NYCDOT Design-Build Program

March 4, 2021

Bill de Blasio
Mayor

Hank Gutman
Commissioner
Welcome
Introductions

- Hank Gutman, Commissioner
- Margaret Forgione, First Deputy Commissioner
- Joseph Jarrin, Executive Deputy Commissioner
- Nancy Carolan, ACCO
- Robert Collyer, PE Deputy Commissioner of Bridges
- Tanvi Pandya, PE DBIA Executive Director of Design-Build (Bridges)
Agenda

Introductions
Design-Build Planning
Best Practices
NYCDOT DB Projects
General Timeline & What’s Next?
Q & A
Design-Build Planning

- Legislation
- NYCDOT Design-Build History
- DBIA Training & Industry Input
- Owner’s Representative Services
Design-Build Legislation

Design-Build Planning

• DB Legislation passed in May, 2019 signed December 2019
• Three year time horizon (December 2022)
• The Act authorizes Design Build project delivery with the following stipulations:
  – Use of a Project Labor Agreement
  – Projects > $10 M
  – Projects > $1.2 M meeting additional requirements
    • NYCDPR, NYCHA, cultural institutions, public libraries, ROW accessibility improvements
  – Two-step procurement
    • RFQ and the development of a Short-List
    • RFP with the use of Best-Value Selection
NYCDOT Design-Build History

Design-Build Planning

• NYCDOT has a history with DB projects, dating back 25 years

• Past lessons learned are now being integrated with current DB best practices from the industry

• Processes developed during the initial DB BQE project are also being integrated into our current DB program

• Within the Department, a Design-Build Unit, operating in collaboration with a multi-disciplinary Design-Build Task Force, is dedicated to the implementation of our new DB program.
NYCDOT values and understands the importance of input from experienced members of the Design-Build community.

- In preparation for our Design-Build program, key staff from all relevant disciplines have completed **DBIA professional training**.

- In addition several staff have completed **DBIA certification training**, and are in the process of completing the certification process.

- Valuable input in the form of white papers and targeted meetings, has been received from both **ACEC** and **GCA**.

- In 2018, an informative **RFI process** was completed for the original BQE DB project, giving NYCDOT the opportunity to hold One-on-One meetings with both Contractors and Designers who offered input on Design-Build
Owner’s Representation Services
Design-Build Planning

NYCDOT is procuring an Owner’s Representative to support the Department, from procurement through project execution.

• **General Scope**
  – DB Procurement
  – Design Quality Assurance Oversight
  – Construction Quality Assurance Oversight

• **Contract Arrangement**
  – Task Order Contract
  – Two firms chosen, with tasks assigned on a rotating basis
  – Not precluded from bidding on DB jobs for which they were not assigned
Best Practices - Procurement

- Industry Engagement
- RFQ
- RFP
- Risk Allocation
- Project Labor Agreement
Industry Engagement

Best Practices

For successful D-B projects, Industry Engagement is not a “one-stop-shop”, but a continual building of relationship between the Owner and the Industry.

NYCDOT plans to engage with the Industry in the following ways:

• Pre-Procurement Meetings
• Request for Letters of Interest
• Industry Day
• M/W/DBE Outreach
• Stipends

• RFQ/RFP Industry Review
• One-on-One Meetings
• Risk Allocation Workshops
NYCDOT is following a two-step process, following the guidelines set forth in the NYSDOT Design-Build Manual.

**Step 1: Request for Qualifications (RFQ)**

- RFQ Development
- RFQ Review
- RFQ Solicitation
- SOQ Evaluation

**Step 2: Request for Proposals (RFP)**

- RFP Development
- RFP Industry Review
- RFP Solicitation
- Proposal Evaluation
- Contract

NYCDOT is following a two-step process, following the guidelines set forth in the NYSDOT Design-Build Manual.
NYCDOT understands that building an effective Design-Build team hinges on having the right information spelled out in the RFQ. Special consideration will be given to:

• Defining the **Project Scope, Qualifications, and Key Personnel**, so that prospective proposers are fully aware of what expertise is needed

• Rationally defining **M/W/DBE requirements** so that they are relevant to the project needs and can be realistically obtained and maintained.

• The development of a rational **short-list** of the most qualified teams. Short-Lists will be comprised of a minimum of 3, but no more than 5 teams.

• The offering of **stipends** to teams who are not awarded the DB Contract. NYCDOT understands that the preparation of a qualified RFP proposal requires time and resource.
RFQ Contents
Best Practices

• Project Goals & Objectives
• Scope Definition
• Qualifications and Key Personnel
• General information on schedule, environmental process, project status, rules of contact, governing law, and bonding/insurance
• Explanation of the procurement process
• Explanation of the evaluation process, including the evaluation factors
• Protest procedures
• MBE/DBE Requirements
• PLA Status
• Department rights and disclaimers
• Explanation of Stipends
RFQ Evaluation Criteria

Best Practices

• Pass/Fail Evaluation Factors
  – Legal
  – Financial
  – Responsiveness

• Quality Evaluation Factors
  – Experience
  – Past Performance
  – Backlog/Capacity
  – Project Understanding
RFP Special Considerations

Best Practices

NYCDOT understands that the benefits of DB hinge on several factors, including clarity of scope, the flexibility to allow for the best innovations and efficiencies to emerge, and clear and transparent communication that fosters trust.

• Special consideration will be given to the use of performance-based requirements. Prescriptive requirements will only be used when called for by design or site constraints.

• Evaluations will be defined by an open and transparent process that allows for clear communication. Special consideration will be given to the use of One-on-One meetings and Alternative Technical Concepts.

• NYCDOT is committed to awarding contracts based on a Best-Value Selection. Evaluation Criteria will be clearly defined in the RFP.
RFP Contents

Best Practices

• Instructions to Proposers

• Contract Documents
  • Design-Build Agreement
  • DB Section 100
  • Design Requirements
  • Special Provisions
  • Performance Criteria
  • PLA
  • MWBE/DBE Requirements
  • Utility Requirements
  • Construction Specifications

• Engineering Reference Documents
  • Reference Design Plans
  • Survey Plans
  • Subsurface Investigation Report
  • Previous Engineering Studies
  • As-Built Drawings
  • Inspection Reports
RFP Evaluation Criteria
Best Practices

• “Pass/Fail” Factors
  – Legal
  – Financial
  – Proposal Responsiveness

• Price Factors
  – Proposal Price
  – Reasonableness of the Proposal Price
  – Consistency with the Proposed Baseline Schedule;

• Quality Factors
  • Experience and Qualifications
  • Management Approach
  • Technical Solutions
NYCDOT understands that the management of risk drives D-B Projects, and is one of the main differentiators between D-B and D-B-B.

Every project has risk. The difference between D-B and D-B-B is how risk is allocated and shared.

A detailed risk assessment will be performed for every project, but generally, NYCDOT will own:

- Community related risks
- Risks associated with Unforeseen Site Conditions
- Risks associated with City/Agency approvals, such as Rail/Transit
Risk management is a process that extends from beginning to end of the D-B project.

<table>
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<tr>
<th>Planning/Preliminary Design</th>
<th>Procurement</th>
<th>Design/Construction</th>
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<tr>
<td>• Risk Register</td>
<td>• Industry engagement – RFI’s, ATC’s, Industry review of RFQ/RFP, Risk Allocation Workshops</td>
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<td>• Level of design development</td>
<td>• Risk Register</td>
<td>• Dispute Resolution Board</td>
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<td>• determined by identified design and construction risks</td>
<td>• Timing of RFQ and RFP release</td>
<td>• Streamlined Communication protocols</td>
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<td>• Stipends</td>
<td>• Streamlined Change Order Process</td>
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<td>• Allowances</td>
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Risk management & Risk Allocation

Best Practices
Project Labor Agreement

Best Practices

- The Design-Build legislation mandates the use of a Project Labor Agreement (PLA).

- Currently, a City-wide Infrastructure PLA is being developed through the coordinated efforts of the Law Department, Mayor’s Office, DDC, and NYCDOT.

- Every project will be evaluated for the need of a project-specific PLA, as required.
Best Practices – Contract Administration

- Role Definition
- Dispute Resolution
- Change Orders
- Insurance/Payments
## Contract Administration - Role Definition

### Best Practices

NYCDOT serves as the Lead Agency, responsible for:
- Quality Assurance Oversight
- Verification
- Acceptance

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<th>Owner’s Rep</th>
<th>Design-Build Team</th>
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<td>Responsible for:</td>
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<td>- Design Quality Assurance Oversight</td>
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<td>- Field Conditions, Site Safety</td>
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<td>- Quality Control/Quality Assurance</td>
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<td>- Outside Agency Coordination</td>
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<td>- Permits</td>
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NYCDOT is currently working with MOCS, OMB and the Comptroller’s Office to ensure the most efficient processing of change orders, should they arise.

A Dispute Resolution Board (DRB), consisting of a representative(s) from NYCDOT and the DB team will be secured to handle all project disputes.
Insurance/Bonding/Payments

Best Practices

- Lump sum contracts with periodic payments are anticipated for most projects

- Insurance- The appropriate insurance requirements to help manage or allocate the risk associated with the respective projects will be required.

- Bonding – Performance and payment bonding requirements will be imposed on all projects in keeping with the local, state and federal laws.
NYCDOT DB Projects

- Design-Build Project Selection
- Potential Projects
Design-Build Project Selection
NYCDOT DB Projects

What makes a project a good candidate for Design-Build?

• Schedule
• Clarity of Scope
• Flexibility
• Innovation/Creativity/Complexity

What else needs to be considered?

• Ownership and Access Issues
• Approval Process
• Project Type
• Stakeholder Involvement
Potential Projects: East 183rd/188th St Bridges
NYCDOT DB Projects

• Existing Bridge Description
  – Two single-span bridges, spanning roughly 60 ft, with partially encased steel girders composite with a R/C deck, and supported on gravity wall abutments
  – Crosses four tracks of Metro-North Rail Road

• Anticipated Scope
  – Full Bridge Replacement

• Anticipated Cost
  – $40 M
Potential Projects: Belt Parkway Bridges
NYCDOT DB Projects

• Existing Bridge Description
  – Four roadway bridges, with span lengths ranging between 80 ft and 170 ft, made up of steel girders composite with a R/C deck and supported on R/C piers and abutments.

• Anticipated Scope
  – To Be Determined

• Anticipated Cost
  – $156 M

Nostrand Avenue  Bedford Avenue  Ocean Avenue  Sheepshead Bay Road
Potential Projects: East 191st St Tunnel
NYCDOT DB Projects

• **Existing Description**
  – Pedestrian tunnel, roughly 906 ft long, connecting the entrance at Broadway to the entrance at St. Nicholas Ave. at 191st St. Station

• **Anticipated Scope**
  – To Be Determined

• **Anticipated Cost**
  – TBD
What’s Next?
General Timeline

What’s Next?

• Owner’s Rep Service Agreement procured – Fall, 2021

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Next Steps
What’s Next?

Procurement Website
Bridges Industry Day
Ferries Industry Day
Any Questions?
Thank you!