ACEC STATE MARKETS CONFERENCE

APRIL 6, 2017

Dave Anderson, P.E.

Deputy Chief Engineer - Design

ACEC STATE MARKETS CONFERENCE

- Highway Division Prequalification Process
- Procurement Methods
- Design Build
- Capital Improvement Plan
- Upcoming Opportunities

Highway Division Prequalification Process

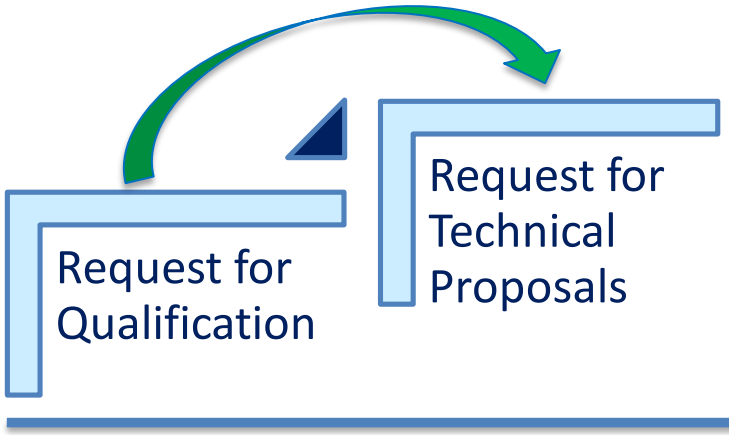
- The Prequalification Process is administered by the Highway Division's Architects and Engineers (A&E) Review Board.
- All selections for Architects and Engineers (A&E) Services are Qualifications Based Selections (QBS).
- A&E Board Prequalification Form (ADM-016 Form) is available online.
- 36 Prequalification Categories
- Prequalification is valid for 2 years
- Prequalification by A&E Board required when municipalities use Chapter 90 funding.

Highway Division Prequalification Process

- Keys to a Successful Prequalification Submittal:
  - For each Prequalification Category clearly describe the work tasks that are relevant to that category.
  - Provide sufficient information to allow the A&E Review Board to determine the specific capabilities of the firm.
  - Submit an Audited Overhead Rate annually to the Audit Operations Section as part of the prequalification process.

Procurement Methods

- Request for Responses (RFR) Selection Process:
  - Typically for Contracts greater than $1,000,000
  - Often a Two-Step Process (Request for Qualification and Request for Technical Proposals).



Procurement Methods

- Streamlined RFR Selection Process
  - Typically for Contracts less than $1,000,000
  - AE Board Responsible for:
    - Shortlisting Firms
    - Requesting proposals from the shortlisted firms
    - Evaluating and ranking the proposals and making a recommendation

Procurement Methods

- Keys to a successful proposal
  - Understanding the scope of work
  - Relevant work experience
  - Qualifications and experience of individuals/project managers
  - Creative thinking in the proposed approach to the project
  - Experience with innovative methodologies and technologies
  - Follow Instructions

Design Build

- In 1998, Legislation passed for the Route 3 North (Add-a-Lane).
- In 2004, authority expanded to include contracts greater than $5,000,000.
- Since 2007, 23 Design-Build Contracts - total value approximately $ 1.6 Billion.
- Plans for an additional 11 Contracts - total value approximately $960 Million.
- Two Phase Best Value Selection Process.
  - Request for Qualifications (Short List)
  - Request for Proposals (RFP)
  - Best Value - Price divided by Technical Score

Design Build

- With Industry feedback, peer exchanges with other DOTs utilizing Design-Build, and research into industry best-practices, numerous modifications were implemented.

- The effort resulted in better standardized procurement documents, processes and contract administration.

Capital Improvement Plan

- What is a Capital Improvement Plan?

Capital Improvement Plan - Priorities

1 Reliability

Maintain and improve the overall condition and reliability of the transportation system

- Necessary routine and capital maintenance
- State of Good Repair projects designed primarily to bring asset condition up to an acceptable level
- Asset management and system preservation projects

2 Modernization

Modernize the transportation system to make it safer and more accessible and to accommodate growth

- Compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements
- Projects that go beyond State of Good Repair and substantially modernize existing assets
- Projects that provide expanded capacity to accommodate current or anticipated demand on existing transportation systems

3 Expansion

Expand diverse transportation options for communities throughout the Commonwealth

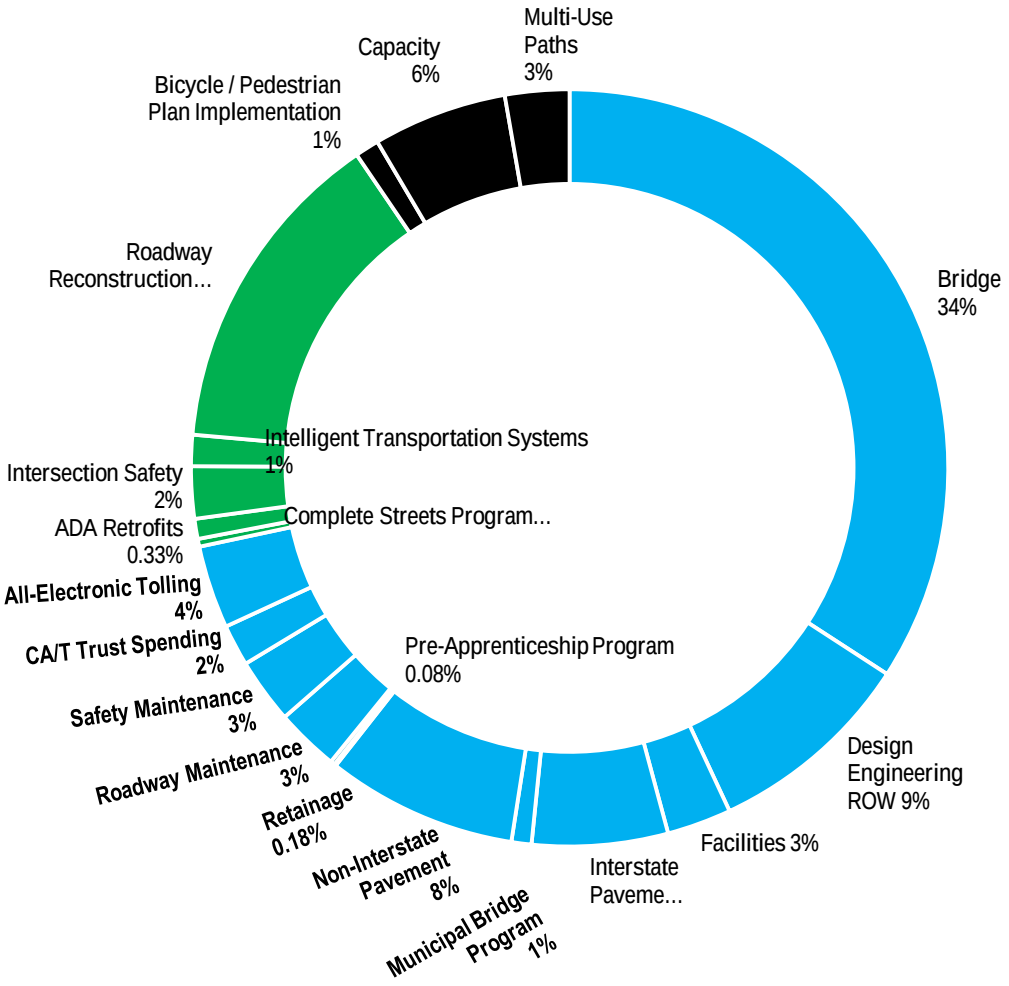
- Projects that expand highway, transit and rail networks and/or services
- Projects that expand bicycle and pedestrian networks to provide more transportation options and address health and sustainability objectives

Capital Improvement Plan – Priorities and Programs

Spending by priority and program

1	**Reliability**	**72%**
	$4.2 billion	
2	**Modernization**	**19%**
	$1.1 billion	
3	**Expansion**	**9%**
	$556 million	

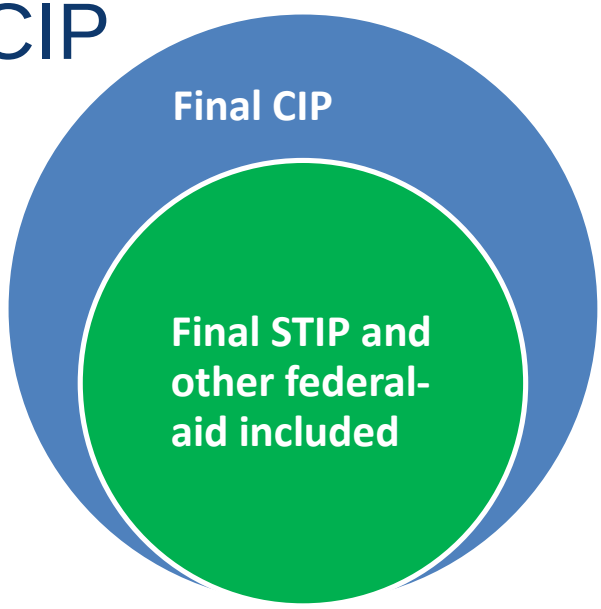
Program	Priority	Proportion of Spending
Bridge	1	34%
Design / Engineering / ROW	1	9%
Facilities	1	3%
Interstate Pavement	1	6%
Municipal Bridge Program	1	1%
Non-Interstate Pavement	1	8%
Pre-Apprenticeship Program	1	.08%
Retainage	1	.18%
Roadway Maintenance	1	3%
Safety Maintenance	1	3%
CA/T Trust Spending	1	2%
All-Electronic Tolling	1	4%
ADA Retrofits	2	.33%
Complete Streets Program	2	1%
Intersection Safety	2	2%
Intelligent Transportation Systems	2	1%
Roadway Reconstruction	2	14%
Bicycle/Pedestrian Plan Implementation	3	1%
Capacity	3	6%
Multi-Use Paths	3	3%



Capital Improvement Plan

- MassDOT is currently developing the SFY 2018 through SFY 2022 CIP.

- The Program sizes are likely to be similar to the SFY 2017 to SFY 2021 CIP



Upcoming Opportunities

- Recent Procurements
- Design Services to support CIP
- Smaller procurements to augment Master Service Agreement Contracts
- Specialty Services to support Highway Division activities (Environmental, Right of Way, Complete Streets, etc.)
- Successor to Master Service Agreements


QUESTIONS?