



Community Workforce Roundtable

May 15, 2009



Welcome & Opening Remarks



Consensus Item #1 & 2

- The MRB project needs to invest in the regional workforce in Illinois and Missouri.
- At least ½ of 1% should be allocated to the workforce training goal.

Answer:

MoDOT and IDOT are investing in the workforce of Missouri and Illinois through sponsoring pre-apprentice training programs that provide approximately nine weeks of training for minorities, women, or economically disadvantaged individuals. Graduates from the training program may have an opportunity to receive on- the-job training on the New Mississippi River Bridge Project. The training emphasis is placed upon the six basic construction trades: Carpenter, Laborer, Cement Finishers, Ironworkers, Operating Engineers, and Electrical Lineman/Groundsman.



MoDOT Pre-Apprentice Training Program Update for 2008

MoDOT invested \$647,200 in two pre-apprentice training/workforce development for 2008. One is located in Normandy and one in Wellston.

- 310 people enrolled into the pre-apprentice training programs in 2008.
- 192 people graduated in 2008.
- 28 people found obtained employment in the construction industry for 2008.



IDOT's Highway Construction Preparatory Training Program

IDOT's Highway Construction preparatory training program has two training programs. One is in East St. Louis and one in Granite City.

- 45 individuals enrolled for 2008.
- 38 graduated in 2008.
- 10 obtained employment in the construction industry.
- 20 promised employment.



Training Dollars

Answer:

MoDOT has committed \$2.1 Million over the past 3 years towards workforce development training.

IDOT has committed \$1 Million over the past 4 years towards workforce development training.

MoDOT and IDOT will continue to monitor the placement rate and are willing to make adjustments to workforce training when warranted.



MRB Workforce Estimates

MRB Projects Workforce Utilization

| Missouri Let Contracts | | | | | | | | | |
|------------------------|-----------------------|------------------|-----------------------------|-------------------|----------------------|------------------------|-----------------|-------------------|--|
| Project Description | Proposed Letting Date | Project Duration | Estimated Construction Cost | Estimated Labor % | Estimated Labor Cost | Major Crafts | Estimated Hours | Full Time Workers | |
| Missouri Approach | Nov. 2009 | 18 month | \$15,000,000 | 17.4 | \$2,610,000 | Laborers | 14,800 | 5 | |
| | | | | | | Carpenters | 12,750 | 4 | |
| | | | | | | Operators | 10,000 | 3 | |
| | | | | | | Cement Mason Finishers | 4,500 | 1 | |
| | | | | | | Iron Workers | 2,500 | 1 | |
| | | | | | | Pile Drivers | 3,773 | 1 | |
| | | | | | | Teamsters | 1,139 | 3 | |
| | | | | | | Total | 49,462 | 18 | |
| | | | | | | | | | |
| Main Span | Oct. 2009 | 42 month | \$177,000,000 | 15 | \$26,550,000 | Iron Workers | 163,200 | 22 | |
| | | | | | | Operators | 116,600 | 16 | |
| | | | | | | Laborers | 87,400 | 12 | |
| | | | | | | Carpenters | 60,800 | 8 | |
| | | | | | | Cement Mason Finishers | 21,600 | 3 | |
| | | | | | | Pile Drivers | 7,288 | 1 | |
| | | | | | | Teamsters | 987 | 1 | |
| | | | | | | Total | 457,875 | 63 | |
| | | | | | | | | | |
| Illinois Approach | Dec. 2009 | 24 month | \$60,000,000 | 17.4 | \$10,440,000 | Laborers | 59,200 | 14 | |
| | | | | | | Carpenters | 51,000 | 12 | |
| | | | | | | Operators | 30,000 | 7 | |
| | | | | | | Cement Mason Finishers | 15,000 | 4 | |
| | | | | | | Iron Workers | 20,000 | 5 | |
| | | | | | | Pile Drivers | 3,195 | 1 | |
| | | | | | | Teamsters | 465 | 1 | |



IDOT Workforce Projections

| Illinois Let Contracts | | | | | | | | | |
|---|-----------------------|------------------|-----------------------------|-------------------|----------------------|---------------|-----------------|-----------------|-------------------|
| Project Desc | Proposed Letting Date | Project Duration | Estimated Construction Cost | Estimated Labor % | Estimated Labor Cost | Major Crafts | Estimated Hours | Estimated Range | Workers per Month |
| Tri-Level - New Exchange Ave. over FAI 55/70 | Nov. 2009 | 12 months | \$11,000,000 | 17.4 | \$1,914,000 | Laborers | 10,700 | 2 to 15 | |
| | | | | | | Carpenters | 9,200 | 1 to 10 | |
| | | | | | | Operators | 7,200 | 1 to 5 | |
| | | | | | | Cement Masons | 3,200 | 0 to 4 | |
| | | | | | | Finishers | | | |
| | | | | | | Iron Workers | 1,800 | 0 to 6 | |
| | | | | | | Total | 32,100 | 4 to 40 | |
| FAI 70 Connection Bridge over NS, TRRA, MCT & Industrial Drive | Mar. 2010 | 30 months | \$38,000,000 | 17.4 | \$6,612,000 | Laborers | 37,000 | 2 to 20 | |
| | | | | | | Carpenters | 31,900 | 1 to 15 | |
| | | | | | | Operators | 25,000 | 1 to 9 | |
| | | | | | | Cement Masons | 11,200 | 0 to 6 | |
| | | | | | | Finishers | | | |
| | | | | | | Iron Workers | 6,200 | 0 to 10 | |
| | | | | | | Total | 111,300 | 4 to 60 | |
| Tri-Level - Bridge Replacement 15th St. over FAI 64 | July 2010 | 13 months | \$10,000,000 | 17.4 | \$1,740,000 | Laborers | 9,700 | 2 to 15 | |
| | | | | | | Carpenters | 8,500 | 1 to 10 | |
| | | | | | | Operators | 6,600 | 1 to 5 | |
| | | | | | | Cement Masons | 2,900 | 0 to 4 | |
| | | | | | | Finishers | | | |
| | | | | | | Iron Workers | 1,600 | 0 to 6 | |
| | | | | | | Total | 29,300 | 4 to 40 | |
| Tri-Level - New Relocated FAI 70 from 2nd St. to Collinsville Ave. (WB) | Nov. 2010 | 16 months | \$31,000,000 | 17.4 | \$5,394,000 | Laborers | 30,400 | 2 to 24 | |
| | | | | | | Carpenters | 26,200 | 1 to 20 | |
| | | | | | | Operators | 20,600 | 1 to 10 | |
| | | | | | | Cement Masons | 9,200 | 0 to 6 | |
| | | | | | | Finishers | | | |
| | | | | | | Iron Workers | 5,000 | 0 to 12 | |
| | | | | | | Total | 91,400 | 4 to 72 | |



IDOT Workforce Projections

| Illinois Let Contracts | | | | | | | | | |
|------------------------|-------------------------------|-----------------------|------------------|-----------------------------|-------------------|----------------------|--------------|-----------------|--------------------------------------|
| | Project Description | Proposed Letting Date | Project Duration | Estimated Construction Cost | Estimated Labor % | Estimated Labor Cost | Major Crafts | Estimated Hours | Estimated Range of Workers per Month |
| | Tri-Level - C | Mar. 2011 | 16 months | \$14,000,000 | 20.0 | \$2,800,000 | Operators | 28,000 | 5 to 15 |
| | from B&O RR to First St. | | | | | | Laborers | 14,000 | 2 to 8 |
| | | | | | | | Teamsters | 2,500 | 0 to 2 |
| | | | | | | | Total | 44,500 | 7 to 25 |
| | Tri-Level - B | Sept. 2011 | 16 months | \$12,000,000 | 17.4 | \$2,088,000 | Laborers | 11,800 | 2 to 12 |
| | Replacement 9th and 10th | | | | | | Carpenters | 10,200 | 1 to 8 |
| | Streets over FAI 64 | | | | | | Operators | 8,000 | 1 to 5 |
| | | | | | | | Cement Mas | 3,600 | 0 to 4 |
| | | | | | | | Finishers | | |
| | | | | | | | Iron Workers | 2,000 | 0 to 6 |
| | | | | | | | Total | 35,600 | 4 to 35 |
| | Tri-Level - N | Sept. 2011 | 18 months | \$44,000,000 | 17.4 | \$7,656,000 | Laborers | 42,400 | 2 to 30 |
| | Relocated FAI 70 from 2nd | | | | | | Carpenters | 36,500 | 1 to 20 |
| | St. to Collinsville Ave. (EB) | | | | | | Operators | 28,700 | 1 to 10 |
| | | | | | | | Cement Mas | 12,900 | 0 to 6 |
| | | | | | | | Finishers | | |
| | | | | | | | Iron Workers | 7,200 | 0 to 14 |
| | | | | | | | Total | 127,700 | 4 to 80 |



Consensus Item #3

- There should be extremely strong field policing, compliance monitoring, and inspection to ensure workforce and DBE goals. This should not be conducted by the DOT's.

Answer:

Both DOTs will be responsible for compliance monitoring. MoDOT and IDOT will have full time in house staff on the project. The compliance staff is as follows: Lee Coleman, IDOT EEO Compliance Officer, and April Brown, MoDOT Civil Rights Specialist. MoDOT/IDOT also have trained field inspectors to monitor the workforce and DBE firms on the project site as part of their daily audits.



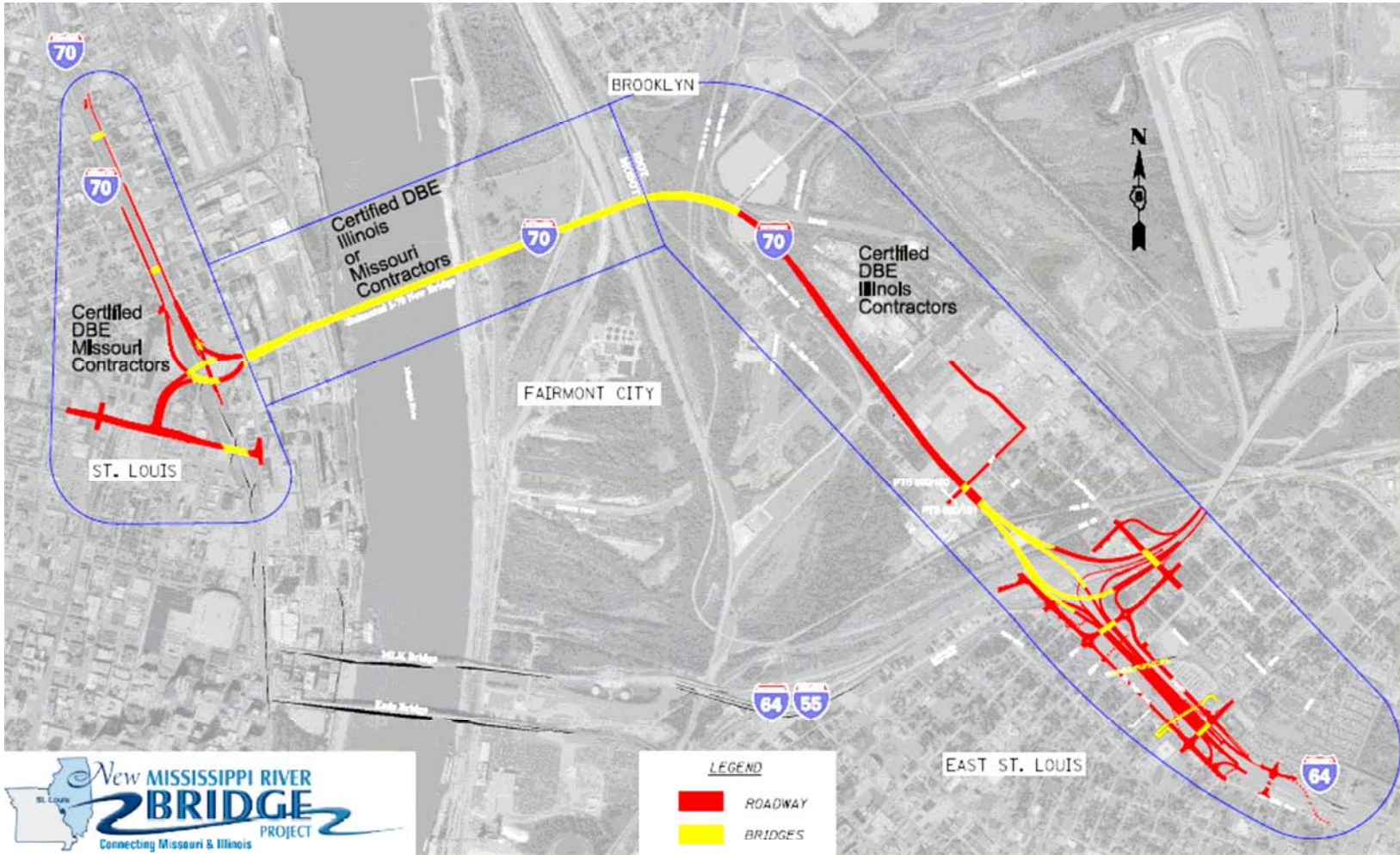
Consensus Item #4

- One partnering agreement for the entire project including the Missouri and Illinois Approaches.

Answer:

There will be one partnering agreement for MoDOT let projects including the Mississippi River Bridge and both Missouri approaches. A separate partnering agreement for IDOT on the Illinois approaches.

Aerial View of Project





Consensus Item #5

- The MRB Project should consider adopting the partnering agreement similar to I-64.

Answer:

The workforce development partnering agreement is currently under development using the same format as I-64 and KC ICON.



Consensus Item #6

- Domestically produced/ fabricated steel should be used on the Mississippi River Bridge Project.

Answer:

MoDOT Standard Specifications 106.9, IDOT Standard Specification 106.01, and Title 23 CFR, Buy America Requirements states that all iron and steel products incorporated into the work be domestically manufactured or produced and fabricated.



Consensus Item #7

- Land acquisition: Ensure that the people that are being displaced due to the Mississippi River Bridge Project are fairly compensated for their homes/ businesses.

Answer:

Both MoDOT and IDOT have a federal process to acquire property that ensures just compensations for property owners.



Consensus Item #8

- There needs to be adequate access for people getting on and off the highway that reside in East. St. Louis, Venice, Madison, Brooklyn, Washington Park.

Answer:

The plans have gone through public comments, and the environmental process over the last 15 years to ensure that the citizens of both States are getting the best value for the funding available. The citizens in this community are concerned about the Route 3 interchange. The issues involving access have been addressed previously. As future funding becomes available, additional access and improvements can be made to the base project.



Consensus Item #9

- The Mississippi River Bridge Project should be the model for future stimulus projects.

Answer

Workforce and DBE goals are incorporated in the stimulus packages. Both MoDOT and IDOT will have even bolder goals established for the St. Louis metropolitan statistical area.



Consensus Item #10

- There should be a pilot program for the separation of DBE and M/WBE goals.

Answer:

MoDOT/ IDOT/ FHWA are reviewing 49 CFR 26.15, titled “How can recipients apply for exemptions or waivers?” This section provides a process for waiving DBE goals in order for agencies to utilize m/wbe goals.



St. Louis Area Availability Study 2004

| DBE's Construction (St. Louis Area) | Overall % |
|--|------------------|
| African American Owned Firms | 20.3% |
| Hispanic Owned Firms | 7.7% |
| Asian Owned Firms | 2.4% |
| Native American Owned Firms | 3.7% |
| White Female Owned Firms | 65% |

| DBE's Consulting (St. Louis Area) | Overall % |
|--|------------------|
| African American Owned Firms | 17% |
| Hispanic Owned Firms | 6.2% |
| Asian Owned Firms | 14.5% |
| Native American Owned Firms | 6% |
| White Female Owned Firms | 56.2% |



DBE Waiver Pros and Cons

Pros:

1. The proposed outcome could be that the disparity is shown with all four protected classifications. The greatest potential that we separate goals according the availability numbers.
2. The proposed outcome would show every African American business has been discriminated against in the STL area. There results are unknown, since we have no data for this type of study. Additionally, we don't know what study result will yield



Pros and Cons Continued

Cons:

1. Professional opinion states that separation of minority and women owned business goals, given the low availability of the protected classifications, will not necessarily facilitate higher or greater opportunity for separate minority classifications.
2. According to previous disparity studies conducted by several DOTs and where there was a request of waiver to separate DBE goals, the separations of goals approved by USDOT were by individual ethnicity classifications and not by generic overall minority and women separation. For example, with Colorado DOT, the disparity showed that Hispanic firms were found to be discriminated against in highway construction; therefore, US DOT only allowed Colorado DOT to set a Hispanic goal and no other goals were set for other minorities for that project.
3. According to Colorado DOT, the process did not yield the expected results for the concerned minority community. Even when the Hispanic goals were set, the Hispanic firms did not participate in full capacity to meet the goal established and as a result Colorado DOT reverted back to original DBE goal setting process.



DBE Goal Waiver Process

Summer 2009

- DOTs conduct public hearing and consultation with the DBE community.
- DOTs prepare and submit waiver that demonstrates a reasonable basis to achieve dual goals.

Fall 2009

- Letting for New Mississippi River Bridge.
- Anticipate response from FHWA/US Secretary of Transportation.



Question and Answers



MRB Advisory Committee Recommendations