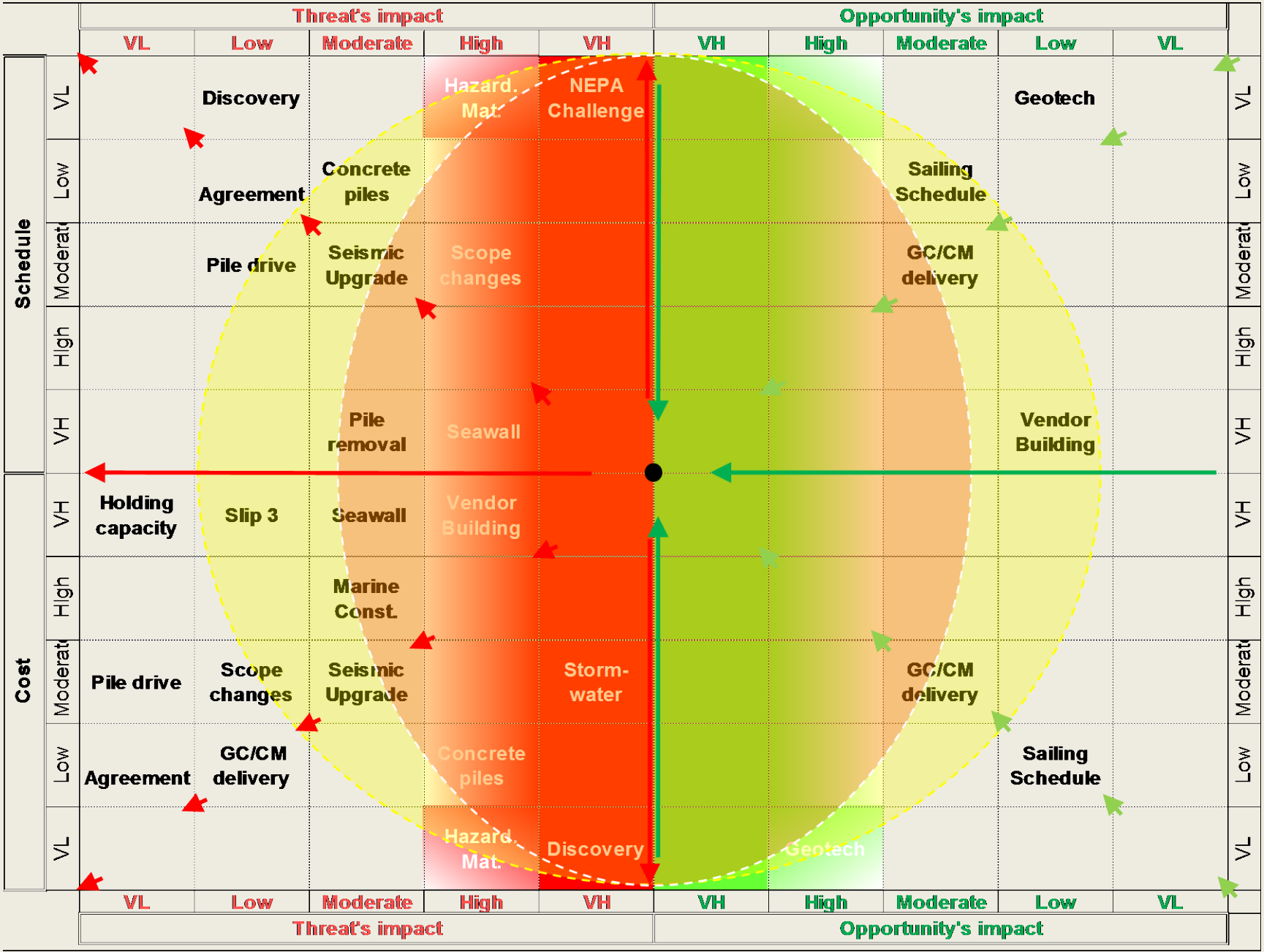
- Risk's conditionality
  - Dependency – every risk must be evaluated in relationship with other risks.
  - Correlation – must be justified and documented. Correlation is a powerful way of increasing the cost distribution range and sometimes is abused.
- Project risks map – comprehensive visual representation of the project risks

Traditional Tornado Diagram



Risks Map


Threat's impact
Opportunity's impact
VL
Low
Moderate
High
VH
Schedule
Cost
Discovery
Agreement
Pile drive
Concrete piles
Seismic Upgrade
Hazard. Mat.
NEPA Challenge
Scope changes
Pile removal
Seawall
Holding capacity
Slip 3
Seawall
Vendor Building
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WSDOT's Risk Assessment Conclusions

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Contact Information

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Questions & Input

Submit a question using the chat box

Innovative Program Delivery

Major Project Spotlight: *Disadvantaged Business Enterprise (DBE) Goals for Major Projects*

Tracey Mitchell
New York State Thruway Authority

Christine Thorkildsen
FHWA - New York Division

Agenda

- Project Background
- Project Overview
- Disadvantaged Business Enterprise (DBE) Goal Development
- New York State Thruway Authority (Thruway) DBE Compliance Program
- Collaboration of Stakeholders
- DBE Program Management Tools
- Q & A

New NY Bridge Background

Project of National Significance…DBE Goal Set at $314M

- Replaces Existing Tappan Zee Bridge
- Presidential Initiative Project
- Largest Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Closed in US DOT History
- Largest Active Federal Highway Administration (FHWA) Design Build (DB) Project in the Country
- Largest Ever DB Project in the State of New York
- Largest Ever Dollar Value DBE Goal for FHWA Project

Thruway Partners & Compliance Team

U.S. Department of Transportation Federal Highway Administration

Office of Governor Andrew Cuomo

THE NEW NY BRIDGE

US Dept. of Labor

NYS DOT

NYS Department of Labor

NYS Inspector General

US Inspector General

EnTech Engineering, P.C.

DACK Consulting Solutions, Inc

TZC Team Including Compliance Consultants

TAPPAN ZEE CONSTRUCTORS, LLC

FLUOR

GRANITE

AB American Bridge

TRAYLOR BROS., INC.

HDR

BUCKLAND & TAYLOR LTD. Bridge Engineering

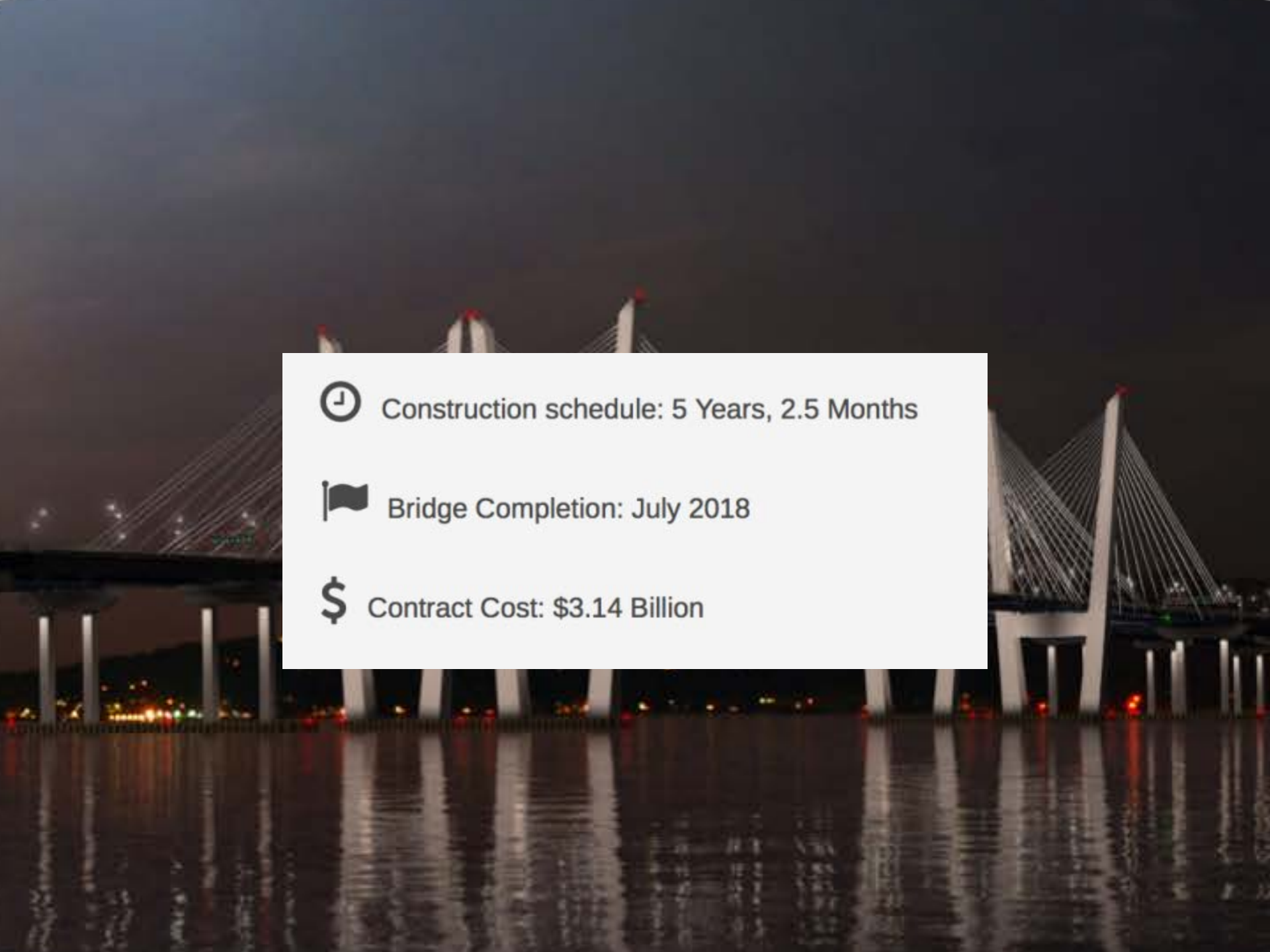
URS

GZA

JHC

ARG ARMAND RESOURCE GROUP, INC.

McKISSACK


Construction schedule: 5 Years, 2.5 Months
Bridge Completion: July 2018
Contract Cost: $3.14 Billion

FHWA Initial Involvement

Presidential Initiative

- Designated by President Obama
- High priority, job-creating project
- Expedited review/approval process

"Federalizing" the Project

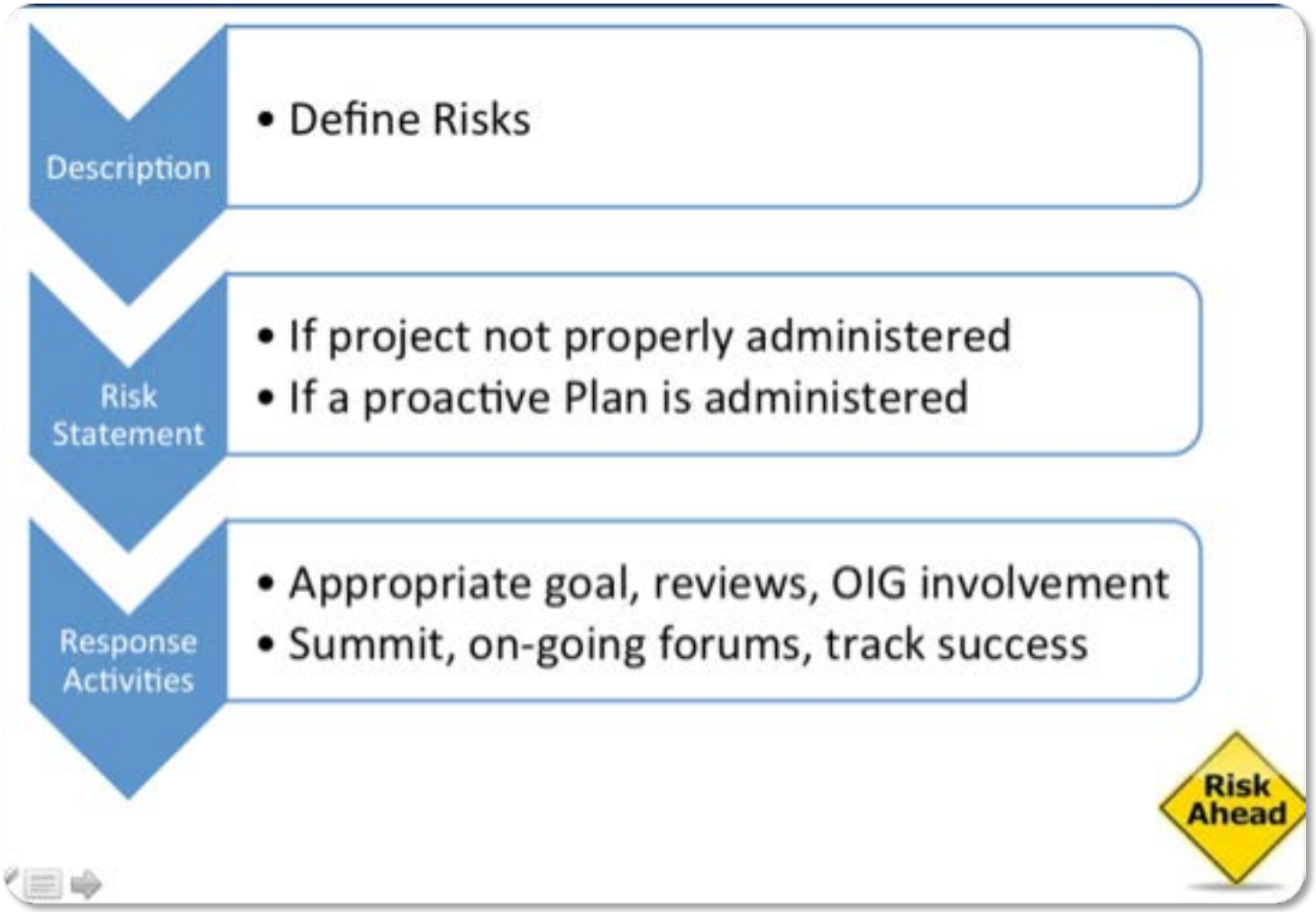
- $1.6B TIFIA loan!

Setting the DBE Goal

- Team: Thruway, NYSDOT & FHWA
- Design Build delivery, complex project
- Limited subcontracting opportunities
- Considered all DBE firms nationwide

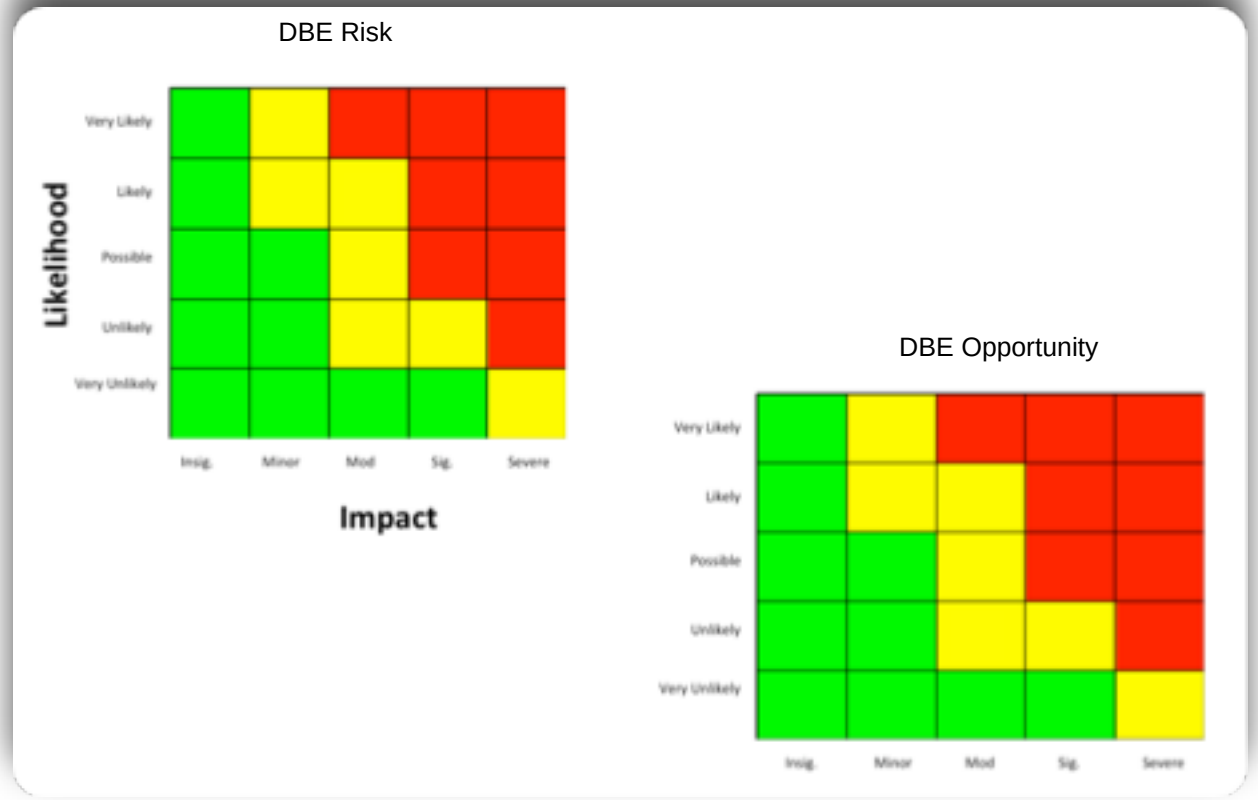
FHWA Risk Assessment for the New NY Bridge DBE Program

- FHWA's Approach to Position the New NY Bridge Project's DBE Program for Success.



FHWA DBE Program
Risk Assessment Heat Diagram

- Example of Risk Assessment Approach Using “Heat Diagram”
- DBE Program Was Among the Key Factors Reviewed by FHWA
- Assessment influenced DBE global development



Mitigating Risk Through Collaboration

- Good Faith Efforts
- Commercially Useful Function

Defining

Determining Risk to Each Partner

Monitoring Plans

Finding Opportunities to Collaborate

Thruway Management Approach
Compliance Programs

1. **DBE**
2. **Labor Compliance**
3. **Project Labor Agreement (PLA)**
4. **EEO/AA**

Thruway DBE Compliance

- The DBE Plan
- Commercially Useful Function
- Prompt Payment
- Good Faith Efforts
- Processing and Resolving Complaints
- Commitment and Attainment of the Goal

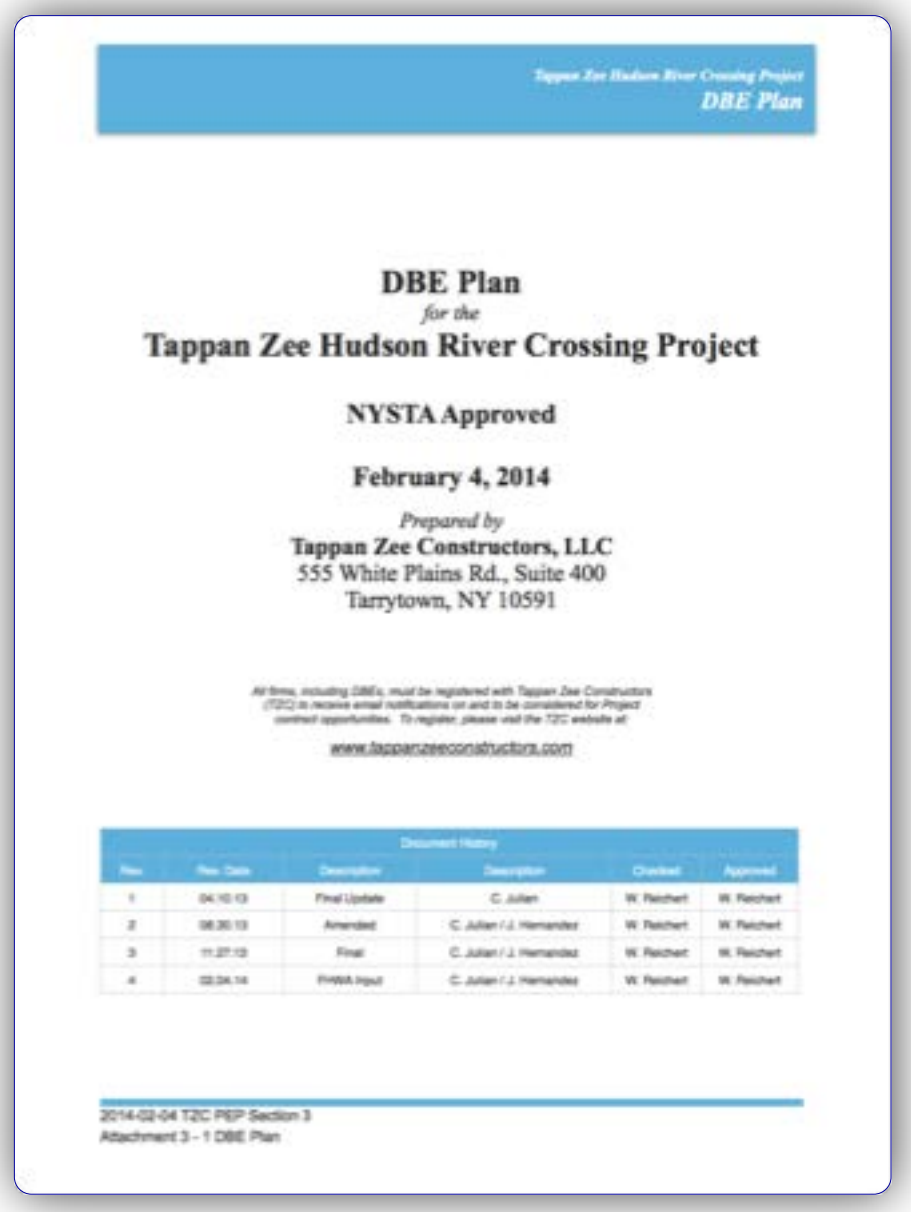
Environment to Collaborate

- Additional management tools needed
- Stakeholders agree to collaborate
  - Thruway
  - FHWA
  - TZC

Results as follows…

TZC DBE Plan

- TZC's Roadmap to meet DBE Goal
- Provides Specificity
- Defines On-Going Good Faith Efforts



Tappan Zee Hudson River Crossing Project
DBE Plan

DBE Plan
for the
Tappan Zee Hudson River Crossing Project

NYSTA Approved

February 4, 2014

Prepared by
Tappan Zee Constructors, LLC
555 White Plains Rd., Suite 400
Tarrytown, NY 10591

All firms, including DBEs, must be registered with Tappan Zee Constructors (TZC) to receive email notifications on and to be considered for Project contract opportunities. To register, please visit the TZC website at:

www.tappanzeeconstructors.com

Document History

Rev.	Rev. Date	Description	Description	Checked	Approved
1	04.10.13	Final Update	C. Julian	W. Reichert	W. Reichert
2	08.30.13	Amended	C. Julian / J. Hernandez	W. Reichert	W. Reichert
3	11.27.13	Final	C. Julian / J. Hernandez	W. Reichert	W. Reichert
4	02.04.14	FHWA Input	C. Julian / J. Hernandez	W. Reichert	W. Reichert

2014-02-04 TZC PEP Section 3
Attachment 3 - 1 DBE Plan

TZC DBE Goal Management Plan

TABLE 1: TZC DBE GOAL MANAGEMENT PLAN

	DBE Plan Work Area	DBE Plan Work Area Budget ($M)	Target Dollar Value for DBE Participation ($M)	DBE Commitments (12/31/2014) ($M)
1	Design	$ 166.0	$ 16.6	$ 13.4
2	QA/QC	$ 59.0	$ 5.9	$ 6.5
3	Roadways Westchester	$ 51.2	$ 12.8	$ 0.0
4	Roadways Rockland	$ 29.7	$ 7.4	$ 0.0
5	Approach Spans Westchester	$ 90.0	$ 11.7	$ 0.0
6	Approach Spans Rockland	$ 183.8	$ 23.9	$ 0.0
7	Arch/MEP	$ 45.0	$ 18.0	$ 2.5
8	Marine Works	$ 141.9	$ 9.5	$ 1.5
9	Main Span	$ 206.9	$ 14.5	$ 0.0
10	Equipment	$ 173.0	$ 12.1	$ 0.0
11	Bridge Demolition	$ 54.4	$ 10.9	$ 0.0
12	Project Wide Rebar	$ 95.0	$ 61.8	$ 11.7
13	Bridge System (Electrical)	$ 260.0	$ 78.0	$ 0.0
14	Office Supply/Services/IT	$ 12.0	$ 6.0	$ 0.1
15	Professional Service Construction	$ 20.0	$ 11.0	$ 4.6
16	Safety / Security Services	$ 40.0	$ 14.0	$ 1.5
17	Catch All	$ 1,513.8	$ 0.0	$ 0.0
	Totals	$ 3,141.7	$ 314.1	$ 41.8

- Segments New NY Bridge Project into 17 “smaller” projects, aka DBE Plan Work Areas
- The following items are tracked for each DBE Plan Work Area
  - Overall Budget
  - DBE Goal
  - DBE Current Commitment
  - DBE Pending Commitment
  - DBE Commitments Remaining
  - DBE Attainments
  - #Firms Contracted

Monthly Business Orientation Meeting

- On-going opportunity to meet with TZC team
- Saves time for businesses seeking opportunity
- Each meeting focused on specialty

Monthly E-Blast

- Project update emailed monthly
- Updates DBE Participation
- Lists recently awarded contracts
- 90 day procurement look ahead
- Links to project website
- Links to TZC questionnaire

BY THE NUMBERS

Through July 31, 2014

177

trade contractors and professional service firms have performed on the New NY Bridge project site.

81

of the 177 firms are DBEs.

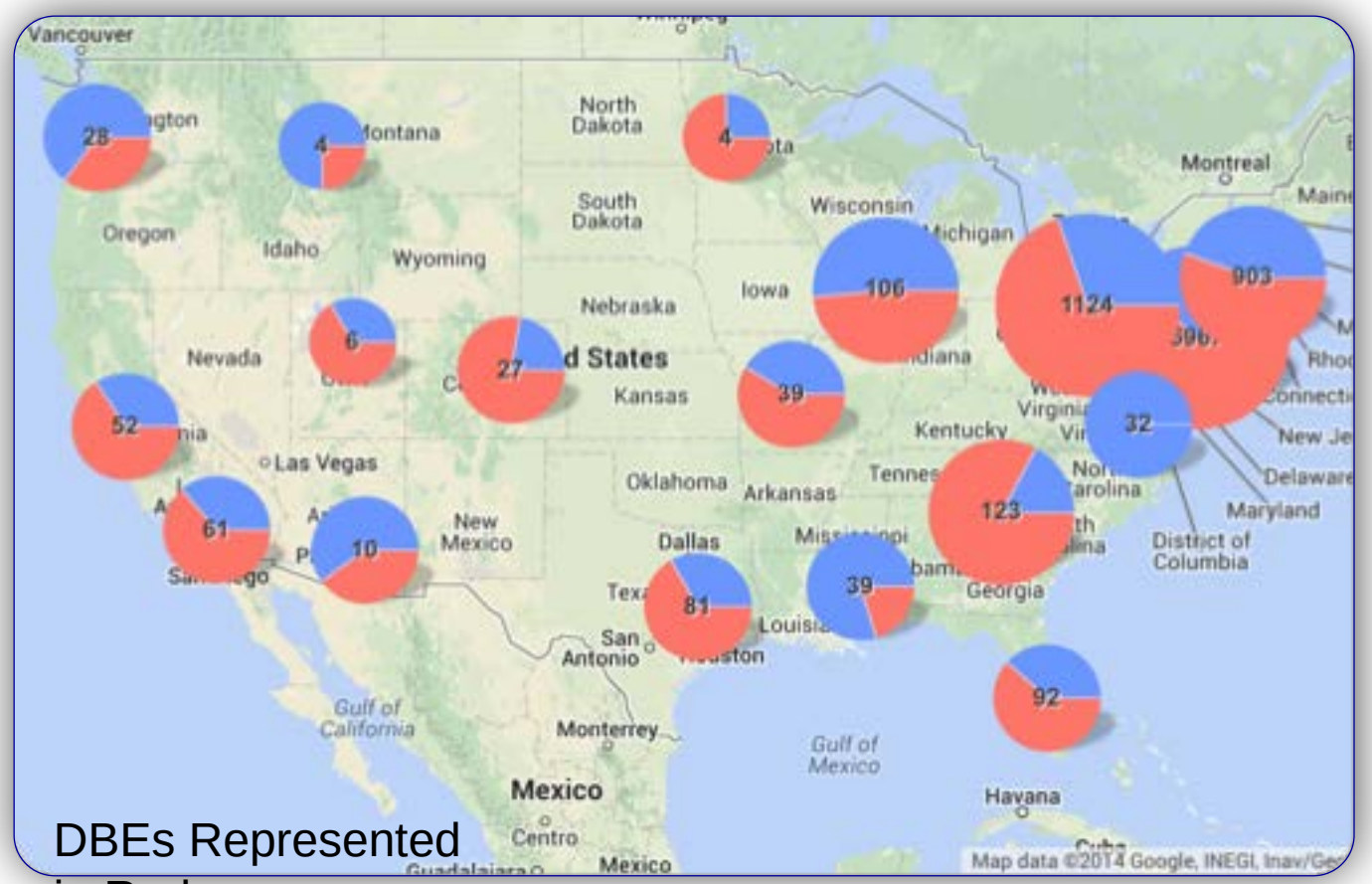
$85.8m

is the total dollar value commitment to these DBE firms.

TZC Vendor Database

National Perspective

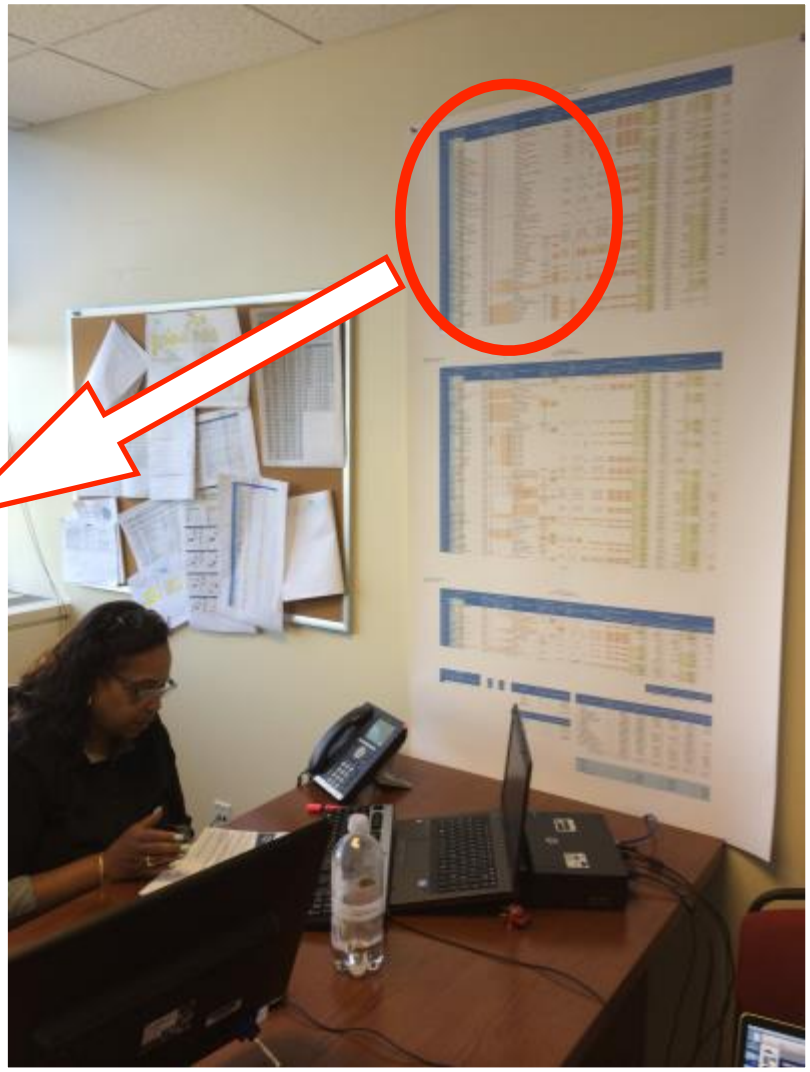
- 10,000 Firms
- 6,000 DBEs
- Includes every DBE from NY, CT, MA, MD, NJ & PA



DBEs Represented in Red

Management Tools: Work Breakdown Structure

- Visual aid showing contractual relationships and key information for each TZC team member



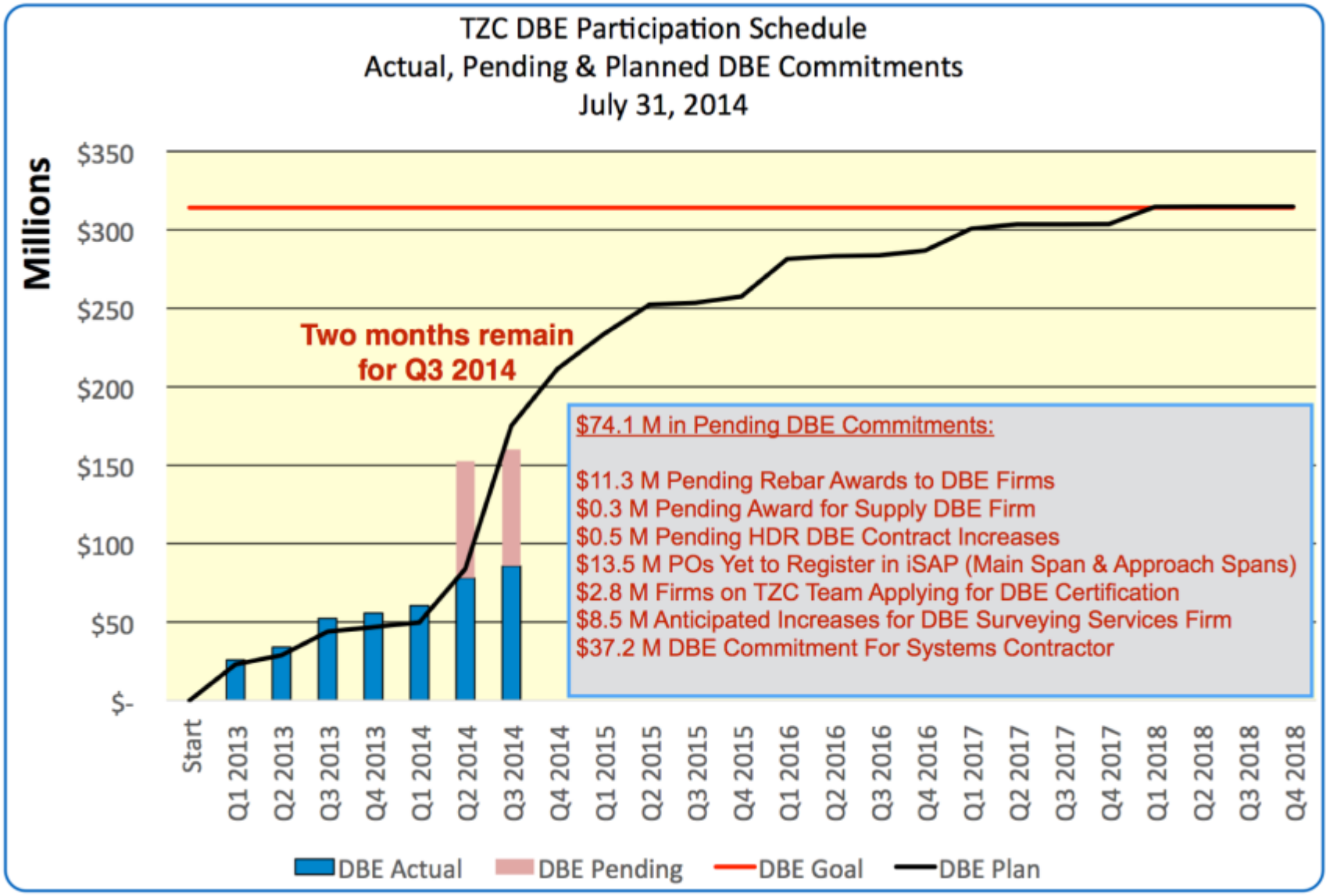
#	TZC TEAM MEMBER PRIME	SUB TIER 1st	2nd	3rd	4th		MONTH ADDED TO WBS	TZC PRICE CENTER						
1	TZC						09/2013	XXXX						
2		HDR					09/2013	3						
3			A. Esteban & Co., Inc.				09/2013	3						
4			AB Consulting				09/2013	3						
5			Al Engineers, Inc.				09/2013	3						
6			B. Thayer and Associates				09/2013	3						
7			Buckland & Taylor International				09/2013	3						
8			Chrysalis Archaeological Consultants				09/2013	3						
9			CMI aka Crystal McKenzie				09/2013	3						
10			Domingo Gonzalez Associates Inc.				09/2013	3						
11			Environmental Planning & Management				09/2013	3						
12			Foit-Albert Associates				09/2013	3						
13			Geri Goldman Engineering				09/2013	3	Yes	Yes	-	-	-	Electrical
14			GZA Geo Environmental of NY				09/2013	3	Yes	Yes	-	-	-	Geotechnical/Environmental Suppo
15				Warren George			09/2013	3	Yes	Yes	Yes	Yes	4/11/14	Soil Borings
16				Layout			03/2014	3	Yes	Yes	Yes	Yes	8/27/13	Surveying
17			Hinmen Consulting Engineers				09/2013	3	Yes	Yes	-	-	-	Security

Management Tools: Work Breakdown Structure

DBE CUF ROLE	DBE PLAN WORK AREA	DBE	CONTRACT D		
			CONTRACT $	SELF PERFORM $	CURRENT CUF DBE CREDIT $
-	7	-	$ 27,946	$ 27,946	$ -
Trucker	7	DBE	$ 32,000	$ 32,000	$ 32,000
Trucker	7	DBE	$ 203,183	$ 193,143	$ 193,143
Trucker	7	DBE	$ 2,340	$ 2,340	$ 2,340
-	7	-	$ 7,700	$ 7,700	$ -
-	7	-	$ 13,614	$ 13,614	$ -
Contractor	15	DBE	$ 2,152,967	$ 2,152,967	$ 1,982,147
Supplier	7	DBE	$ 161,419	$ 103,452	$ 62,071
-	7	-	$ 57,967	$ 57,967	$ -
-	17	-	$ 24,153,000	$ 24,153,000	$ -
Contractor	3	DBE	$ 304,115	$ 304,115	$ 304,115
Supplier	10	DBE	$ 14,195	$ 14,195	$ 8,517

- Close up on calculation for project supplier with $161,419 contract for purchase and install of furniture.
- Removed $57,967 for use of non-DBE sub…self perform work is now $103,452.
- Applied 60% credit to self perform work as it covered furniture purchase only.
- DBE credit is $62,071

Management Tools:
DBE Participation Schedule



Management Tools:
DBE Participation Schedule

Contact Information

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Questions & Input

Submit a question using the chat box

Innovative Program Delivery

Major Project Announcements

Project Delivery Team
Office of Innovative Program Delivery

Financial Plan Updates

- **Financial Plan Guidance**
  - Comment period in Federal Register closed on October 7, 2013
    - Received 10 comments – AASHTO, AK, AR, CO, Ernst and Young, NV, PE in CA Govt., CO, WA, WI
    - Most comments were related to OINCC, phasing plans, P3 assessments, timing of submission, financing costs
  - Financial Plan Guidance is currently being finalized
  - Webinars will be scheduled to introduce guidance

P3 Training Course Availability

- OIPD has developed a series of training sessions for interested state, regional, and local government officials
- **Purpose:** provide information and tools to government officials seeking to understand how to develop and evaluate potential P3 proposals
- **Structure:** FHWA-sponsored instructor presents in-person training tailored to address needs of requesting agency
- **Type of Training:** mix of presentations, class discussions, and hands-on computer training using P3-VALUE tools
- **Length:** as short as one-half to as long as 4 days

P3 Training Course Availability (Cont.)

- **Course Options:** select among the following modules, depending upon your agency's needs
  - P3 Evaluation Overview (1/2 day)
  - Risk Assessment and Valuation (1 day)
  - Value for Money Analysis (1 day)
  - Financial Viability Analysis (1/2 day)
  - P3 Evaluation Case-Study using P3-VALUE (1 day)
- **Capacity:** maximum class size of 40 students; no minimum
- **Cost:** Free; sponsoring agency needs to provide classroom and computers
- **For more information:** visit http://www.fhwa.dot.gov/ipd/p3/toolkit/ or http://our.dot.gov/office/fhwa.hq/ipd/lists/calendar/calendar.aspx, or contact Patrick DeCorla-Souza at 202-366-4076 or patrick.decorla-souza@dot.gov

Questions & Input

Submit a question using the chat box

Or

Dial *1 to ask your question by phone

Upcoming Webinars

Joint DOT/FHWA Major Project Webinar

Tuesday, May 5th

1:30 to 3:30pm EDT

Quarterly Major Project Webinar (FHWA)

Tuesday, February 3rd

1:30 to 3:30pm EST

Contact LaToya at latoya.johnson@dot.gov or 202-366-0479
if you have topic ideas for upcoming webinars

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