



2016 Bedroll Conference



Topics to Share

- **Who Is FHWA-CFLHD?**
- **Trinity County Bridge Demonstration Project**
- **Design/Build Process**
- **Questions**

FHWA Divisions Explained

➤ **Fed-Aid Division Offices FHWA-California**

- ✓ Provide stewardship and oversight of the Interstate Highway system.
- ✓ Facilitate disbursement of federal funds to State and local governments.
- ✓ Comprised of HQ and 52 offices located in each state.

➤ **Federal Lands Highway (FLH) CFLHD**

- ✓ Provides program stewardship and transportation engineering services for planning, design, construction, and rehabilitation of the highways and bridges that provide access to and through federally owned lands.
- ✓ FLH is at the forefront of delivering distinctive, sensitive, innovative, and sound engineering projects.

➤ **Resource Center LTAP**

- ✓ Provides expertise and resources to State, local, and Federal partners.
- ✓ 5 offices located in San Francisco, Denver, Chicago, Atlanta, Baltimore.

Federal Lands Highway Division Offices

Central Federal Lands Highway Division (CFLHD)

Serves 14 central,
western, and
southwestern states
& Pacific Territories



Purpose of Federal Lands

- Delivery of projects for Federal, State, and Local partners
- Develop and deploy FHWA's innovations and technologies
 - Market Ready
 - Research and Development
 - Every Day Counts
- Train and develop FHWA staff
- Peer to Peer Exchanges with State DOTs and LPAs
- Share experiences across the industry

CFLHD Functional Areas

➤ Project Delivery

- ✓ Project Management
- ✓ Project Development
 - Design
 - Survey, Mapping
 - Right-of-Way, Utilities
 - Environment/NEPA
- ✓ Structures
- ✓ Technical Services
 - Safety
 - Geotechnical
 - Hydraulics
 - Pavements and Materials
 - Technology
- ✓ Construction

➤ Program Administration

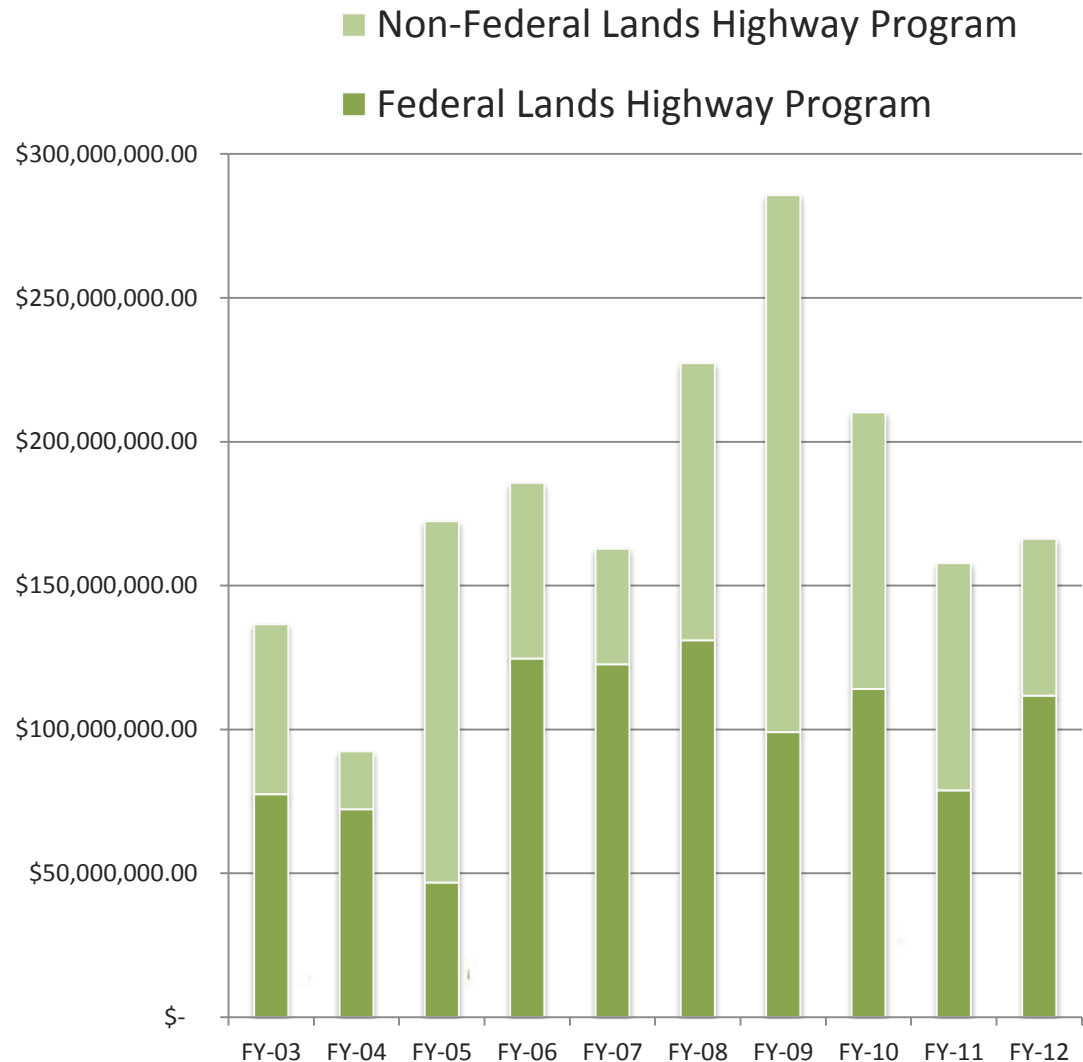
- ✓ Planning and Programs
 - Alternative transportation/community planning
 - Federal Lands Transportation Program
 - Federal Lands Access Program
 - ERFO/Scoping, Inventory, GIS
 - Agreements
- ✓ Administrative Programs
 - Acquisitions
 - Finance
 - Administrative Services
 - Information Technology

CFLHD Project Partnership

- Government to Government Relationship
- Strong matrix PM centric organization
- Single POC – Project Manager
- Client Agency and/or Federal Lands Management Agency (FLMA) involvement tailored to project needs:
 - ✓ Involvement in project scoping and NEPA compliance
 - ✓ PIH Design Reviews based on project complexity
 - ✓ Design review and acceptance at 95% PS&E review
 - ✓ Project status review at bid opening and contract award
 - ✓ Timely construction updates and progress coordination
 - ✓ Final project acceptance and closeout
 - ✓ Follow through with completion of punch list items

Leveraging Funds and Diversifying Partnerships

- Cooperative efforts to fund and deliver facilities
- CFLHD maintains strong relationships with FMLA and facility owners/maintainers
- Economies of scale are realized when projects in the same region are coordinated



CFLHD – Program Portfolio

➤ FY14-FY18 – Construction Forecast

- ✓ ~ \$250 million per year

➤ Traditional Partners

- ✓ State DOTs
- ✓ Local Public Agencies
- ✓ National Park Service
- ✓ Forest Service
- ✓ Fish and Wildlife Service
- ✓ Bureau of Land Management
- ✓ Defense Access Roads



Trinity County HBP Demonstration Project

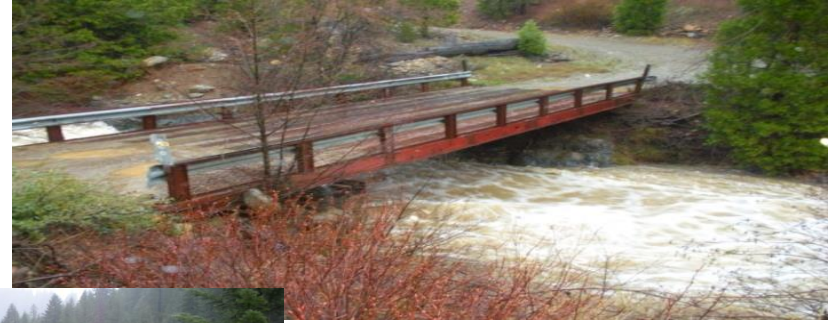
- The Purpose of this Demonstration Project is to:
 - Showcase streamlined delivery of 5 Bridges funded through the Highway Bridge Program through a peer-to-peer based partnership using EDC methods where possible between Federal, State and Local Agencies.
 - Define Other Future Engagement for Delivery
 - Share Lessons Learned across Program



Why Trinity County

- Trinity County is a mountainous county in far northwestern California covering 3,200 square miles with 700 miles of County roads for its 13,000 citizens.
- 75% of Trinity County is under federal control.
- Trinity County and FHWA have a long standing relationship where CFLHD has reconstructed bridges and highways on the County Maintained Road System under the Old Forest Highways Program and when utilizing Emergency Relief for Federally Owned Roads (ERFO).
- Trinity County was looking for a way to accelerate project delivery, and to be able to utilize Every Day Counts design and construction methodologies.
- Being a smaller frontier county agency, we were seeking assistance with the Federal Aid Process.
- The bridges were all rail car bridges that were authorized for replacement.

Trinity County HBP Demonstration Project - Scope



Trinity County HBP Demo Project – Project Approach

- Development of Memorandum of Agreement
 - Roles/Responsibilities
 - Trinity County
 - CALTRANS
 - FHWA CA Division Office
 - FHWA-CFLHD Office
 - Framework/Process for Execution of Project
 - Standards
 - Program of Work

Trinity County HBP Demo Project – Project Approach

- Roles & Responsibilities

- Trinity County

- Project Owner
 - Programming
 - Delivery Input from Scoping through Final Acceptance
 - CEQA

- CFLHD

- Have control Federal Funds (no invoices)
 - NEPA
 - Procurement Process
 - Delivery (Contract and Construction Management)

- CALTRANS/FHWA CA Division Office

- Programming & Transferring Funds
 - County requests funds to reconstruct bridge (Still have to fill out all the forms)
 - Bridges are programed in California bridge program
 - Once programed in the FTIP, Funds are requested and allocated to CFLHD
 - Trinity Contracts with CFLHD for support

Trinity County HBP Demo Project – Project Approach

- Project Goal
 - Delivery from Scoping through Ribbon Cutting in 3 Years (Summer 2017)
- Project Status
 - Completed:
 - Memorandum of Agreement
 - Scoping
 - Initial Surveys
 - Funding programed for construction w/Caltrans and FTIP
 - Project Development (Scoping Document)
 - Circulate RFQ, Develop RFP
 - Short List \$80k Stipend
 - Alternative Technical Concepts

What's In The Future?

- Next Steps
 - Selection of Contractor
 - Submittal Quality - Approach
 - Type Selection
 - Cost
 - Best Value Analysis - Award
 - Design, Right of Way, Construction
 - County Acceptance
 - Project Report to Legislature
 - Determine the Future

Points of Interest (Issues)

- Getting the overall program off and running.
- Significant concerns from Consultants about losing work to Denver. Solution – Design/Build.
- The Anti Deficiency Act requires full funding (BOTH Design and Construction) prior to soliciting proposals, but the state bridge program is set up for Design/Bid/Build. Solution - program with just NEPA. ROW and Permits will become responsibility of Contractor.
- The transition from MAP 21 to the FAST Act was interesting. There was a down period of a couple of months while final allocations to programs were determined. Money was programmed, allocation for the bridge was OK, but the bank was closed.
- Most of the bridges are in very remote locations subject to deep snow (10' plus). 4 of the 5 sites are along roads that are not winter maintained. Solution – Still going to pray for snow.
- 4 of 5 bridges are going to be single lane.

Points of Interest (Issues) Cont.

- Design/Build requires significant advance planning to outline the end result desired (If you don't state it up front, you might not get it without opening up your pocketbook.
- HudZone-SOQ Withdrawal
- Procurement is through Denver, means you have to go to Denver.
- Future Issues #1
- Future Issues #2,#3 Don't really know.

What Happens Next?

- There have been numerous requests for adding projects to this program.
- If the pilot project is successful, what will be the limits of future projects that would be accepted?
 - How many bridges can be accommodated overall by the program?
 - Would there be a limit on the size of the agency requesting assistance?
 - What priorities would be established if the requests exceed the capacity?
 - Would there be parameters established? e.g. size, ROW or environmental issues, timing, bridge type.
 - Is design/build the correct method, or should it be design/bid/build?
 - What would be the capacity of the California's bridge program if program efficiencies are increased.
 - What can be done at CFLHD vs. done with California consulting community?
- The pilot project has been daylighting issues as we move forward. Many of the solutions will factor into the future program. The actual parameters of the program will be established as construction progresses next summer(2017).

Questions





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