



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

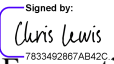
JARED W. PERDUE, P.E.
SECRETARY

FORECASTING AND PERFORMANCE BULLETIN 26-01

(FHWA Approval: N/A)

DATE: April 24, 2026

TO: District Directors of Transportation Operations, District Directors of Transportation Development, District Design Engineers, District Construction Engineers, District Maintenance Engineers, District Consultant Project Management Engineers, District Geotechnical Engineers, District Traffic Operations Engineers, District Program Management Engineers, District Drainage Engineers, District Materials Engineers, District Specifications Engineers, District Estimates Engineers, District Safety Engineers, District Safety Administrators

FROM: Chris Lewis, P.E. 
Director, Office of Forecasting and Performance

COPIES: Will Watts, Jennifer Marshall, Rudy Powell, Will Potter, Tim Lattner, Katasha Gruver, Jose Hernando, Brenda Young, Mark Mathes, Ben Goldsberry, Derwood Sheppard, Patrick Overton, Scott Arnold, Daniel Strickland, Ashley Anderson, Sam Samford, Carla Perry, Ryan Asmus, Sue Zheng, Irene Cabral, Carlos Martinez

SUBJECT: **Department's Review for Innovation and Value Enhancement,
Design/Construction (DRIVE-D/C)**

BACKGROUND

The Department's Review for Innovation and Value Enhancement (DRIVE) is a Florida Department of Transportation (Department) initiative across all program areas to identify and implement efficiencies and innovations. The initiative is intended to capture savings in a financially constrained environment to do more of what our customers expect. DRIVE involves everyone- Central Office, Districts, consultants, and contractors. Everyone is responsible and accountable for DRIVE.

This bulletin announces the release of DRIVE-D/C, which is one of the program areas of the DRIVE initiative. The DRIVE-D/C program focuses on design to strengthen project discipline and influence cost savings for construction of projects under \$100 million scheduled for design advertisement on or after May 4, 2026. The DRIVE-D/C framework will establish a Baseline early in the project development through collaboration among the District, the Prime Project

Forecasting and Performance Bulletin 26-01

DRIVE D/C

Page 2 of 4

Design Consultant/Engineer of Record (EOR) (Team A), and a Multidisciplinary Team (Team B) to establish project scope and construction cost.

The Prime Project Design Consultant/EOR (Team A) is the selected design firm through the standard design contract procurement process. The Multidisciplinary Team (Team B) may be a combination of consultants, contractors, and in-house FDOT staff teamed together, as determined by the District, to strategize and innovate for scope refinements and cost savings. Team B is to be an independent team not comprised solely of District in-house staff. Potential Team B team members should include but not be limited to Construction, Design, Maintenance, Traffic Engineering/Operations, Safety, and Program Management staff. Team B shall consist of the same team members throughout the life of the project.

REQUIREMENTS***Baseline Establishment Phase***

- The Baseline Establishment Phase starts when the standard design contract procurement process is initiated to select Team A.
- During the District's procurement of Team A, Team B will be contracted by the District under a District General Engineering Consultant (GEC) Task Work Order (TWO) to identify cost-saving strategies and design innovations and support all proceeding phases of DRIVE-D/C.
- Once Team A is selected, a TWO (limiting amount) for DRIVE-D/C assessment will be issued within 5 working days by the District after the Notice to Proceed (NTP) is issued to Team A. The assessment is intended to identify and evaluate ideas, review the District's and Team B's findings, and identify any conflicts or concerns.
- Within 15 working days of the executed TWO for Team A, a DRIVE-D/C partnership and collaboration meeting will be conducted by the District, where the District, Team A, and Team B review all cost-saving strategies and develop recommendations. The recommendations are accepted by the District Design Engineer and District Program Management Engineer/Administrator, within 15 working days from the DRIVE-D/C Partnership meeting, to lock the project scope and construction cost, establishing the Baseline. Any recommendations that are not accepted, must be approved by the District Director of Transportation Development.
- The District will then use the Baseline to negotiate the staff hours for the design contract with Team A.
- The District will submit the established Baseline to the Forecasting and Performance Office. The Forecasting and Performance Office will upload the information into the DRIVE-D/C dashboard.

Design Development Phase

- The Design Development Phase starts following the establishment of the Baseline described in the previous phase.
- Team A will produce the plans and ensure QC/compliance.

Forecasting and Performance Bulletin 26-01

DRIVE D/C

Page 3 of 4

- Team B will review milestone submittals for project efficiency and innovation.
- The District will manage the design production of the project.
- Team A, Team B, and the District will collaborate on plans production and innovation during the design development phase.
- The District Design Engineer and District Program Management Engineer/Administrator will assess and approve any accepted innovations and cost savings. The District Director of Transportation Development must approve any innovations that are not accepted.
- The District Secretary must approve any scope additions resulting in cost increases. The District will submit the modified Baseline to the Forecasting and Performance Office.
- Team A, Team B, and the District will compare the project scope and construction cost to the Baseline at each project milestone as scoped (i.e. 30/60/90%).

Construction Cost Evaluation Phase

- The Construction Cost Evaluation Phase starts with the award of the construction contract.
- The Forecasting and Performance Office will adjust the Baseline (original or modified) from its present-day cost to the date of the construction contract award to create the final Baseline. The Forecasting and Performance Office will then compare the construction contract awarded amount to the final Baseline.
- The Forecasting and Performance Office will individually measure Team A, Team B, and the District using a Pass/Fail rating per project based on whether the final Baseline construction cost was met. Consideration may be given for unforeseen market conditions.

Performance Phase

- The Performance Phase starts following issuance of the Pass/ Fail rating per project.
- The Forecasting and Performance Office will track the performance of the District, Team A, and Team B over time.
- Team A, Team B, or the District will be required separately to provide a Recovery Plan to the Forecasting and Performance Office if a trend of not meeting the final Baseline (Fail rating) develops. A trend is specific to Team A, Team B, or the District based on the Construction Cost Evaluation of their projects. A Recovery Plan is not anticipated to be on a per project basis.
- A Recovery Plan must address at least the following questions:
 - Why did a trend of not meeting the final Baseline develop?
 - What will be done to avoid future occurrences of not meeting the final Baseline?
 - What are the lessons learned?
- As DRIVE-D/C progresses, a library of successful innovations, cost savings ideas and lessons learned by project type will be recorded by the Forecasting and Performance Office. This information will be included in the DRIVE-D/C Dashboard.

IMPLEMENTATION

The DRIVE-D/C program is effective for all projects with construction cost less than \$100 million scheduled for design advertisement on or after May 4, 2026.

Forecasting and Performance Bulletin 26-01

DRIVE D/C

Page 4 of 4

CONTACT

Ryan Asmus, P.E.

State Project and Performance Manager

Phone 850-414-4943

ryan.asmus@dot.state.fl.us