

WSDOT/AGC/ACEC Design-Build Team

Organized by: Craig McDaniel & Max Kuney **Type of meeting:** Design-Build Contracting

Facilitator: Craig McDaniel

Attendees:	Contractors: Bob Adams, Atkinson Max Kuney, Max J. Kuney Janiece Christian, Mowat Tom Weckerlin, Kiewit Pat Grady, TriState	WSDOT: Craig McDaniel, Admin Engineer Fred Tharp, HQ Construction Ron Pate, HQ Construction Kim Henry, WSDOT I-405 Stacy Trussler, WSDOT I-405 Phil Fordyce, WSDOT I-405 Brian Nielsen, WSDOT I-405 Cathy Nicholas, FHWA	ACEC: Doug Johnson, CH2M HILL
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Minutes

Agenda item: Open Discussion**Presenter: Fred Tharp****Discussion:**

WSDOT tried a different RFQ Process to make it better and would like feedback from industry on how that worked. It worked better than the last time. There is a concern as time goes on that the spread will shrink that will make it difficult to short-list only 3. From industries side it is felt that if there is even a small difference that is a difference and should be the cut off. There should be more room to include major project information. 5-10 projects per major participant. Should have a process defined in advance and stick with it. Discussion took place on what is more important – the company or the personnel? There was a clear message to just pick three.

The new Engineering Managers, Phil Fordyce and Brian Nielsen were introduced and they discussed what their roles in the projects would be.

Agenda item: South Bellevue RFQ/RFP**Presenter: Kim Henry****Discussion:**

Kim handed out a spreadsheet that compared the schedules of the Bellevue, Spring brook, and Renton Projects. Timing will be a challenge for the projects. Discussion took place on float times and the possibility of the one of the short-list teams also being the winner of the Bellevue project. How would the substitution of team member work if needed? There is a substitution process already in place that can be used.

Discussion on the use of warranties took place. It was decided that warranties for pavement would be dropped and the general warranty period in chapter two in the RFP had an error in time frames. That will be corrected by addendum.

Incentives were discussed from the perspective on using them to influence behavior. WSDOT wants to persuade contractors to not take risks that may have an adverse impact if the risk is realized. Industry generally said to just tell us what you want. On the Kirkland project the incentive is not enough to change behavior. It would cost more to get the incentive.

The legislation that is being proposed on the exemption of sales tax was discussed. Industry said they would support it if all the details are worked out with DOR ahead of time on how to implement it. Contractors will still have to deal with B&O tax. The best way to do that would be to take the tax based on the bid amount but DOR would certainly want the tax on actual amounts.

Agenda item: Best Value Selection

Presenter: Fred Tharp

Discussion:

How do we truly use best value? So far we have seen just low bid. Discussion took place on the need to use performance specs verse prescriptive ones. If WSDOT defines everything is to be done a certain way that leaves little room for innovation and you will see pretty much the same bid from all. Using performance based RFPs will also help to show a separation of teams.

Agenda item: WSDOT proposed Policy Changes

Presenter: Fred Tharp

The team reviewed and discussed draft DB guidance statements on QA/QC Manager and early publication of a draft RFP. The team liked that the Construction Quality Assurance Manager would not be required to be a licensed engineer. That will allow them to get people that have many years experience doing that job. The Engineer of Record is required to have a license and perform approval duties.

The team agreed that publishing a draft RFP is good for industry and WSDOT.

Other Information

The next meeting is scheduled for November 16th.