

## Project Bundling Webinar

Project bundling offers a comprehensive and accelerated delivery solution for addressing strategic program goals. It streamlines design, contracting, and construction; allows agencies to capitalize on economies of scale to increase efficiency; and supports greater collaboration during project delivery and construction. Over the past several years, states like Ohio, Georgia, Oregon, Delaware, Pennsylvania, and Missouri have begun implementing project bundling as a way of improving efficiencies in their project design and execution. David Unkefer – from FHWA’s project bundling team – will provide an overview of project bundling initiatives across the United States as well as an update on the Everyday Counts-5 Project Bundling initiative. Mike Bonini from PennDOT’s Office of Public Private Partnerships and Ken Warbritton, from Missouri DOT’s Safe and Sound Bridge Improvement Program, will describe how their respective state DOTs structured their project bundling efforts and how their states have effectively used project bundling in their infrastructure projects thus far.

At the end of this webinar, transportation professionals will have a better sense of how state DOTs select projects. This webinar will be particularly useful to transportation professionals involved in project bundling initiatives at the state level.

## Webinar Agenda

Topic	Proposed Presenters
<b>Welcome and Opening Remarks (0:00-0:03)</b>	BATIC Institute
<b>Introduction: Overview of Project Bundling</b> <ul style="list-style-type: none"> <li>• Intro to Project Bundling</li> <li>• Current States using Project Bundling</li> <li>• Benefits and Drawbacks to Project Bundling</li> </ul>	David Unkefer, Project Bundling, FHWA Resource Center
<b>Missouri: Safe and Sound Program (Design-Build) (0:15-0:30)</b> <ul style="list-style-type: none"> <li>• The project was initially conceived to be a Design-Build-Finance-Maintain project? How did the economic downturn of 2008 impact this decision and how did the DOT recalibrate its approach?</li> <li>• What led to Missouri DOT structuring the project first as a Design-Bid-Build for rehabilitation and then Design-Build for the replacement component of the project?</li> <li>• How did the project achieve such significant schedule gains – taking just 3.5 years to complete rather than 5 years?</li> <li>• How did Missouri DOT finance the project?</li> </ul>	Ken Warbritton, Program Manager, Missouri Safe and Sound Bridge Improvement Program
<b>Pennsylvania: Rapid Bridge Replacement Project (Design-Build-Finance-Operate-Maintain) (0:30-0:45)</b> <ul style="list-style-type: none"> <li>• What steps led to PennDOT bundling the bridges?</li> <li>• How did PennDOT prioritize the bridges within the project?</li> <li>• What are lessons learned from the procurement process?</li> <li>• What are the outcomes of the project?</li> </ul>	Mike Bonini, PennDOT Director of Public Private Partnerships
<b>Q&amp;A (0:45-0:60)</b>	BATIC Institute