



Innovative Program Delivery

Joint DOT/FHWA Major Project Webinar

May 6, 2014

***FHWA Office of Innovative Program Delivery
Project Delivery Team***



Agenda

1. Major Project Spotlight

- Major Project Requirements from NEPA and Beyond – MI DOT
- Quality Assurance Plans for DB & P3 Projects – TX DOT
- Major Projects and Alternative Technical Concepts – FL DOT

2. Major Project Information

- Financial Plan Guidance Update
- SHRP2 Round 4
- Upcoming Major Project Webinars

3. Comments/Questions



Innovative Program Delivery

Major Project Spotlight: DOT/FHWA Peer Exchange

Peer Exchange Featuring:

Major Project Requirements from NEPA and Beyond – MI DOT
Quality Assurance Plans for DB & P3 Projects – TX DOT
Major Projects and Alternative Technical Concepts – FL DOT



Innovative Program Delivery

Major Project Requirements from NEPA and Beyond: *I-94 Ford Freeway Modernization Project in Detroit, MI*

Michigan DOT

Brenda Chapman, Accountant Manager

Terry Stepanski, P.E, Senior Project Manager

Overview of the I-94 Ford Freeway Modernization Project

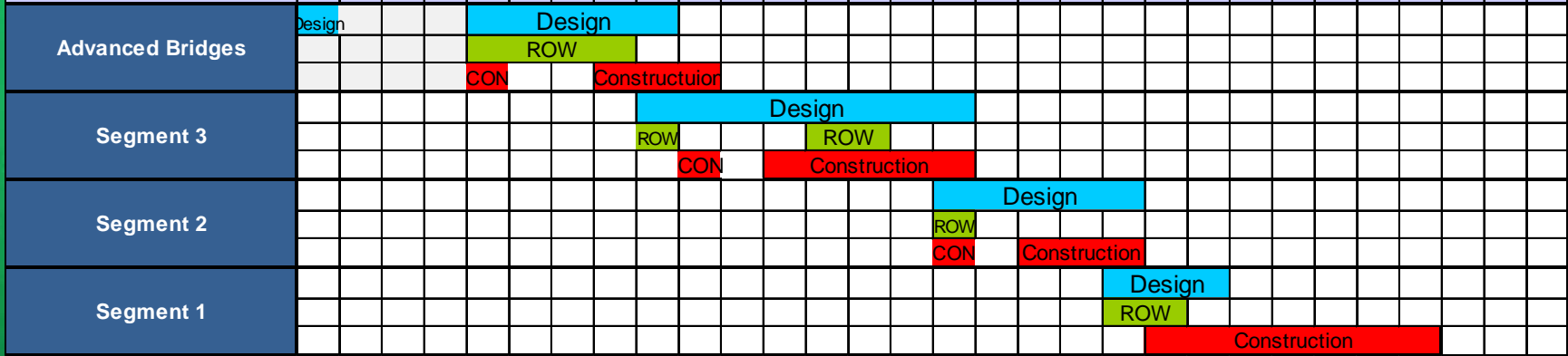
- **Project Overview**
 - Complete Reconstruction of 6.7 Miles
 - Widening from 3 Lanes to 4
 - Replace 67 Bridges
 - 20-25 Construction Packages
 - Built Over 24 Years
 - \$2.9 Billion in YOE\$'s



Current Schedule

\$2.9 Billion in YOES's

State Fiscal Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Advanced Bridges	Design				Design	ROW		CON	Constructuioi																					
Segment 3									Design																					
Segment 2																														
Segment 1																														



Overview of Major Project Approval Process

- **NEPA/ROD – December 2005**
- **Detailed Engineering Report and Base Cost Estimate – June 2010**
- **First Cost Estimate Review – April 2011**
- **First Initial Financial Plan Submitted – August 2011**
- **New Federal Guidelines Announced – September 2013**
- **Second CER – November 2013**
- **Second IFP Submitted – December 2013**
- **IFP Approved – February 2014**

Base Cost Estimate

Base Cost Estimate \$1.8 Billion

- Developed as 19 individual contracts
- Stand alone annual packages
- Detail organized in segments, elements and phases as used in IFP supporting workbook
- Easy to update unit costs with current values
- Facilitated scenario planning

Major Project Requirements First Attempt

2011 IFP

- Traditional Delivery
 - Design Bid Build, 26 Packages
- FY2011 – FY2029
- Financial Plan did not Adequately Demonstrate Ability to Fund the Overall Transportation Program
 - Other Major Projects (I-75, BWB, DIFT)

Challenges to Traditional Thinking - Delivery

- **Facilitated Workshops**
 - Engineers, Planners, Accountants
- **Developed Shared Vision for Success**
- **Action Plan Follows the Vision**
 - Design Modifications
 - Accelerated Delivery
- **SHRP2 R10 Demonstration Project**

I-94 Delivery Options

MDOT Success Management Workshop

- FY2011 IFP \$2.8B complete in FY2029
- Option 1, \$1.6B complete in FY2019
- Option 2, \$1.4B complete in FY2018
- Option 3, \$1.2B complete in FY2017

The chart below is an example of a conceptual accelerated delivery option



Funding Scenarios

Can We Fund an Accelerated Plan?

- **Design Build Packages**
 - Changes the authorization schedule
 - Changes the timing of cash flow
- **Financed Debt v Inflation Avoidance**
- **Coverage Ratios and % of Program**
- **Traditional Revenue Bonds**
- **Multiple Tranches of GARVEEs**
- **Mix of Direct and Indirect GARVEEs**

MAP-21 and Phasing

- **Phasing Should be the Answer !**
 - Advanced Bridges
 - Segments as Funding Allowed
 - Offers Greatest Flexibility
- **Phasing Not Consistent With the RTP**
 - Funding was Already Identified in RTP
 - All Phases are Funded Phases
- **All or Nothing**

Additional Challenges

Not as Much Time as we Thought!

- **The Woodward Bridge Replacement is Needed for Another Project**
 - M-1 Street Car letting schedule
- **MPO Amendment Due Dates**
 - New schedule for due dates TIP and RTP

Creating a Path Forward

Bi Weekly Coordination Meetings Brought all Disciplines to the Table

- Planning
- Senior Management
 - Environmental
- Senior Project Manager
- Finance
- Real Estate
- Communications

Traditional Allocation of Funds by Region

- **Traditional Funding Allocations by Region**
 - By Funding Source and Category
 - Templates are Created for Each Region
- **\$200 Million Per Year Dedicated to Two Major Projects, I-94 and I-75**
- **Project Readiness Plan in Place**

Major Project Core Team

Weekly Meetings to Monitor Critical Path and Dependencies

- Senior Project Engineer I-94
- Senior Project Engineer I-75
- Planning Coordinator
- FHWA Division Project Oversight Manager
- Accountant Manager

Cost Estimate Review

- **New Process with MAP-21**
- **Pre-CER Conference**
- **Built on Prior CER**
- **Updated Unit Prices in-House for New Base Year Costs**
- **Focus Was on Critical Risks**

Initial Financial Plan Approved

- **Trained Support Staff**
 - Excel Workbook Linked to Cost Estimate
 - Core Team in Place
- **Improved our Discussion of Fiscal Constraint of Overall Program**
 - Constrained at MPO Level
- **Added Cash Flow Models to Workbook**

Lessons Learned and Best Practices

- **Develop a Major Projects Core Team**
 - Multi-disciplinary
 - Include your Division Office
- **Establish Working Partnerships**
 - Internal and External
 - FHWA
 - Regional Planning Organization
 - On Board with MDOT
 - Involved and Supportive Relationship

Lessons Learned and Best Practices

- **The Team Takes Ownership Over a Single Set of Financial Data**
 - Base lined on Cost Estimate and Schedule
- **This Data is Used for All Purposes**
 - Short and Long Term Scenario Planning
 - MPO LRP/RTP
 - MDOT STIP
 - IFP
 - CER



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FHWA Major Projects Website

FHWA Innovative Program Delivery Office

Website: http://www.fhwa.dot.gov/ipd/project_delivery/index.htm

- *FHWA MAP-21 Interim Guidance, September 2012*
- *FHWA Final Major Project Guidance, January 2007*
- *Major Project Program Cost Estimating Guidance, January 2007*
- *Financial Plan Guidance, January 2007*
- *Project Management Plan Guidance, January 2009*
- *Operational Independence and Non-Concurrent Construction Guidance, December 2009*
- *Active Major Project Monthly Status*



Questions & Input

Submit a question using the chat box



Or



Dial *1 to call in your question by phone



Innovative Program Delivery

Quality Assurance Program for Design Build (DB) and Public- Private Partnership (PPP) Projects

Texas DOT

***Dieter Billek, P.E., Procurement and Implementation
Director, Strategic Projects Division***

FHWA - TX Division

Jim Travis, Asset Management Engineer

- 1 Introduction – TxDOT Approach to DB/PPP Projects
- 2 Major Components of QA Program for DB/PPP Projects
- 3 Lessons Learned/Best Practices
- 4 Questions/Discussion

TXDOT APPROACH TO DB/PPP PROJECTS

TxDOT Strategic Projects Program Overview

- \$24 Billion in active P3 projects
- Leveraged \$6 Billion in State Funds to deliver \$24 Billion in projects (4:1)
- Successful Bond Issuance of \$2.9 Billion for Grand Parkway in July 2013
- Dedicated agency organization and consultant support

PRE PROCUREMENT

\$ 5.5 Billion

PROCUREMENT

\$ 5.8 Billion

DESIGN / CONSTRUCTION

\$ 10.4 Billion

OPERATIONS & MAINTENANCE

\$ 2.6 Billion

Design Build

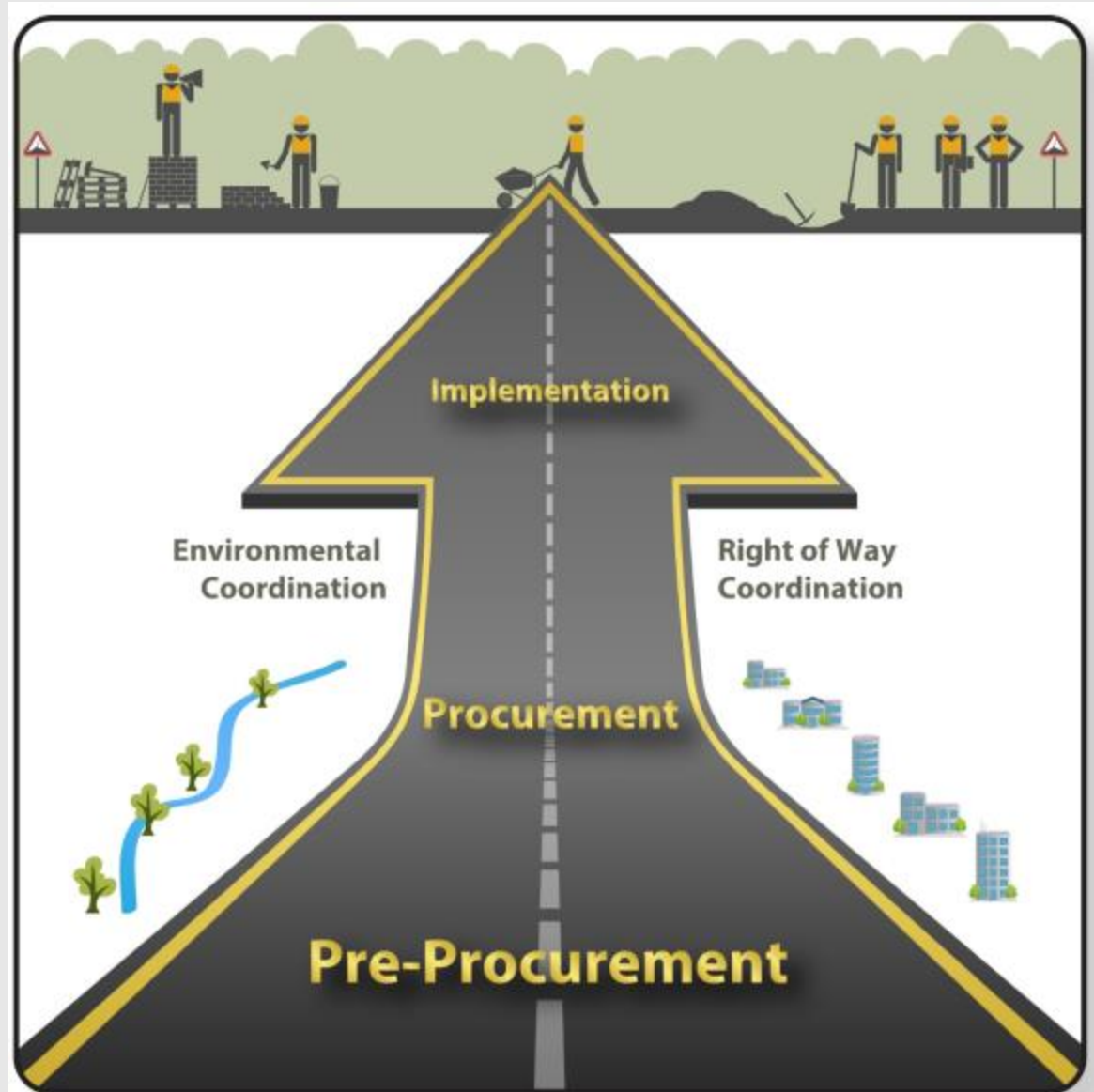
- TxDOT enters into a contract with a developer to design, construct and possibly maintain the project
- Developer responsible for QC/QA and inspection
- TxDOT has an oversight role on testing and inspection (OVTI); as well as Independent Assurance (IA)

Design Bid Build

- Separate selection process for design and construction
- Advertise & award the construction contract
- Construct the project
- TxDOT maintains responsibility for all QA inspection and testing

Benefits

- Faster Delivery
- Cost Savings
- Better Quality
- Singular Responsibility
- Decreased Administrative Burden
- Reduced Risk
- Reduced Litigation Claims



■ PROS

- Single Entity for Design & Construction
- Methods of construction are reduced by contractor involved in design
- Early start on portions of improvements while completing final design
- Long lead items ordered prior to completed plans
- Developer assumes risk for QA
- Developer assumes risk of unknowns
- Developer assumes risk of design complications
- Innovative design & construction methods

■ CONS

- Less control of design & construction
- Oversight only
- Maintenance

■ Two-Step Procurement Process

- Qualification-based Shortlisting
- Committed Proposal-based Evaluation

■ Typical Best Value Determination of Proposals

■ Cost of Project, Includes:

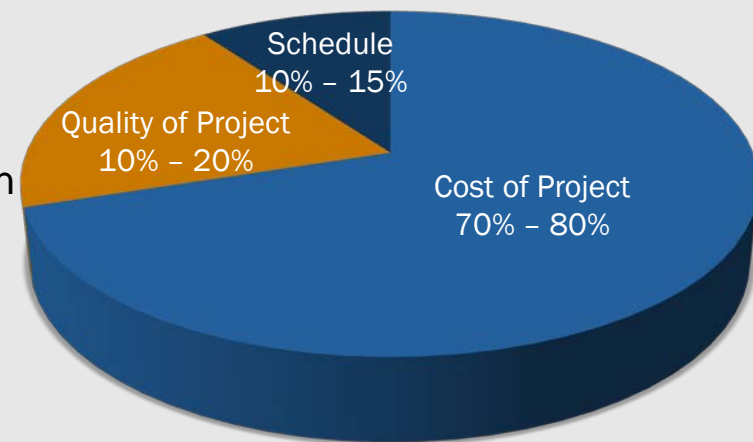
- Initial Construction Cost
- Maintenance and Operation Costs
- Cost Savings Through Innovation

■ Quality Management/Assurance

- Comprehensiveness of Quality Management Plan
- Added Value Through Innovative Ideas
- Contractor's Safety Performance Record

■ Schedule

- Time Required to Complete Project



DB/PPP Projects Accomplishments

Design/Build:

- SH 130 Segments 1 – 4/ \$1.35B Open to traffic 2006 and 2008
- DFW Connector Dallas/ \$1.2B/ October 2013
- Dallas Horseshoe/ \$800M/ April 2017
- SH 99 (Grand Parkway) Segments F1, F2, and G/ \$1.45B/ November 2015
- Loop 1604 WE/ \$84M/ October 2016
- US 77/ \$77M/ November 2016
- ESR2P/ \$147M/ October 2015

Concession:

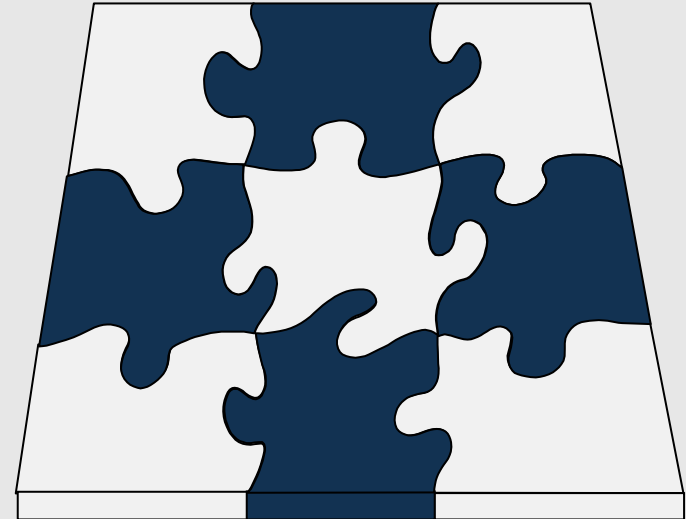
- SH 130 Segments 5 & 6/ \$1.37B Open to traffic May 2013
- North Tarrant Expressway Segments 1 & 2
- I-635 LBJ Freeway/ \$3.1B

MAJOR COMPONENTS OF QA PROGRAM FOR DB/PPP PROJECTS

Quality Assurance Program Components

The QA Program utilizes a combination of quality measures to meet program goals:

- Quality Control (QC)
- Quality Assurance (QA)
- Owner Verification (OV)
- Independent Assurance (IA)
- Dispute Resolution



Primary Quality Components

Quality Control (QC)

- Developer CQMP required – defines contractor’s internal procedures
- QC is foundation
- Systematic approach
- Clearly defined authority and responsibility for QC plan
- Not used for acceptance but to ensure quality has been incorporated

Quality Assurance (QA)

- Developer acceptance inspection & testing by independent CQAF, in accordance with CQMP
- Frequency per Guide Schedule
- Start-up split sample testing with OV for alignment
- Acceptance = QA + OV results
- CQAM assigned = “Engineer” in TxDOT spec book
- Internal Audits to assure CQMP compliance

Owner Verification (OV)

- Required by 23 CFR 637 B & TA 6120.3
- Owner’s independent firm
- Min. 10% frequency of QA
- Statistical validation of QA testing
- Oversight of non-validation investigations
- Audits to verify CQMP compliance
- Owner Verification Testing & Inspection Plan (OVTIP)
- Quarterly statistical validation report to FHWA

Communication

- Active communication between parties during all phases of work is a critical success factor on these large, fast-moving projects.

Owner Verification Approach

- **Three-Tiered Verification Approach**
 - Level 1: Continuous F- & t-test analysis
 - Almost real-time verification
 - ~10% of QA test frequency
 - Most critical performance properties
 - Level 2: Independent Verification
 - Level 3: Observation Verification
 - Analysis levels based on keys to performance
 - Established in a project-specific materials risk workshop

- Start-up and quarterly split-sample testing

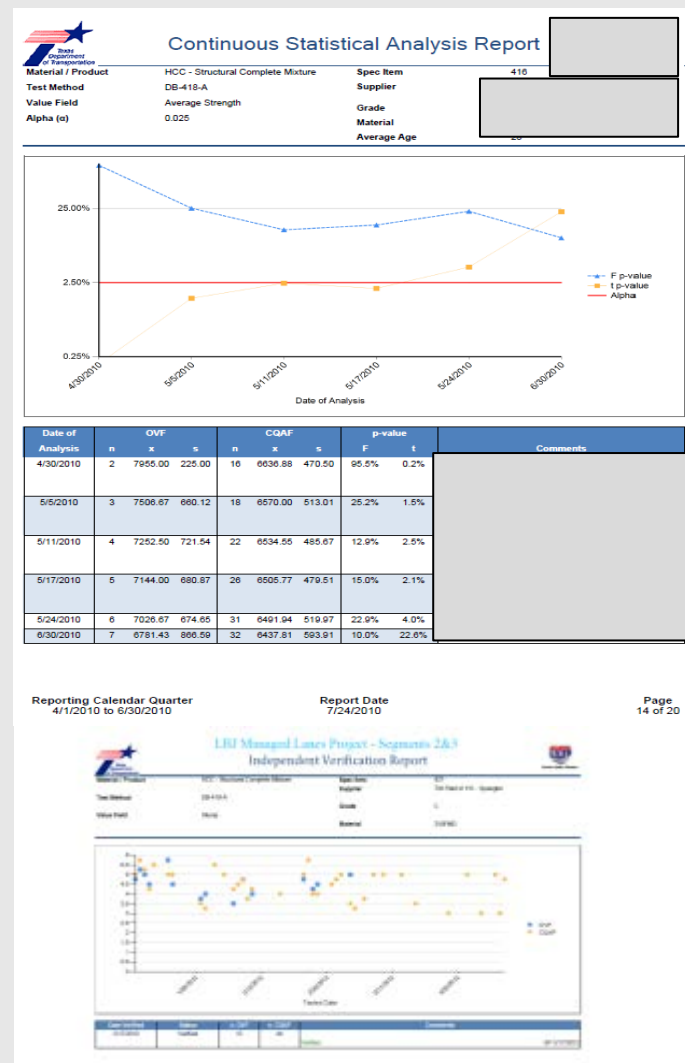
- Independent Audits to assure QAP/CQMP compliance

- Quarterly FHWA reporting (Additional detail to follow)

FHWA Reporting Requirements

■ Quarterly Report (Prepared by OV)

- Demonstrates that QAP has been followed.
- Summarizes Material Acceptance Decisions.
- Presents statistical validation by owner verification of developer performed acceptance tests.
- Documents any material incorporated into the project represented by a failing test result.
- Documents results of non-validation investigations and necessary corrective action plans.
- Incrementally builds supporting documentation for Material Certification.



Independent Assurance (IA)

- Typically handled by AASHTO accredited IA Laboratory, occasionally by a District Laboratory

- Personnel Qualifications
 - Required Certifications (QA, OV, and IA)
 - Proficiency Program

- Laboratory Qualifications
 - AASHTO Accreditation
 - TxDOT or IA Lab Qualification (test methods)
 - Equipment Calibration
 - Documentation Requirements

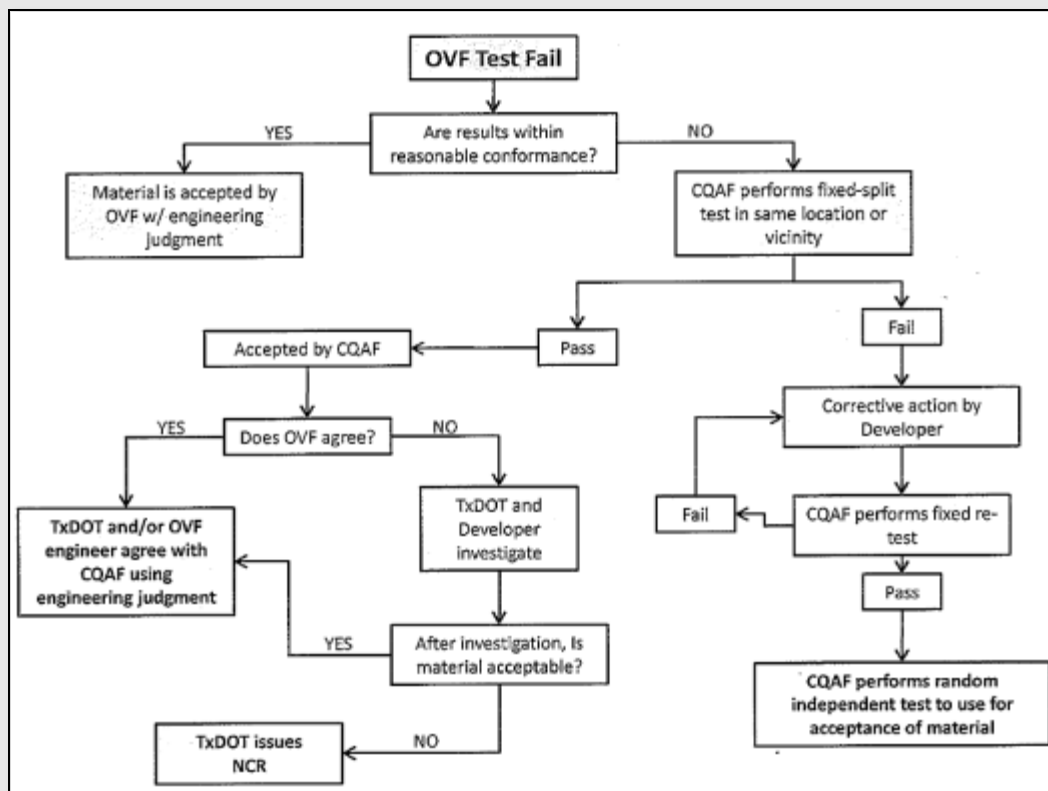
- Annual Reporting Requirements

LESSONS LEARNED/BEST PRACTICES

TxDOT Oversight - Following the Process

■ A well developed plan ensures a well managed project.

- OVTIP for OV
- CQMP for QA
- Both plans must conform to TxDOT QA
- QA and OV audited for compliance with CQMP and OVTIP



TxDOT Oversight – Audits of OV and QA

- Verify TxDOT test procedures are being performed correctly
- Verify equipment calibrations are up-to-date
- Verify certifications are current



TxDOT Oversight – Material Issues

- Non-validation investigation and resolution
 - Split testing, watching testers, checking equipment, evaluating sources
- Verify the proper testing is performed according to Guide Schedule of Sampling and Testing
 - Track material quantities and number of tests being performed
- Verify the proper testing is performed on non-rated source materials.
 - Work with CST to develop a frequency of testing
 - Assist QA in finding qualified labs for specialized testing through Construction Division
- Implementing Corrective Action and verifying effectiveness through subsequent achievement of validation

- Lessons learned from the Grand Parkway...
 - The Developer must submit the Design Quality Management Plan (and any related PMP chapters) prior to initiating design work.
 - Require consistent ISO procedures between contractor and subcontractors.
 - The Developer must have his lab in place and certified before any activities that require testing are initiated.
 - Manage risk by limiting the distance materials can travel between site and lab.
 - Notify local government authorities (and other stakeholders) that the contractor may engage in early coordination activities.
 - Ensure the Developer has an approved Public Information Plan in place if the work requires Developer engage the public
 - Require Developer to add language to the PMP that establishes timeframes for iterative Non Compliance Reports and resolution.

TxDOT Oversight – Coordination with Developer





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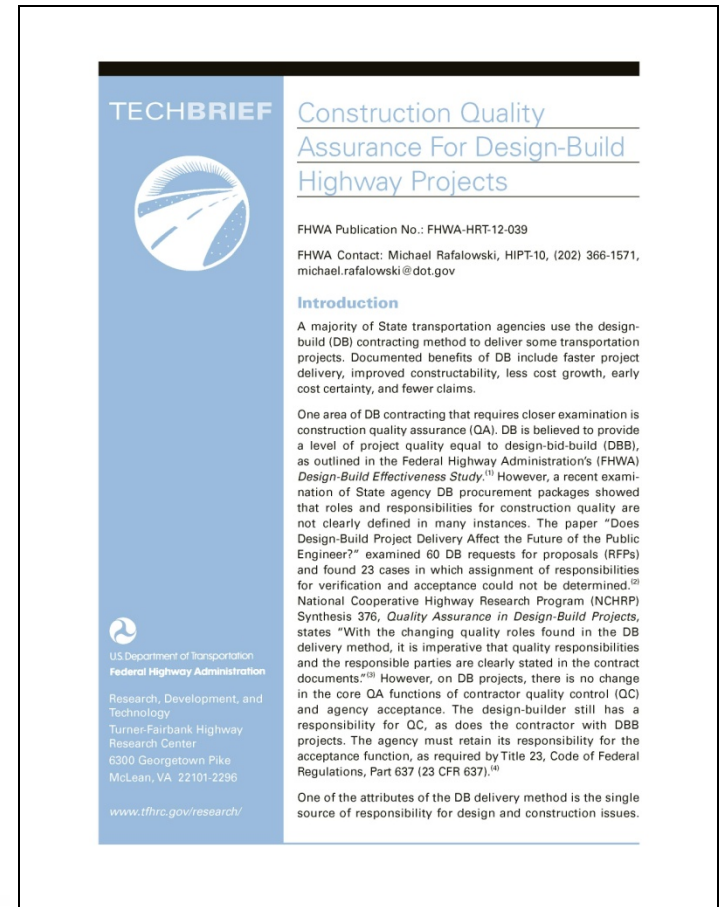
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Construction QA TechBrief (April 2012)

- **Quality Assurance (QA)**
 - Not specific role of one entity
- **Construction QA Program**
 - Six core elements apply to D-B
- **Responsibilities**
 - Design-Builder = QC
 - Agency = Acceptance





FHWA Technical Assistance QA for Design-Build Projects

- **Design & Construction Quality Assurance**
 - Jeff Lewis, RC Const & Project Mgmt Team
Jeff.Lewis@dot.gov
 - Greg Doyle, MA Division/RC Const & Project Mgmt Team
Gregory.J.Doyle@dot.gov
- **Construction/Materials Quality Assurance**
 - Dennis Dvorak, RC Pavement & Materials Team
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Innovative Program Delivery

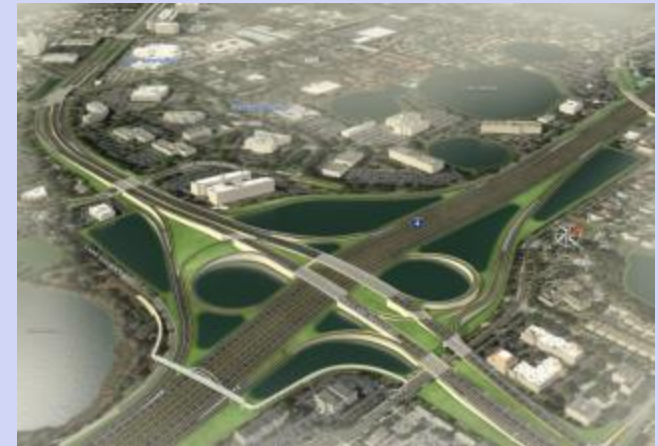
Major Projects and Alternative Technical Concepts (ATC): I-4 *Ultimate Overview and the FDOT ATC Process*

***Florida DOT
Loreen Bobo, I-4 Ultimate Construction
Program Manager***

- **Length:** Over 21 miles from West of Kirkman Rd. to East of SR 434.
- **Cost:** \$2.323 billion (yoe) in design/construction costs
- **What:** Reconstruction of mainline & interchanges
- **What:** Addition of 4 Express Lanes (4Express)
- **Design/Construction Duration:** ~ 6 years



- Reconstruction of 15 interchanges
- 3 System to System interchanges
- Over 60 new bridges
- Over 70 bridge replacements
- 2 new pedestrian crossings at Maitland Blvd. & SR 436
- Increase design speed to 60 MPH
- P3 – Public-Private Partnership
 - Design-Build-Finance-Operate-Maintain
 - Chose I-4 Mobility Partners on 4/23/14
 - Skanska, John Laing Investments, Granite, Lane, HDR, Jacobs, Infrastructure Corp of America

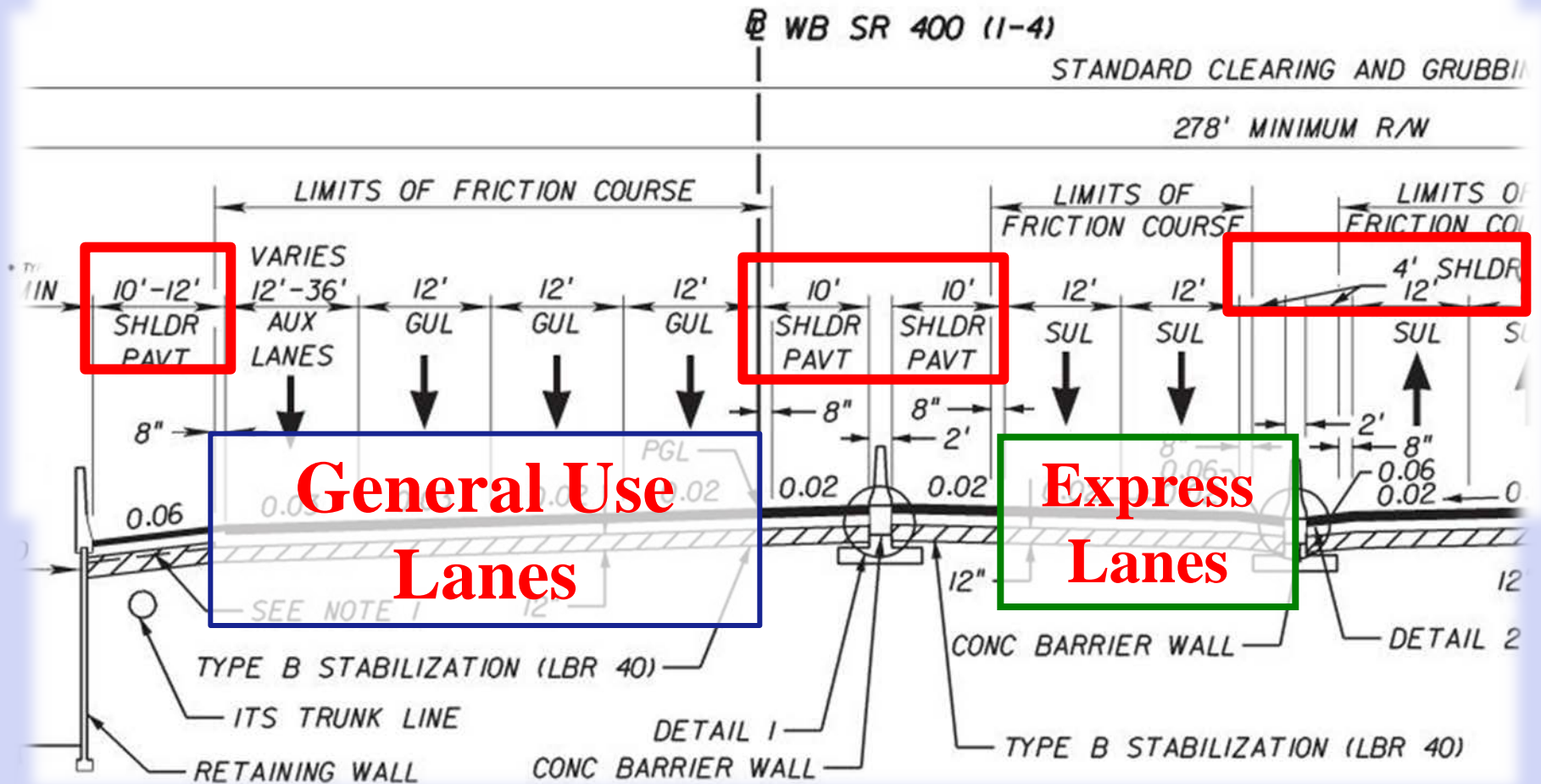


I-4 ULTIMATE

Interstate 4 Typical Section

- 4 Express (Managed) Lanes (2 each direction)
- 6 General Use Lanes + Auxiliary Lane





- Emergency access gates will be provided between the Express Lanes and General Use Lanes at a minimum of every two miles.

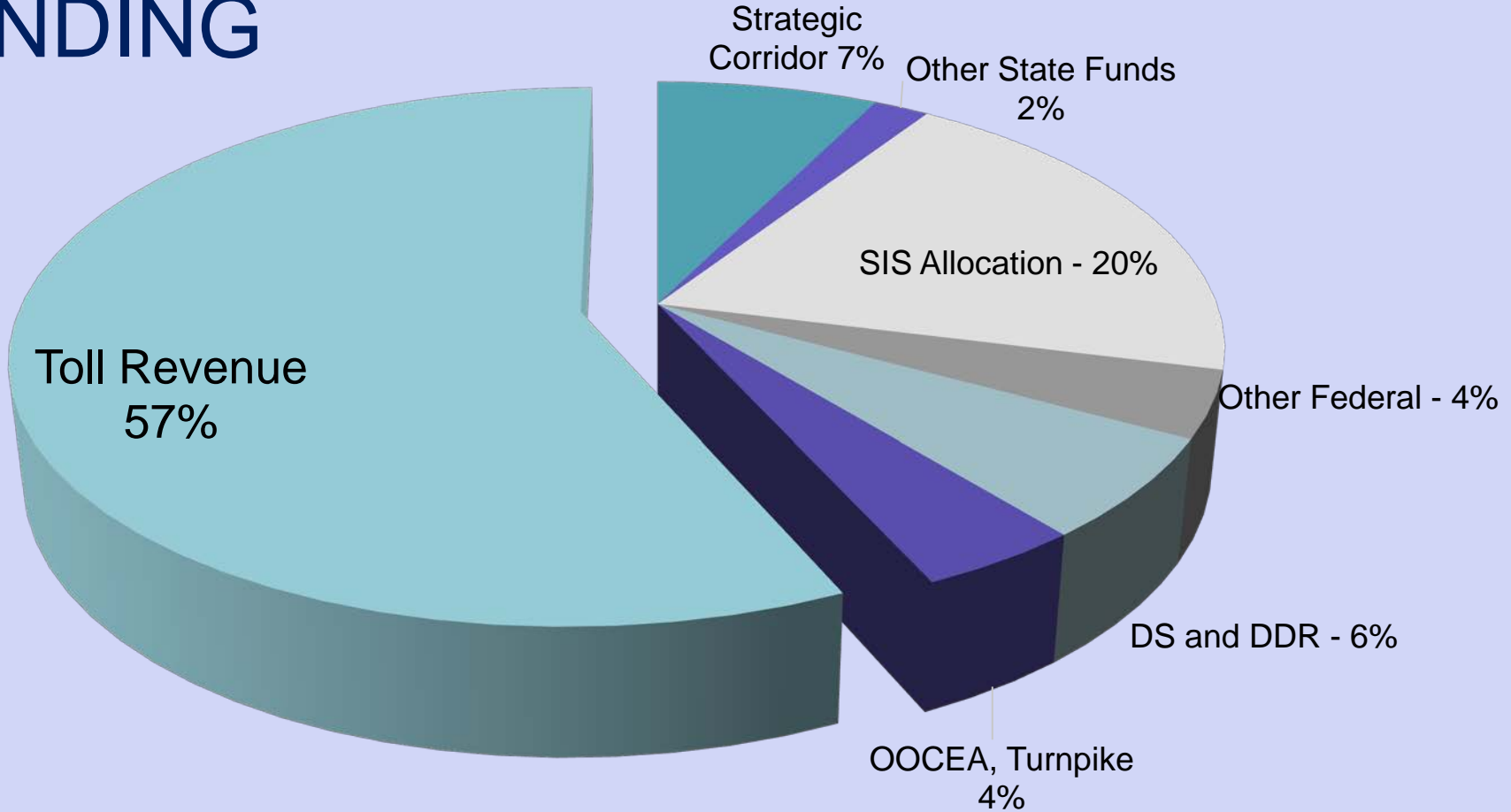
- Access to and from the tolled express lanes will be limited
 - Barrier wall separated
 - Slip Ramp Access
 - Direct Ramp Access
 - Six to seven access points in each direction
- Intended for longer trips
- Variable tolling
- All electronic tolling
- Everyone pays
- No heavy trucks



Project Costs			Years 1-6	Years 7-40	
			Total over contract (YOE)	Annual (avg) (PDC)	Total over contract (YOE)
Capital Cost	Orange County Local Road Portion	\$48,994,704	\$2,357,129,543		
	Seminole County Local Road Portion	\$4,820,288			
	Total Local Roads	\$53,814,992			
Operations and Maintenance			\$0	\$5,759,065	\$378,238,727
Renewal and Replacement			\$0	varies	\$492,785,129
Other Costs: SPV, Insurance, Interest, Finance			varies		varies

- **Capital Cost (Design and Construction): \$2.4 billion**
 - \$54 million towards local roads
- **Operations & Maintenance: \$378 million over contract**
- **Renewal & Replacement: \$493 million over contract**
- **Other (SPV, Insurance, Interest, Finance): Varies**

FUNDING



- RFQ released March 8, 2013
- Seven (7) teams responded April 19, 2013
- Four (4) teams were short-listed June 5, 2013
- Release Final RFP October 2013
- Technical proposals due February 12, 2014
- Financial proposals due March 13, 2014
- Best value selection April 23, 2014
- Financial close July 25, 2014
- Notice to Proceed 1 Fall 2014
- Notice to Proceed 2 Late 2014/Early 2015
- Contract ends Mid-2054

- **Instructions to Proposers (ITP):** Procurement Document
 - Includes a section on the ATC Process
- **Volume I: Concession Agreement (CA)**
 - 435 pages, including 26 Appendices
- **Volume II: Technical Requirements**
 - 495 pages
 - Section 1: Project Description
 - Section 2: Project Requirements and Provisions for Work
 - Section 3: Design and Construction Requirements
 - Attachment 1– ITS DEPLOYMENT REQUIREMENTS
 - Attachment 2– TOLLS INFRASTRUCTURE REQUIREMENTS
 - Attachment 3 – QAM and QAF Requirements
 - Attachment 4 – QA/QC Requirement
 - Section 4: Operations & Maintenance Requirements
 - SECTION 5 – HANDBACK REQUIREMENTS
- **Volume III: Additional Mandatory Standards**

Technical Proposal Criteria [Up to 60 points]

- Technical Proposal Qualitative Assessment - **35 points**
 - Preliminary Corridor Master Plan Submittal Evaluation Criteria
 - Operation and Maintenance Evaluation Criteria
- Baseline Construction Period - **5 points**
- Inclusion of Direct Connection Proposal - **5 points**
- Project Technical Enhancements - **15 points**

Financial Proposal Criteria [Up to 40 points]

- Financial Price - **35 points**
- Feasibility of Financial Proposal - **5 points**

- **Alternative Technical Concepts (ATC's)**
 - Confidential
 - RFP was not changed if an ATC was allowed
 - 5 meetings with each team, in person
 - Quick turn around needed
 - Team of 25 + people from different disciplines participated in the process.
 - Base Line and Grade – Any deviation of more than 5 feet had to be submitted
- **Alternative Financial Concepts (AFC's)**
 - Not confidential
 - Teleconferences with each team
- **One on One meetings**
 - Four Meetings with each team
 - Contract Issues rather than technical

Alternative Technical Concepts (ATC's) From ITP

- Set forth the **process** for **FDOT's review** and **acceptance** of **technical concepts** that **conflict** with the **requirements** of the **Contract Documents**
- This process is intended to allow Proposers to **incorporate technical innovation** and **creativity** into their Proposals
- To be eligible for consideration, proposed ATCs must result in performance, quality and utility of the end product that is **equal to or better** than the **performance, quality** and **utility** of the **end product** that would result from full compliance with the Contract Documents

Alternative Technical Concepts (ATC's) From ITP

- A proposed ATC **may not be approved** if, in FDOT's sole discretion, it is premised upon or would require (a) a **reduction in quantities without achieving equal or better** performance, quality and utility; (b) a **reduction in performance, quality, utility or reliability**; (c) **major changes to the existing Environmental Approvals**, including changes that would trigger the need for a supplemental Environmental Impact Statement under NEPA; (d) a **Change in Law**; or (e) **multiple or material additional right of way parcels**.

(A) The proposed ATC is **acceptable for inclusion** in the Proposal **(with such conditions, modifications or requirements as identified by FDOT)**. Approval dates are noted below. Conditional Approval requirements are provided in Attachment 1.

(B) The proposed ATC is **not acceptable** for inclusion in the Proposal.

(C) The proposed ATC is **not acceptable in its present form**, but may be acceptable upon the satisfaction, in FDOT's sole discretion, of certain identified conditions which must be met or clarifications or modifications that must be made prior to resubmittal (FDOT will not utilize this response after the final submission date for ATCs).

(D) The proposed ATC **appears to comply with the Contract Documents** and **does not require an ATC** as to the specific provision of the Contract Documents identified by the Proposer in its proposed ATC (provided, however, that should it turn out that the concept as incorporated into the Proposal is not within the requirements of the Contract Documents, FDOT reserves the right to require compliance with the requirements of the Contract Documents, in which event the Proposer will not be entitled to modify its Proposal or receive additional compensation or a time extension under the Agreement).

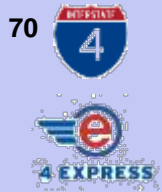
(E) Although the submittal **does not require an ATC** because it appears to comply with the Contract Documents, it **may not be included** in the Proposer's **Proposal** and FDOT will **modify the Contract Documents to preclude the concept**.

I-4 Ultimate ATC Stats

Team (four teams total)	# of ATC's submitted	# of ATC's submitted (including resubmittals)	# received on Final deadline	Average Response Time to Final Decision (Days)
Average per team	47	69	22	15
High	60	84	33	18
Low	31	45	14	14
Total	188	276	88	15



I-4 Ultimate ATC Stats



Team (four teams total)	# of ATC's submitted	A's		B's		D's		# Retracted by team		
		# approved	# submitted in Proposal	# denied	# not ATC's					
Average per team	47	26	24	18	1.25	1.75				
High	60	32	100%	26	2	4				
Low	31	15	81%	13	0	0				
Total	188	104	55%	96	72	38%	5	3%	7	4%

- Project Website: www.Moving-4-Ward.com
- Public Information and Community Outreach will be Incorporated
- Mobile App being developed
- Project Video

The screenshot shows the homepage of the I-4 Ultimate project website. At the top, there is a navigation bar with the text "Moving-4-ward.com - The official source for I-4 improvements & enhancements, including" and logos for "I-4 ULTIMATE", "FDOT", and "Moving 4 Ward". Below the navigation bar is a large banner image of a modern building with palm trees. A red button in the banner says "DOWNLOAD DBE/SB Workshop Materials". Below the banner is a horizontal menu with links: Home, About the Project, FAQs, Project Info/Docs, Forums/Workshops, Events, Press Room, Links, and Contact Us. The main content area features four icons: a play button for "PROJECT VIDEOS", a map for "PROJECT MAP", a rendering of a building for "RENDERINGS", and a general info icon for "GENERAL I-4 INFO". To the right of these icons is a section titled "I-4 ULTIMATE PUBLIC NOTICE" with the text "Selection of the Best Value Proposal for the I-4 Ultimate Project, April 23, 2014. For info and map, [click here](#)". Below this is a section titled "I-4 ULTIMATE PROJECT" with a red button "LINK TO PROCUREMENT" and a paragraph of text: "Interstate 4 (I-4) is often called the backbone of transportation in Central Florida. I-4 provides a crucial link between Tampa on the west coast and Daytona Beach on the east coast. The interstate also plays a vital role serving one of the world's most vibrant and popular travel destinations, Central Florida. I-4 consists of seventy-three (73) miles of roadway in Central Florida and accommodates an average of 1.5 million trips daily in Osceola, Orange,". To the right of the text is another red button "Sign up for PROJECT UPDATES" and a small map titled "I-4 ULTIMATE PROJECT MAP".

Thank You





Contact Information

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I-4 Ultimate Construction Program Manager

District 5

Florida Department of Transportation

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***NEW!* ACM Virtual Library**

www.fhwa.dot.gov/construction/contracts/acm/

What You'll Find:

- **Enabling Legislation**
- **Sample Manuals of Instruction**
- **Skill Sets: Essential project management knowledge for public owners**
- **Procurement Strategies**
- **Contracting Samples:**
 - ◦ **Request for Proposal (RFP) templates**
 - ◦ **Key elements of construction & services contracts**
- **Risk Registries and Risk Allocation Guidance**
- **Performance Measures to Gauge Success**

Federal-aid Support & Available Tools

www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=81





FHWA ACM Core Team

Rob Elliott – *Team Manager*

Jeff Lewis – *Team Lead*

- **Design-Build (D-B)**
 - Lead: Jerry Blanding; Co-lead: Jeff Lewis
- **Construction Manager/General Contractor (CM/GC)**
 - Lead: John Haynes; Co-Lead: Ken Atkins
- **Alternative Technical Concepts (ATC's)**
 - Lead: Craig Actis; Co-lead: David Unkefer
- ***Over-Arching Issues***
 - Jerry Yakowenko (Contract Admin.)
 - Greg Doyle (Quality Assurance)
 - Deborah Vocke (Marketing)





Questions & Input

Submit a question using the chat box



Or



Dial *1 to call in your question by phone



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 7th
 - Received 10 comments from various organizations
 - Most comments were related to OINCC, phasing plans, P3 assessments, timing of submission, financing costs
- Financial Plan Guidance is currently being finalized and the goal is to post final guidance by spring 2014
- Internal and external webinars will be scheduled in 2014 to introduce guidance



Managing Risk in Rapid Renewal Projects (R09) and Project Management Strategies for Complex Projects (R10)

- Round 4 Solicitation: May 30, 2014 – June 27, 2014
- Assistance includes up to \$30,000 grant plus combination of technical assistance, demonstration workshops, or training
- Website:
<http://www.fhwa.dot.gov/goshrp2/ImplementationAssistance>
- Contact Carlos Figueroa at Carlos.Figueroa@dot.gov or 202-366-5266



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Upcoming Webinars

Quarterly Major Project Webinar (FHWA)

Tuesday, August 5th

1:30 p.m. to 3:30 p.m. (EDT)

Joint DOT/FHWA Major Project Webinar

Tuesday, November 4th

1:30 p.m. to 3:30 p.m. (EST)

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



Contact Information

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Federal Highway Administration

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