



I-35 NORTHEAST EXPANSION (NEX) PROJECT

Industry Workshop





TEXAS DEPARTMENT OF TRANSPORTATION

Safety: Mission

ZERO

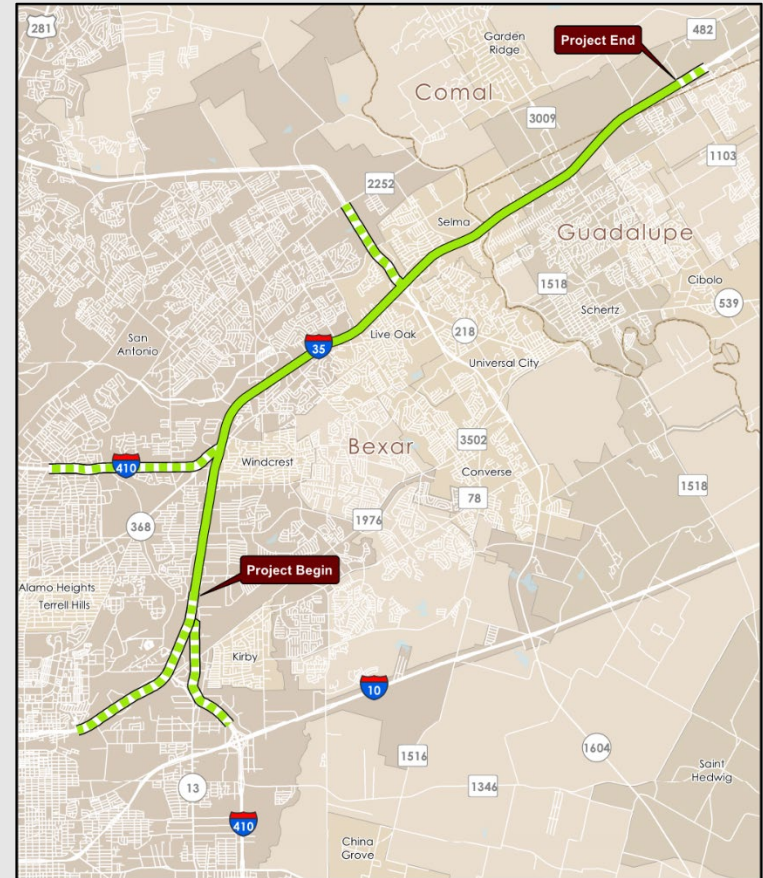


Safety Never Stops!

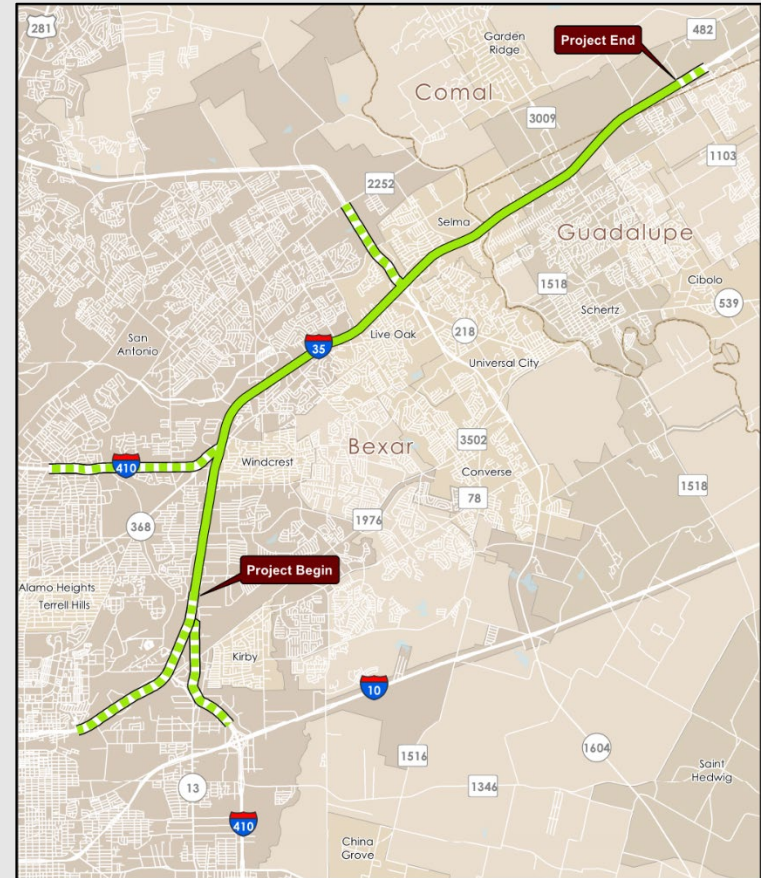
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- This project is located in Bexar, Comal, and Guadalupe counties, from I-410 S to FM 1103
- Total project length: approx. 15.4 miles
- Project purpose:
 - Improve mobility
 - Manage vehicle congestion
 - Promote efficient use of existing transportation facilities
 - Minimize impacts to the natural and built environment

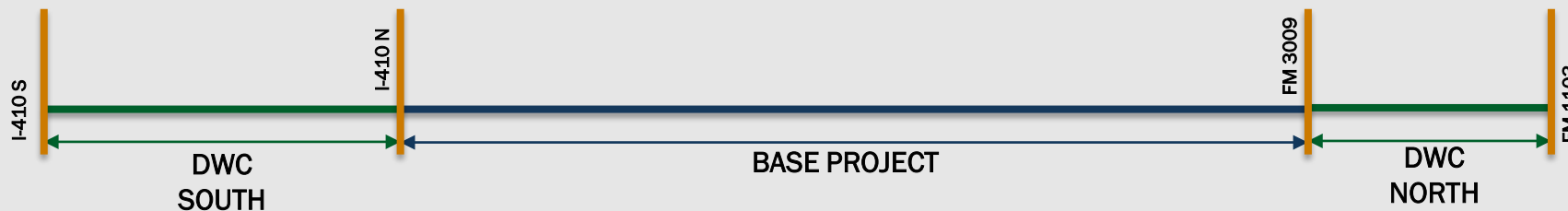


- Added capacity:
 - Additional I-35 elevated lanes in each direction – 2 GP + 1 HOV between I-410 S and FM 3009
 - Additional at-grade lanes in each direction – 1 GP + 1 HOV between FM 3009 and FM 1103
- Operational improvements:
 - Interchange improvements at I-410 S, I-410 N, and LP 1604 interchanges

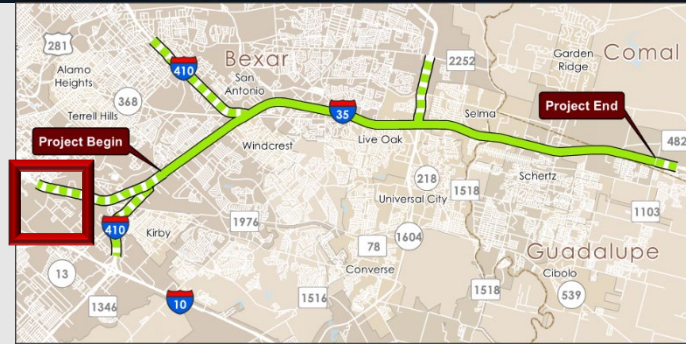


- Texas Clear Lanes Project
- The design-build contract will include a base component and two deferred work components (DWCs).

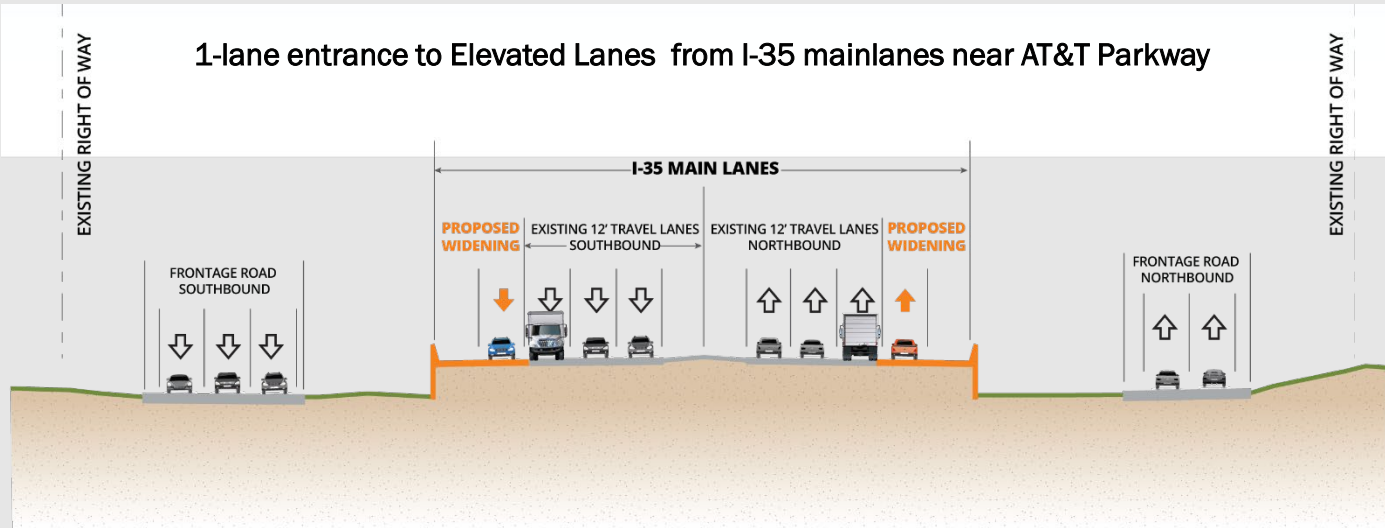
Segment	Limits	Length (miles)	DB Estimate
Base	I-410 North to FM 3009	9.5	\$ 915 M
DWC North	FM 3009 to FM 1103	2.9	\$ 393 M
DWC South	I-410 South to I-410 North	3.0	\$ 630 M
TOTAL:		15.4	\$ 1.938 B



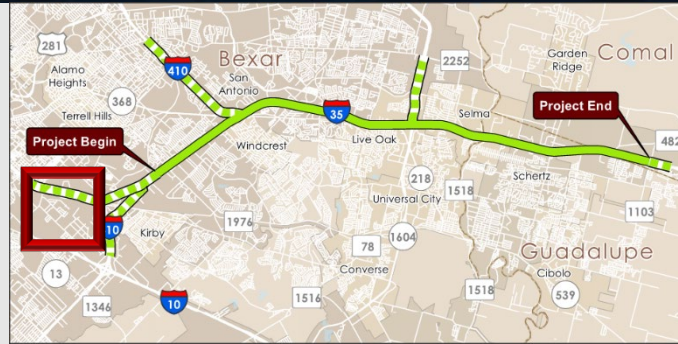
Project Overview: Beginning of Proposed Elevated Lanes Near AT&T PKWY



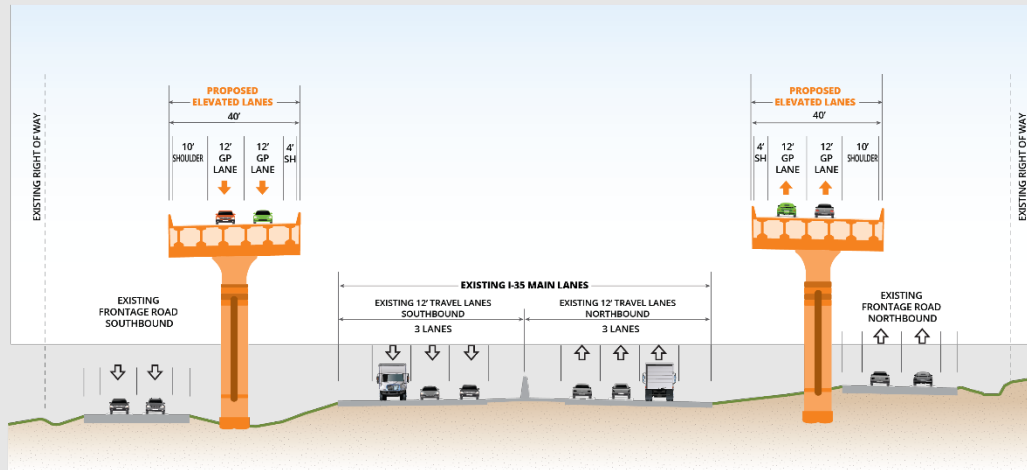
1-lane entrance to Elevated Lanes from I-35 mainlanes near AT&T Parkway



Project Overview: Between I-410 South & I-410 North



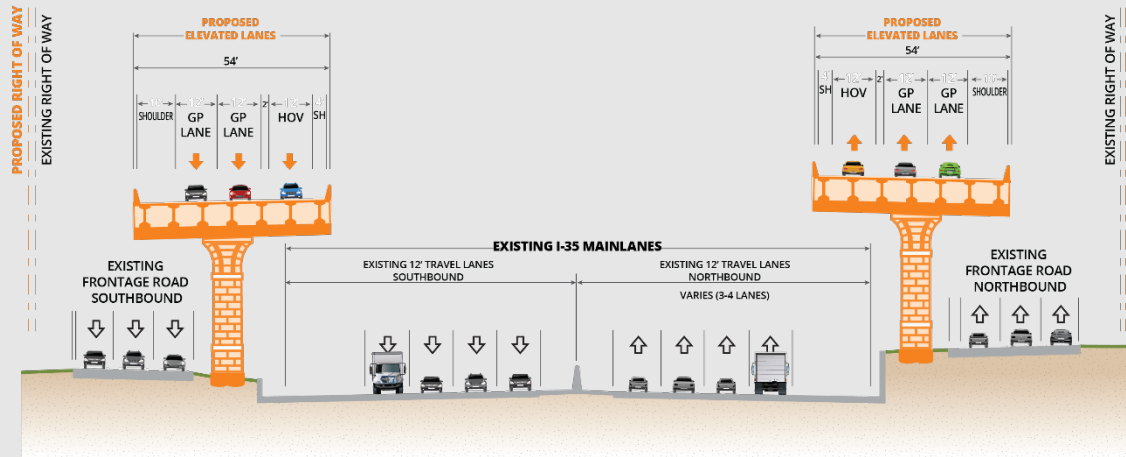
2 General Purpose Lanes between mainlanes and frontage roads on NB and SB sides



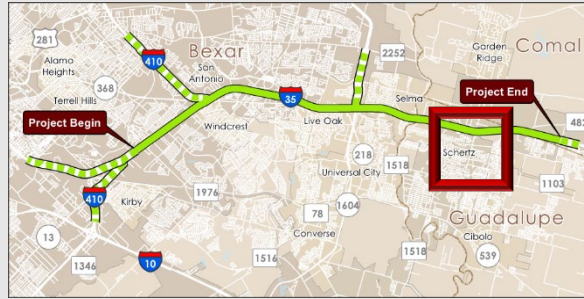
Project Overview: Between I-410 South & FM 3009



2 General Purpose lanes and 1 HOV lane in each direction on elevated structure

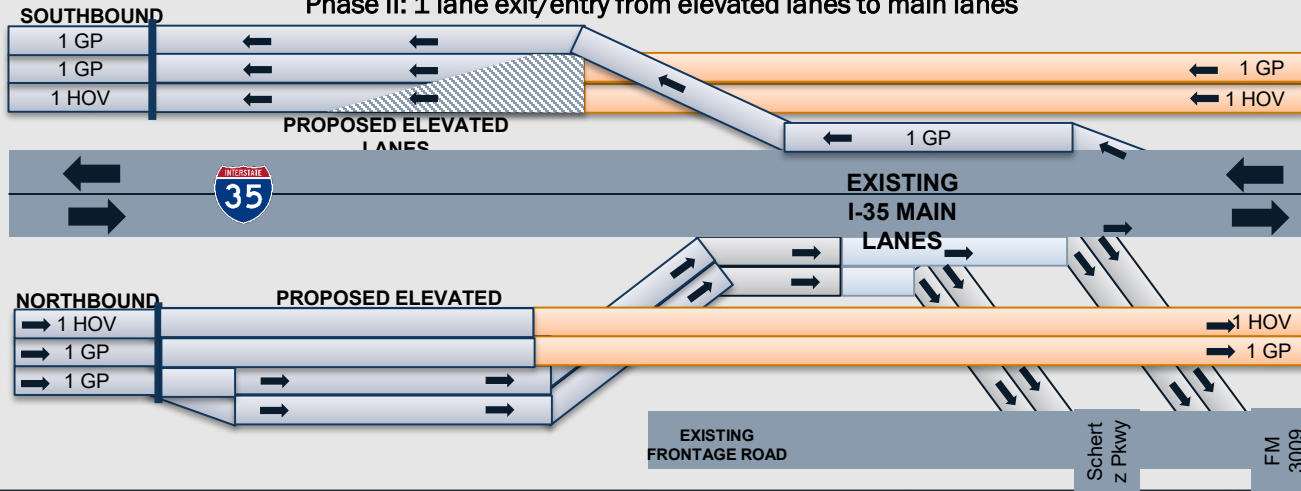


Project Overview: BASE FM 3009 Connection

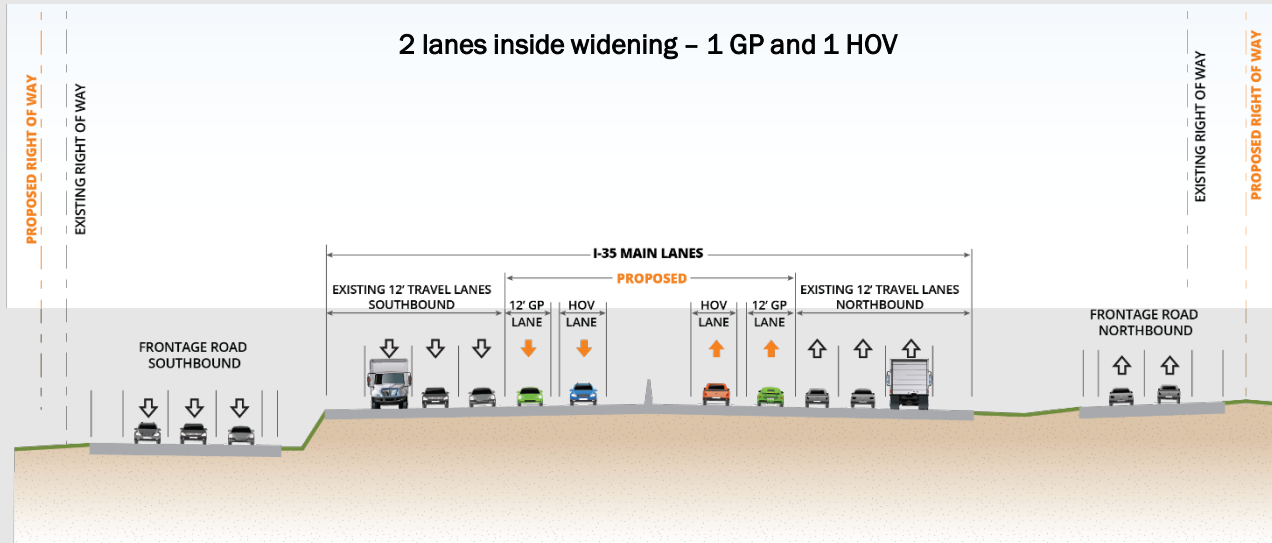


Phase I: 2 lane exit (NB) / entry (SB) from elevated lanes to main lanes

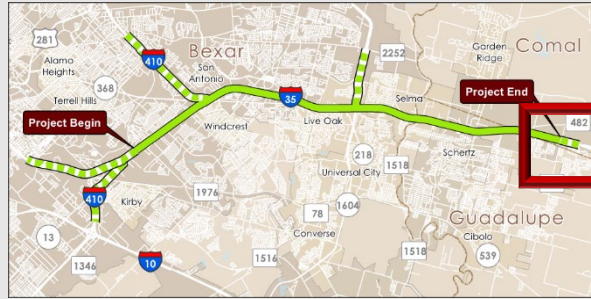
Phase II: 1 lane exit/entry from elevated lanes to main lanes



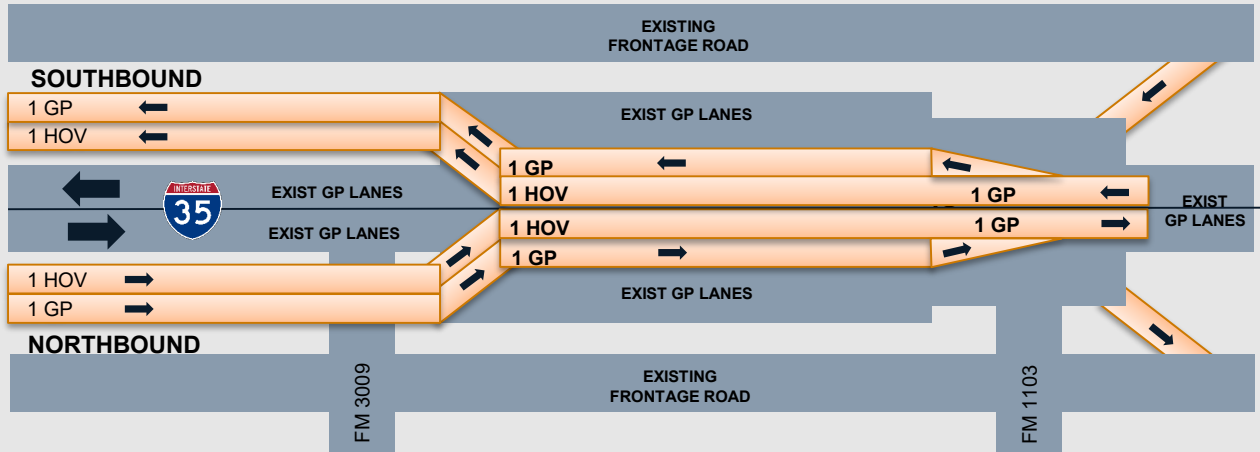
Project Overview: DWC NORTH FM 1103 Connection



Project Overview: DWC NORTH FM 1103 Connection



2 lanes inside widening – 1 GP and 1 HOV



- Contract Method
 - Design-Build Contract with a 15-year Capital Maintenance Contract (three 5-year terms)
- Project Cost
 - Estimated Design-Build Contract cost is \$1.9B
- Disadvantaged Business Enterprise (DBE) Goal
 - DBE goal will be determined in the coming months

Project Status (continued)

- Environmental Clearance
 - Original EA/FONSI issued July 2015
 - EA re-evaluation is underway and anticipated to be complete August 2019
- Design
 - Draft schematic is currently under review by TxDOT and will be provided in the in the Request for Qualifications (RFQ) Reference Information Documents (RIDs)
 - Interstate Access Justification Report is under development and approval is anticipated prior to issuance of the final Request for Proposals (RFP) in the Fall 2019

- Right of Way (ROW)
 - TxDOT owns the majority of Right of Way (ROW) for the project
 - ROW is currently being acquired under the original 2015 Environmental Assessment (EA) document
 - Additional ROW has been identified under the EA re-evaluation and TxDOT will begin acquisition of this ROW
 - DB Contractor will need to provide ROW acquisition services to complete ROW acquisition after contract execution
- Utilities
 - Level C and D SUE will be available in the RFQ RIDs
 - Additional investigations are underway with Levels A and B SUE to be available in the RFP RIDs prior to issuance of the final RFP in the Fall of 2019

Project Status (continued)

- Geotechnical
 - Preliminary geotechnical information will be available in the RFQ RIDs
 - Additional investigations are underway to be available in the RFP RIDs prior to issuance of the final RFP in the Fall of 2019
- Hazardous Material Investigations
 - Assessments will be included in the RFP RIDs in the Fall 2019.
- Railroad
 - There are seven railroad crossings on the project
 - TxDOT has begun coordination with UPRR
- Permitting
 - DB Contractor responsible for USACE Section 404 permit

Project Challenges

- Utility relocations and impacts
- Construction phasing
 - Main lane and frontage road lane closures to accommodate bridge construction
 - Ramp closures for relocations/optimizations
 - Limited staging area for construction activities
- Traveling impacts during construction
 - Work zone management strategies
 - Traffic incident management (inside work areas—emergency response)
 - Public information efforts
- Downtime of travel lanes during construction
- Secondary impacts to roadways (i.e. base failures of existing roadways due to detours)
- Business impacts during construction (accommodate business owners' needs)
- Environmental permit approvals

PROJECT PROCUREMENT

THE PROCUREMENT PROCESS



- Two step procurement process
 - RFQ
 - RFP
- QS Evaluations (Shortlisting) - How the QS's will be evaluated:
 - Project Qualifications and Experience
 - Statement of Technical Approach
 - Safety Qualifications

- Project Qualifications and Experience
 - Experience with designing comparable projects
 - Experience with constructing comparable projects
 - Experience with quality assurance on comparable projects
 - Experience with maintaining comparable projects
 - Strength of the proposed organization and management structure
 - Experience of the Key Personnel for the Project
 - Responsiveness toward the DBE involvement, objectives and goals

Qualification Statement Evaluations

- Statement of Technical Approach
 - Demonstrate a full understanding of the Project’s scope and complexity
 - Demonstrate a complete understanding of Project risks and potential solutions that may arise during all Project phases, including design, construction, and maintenance
- Safety Qualifications
 - Fatal injury rate per 100,000 full-time workers
 - Incidence rate of injury and illness cases per 100 full-time workers
 - National Council on Compensation Insurance (“NCCI”) experience modifier

Milestone	Date
Commission action to issue RFQ	April 2019
Issue RFQ	May 2019
Qualification Statements due	July 2019
Commission action to issue RFP	Aug. 2019
Issue final RFP	Nov. 2019
Proposals due	April 2020
Commission action to approve conditional award	May 2020
Contract execution	Aug. 2020
Substantial Completion (BASE)	Dec. 2024
Construction completion (BASE)	April 2025

Proposer Responsibilities

- Proposers are responsible for monitoring the Project Webpage for information:
<https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/i35-nex/rfq.html>
- TxDOT will post the RFQ and any associated addenda on the Project Webpage.
- Correspondence may be submitted via e-mail to: TxDOT-SAT-ALTD-I35NEX@txdot.gov

Proposer Responsibilities (continued)

- TxDOT anticipates RFQ issuance on Friday, May 17th 2019, with an anticipated QS due date of Monday, July 22nd 2019.
- Proposers are responsible for ensuring Qualification Statements (QSs) are delivered by hand or courier to “TxDOT’s Authorized Representative” at the following address:

Daniel Worden, PE
Texas Department of Transportation
7600 Chevy Chase Drive, Building 2, Suite 400
Austin, Texas 78752

- QSs will be accepted and must be received by TxDOT during normal business hours on or before the date and time stated in the RFQ.
- QSs not received prior to such time on the QS Due Date will not be considered by TxDOT for evaluation or shortlisting.

QUESTIONS?

DBE PROGRAM REQUIREMENTS ON DESIGN-BUILD PROJECTS

Policy Statement

- TxDOT has established a DBE Program in accordance with regulations of the United States Department of Transportation (U.S. DOT).
- TxDOT receives federal funding from the U.S. DOT and as a condition of receiving this, TxDOT has signed an assurance that it will comply with 49 CFR Part 26.
- TxDOT's DBE Program is applicable to contracts funded with federal assistance.

- TxDOT has committed to:
 - Ensuring non-discrimination in the award and administration of federally assisted contracts;
 - Creating a level playing field on which DBEs can compete fairly for federally assisted contracts;
 - Ensuring that the DBE Program is tailored in accordance with applicable law;
 - Ensuring that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
 - Helping remove barriers to the participation of DBEs in federally assisted contracts; and
 - Assisting the development of firms that can compete successfully in the marketplace outside the DBE Program.

What is a DBE

- DBE refers to a for-profit small business which is at least 51% owned by one or more socially and economically disadvantaged individuals.
- Socially and economically disadvantaged individuals refer to women and any minority group.
- All DBEs are small businesses, but not all small businesses are DBEs.
- Whose management and daily operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

What is not a DBE

- Do not confuse DBE certification with programs such as:
 - Historically Underutilized Business (HUB)
 - Small Business Enterprise (SBE)
 - Minority Business Enterprise (MBE)
 - Veteran-Owned Business Enterprise (VBE)
 - African-American Business Enterprise (AABE)
 - Women Owned Business (WBE)
 - Hispanic-American Business Enterprise (HABE)
 - Disabled Individual Business Enterprise (DIBE)
 - Native American Business Enterprise (NABE)
- These certifications are different than the DBE certification required for meeting goals on federally assisted contracts.

Establishing DBE Certification

- A small business may contact the certification service agency located nearest to its headquarters
- For San Antonio area based firms, contact the following agency to establish DBE certification*:

South Central Texas Regional Certification Agency
3201 Cherry Ridge St., Building B
Suite 210
San Antonio, Texas 78230
(210) 227-4722
<https://sctrca.org>

TxDOT's Civil Rights Division at (512) 416-4700

*Certification process takes a minimum of 90 days

- **Agency Overall Goal**

- Every three years, TxDOT is required by federal guidelines to determine an overall DBE goal for the agency, which is projected using a formula recommended by the Federal Highway Administration (FHWA).
- The 2020-2022 triennium goal will be determined later this year and will cover the following Federal fiscal years:
 - October 2019 – September 2020
 - October 2020 – September 2021
 - October 2021 – September 2022

DBE Contract Goals

- Race Conscious (RC): Contract goals that are set/focused specifically on assisting only DBEs.
- Race Neutral (RN): DBE goal achievement on a federally assisted contract where RC DBE goal was exceeded, a DBE is the prime, or where there was no DBE goal.

DBE Contract Goals

- TxDOT sets DBE goals on individual procurements, which are funded in whole or in part with federal assistance and are likely to have opportunities for DBE firms.
- TxDOT encourages DBEs to submit bids as a prime contractor and/or participate as subcontractors on projects that are in their field of work based upon their North American Industry Classification System (NAICS) codes.

DBE Contract Goals

- The prime contractor is obligated to make good faith efforts to meet the DBE contract goal, by
 - obtaining enough DBE participation to meet the goal, and
 - documenting evidence of good faith efforts when the contract goal is not met.

- Request for Qualifications (RFQ) will be released on May 17, 2019.
- TxDOT has not yet set the project-specific DBE goals for the project, but anticipates that they should be available in the coming months.

- The project operates pursuant to a “design-build” contract.
- As such, a design-build contractor may be unable to identify individual DBEs at the beginning of the contract.
- The design-build contractor will submit a DBE Performance Plan after conditional award, but before contract execution.
- Demonstrate ongoing good faith efforts to achieve a DBE goal by:
 - hiring DBEs
 - submitting to TxDOT for approval the applicable commitment agreement forms, located at <https://www.txdot.gov/business/partnerships/dbe-forms.html>

- Written by Design-Build Contractor and approved by TxDOT
- Includes the following information:
 - Details on how the contractor will achieve the goal
 - Specific categories of work that are anticipated to be available for DBEs
 - Planned outreach effort methods
 - Tracking and reporting DBE participation

Commitments

- Dollar commitments to specific DBEs are established to achieve the contract DBE goal.
- DBEs are certified to perform certain types of work based on NAICS Codes.
- To receive credit for good faith efforts and to count toward goal attainment, a DBE must be certified to do the scopes of work that they are contracted to perform.
- TxDOT requires commitments for professional and construction firms before those firms are used.
- Commitments are required before the first notice to proceed for DBE goal credit purposes.

Diversity Management System (DMS)

- DMS is an online tracking system.
- All contractors on federally assisted contracts are required to use DMS.
- DBE payments, and prompt payment reporting are accomplished through DMS.
- All primes and DBEs must have an account in DMS.

Diversity Management System (DMS)

- Access the Diversity Management System Homepage.
 - <https://txdot.txdotcms.com/>
- Contact the Civil Rights Division at 512-416-4700 for instructions or assistance in creating an account in DMS.

San Antonio District staff will:

- Monitor the Design-Build Contractor for, but not limited to:
 - good faith efforts to achieve the specific DBE goal for the project
 - requests to approve subcontracts and purchase orders for DBEs
 - CUFs
 - DMS required actions
 - DBE substitutions/terminations
 - payments to DBEs and verify Prompt Payment
- Respond to any complaints from DBEs.

QUESTIONS?

Texas Department of Transportation
Civil Rights Division
(512) 416-4700
CIV_Compliance@txdot.gov

THANK YOU