Alabama Department of Transportation

The department’s estimates on financial investment in transportation construction:

We estimate that we will let $700m to $750m to contract in FY 2020.

Planning and design contracts and resident engineer construction inspection you will be advertising over the next 24 months:

ALDOT executes contracts for consultant services using individual, lump sum contracts for a single project and through the execution of on-call, indefinite delivery contracts that are used as needed. Typically, only a little more than half the amount of the on-call services agreements is expended. Below are the values that ALDOT typically executes for consultant services over a 24 month period.

On-Call

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction E&amp;I</td>
<td>$60 million</td>
</tr>
<tr>
<td>Design</td>
<td>$32 million</td>
</tr>
<tr>
<td>Geotechnical</td>
<td>$20 million</td>
</tr>
<tr>
<td>Planning</td>
<td>$8 million</td>
</tr>
</tbody>
</table>

Lump Sum Project Specific

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction E&amp;I</td>
<td>$6 million</td>
</tr>
<tr>
<td>Design</td>
<td>$18 million</td>
</tr>
</tbody>
</table>

On-call services contracts that we will advertise during the next 24 months include:
Your state's current position regarding design-build and public-private partnership for transportation projects:

ALDOT has the ability to use design build contracting methods on projects greater than $100m. The design-build legislation would allow P3 contracting methods, however, if tolling is involved, the project must be authorized through the Alabama Road and Bridge Toll Authority. The state's position on design build and P3 partnership is that there are limited projects in Alabama that would be eligible. The Mobile River Bridge is one such project that is being advanced as a P3 venture.

Arkansas Department of Transportation

The department's estimates on financial investment in transportation construction:

2019: $1.4 billion (includes projects already let and $570 million for the 30 Crossing Project)
2020: $684 million (includes $95 million from Act 416)
2021: $653 million (includes $95 million from Act 416)
2022: $539 million (includes $95 million from Act 416)

Planning and design contracts and resident engineer construction inspection you will be advertising over the next 24 months:

Currently, there are two transportation funding initiatives underway in Arkansas. They are the Connecting Arkansas Program and the Interstate Rehabilitation Program. Due to the workload over the past few years from these programs, along with our regular federally funded projects, we have increased our use of consultant design and inspection services. The use of these services has enabled us to accomplish this additional workload.

However, when our 2019-2022 Statewide Transportation Improvement Program was developed, we made a substantial effort to focus on system preservation projects with our regular Federal-Aid. Since the scope of system preservation projects does not require the same level of project development and inspection as widening or new location projects, we will not need the same level of consultant design and inspection services in the future as we have in the past.

Listed below is a summary of our consultant services currently under contract and the anticipated needs.
Planning
On-call planning consultants were advertised and selected in 2018 for studies to be accomplished from 2019 to 2021. We currently have seven on-call firms under contract. We anticipate the next advertisement for on-call planning firms in 2021.

Design
On-call design consultants were advertised and selected in 2016 for design projects to be accomplished from 2017 to 2020. We currently have five on-call firms under contract. We anticipate the next advertisement for on-call design firms in 2019.

Construction Inspection
On-call construction inspection consultants were advertised and selected in 2018 for construction to be accomplished from 2019 to 2021. We are currently negotiating contracts with seven firms. This includes construction inspection, construction management for utilities and roadway improvements, Critical Path Method scheduling, and ability for firms to provide inspector support as well as full-service resident engineer office support. We anticipate the next advertisement for on-call construction and inspection firms in 2021.

Your state’s current position regarding design-build and public-private partnership for transportation projects:
The Department is currently in the process of delivering our first design-build and construction manager/general contractor projects. Although these projects are still in the early phases of delivery, we have already recognized the benefits of the delivery methods, especially in the areas of innovative contracting, project schedule, and impact on the traveling public. Looking forward, alternative delivery will continue to be an important tool in our project delivery toolbox as we consider how to best address the pressing needs of our transportation system.

We expect to see an increased use of alternative delivery on urban projects with tight corridors and complex maintenance of traffic scenarios as well as on bundled system preservation projects. Although a public-private partnership has not yet been attempted by the Department, this method of project delivery is being explored and will be considered if a relevant project is identified in the future.

Kentucky Transportation Cabinet
The department's estimates on financial investment in transportation construction:
Based on current revenue projections, KYTC anticipates annual construction investment over the next 2-3 years at approximately $850 Million/year. We have had revenue enhancement bills introduced in the last two annual legislative sessions. Neither passed, but they have furthered the discussion. We anticipate this will be revisited in the 2020 legislative budget session.

Planning and design contracts and resident engineer construction inspection services you will be advertising over the next 24 months:
KYTC averages 200 contracts and contract mods for about $140 Million annually. These typically pay out about $80-$90 Million per year. Again, barring additional revenue we would anticipate these numbers to remain relatively the same.

**Your state's current position regarding design-build and public-private partnerships for transportation projects:**

Kentucky modified our Design-Build legislation in 2017 to allow expanded capacity. We are currently leveraging that legislation on 4 projects of varying size ($40 Million to $180 Million). Our approach has been to use Design-Build when we believe it can add significant value to the project(s). The Cabinet has not entered into a P3 yet. Kentucky also just recently (2016) passed enabling legislation for P3s. The current legislation limits these to projects over $100 Million. We have been examining some of our larger projects as possible candidates.

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**Louisiana Department of Transportation & Development**

**The department's estimates on financial investment in transportation construction:**

The below list shows the capital program amounts for the current year plus three future years. These program amounts do not include GARVEE bonds or debt service. Louisiana averages about 400 projects per year.

- FY19-20: $856 million
- FY20-21: $935 million
- FY21-22: $952 million
- FY22-23: $979 million

**Planning and design contracts and resident engineer construction inspection services you will be advertising over the next 24 months:**

- We have 50 projects/contracts currently known to be advertised in the next 24 months. The actual number advertised in the next 24 months will probably be greater due to unexpected workload at the time of project initiation.
  (link to projected ads: [http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Pages/Projected_Ads.asp](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Pages/Projected_Ads.asp))

- **28 of the 50 are IDIQs (retainers)**

  - 7 Geotechnical services
  - 2 Critical Path Method (CPM) services
  - 3 Alternative Delivery Procurement Support services
  - 8 Survey services
  - 2 Electrical design services
  - 2 Underwater Bridge Inspection services
  - 1 ITS Maintenance Design services
  - 2 Bridge Replacement Design services
1 Pavement Preservation services

- 4 of the 50 are project specific CEI contracts
- 12 of the 50 are project specific design services

6 Bridge related design services
4 Road related design services
1 Interstate Overpass with Roundabouts at ramp terminals
1 Sidewalk design services

- 6 of the 50 are specialty type services
  3 Project Management services for SRTPP, LRSP
  1 Tunnel Inspection services
  1 TMC Operations
  1 Statewide Aviation Program update

Your state's current position regarding design-build and public-private partnerships for transportation projects:

Louisiana has done a number of design-build projects and currently have at least three in construction and one pure design build in procurement. The state is also in the final stages of its first infrastructure Public Private Partnership, which is a DBFOM, and has recently begun at DBF procurement. Additionally, there state is procuring two CMAR projects of different scale, one large, rural type project that replaces bridge structures, and an urban interstate redevelopment in Baton Rouge. As an agency that embraces innovative delivery, we do not anticipate a scenario where the majority of the work is procured differently that the traditional design Bid Build model. We do have a few large projects on the horizon where the delivery will be considered innovative because of the large nature of the project, or the need to leverage innovation and private equity.

North Carolina Department of Transportation

The department’s estimates on financial investment in transportation construction:

NCDOT’s estimated construction lettings will be $2-$2.5B over the next 12 months on capital and maintenance projects.

Planning and design contracts and resident engineer construction inspection you will be advertising over the next 24 months:

NCDOT anticipates the following design and construction inspection advertisements over the next 2 years.

- Planning, Design and GESC Limited Services Contracts for NCDOT’s Central Units. (February 2020 Advertisement)
- Statewide On-call Construction Engineering and Inspection Contracts. (May 2020 Advertisement)
• Construction Engineering and Inspection Contract for the widening of I-95 to eight lanes in Cumberland and Harnett Counties.
• (INFRA project) (Anticipated advertisement Fall 2019)
• Construction Engineering and Inspection Contract for a design-build project along US 70 at James City.
• (INFRA project) (Anticipated Advertisement Winter 2019)

Your state’s current position regarding design-build and public-private partnership for transportation projects:

• NCDOT’s Design-Build program is active and has been since the early 2000’s on projects that lend themselves to innovation. An average of 5-8 projects are let per year through the Design-Build process. While these projects make up a small percentage of the overall number of projects, they tend to be larger, more complex projects with a high dollar value.

• NCDOT was given the legislative authority to pursue up to three projects through the public-private partnership program. To date, NCDOT has implemented the public-private partnership process on one project.

**South Carolina Department of Transportation**

The department’s estimates on financial investment in transportation construction:

With the passage of the Roads Funding Bill by the legislature in 2017, SCDOT’s construction program has grown almost 4 times in the last 5 years from $1 Billion to almost $4 Billion. The increased revenues are phased in at 2 cents/year over 6 years for a total increase of 12 cents. As such we expect to see our construction program to continue to grow accordingly. We have several projects, in excess of over $1 Billion, slated to begin in the next 1-5 years. Our construction program is strong and growing.

Planning and design contracts and resident engineer construction inspection you will be advertising over the next 24 months:

As previously mentioned, our construction program has grown almost 4 times over the last 5 years without any increase in SCDOT positions. SCDOT has relied on our consultant partners to deliver and inspect this increase in our program. SCDOT generally procures our professional services in one of three ways; turn-key (project specific), on-call (generally 3-year terms), and small purchase. Over the next 24 months, we anticipate procuring approximately 40 – 45 design and planning contracts totaling approximately $50 - $60 Million for both turn-key and on-call. Likewise, over the next 24 months, we anticipate procuring approximately 15 – 20 CE&I contracts totaling $100 - $120 Million for both turn-key and on-call.

Your state’s current position regarding design-build and public-private partnership for transportation projects:

SCDOT very much uses the Design/Build procurement approach. Most of our interstate widening and interchange projects are design/build and range in from $75 Million to $400 Million. In addition, SCDOT bundles small bridge replacement projects together into a design/build package that ranges between $10 Million to $40 Million. We are also using Design/Build on some of our larger, complicated bridge replacement
projects. Finally, our upcoming $1 Billion interstate-to-interstate interchange/widening projects will go Design/Build.

SCDOT has had 2 PPP projects in South Carolina, one failure and one with moderate success. We are not opposed to PPP, but this process should be utilized on projects that make sense and provide a financing plan that is advantageous to the project owner.

**Texas Department of Transportation**

The department’s estimates on financial investment in transportation construction:

10 year plan is $76.9 Billion => $7.7Billion/year

Planning and design contracts and resident engineer construction inspection you will be advertising over the next 24 months:

- Planning and Design = $1.285 Billion/year => $2.570Billion/24 months
- CEI = $222 Million/year => $444 Million/24 months

Your state’s current position regarding design-build and public-private partnership for transportation projects:

Design-Build = 6 per Biennium (Minimum of $150Million per project)