

Project Management 201

February 4, 2016

MLGMA Winter Institute

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City of Marysville

Local Government

Should look at all roads before picking a road construction project . This-

Creates an Asset Inventory

- All road segments must be inspected, rated and entered into an asset management system

Creates a Capital Planning Process, Capital Plan, Budgetary Costs

- Multiyear Planning ,should be no less the 20 years long, broke into 5 year blocks

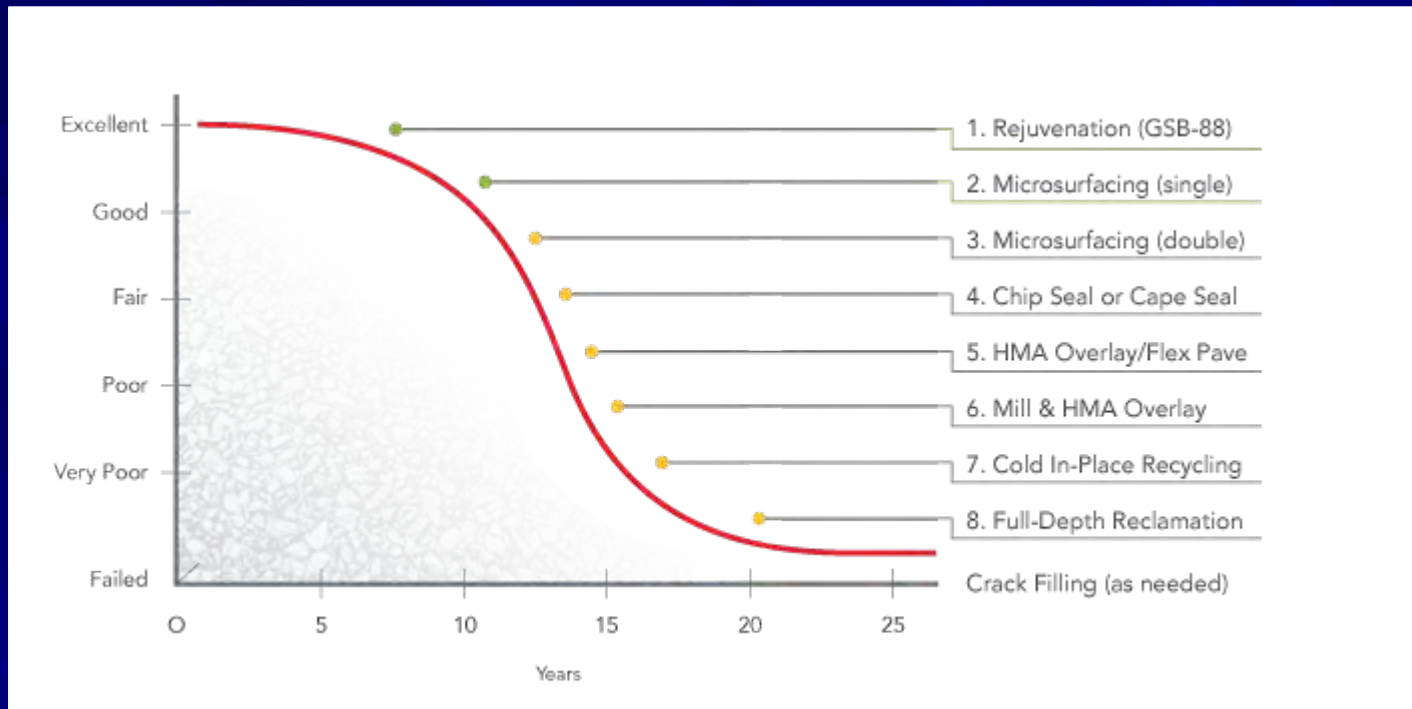
Financing Capital Plans (projects year by year vs. entire plan)

- First and foremost, invite your Finance Department to meetings
- Will funds be from General Budget, State Funded, Federal Dollars?(each have ups and downs)

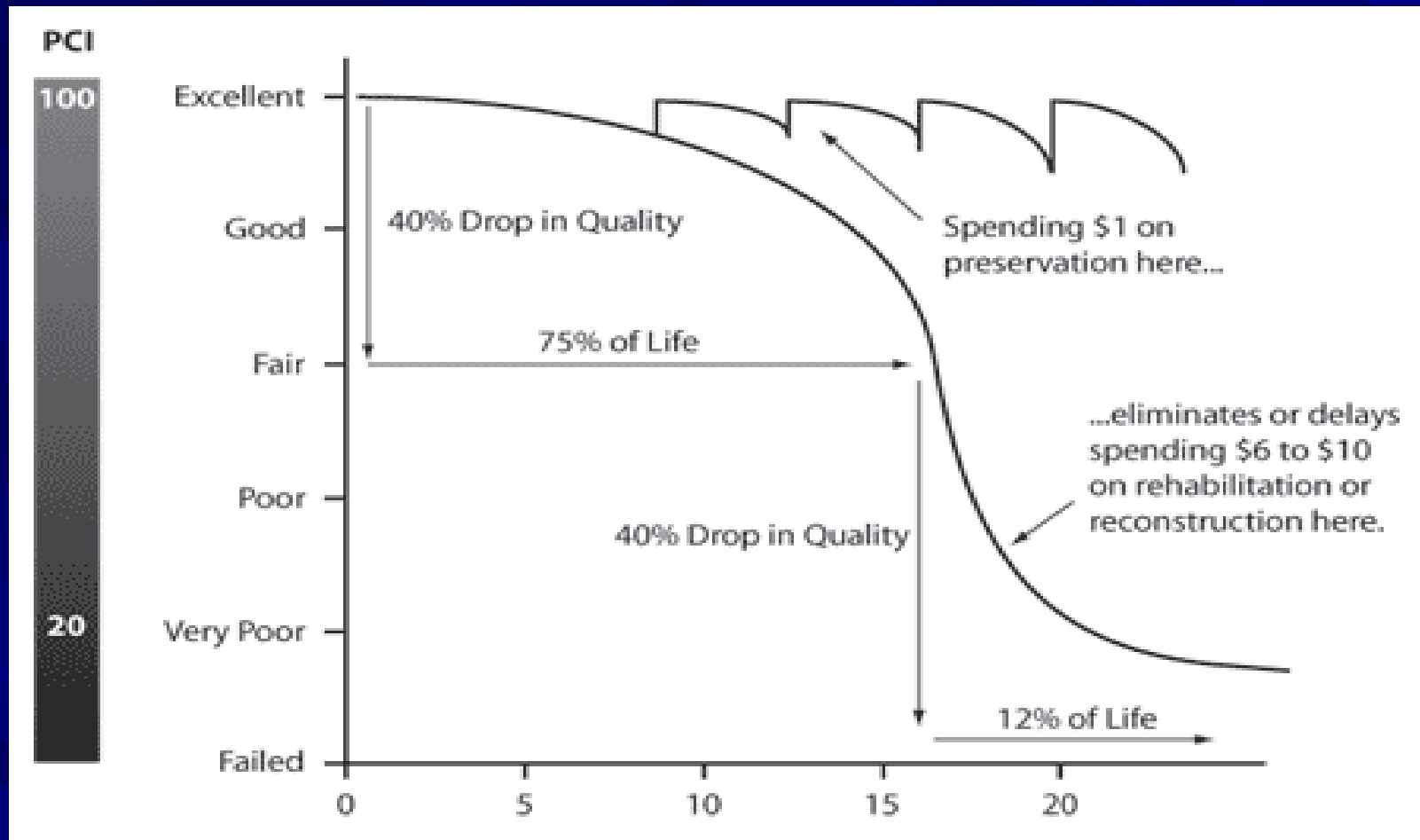
Preservation Strategies, works very well if preformed on time

- Joint Sealing, Seal Coating, Ultra Thin Overlays, Chip Seals, Etc.

Pavement Degradation



Pavement Degradation



Successful Projects start with:

- Have a Geotechnical study done of the roadway and sub base (no less than 3 feet deep)
- Issue RFP for Engineering Services. This includes topographic surveys, coordination with utilities, cost-benefit analysis for project, roadway design, permits (if needed), prepare estimates, plans and specifications, schedule and attend meeting, prepare bid documentations, on site construction engineering with testing, oversight of reporting.
- Engage Residents and Businesses about the upcoming project, education is key
- Compare Engineering RFP's, what are they spending their time on, LOW BID isn't always the best.
- Work with your Engineer, Review and Selection of Contractor.
- Review all pay items within a Construction Payment Draw

Philip J. Porte, P.E.
BMJ Engineers and Surveyors

Key Elements to successful project

- Planning
- Financing
- Engineering
- Bidding/Selection/Award
- Construction Project Management
- Project Closeout

Planning

- Assemble project team (management, financial, legal and engineering)
- Assessment, Feasibility and Impact (social, financial, environmental)
- Selection of project(s) (need based or want based)
- Project schedule development
- Preliminary engineering and project alternatives development
- Discussions/meetings with affected parties (permit agencies, residents, businesses, utilities)
- Preliminary project cost estimating (hard and soft cost) and Contingency

Financing

- Identify Potential Funding Sources (Federal, State, Local)
- Applying /Obtaining Funds (grants, loans, other)

Engineering

- Data collection (field survey, records drawings, reports, soil borings, maintenance history, other)
- Design (plans and specifications)
- Value engineering
- Permitting and other approvals (can be a very lengthy process)
- Final cost estimates

Construction Bidding/Contractor Selection

- Bid Solicitation
- Bid Opening
- Bid Review
- Contractor Review/Selection
- Contract Award

Project Management

- Preconstruction Meeting
- Shop Drawing Submittals/Review
- Observation and Testing
- RFI's, FCD, WCD's and Change Orders
- Pay Estimates (typically Bi-Weekly or Monthly)
- Claims and Claim Resolution (the dirty words)
- Project Closeout (punch list, as-built drawings, O&M Manuals, finance, ect)

Linda Burchell, P.E.
MDOT – Huron TSG Manager

Federal Aid

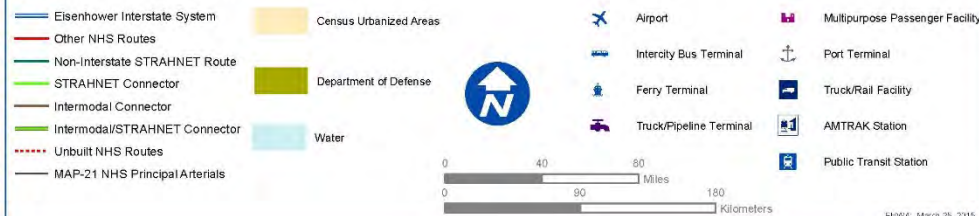
Apportionment & Allocations

- National Highway Performance Program (NHPP)
 - support for condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

National Highway System: Michigan



U.S. Department of Transportation
Federal Highway Administration



http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/michigan/index.cfm

Federal Aid

Apportionment & Allocations

- Surface Transportation Program (STP)
 - provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

Federal Aid

Apportionment & Allocations

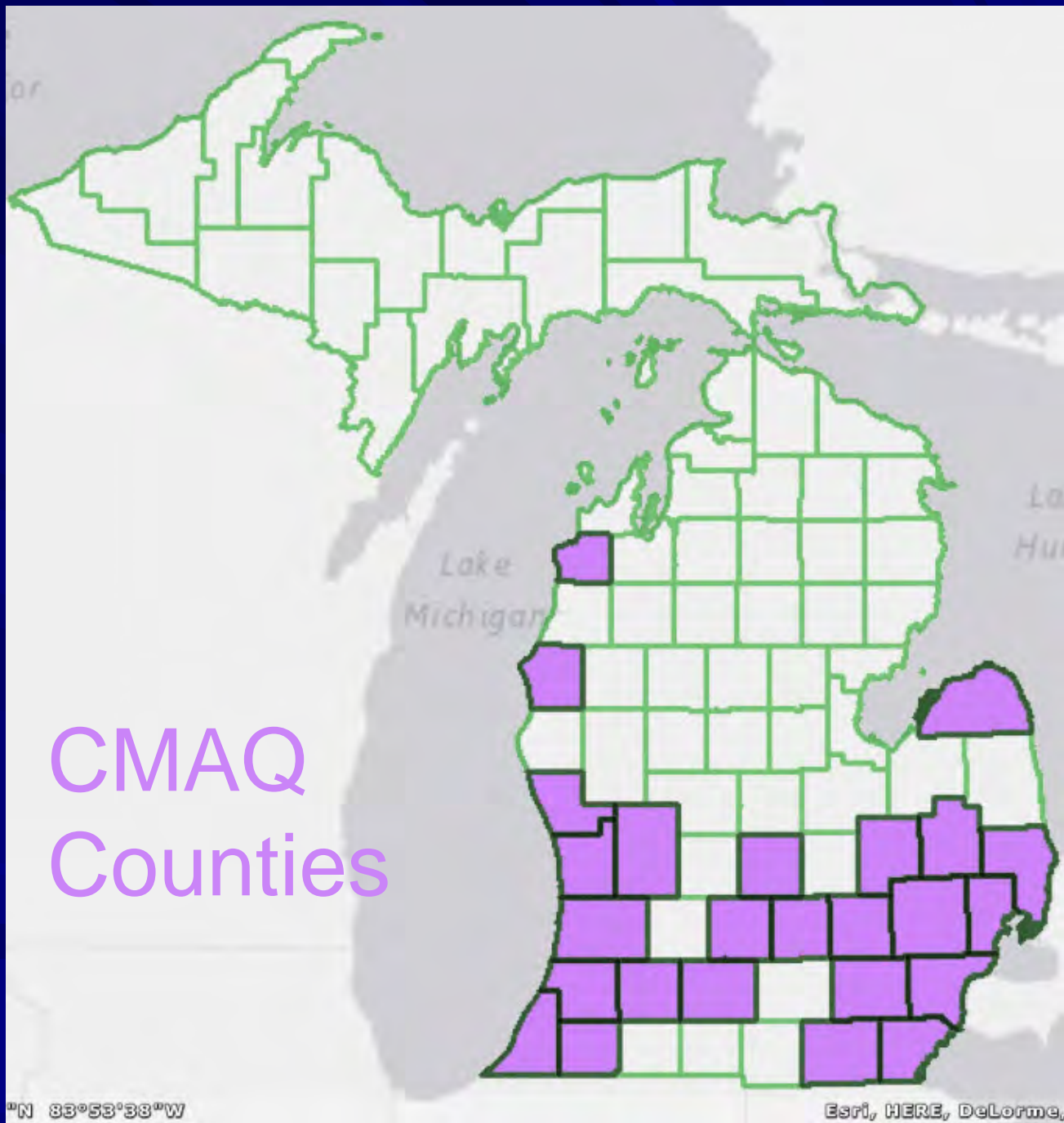
- Highway Safety Improvement Program (HSIP)
 - goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Federal Aid

Apportionment & Allocations

- Congestion Mitigation Air Quality (CMAQ)
 - implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.
 - Intelligent Transportation Systems, Turn Lanes, Carpool Lots, Transit

Allegan
Benzie
Berrien
Calhoun
Cass
Clinton
Eaton
Genesee
Huron
Ingham
Kalamazoo
Kent
Lapeer
Lenawee
Livingston
Macomb
Mason
Monroe
Muskegon
Oakland
Ottawa
St. Clair
Van Buren
Washtenaw
Wayne



CMAQ Counties

43°N 83°53'38"W

Esri, HERE, DeLorme,

Federal Aid

Apportionments & Allocations

- Set every year based on multi year authorizations (Reauthorization)
- Technically carry over from year to year
(Cannot be obligated without additional Obligation Limitation)
- Specific rules and regulations for distribution and use of each funding source
- Divided to various State programs (Rural, TMA, Small MPO, Small Urban, Safety, CMAQ, etc.)

Obligation Limitation (Obligation Authority)

■ What is it?

- A budgetary mechanism to control Federal spending
- A promise by the federal government to pay

■ Who does it?

- Congress-through legislation

■ Why?

- To be responsive to current budget policies

Obligation Authority

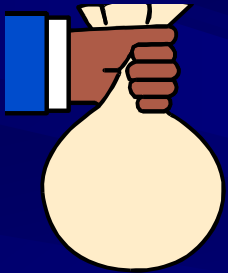
- State by state limit set by Congress each year
- Good for 1 year (with exceptions)
- Applies to total program not specific categories
- Usually less than apportionments and allocations
- Commonly expressed as a percentage of apportionment

Obligation Authority

- Act 51 splits the Obligation Authority in Michigan 75/25 between MDOT and Local
- There is no further breakdown of Obligation Authority (with exceptions)

Federal Aid

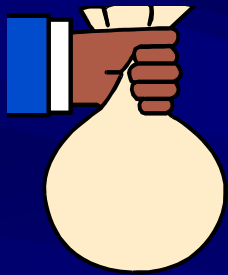
Apportionment & Allocations



\$100

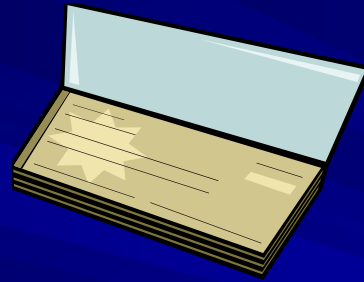
Federal Aid

Apportionment
& Allocations



\$100

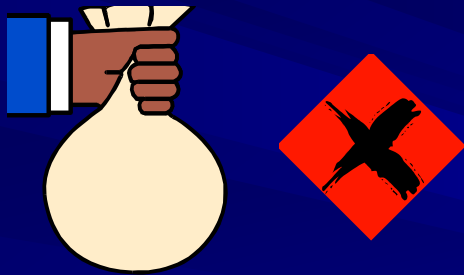
Obligation
Authority



90%

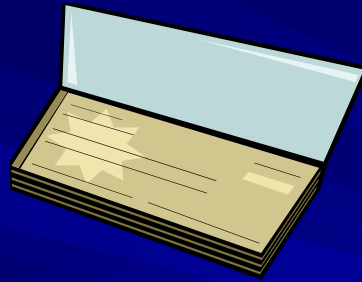
Federal Aid

Apportionment
& Allocations



\$100

Obligation
Authority



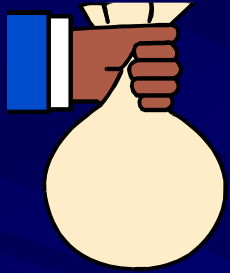
90%

Amount
Available

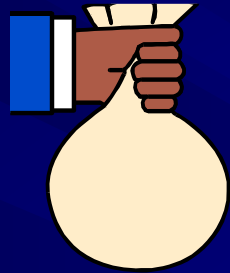


\$90

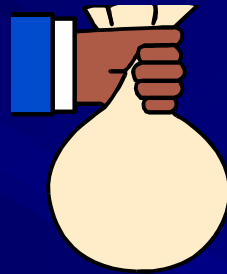
Local Situation



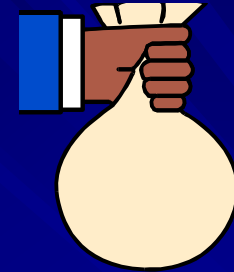
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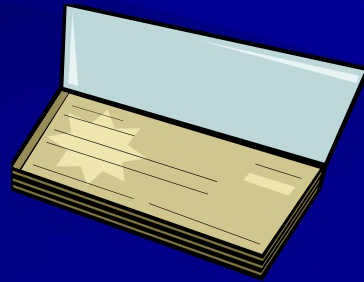
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\$100



\$100



\$360

Funding Decisions

- Is the Project in the S/TIP?
- Is the Project Federal Aid Eligible?
- Is there apportionment or allocation available for the project?
- Is there obligation authority available for the project?

The answer to each question must be “YES”

1st Come, 1st Serve

- The 1st projects turned into Local Agency Programs that answer the Funding Decision Questions “YES” will be given Obligation Authority
- The last projects in may have to wait until next year for funding
- The next year may already have a full schedule of projects

What is the Answer?

- Get your Projects in Early!
- Communicate any delays with your task force partners ASAP!
- This will increase access to the Obligation Authority
- Be prepared for any additional funds that might become available

Grant Programs


- Transportation Alternatives Program (TAP)
- Safe Routes to School (SR2S/SRTS)
- Transportation Economic Development Fund (TEDF)

Loan Program

- State Infrastructure Bank (SIB)

- Transportation Reality Check takes on some of the common myths, and explains why MDOT does things the way they do.
- There are videos and documents available on <http://www.Michigan.gov/mdot> that could be useful to you as locals, as well.

TRANSPORTATION

Reality  Check



- Keeps motorists safe, mobile and informed with real-time travel information
- Available for FREE on computer, as well as iPhone or Google play apps

<http://www.michigan.gov/drive>

Questions?

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