

Attendees:

ODOT: Naveen Chandra, Michael Cobb, Steve Cooley, Wynnette Gentemann, Jeff Gower, Ray Mabey, Eryca McCartin, Bob Pappé, Angela Ramos, Ron Reisdorf

OBDP: Mo Dichari, Bill Barnhart

FHWA: Chris Bucher

Industry: Larry Gescher, Brian Gray, Tim Hendrix, John Rakowitz, Melvin Oden-Orr

Economic Stimulus Package Project List

Eryca McCartin communicated to the group the Economic Stimulus Package is now to be referred to as the American Recovery and Reinvestment Act (ARRA) which brings \$344 million dollars to Oregon. The agency will receive \$224 million, local agencies \$100 million and the remaining \$10 million to transportation enhancement projects.

Currently \$122 million has been approved by the Oregon Transportation Commission (OTC) with the remaining amount being considered at the March 18, 2009 OTC meeting. The ODOT deadline to open bids for ODOT projects is June 17, 2009. Most local agency projects will be bid through ODOT with a deadline of March 10, 2010. Local projects will be added in the near future to the bid schedule. For all ARRA projects, FHWA will likely require a report from contractors summarizing certain data, i.e.: how many jobs created from projects and DBE goal measurement. ODOT is working on a system to efficiently pull the required data from contractors.

Apprenticeship Specifications

Industry feels there continues to be confusion within the ODOT Civil Rights Department that the new apprenticeship specification is craft neutral. The apprenticeship training forms need to be modified to reflect craft neutrality. Also it was agreed that the apprenticeship program was going to be race and gender neutral, however, the current specification requires a contractor complete a good faith effort in order to use a white male. Industry requests a distinction be made in the specification regarding Apprenticeship and On-the-Job-Training (OJT). If a Contractor uses an in-house OJT, it is subject to a good faith effort. During a recent bid opening, the addendum bumped apprenticeship hours by about 1000 hours. OCR indicated that they are determining the total hours per project based on using an average number of hours per million \$ value of the total project. Industry objects to this use of an average number of hours per million \$ and are surprised that OCR is using this method after Industry provided significant information that showed that the actual total hours per million \$ varied significantly depending on the type of work that makes up the project. Industry also requests ODOT take out flagging and pilot car hours from total figure. The specification is not craft specific. Agency will look at performance of program, share data and collect feedback from Industry and adjust as necessary. Angela Ramos also communicated Industry can submit MEUR signatures electronically by scanning into an

email or faxing the document. Angela is to research further, the over-all electronic acceptance process, specifically certified payrolls.

Electronic Shop Drawing

Jeff Gower reported that the Bridge section has produced an Electronic Shop Submittal Guide located at [Bridge Engineering Bridge Standards & Manuals](#). This guide is currently available for use by CCO, if desired by the Contractor and Project Manager. Agency suggests however, the PM coordinate with the Engineer of Record before executing the CCO, to notify them to expect the use of the new Guide. The Guide will be reviewed at the next ODOT Project Manager Team Quarterly meeting April 22, 2009.



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DBE Calculation

Larry Gescher reported on behalf of Tom Lauer DBE calculations are based on the FHWA rate and cannot be compared to the City of Portland's rate. The Agency must adhere to FHWA requirements which may be different from local agencies. ODOT needs to understand the differences in numbers reported by various agencies when calculating the DBE figure.

Hydro Acoustic Work Group

Jeff reported a Hydro Acoustic Work Group (HAWG) has been formed, comprised of ODOT environmental staff and other environmental agencies, to help enforce regulation and specifications for hydro acoustic work in Oregon. Jeff requested industry recommend representatives to participate in the HAWG strategy sessions. Industry communicated WASHDOT currently has a specification and process in place. It was recommended the group contact WASHDOT for further detail. Jeff Gower will contact WASHDOT to retain a copy of the specification.

Impact Attenuator Spare Parts

Current specifications require Contractors to have a replacement Impact Attenuator on-site for repairs. Many times there is no need for the attenuator which causes an unnecessary expense. The Contractor also is required to build the cost of the spare attenuator into the bid price - with the potential of never using it. **If the attenuator is not on-site and is needed for a repair, the specification requires the part to be delivered within 24 hours through a private vendor - this adds cost as well. (The above highlighted statement is not true - corrected via Bob Pappé.)** The Contract requires the contractor to have "on-site" enough replacement parts to repair the attenuator. Once it uses the replacement parts, the contractor is required to replace the spare parts within 24 hours, and have these new replacement parts on-site. (00225.62(b))

Industry made the following suggestions for revision in the ODOT specification:

- Extend the 24 hour requirement to replace an attenuator.

- ODOT maintain and store replacement attenuators in maintenance yards around the state.
- ODOT update bid item for “Repair Temporary Impact Attenuator” to reflect a per barrel basis.

The agency will look into recommendations and report back at the April 24th meeting.

Temporary Works Materials Certification

Jeff Gower reported a group is working on a specification allowing the certification for the use of damaged or other materials on projects. Details will be shared with Industry in the future as well as recommendations requested.

Technical Bulletins for Specification

Industry requested ODOT utilize Technical Bulletins on its web site to help with clarification and interpretation of new specifications. Another idea is to list a “Topic Discussions” section on the web site. This could be a useful tool for sharing information with a larger audience.

ODOT/AGC Industry Annual Meeting, Jeff Gower

The following suggestions for inclusion in the 2010 Annual meeting were discussed.

- Repeat the Bid Day exercise (include estimators in each group).
 - Plan a Bid Day exercise session in the near future for ODOT staff
- Strive to make the meeting and presentations more interactive with open discussions
- Designate a place to notate ODOT or Industry representative on Survey form.
 - Total Participants for 2009 included 191 (66 from ODOT and 125 from Industry)
- Update the name of the Annual meeting to “Public Contracting Annual Meeting”
- Display Sponsor Banner “Joint Sponsors AGC/ODOT”

NOA:

Electronic Bidding Issues

Tim Hendrix raised two issues experienced as an electronic bidder. The first being the ODOT insertion of the DBE Commitment Certification and Utilization Form on projects that have a zero DBE requirement. When trying to indicate “none” in the form to submit the electronic bid, the electronic file folder would not turn green to indicate completeness and correctness. Because Tim had spoken with Wynnette previously about the fact that electronic bids can be sent with red folders, he would not have been assured that his bid would be accepted. Wynnette will follow up with both ODOT’s internal system administrator and Bid Express so that she can communicate exactly what needs to be entered on the form to make the file turn green.

By the end of the meeting, Wynnette was able to update the group that DOJ was currently reviewing ODOT’s changes to the DBE Commitment Certification and Utilization Form that adds language stating if the DBE goal is zero, the form does not need to be filled out.

Tim raised another issue about the DBE form and his desire to see the system capable of tracking DBE percentages so that contractor's do not have to manually calculate. Wynnette said she has asked her staff to schedule a conference call with Bid Express to explore what it would take to make this happen. She will then provide an update at a future meeting.

Agency Budget Challenges and Strategy:

Jeff Gower communicated the agency is aligning itself to prepare for future budget challenges through the following steps.

- Managers are required to take a certain amount of Furlough Days in the coming months.
- Restrictions for indirect work and the purchase of new equipment have been implemented.
- Hiring Frost -vacant positions will remain (where possible) until the 2009-11 legislative budget is approved.
- All of these measures are being taken to reduce overhead costs; no restrictions have been place on direct project costs.

Next Meeting, Friday, April 24, 2009

2009 ODOT Industry Leadership Meeting Schedule

Typically these meetings are held on the fourth Friday of the month, with some months adjusted due to holiday and vacation schedules.

January 23

February 6 (Annual Meeting)

March 13 (Rescheduled from March 27 due to Spring Break)

April 24

May 22

June 26

July 24

August 28

September 25

October 23

December 11 (November combined with December due to holidays)

All meetings take place from 9:00 to 11:00am in the ODOT Materials Lab Large Conference Room, 800 Airport Rd SE, Salem, 503-986-3000