



# Certification Program Quizzzzzzzz

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# ***ODOT/FHWA Stewardship and Oversight Agreement (SA) April 2010***

- **2.2.1.3 Local Transportation Facilities**
- **The ODOT may, pursuant to 23CFR 1.11 and 635.105, further delegate certain Federal-aid project authorities to a well-qualified and suitably equipped local public agency. The ODOT is responsible for ensuring that appropriate procedures and guidelines are in place to facilitate the compliance of local public agency administered Federal-aid projects. ODOT will review and approve these practices and procedures for Federal-aid projects.**
- true or false?



- **False**
- **FHWA will review and approve these practices and procedures for Federal-aid projects.**



Name the main responsibilities that the State cannot delegate to a local agency?



## ***Answer from section 2.2 of SA***

- The following program elements will not be delegated to local agencies:
- NEPA approval
- Sole Source Approval
- Approval of Force Accounts
- Design Exception approval
- Approval of Right of Way certification
- Approval of Engineering Plans
- Approval of DBE Goals
- Approval and Audit of Labor compliance
- Final Inspection
- Project Acceptance



## **SA section 2.2.1.3 Local Transportation Facilities**

- The ODOT will determine if the local agency is well qualified and adequately staffed to be certified to administer projects before delegation of any activities.
- True or False?



- True
- The ODOT will determine if the local agency is well qualified and adequately staffed to be certified to administer projects before delegation of any activities.



## ***SA 2.4.2 Exceptions***

- The following actions require the approval of the FHWA if FHWA project funding is involved:
- Addition of access points on the Interstate System (IJR);
- Use of Interstate airspace for non-highway related purposes;
- Disposal of Interstate Right of Way;
- Design exceptions affecting Interstate highways (13 controlling criteria);
- Changes in Interstate Land Use or Operations;
- **True or false?**



## ***False***

- The following actions require the approval of the FHWA **regardless of project funding** and/or delegation of project oversight to ODOT:
- Addition of access points on the Interstate System (IJR);
- Use of Interstate airspace for non-highway related purposes;
- Disposal of Interstate Right of Way;
- Design exceptions affecting Interstate highways (13 controlling criteria);
- Changes in Interstate Land Use or Operations;



## ***SA – this is true...***

- **2.5.2.1 Define/Redefine Stewardship & Oversight Agreement w/Critical Performance Indicators, and update annually** – Based on FAHP Stewardship/Oversight Agreement Guidance, dated April 14, 2006, and Information Memorandum: Section 1904 of SAFETEA-LU Oversight Program Implementing Guidance, dated December 19, 2006, **the FHWA Division Office, in agreement with the ODOT, will develop an Agreement with outlined performance/compliance indicators that periodically gauge the health (effectiveness) of the delegated responsibilities.**



## ***SA 2.5.2.4***

- **Review Critical Performance Indicators for appropriateness** – Part of the annual Program Assessment/Risk Assessment will provide the information to determine if the Critical Performance Indicators are still the “best representation of program health” and enable true monitoring of the program, or if they need to be redefined.



## ***Definition...***

- **Risk-based Approach** means a joint FHWA/ODOT Risk Management Process is a tool for **focusing limited resources to efficiently manage our programs through improved communication.** Risk is a future event that may or may not occur and has a direct impact on the program either to its benefit or detriment. Applying the principles of risk management to look at decisions being made about delivery of the FHWA programs makes it possible to **identify threats and opportunities,** assess and prioritize those threats and opportunities, and **determine strategies so that we can decide how to deal with future issues** affecting the Federal-Aid Highway Program.



The Local Agency must submit final PS&E, construction schedule, environmental requirements and right of way certification to State's Regional Local Agency Liaison at least five (5) weeks prior to bid opening?

True? False?



- True. No work shall proceed on any activity in which federal-aid participation is desired until such approval for each corresponding phase has been obtained. State shall notify City in writing when authorization to proceed has been received from FHWA. All work and records of such work shall be in conformance with FHWA rules and regulations.
- City shall, on any project that uses federal funds in project development, submit final PS&E submittal, construction schedule, environmental requirements and right of way certification to State's Regional Local Agency Liaison at least five (5) weeks prior to bid opening. State shall review such submittals and then request to FHWA approval of federal-aid participation for the construction phase when federal-aid participation is desired in this phase.



Can a certified Local Agency award contracts prior to approval from ODOT's small Business and DBE Program Manager?

Yes? No?



- No



It is necessary for the Local Agency to include non-discrimination language in the construction bid book ?

Yes? No?



- Yes!





Even though a local agency is certified, they must get ODOT's approval on all change order requests.

True? False?



- False. Just for environmental issues, ROW access control that affects an ODOT facility, changes in the scope or extension of the contract limits which were already approved by ODOT and FHWA, or anything which will impact DBE goals, changes to traffic mobility and lastly, any change resulting in less than AASHTO Design Standards.



# Oregon Department of Transportation



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- A certified Local Agency can use Additive Alternate Bidding (aka Bid Alternates) , But a non certified agency cannot.
- True or False?



- True

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