



AMERICAN COUNCIL OF ENGINEERING COMPANIES OF OREGON

## MEETING MINUTES

### ODOT/ACEC Liaison Committee

**Location:** HR Training Center, 2775 - 19th ST SE, Salem, Conference A      **Meeting Date:** May 04, 2007      **Time:** 9:00 AM - 12:00 PM

**Minutes by:** Brian Bierwagen

**Attendees:**

<u>Name</u>	<u>Organization</u>	<u>E-mail</u>
Bob Carson	Mason, Bruce & Girard	<a href="mailto:bcarson@masonbruce.com">bcarson@masonbruce.com</a>
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Tom Lauer	ODOT	

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## **1. Introduction – Bob Carson**

## **2. Update on Technical Transfer Committee**

Doug Bish provided an update on the past few meetings of the Technical Transfer Committee:

- a. The committee has been redrafting the existing Work Plan and improving the information that is available on the Web.
- b. The number one task is to improve the content and visibility of the information on the Web. They have been discussing the importance of having good ODOT technical contact information on the Web and better search capabilities using keywords to search for information in manuals on the ODOT Web site. Doug asked that any new manuals should also be added to the Web when they are published.
- c. Doug also provided a reminder that the HEAP conference is June 24<sup>th</sup> in Portland.
- d. The committee is closing the project for now and will come back in about one year and do a survey to determine what is missing and how well it is working.
- e. Bob Carson thanked the committee and commented that the Web portals are an easy way to find information on the Web. Also, ODOT will be helping the Local Agencies do a similar Web portal. The current Web project close-out report was handed out.

## **3. Project Delivery/Management Systems Standing Committee Update**

Dave Lutz reported that this committee meets after the Liaison Committee in the afternoon. Along with updating the Work Plan, they have been working on the following projects:

- a. Recently the committee has been focused on the Design Criteria Checklist/Basis of Design that Dick Upton, Carol Carlson, and Jeff Olsen have been working on. The next step is to take these documents to the Technical Leadership Committee for approval to proceed. After approval by the Technical Leadership Committee, the likely step would be to distribute these to a group of consultants and technical center managers for their input.
- b. Dick Upton described the checklist and that the intent is to get everyone on the same page at the outset and felt that at some point it will become institutionalized. Jim Evans commented that it will help at the DAP stage to pin down things like the impact limits and design criteria and will help to minimize changes later in the project. He also added that the committee will be closing out the scoping task they had been focusing on and will try to change the focus more toward the DAP.

## **4. Training Committee**

Karen Tatman and Ingrid Saltudd reported on the recent joint ODOT/ACEC joint conference and what training the committee will focus on in the future.

- a. There were around 170 attendees at the conference, which was very similar to last year, with an equal split of consultants and ODOT. Ingrid thanked the group and pointed out that this is a participatory conference with nearly one third of the attendees taking an active part in planning the conference. She gave special thanks to Karen Tatman and Troy Bower, who put a lot of time in planning and participating in the conference.
- b. A survey will be distributed to all who attended the conference to help improve future conferences. They will be asking for input on whether a one-day or a multi-day conference is preferred. They felt that the conference would likely stay a one-day conference to respect the attendees' time commitments.
- c. Since the conference is over for another year, the committee will focus on short, lunch-time brown bag training sessions. These will likely start in Region 1.

## **5. Procurement & Contracts Standing Committee**

Diana Foster announced that the ODOT Statewide Full Service PA RFP is out on ORPHIN and discussed the RFP.

- a. This RFP does not include the modifications to Terms and Conditions (T&Cs). When completed, the modifications will be distributed in an addendum and will be used in contracts from this point forward. The date of the addendum was not known but will need to be distributed in time to be evaluated prior to the proposal due date. Diana hopes to have the T&Cs addendum out in one week.
- b. This RFP provides an opportunity for the group to comment on the T&Cs (this is the first time the committee work is open to the full group). The group is encouraged to take a hard look early and make comments (each comment should be submitted as a “protest” even though it will be considered more as input). ODOT will look at and address each “protest” individually.
- c. Comments at this point will help fix the obvious mistakes, but there are some which are firm and cannot be changed. Those sections that are changed will be brought forward now and handled in an addendum. Bob Carson suggested that the review set needs to be distributed to the ACEC group early enough that input can be delivered and evaluated, and an addendum distributed prior to the due date for the proposal. If there is a lot of input, the T & Cs will need to be added after the proposal period. Kim Rice is the point of contact.
- d. The ACEC group is also concerned that the consultants will provide input as “protests” and will be considered as negative. ACEC members would like ODOT to understand that the comments provided by members are to be used in a positive way. In addition, it was a concern that consultants may be providing comments in different voices. If possible, the ACEC comments should be grouped or edited into a collective tone from ACEC. On the other hand, if each member of ACEC provides comments it would show the importance and the weight of issues for the industry. Protests need to be provided by an individual firm.
- e. ODOT staff should provide their comments, as well.

#### **6. Oregon Bridge Delivery Partners**

Don Owings provided the overall status of the bridge bundles. His presentation is posted to ODOT’s web site at [http://www.oregon.gov/ODOT/HWY/OPD/ACEC\\_ODOT.shtml#Liaison\\_Committee](http://www.oregon.gov/ODOT/HWY/OPD/ACEC_ODOT.shtml#Liaison_Committee).

#### **7. ODOT Updates - Tom Lauer**

Tom Lauer provided an update on what is happening within ODOT.

- a. The legislative session has kept every one busy with numerous bills in the Ways and Means Committee, including Connect Oregon 2 which was in the committee on May 7<sup>th</sup>. Tom also mentioned that most of the Connect Oregon 1 agreements have been completed. Connect Oregon 1 was the previous funding package, which provided \$100M to transportation projects.
- b. ODOT is in the process of selecting a new accounting system, and the ODOT transportation building is up for rehabilitation in June 2007 with a much-needed seismic rehabilitation.
- c. Region 1 has initiated an A & E small business procurement which has done well. The procurement provides contracts to firms that are generally subconsultants and gives them an opportunity to work directly with ODOT on contracts under \$75 K. There are over 115 firms currently listed, and five firms with contracts: two in survey, two in traffic, and one in public involvement. Future contracts include one in structures and possibly two in geotechnical to work on maintenance issues.
- e. There has been a reorganization in the Office of Project Delivery; Dave Lutz is now part of Technical Services and no longer with the Office of Project Delivery. Tom Lauer will still lead the Bridge Delivery Unit, but as part of the Major Projects Section, in addition to large projects or programs like OTIA, Columbia River Crossing (CRC), and the Public Private Partnership (PPP) projects.
- f. Other ODOT News:

- Paul DePalma is now part of the Major Projects Unit.
  - Charley Scisione has retired from ODOT Region 1.
  - Region 1 is recruiting for a new Project Delivery Manager and Technical Services Manager.
  - The negotiation is complete for the WOC extension with OBDP for design oversight and construction services.
  - Michael Hatchell, Program Manager for OBDP is leaving and will be replaced with Matt Stenis.
  - ODOT is asking for new direct salary rates.
  - Dye Management Group is under contract to evaluate methods to improve ODOT. They have completed a report identifying that ODOT is in crisis to hold technical people and attract managers, and can't hold and retain people. This report has been presented in the legislature, Ways & Means Committee.
- g. Funding for transportation projects has dropped as a result of:
- The STIP losing purchasing power in a declining economy, with around 4 1/4% inflation. The STIP is around \$350M/ year with a 51%/49% City/County split.
  - The OTIA Program will be wrapped up by the year 2011-2012.
  - Counties are losing their timber receipts and cutting staff, with Tillamook County cutting around 50% and Jackson County cutting around 35 people in October.
- h. ACEC is seeking nominations for a new co-chair to replace Bob Carson in September. (Thanks Bob for all your hard work!) Nominations will be considered by the ACEC Steering Committee, who will make recommendations.

## 9. Directors Office Report

Doug Tindall provided an update on transportation funding and the legislature.

- a. There are three major funding ideas floating around in the legislature:
1. Congestion Relief Act of 2007 by Senator Rich Metzger; this includes:
    - Transportation utility tax – this would require the payment of a tax for the use of a transportation facility (e.g., a driveway tax to connect to a roadway).
    - Sell surplus state right-of-way property.
    - Requiring the payment of a one-time license plate fee on new purchases (\$20 fee generates \$20M/year). Also includes ODOT bonding this to generate \$200M/10 yr bonds for small modernization projects.
  2. Fuel Tax – five cents now, with an additional five cents every five years after. (HB 2655 – fuel tax).
  3. Increase in the vehicle license plate fee, which was amended to Senator Metzger's original plate fee. (HB3018A).
- b. There is currently a “no new taxes” sentiment in the legislature. ODOT is talking to Oregon business folks about a proposal to raise \$1,350M through registration and title fees. To help facilitate this, the Oregon business group has been working with the Chamber of Commerce to

spread the word. Transportation issues have impacted business profits with increased costs to receive and deliver goods and services.

- c. The issues are not that the industry or ODOT can't deliver new transportation facilities. It is more that the legislatures are being careful on what they say. They are supporting how they were elected by constituents and that they were elected on "No new taxes." The Legislature needs to hear from constituents to help initiate new taxes to initiate revenue. The key is to contact representatives as the funding bills are in House. Let them know that funding is needed and that you as a taxpayer would pay for it.