



Safety Projects and the Local Agency Program (LAP)

Wednesday, January 8, 2014

Lawrence Taylor – Consultant D7 Safety/LAP Project Manager



“Driving Down Fatalities Through Knowledge Sharing”



Workshop Series

- Wed. Oct. 30 Highway Safety Evaluation
- Wed. Nov. 6 Highway Safety Manual
- Wed. Nov. 13 Application and Science of Crash Reduction Factors
- Wed. Nov. 20 Requirements for HSIP Applications
- Wed. Dec 4 Safety Funding Categories/Requirements/Conditions
- Wed. Dec. 11 Is Your Project Feasible? What's Next and How Do We Move Forward?
- Wed. Dec. 18 B/C Calculations plus NPV Calculations – New WP Guidelines

2014

- Wed. Jan. 8 Safety Projects & The Local Agency Program (LAP)
- Wed. Jan. 15 Development of the Safety/LAP Project Schedule for Funding Purposes
- Wed. Jan. 22 Safety/LAP Project Development
- Wed. Jan. 29 Key to Successful Safety Programs

Today's Presentation

**Safety Projects
and the Local
Agency Program
(LAP)**

“Driving Down Fatalities Through Knowledge Sharing”



How We Arrived Here?

- Highway Safety Evaluation
- Crash Reduction Factors
- The HSIP Application Process
- Is Your Project Feasible
- Highway Safety Manual
- Benefit Cost plus Net Present Value Calculations
- Safety Funding Categories, Requirements, and Conditions

And Now Presenting...

IMPLEMENTATION OF VETTED SAFETY PROJECTS THROUGH DESIGN/BUILD PUSH BUTTON, MATERIALS PURCHASE, AND THE LOCAL AGENCY PROGRAM (LAP)

"Driving Down Fatalities Through Knowledge Sharing"



Safety Project Approval

- Approved/Denied
- Funding Level
- Recommendations
- Alternative Safety Strategies
- Delivery Method
- Contact Info

"Driving Down Fatalities Through Knowledge Sharing"



Contact and Coordination

- Coordination between D7 Safety and local agency staff
- Safety Funding availability must mesh with local delivery Schedule
- Delivery schedule must include all project phases



SAFETY PROJECT IMPLEMENTATION THRU DESIGN/BUILD PUSH-BUTTON

- DBPB Contract funded at \$5+ million per year
- DBPB is a project delivery method
- Not necessarily a funding mechanism
- D7 Safety Office selects DBPB projects based on estimated cost and complexity
- Utilized on-system and off-system

“Driving Down Fatalities Through Knowledge Sharing”



DESIGN/BUILD PUSH-BUTTON PROJECT TYPES

- Audible Vibratory Pavement Markings
- Bicycle Safety
- Intersection Improvements
- Signal Enhancement
- Pedestrian Features
- Street Lighting
- High Emphasis Crosswalks

“Driving Down Fatalities Through Knowledge Sharing”



SAFETY PROJECT IMPLEMENTATION THRU MATERIALS PURCHASE

- D7 Safety Office does informal solicitation
- Local agencies apply at D7 Safety Summit Website (<http://www.d7safetysummit.org/index.html>)
- D7 Safety Office reviews application
- D7 Safety Office purchases equipment bi-annually
- Local agency accepts inventory **and** maintenance
- Local agency installs/construct safety improvement

"Driving Down Fatalities Through Knowledge Sharing"



D7 MATERIAL PURCHASES

- Count Down Pedestrian Signals \$2 million
- School Flashers \$1 million
- School Speed Feed Back Signs \$1.2 million
- Brite Sticks \$400K
- Thermo Marking Material \$300K
- Enforcement Lights \$500K

“Driving Down Fatalities Through Knowledge Sharing”



Local Force Account Use

- Accepted/encouraged by FHWA
- Must be low cost – large dollar projects should be competitively bid
- Local agency must have sufficient staff and resources
- Must submit Finding of Cost Effectiveness and obtain FDOT approval
- Davis-Bacon Wage Rates will not apply
- All involved staff salaries are reimbursed



The Local Agency Program (LAP) LAP HISTORY

Part I – The Beginning

- Law 102-240 - the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- State DOT's can delegate authority to qualified local agencies
- Florida's Local Agency Program (patterned after Washington State's)
- **Initial view of LAP**

"Driving Down Fatalities Through Knowledge Sharing"



LAP HISTORY CONTINUED

- PART II – INCURRING THE WRATH OF FHWA
 - Initial View of LAP
 - District Oversight
 - Central Office Review
 - FHWA Review/Level of Involvement

“Driving Down Fatalities Through Knowledge Sharing”



LAP HISTORY CONTINUED

■ PART III – ESCAPING LAP JAIL

- The LAP Administrative and Construction Checklists
- Review of Local Agency Draft Bid Documents
- Update of the LAP Manual
- Improved/increased frequency review of LAP projects

“Driving Down Fatalities Through Knowledge Sharing”

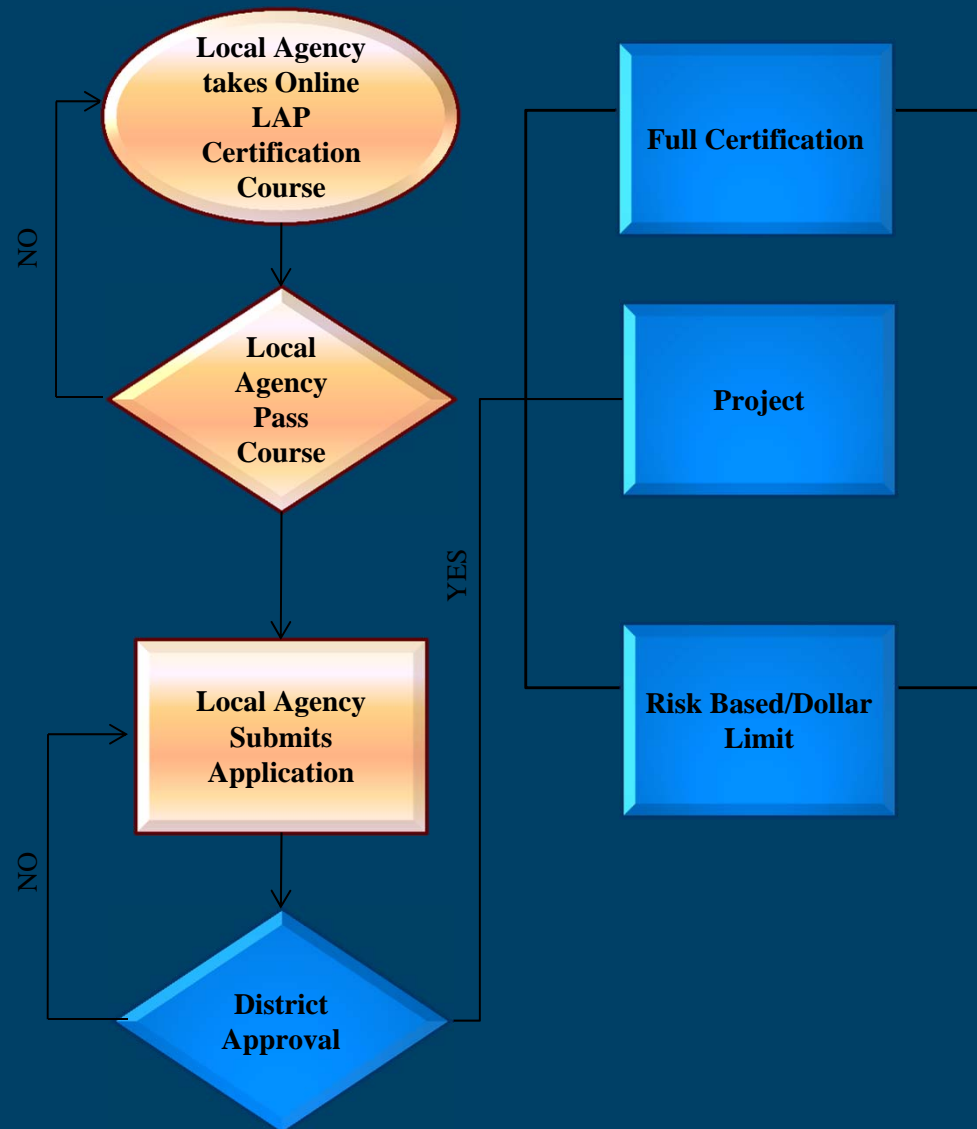


LAP CERTIFICATION

- Becoming LAP Certified
- Certification for Planning, Design, Consultant Selection, Bid and Award, and Construction Administration
- Prequalification for Environmental Documentation and Right of Way
- Use of FDOT pre-qualified consultants
- Degrees of LAP Certification

“Driving Down Fatalities Through Knowledge Sharing”

CERTIFICATION PROCESS





Recertification /Decertification

- Recertification
 - Three years of inactivity
 - Staff turnover
 - Performance based
- Decertification
 - Unsatisfactory performance
 - Failure to recertify
 - Quality Assurance Review/Audit Findings

“Driving Down Fatalities Through Knowledge Sharing”



LAP PROJECT SELECTION

- Any project in the FDOT work program **can** become a LAP project
- LAP Request letter from locals to the LAP Administrator
- District concurrence
- Firm commitment by locals to meet project schedule

“Driving Down Fatalities Through Knowledge Sharing”



TO LAP OR NOT TO LAP

- Projects on or impacting interstates – **NO!!!**
- Projects on or impacting the state highway system – **maybe, depending on circumstances and decided on a case by case basis**
- Major/Critical Projects - **maybe, evaluated by circumstances and decided on a case by case basis**
- Projects of local interest - **YES**



D7 ON-SYSTEM LAP PROJECTS

- **Downtown St. Petersburg Resurfacing Projects - City of St. Petersburg**
- **Links/LAP Utility Coordination Project - City of Tampa**
- **SR 699/Gulf Boulevard Reconstruction Project – Pinellas County (Construction Manager at Risk – first federally funded traditional roadway project nationwide)**

“Driving Down Fatalities Through Knowledge Sharing”



D7 MAJOR/CRITICAL PROJECTS

- **40th Street Reconstruction Project - \$106 million (City of Tampa)**
- **CR 581/Bruce B. Downs Boulevard Reconstruction Project - \$118 million – (Hillsborough County)**
- **Belleair Causeway Bridge - \$68 million – (Pinellas County)**
- **Treasure Island Causeway Bridge - \$50 million (City of Treasure Island)**

“Driving Down Fatalities Through Knowledge Sharing”



TYPICAL LAP PROJECT TYPES

- Enhancement Projects
- MPO Prioritized Projects
- Discretionary Funded Projects
- Earmark/Appropriations
- Emergency Response
- State Resurfacing Projects

**SAFETY
PROJECTS!!!**

"Driving Down Fatalities Through Knowledge Sharing"



SAFETY/LAP PROJECT TYPES

- Signal Projects
- Intersection Improvements
- Lighting Projects
- Safe Routes to School
- Run Off Road
- Median Modifications
- Rail Crossing Closures

“Driving Down Fatalities Through Knowledge Sharing”



Safety/LAP Success Stories

- 14 Safe Routes to School Projects
- 2 Run Off Road Projects
- 3 Directional Median Opening Projects
- 1 Traffic Signal Project
- 2 Roadway Reconstruction Projects – 40th Street (City of Tampa - \$1 mil) and Fletcher Avenue Hillsborough County - \$3 mil)

“Driving Down Fatalities Through Knowledge Sharing”



D7 Safety/LAP Support

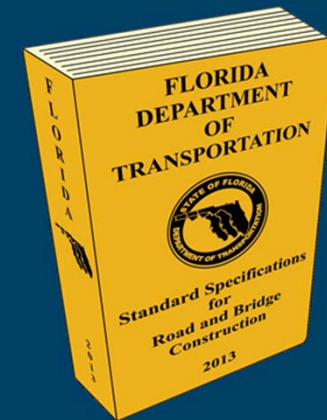
- LAP Project Implementation- \$8.65 mil (3 years) (Design, Construction, CEI, Material Testing)
- Local agency project management reimbursement
- D/W Safety Engineering - \$1 mil/year
- Safety and LAP Related Training
- D/W Safety Consultant Contract - \$1 mil
- Design Support - actually design off-system safety projects *for* local agencies

“Driving Down Fatalities Through Knowledge Sharing”



LAP PROGRAM REQUIREMENTS

- Standards and Specifications
 - SHS LAP Projects must use FDOT Standards and Specs
- Off-System LAP Projects
 - Green Book Standards
 - FDOT Specs
 - FDOT Developed Off-System Specs (Big Four)
 - Local agency specs must be pre-approved



“Driving Down Fatalities Through Knowledge Sharing”



Plans Development

- Plans submittals (Adobe PDF Format):
 - State System Projects – Phase submittals will be made at 30/60/90/100%/final
 - Off-System Projects – Phase submittals will be made at 60% and 100%, and final
- Environmental, Rail, Utility, and ROW certification
- Specifications development
- Engineer’s Estimate at each phase submittal



Off System Specs and “The Big Four”

- Use local agency General Condition Specifications
- Use local agency construction method and material specifications except for the “Big Four” (LACE)
- FDOT developed off-system project specifications
 - Landscaping
 - Asphalt
 - Concrete
 - Earthwork
- Modifications allowed but must be approved by FDOT





The Project Schedule – MUST BE ACHIEVABLE

- LAP Project Milestones
 - Consultant Selection Date
 - Phase Submittals (State System)
 - Phase Submittals (Off-System)
 - ROW Mapping
 - Certification of ROW
 - Advertisement Date
 - Letting/Award Date
 - Begin Construction Date
 - Construction Completion Date

**FAILURE TO MEET THE PROJECT SCHEDULE CAN
RESULT IN THE LOSS OF FEDERAL FUNDING**

“Driving Down Fatalities Through Knowledge Sharing”



LAP Checklist Process

- Project Guidelines Issued September 2005
- Local Agency Checklist Requirements
 - Operational Procedures
 - Consultant Acquisition Checklist
 - Construction Contract Documents
- Certified by Local Agency
- Certified by District LAP Administrator
- ~~Verified by Statewide LAP Administrator~~
- Reviewed by Federal Management Office
- Submitted to FHWA for Authorization



Bid and Award

- Advertisement Notice to Proceed
- Project Advertisement
- DBE Goals (must follow FDOT goals)
- Review of Bid Tabs
- Request for Concurrence of Award
- Supplemental Agreement to Meet Award



Construction Notice to Proceed

- Notice to Proceed letter
- Project Kick-off Meeting
- FDOT LAP Project Manager
- FDOT LAP Construction Project Manager

"Driving Down Fatalities Through Knowledge Sharing"



Construction Under LAP

- Construction Project Manager
- Periodic inspections and field visits
- Accountability for project cost increases
- Requirements of projects on the state highway system
- Variances and exceptions



Project Closeout

- Notice of Completion
- The final inspection
- Project Close-Out form
- LAP project close-out process



Audit Requirements

- Single Audit Act
- Comprehensive Annual Financial Report
- Thorough review by OIG and AG
- Random review by district and Central Office

"Driving Down Fatalities Through Knowledge Sharing"



LAP BENEFITS

- Local agency retains more approval authority when developing federally assisted transportation projects
- Savings in time and money through the ability to advertise, award, & manage its own projects
- More control over design and implementation
- **FREE MONEY – NOT A LOAN, BUT FREE MONEY!!!**

“Driving Down Fatalities Through Knowledge Sharing”



Open Season – Take Your Best Shot!!!

Questions???



“Driving Down Fatalities Through Knowledge Sharing”



Contact Info

- Lawrence (Larry) Taylor, D7 Safety/LAP Project Manager
- E-mail: lawrence.taylor@dot.state.fl.us or larry.taylor@localpublicagencysolutions.com
- Phone: (813) 975 6710 Cell: (813) 220 4513

- David (Dave) P. Skrelunas, D7 Safety Programs Manager
- E-mail: david.skrelunas@dot.state.fl.us
- Phone: (813) 975 5254

“Driving Down Fatalities Through Knowledge Sharing”