



AMERICAN COUNCIL OF ENGINEERING COMPANIES OF GEORGIA

Meeting Summary
TRANSPORTATION FORUM

June 3, 2015 @ 12:00 pm
GDOT Room 403 & 404

- 1. Welcome and Introductions:** Mario Macrina – Wolverton & Associates
- 2. ACEC Update:** Michael “Sully” Sullivan, President & CEO, ACEC/G

Federal Level

- Update on state and Federal transportation funding/legislative issues
- ACEC GA is continuing to work on transportation funding issues.
- There has been several conversations with representatives in Washington on what a “long term” fix is.
- The “short term” solutions Washington has been developing do not address the long term problems.
- “Long term” is defined as nothing less than 4 years.
- The general consensus in Washington is not to borrow money, avoid solutions similar to closing the Post Office, etc.
- Some solutions revolve around repatriation of overseas corporations and incentivizing the corporate tax structure to bring companies back to the US.
- Sully will be back in Washington the week of June 8th.
- Georgia will have a delegation in the fall to discuss “grass roots” ideas
- It will be good for Georgia, as a Republican run state, to develop options for transportation funding.

State Level

- There has been some push back from the hotel industry on the hotel tax in HB 170, but the Governor has been in support of the tax and will most likely want to keep it in place.
- Georgia may want to eliminate the CAFE standards expiration in 2018
- Local TSPLOST and next TIA regions may be an option

Sully reiterated that ACEC PAC National is the vehicle to talk to Washington and get things done
If you would like to donate or have ideas, you can go to the ACEC National website or email Sully directly at michael.sullivan@acecga.org

3. Albert Shelby – 5 minute GDOT update

- GDOT does not plan to staff up to handle additional work created by HB 170
- GDOT plans to hire consultants
- There will be design and management opportunities coming out

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4. Consultant Relations Subcommittees – see attached updates

- Bridge & Structures: Tom Tran – Gresham Smith & Partners
- Engineering Services: Michael Moseley – ATKINS
- Environmental: Wendy Dyson – ATKINS
- Materials: Tom Scruggs – Wilmer Engineering
- Preconstruction Awards: Jack Seibert – Retired
- Procurement: Davietta Jenkins – CH2M Hill
 - TIA Status update
- Program Delivery: Jeff Church – STV
- Roadway Design Policy: Chris Marsengill – Moffatt & Nichol
- Traffic: Todd DeVos – Wolverton & Associates
- Utilities - Jeff VanDyke – RS&H
- CRC Traffic Forecasting Task Force – Jamie Cochran

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Engineering Services: Michael Moseley – ATKINS

- Last subcommittee meeting held on 5/15. Next meeting is 7/17.
- GDOT Traffic Ops sent a notification to GDOT PM's (and consultants) of TP 9 to TP 11 sheeting change. Effective date is October 2015 (request also identified transition period). Pay items and general notes have been modified.
- Federal Stewardship & Oversight Agreement was revised (dated 5/6/2015).
- Lisa Myers provided at the 5/15 meeting a list of Projects of Division Interest (PoDI), and a list highlighting typical costs per mile for various types of roadway projects.

Environmental: Wendy Dyson – ATKINS

- NEPA, History and Air/Noise subcommittees met last week.
- Robin Stevens of ARCADIS was announced as the new NEPA subcommittee co-chair. She began her term last week and will serve alongside Mike Murdoch.
- The updated NEPA sections of the EPM are expected to be rolled out in August. The sections are currently undergoing copy editing and will then go to GDOT's technical editor.
- The NEPA subcommittee is in the beginning stages of working on holding an Indirect and Cumulative Effects workshop with FHWA due to recent comments on a few EAs. Consultants are asked to provide case studies and a guidance as appropriate.
- GDOT is in the early stages of investigating full delegated CE authority which means GDOT would have the authority to approve CEs. This is in the VERY early stages and requires GDOT to take responsibility for any legal challenges.
- Air/Noise has rolled out electronic submittals effective as of last week.
- GDOT working on getting encompassing PM 2.5 exemptions for lump sum projects for coming FY.
- GDOT collecting data on MOVES and CO analysis in order to discussion reducing requirements for CO modeling.
- History is following ecology example by asking participants to bring examples/questions. This format does well and seems to help consultants learn from others/by example.

Procurement: Davietta Jenkins – CH2M Hill

TIA Status update

I. HB 170 Discussion – Todd Long

A handout was provided with the background on the Transportation Funding Act. GDOT was asked to identify the additional annual funding needs. It was noted that approximately \$1 Billion in additional funding would be needed to just adequately maintain the existing infrastructure. For maintenance and capital expansion, approximately \$2.1-2.6 Billion in additional funding would be necessary.

- HB 170 Primary Funding Source
- State Motor Fuel Excise Tax Rate - 26 cents/gallon on gasoline and 29 cents/gallon on diesel
- Hotel/Motel Nightly Fee - 5\$ per night lodging fee
- Heavy Vehicle Annual Impact Fee - \$50 for vehicles 15,500 lbs to 26,000 lbs / \$100 for vehicles greater than 26,001 lbs

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- Alternative Fuel Vehicles Fees/Tax Credit - \$200 noncommercial/\$300 commercial alternative fuel vehicle annual registration fee, eliminated \$2500/\$5000 tax credits on low/zero emission vehicles
 - The net effect on an average motorist who drives 12,000 miles per year is an additional \$32.16 per year or \$2.68 per month
 - Local taxes on motor fuel, are capped and will not be assessed on the price of motor fuel above \$3 per gallon
 - The additional motor fuel revenue from HB 170 will not be first appropriated for use until July 1, 2016. GDOT must do an Annual 10 Year Strategic Plan for these additional revenues. The Director of Planning will handle.
 - Regional & County 1% TSPLOST – The bill streamlines process and allows the Regions to proceed with a regional TSPLOST. No County TSPLOST in a TIA approved region and no TIA regional tax when even one county has approved a TSPLOST
 - Special Joint Committee on Revenue - Establishes a joint committee to identify tax and revenue reforms for the State of GA for the 2016 legislative session.
 - A question was raised about where the focus will be for the additional funds. This has not been put in writing yet. Will likely upgrade federal aid resurfacing. Probably a couple hundred thousand on routine maintenance, approximately \$40-50 M on operational improvements and probably some bridge replacements. This may allow to do some of the 2 lane widenings with state money instead of federal money. Todd noted that there will not be \$600-800 M in new capital improvements.
- II. Update/Status of Batch #3 of 2014 and Batch #1 of 2015 – Darlene Parker
- Batch 3 of 2014 – have completed negotiations on all but 2 contracts and they are in the queue for execution
 - Batch 1 of 2015 - hope to wrap up Phase 2 this week, so the announcements could come in the next few weeks
- III. Update Negotiation Process/Man-Hour Estimate/Cost Proposal Spreadsheet – Darlene Parker
- Darlene noted that the revised documents were sent out to GDOT SMEs for comments and Tommy has made the changes and submitted back to Darlene yesterday. The next step is to get back with the small committee for review and finalize. Did a trial run on 2 projects and received feedback that it went well. Albert noted that GDOT will review with the GDOT staff so that they are informed on how to use. Treasury noted that they hope to put together a presentation for internal and externally use.
 - The new Prequals Manual is published. The committee was asked to provide feedback on Appendix B, which includes additional guidance that should be provided. Albert asked how the message is getting out to the Locals about the Prequals Manual. Glenn noted that there was an announcement that went to the ACCG representatives. Once the table is updated can do more advertisement and especially in the LAP training. Albert suggested that this information should also be provided at the MPO meetings.
 - Working on Procurement Manual that FHWA requires. It is set to come up in June 2015 and then GDOT will have 1 year to complete their manual. Have seen that about half of the requirements are under the Administration. Desire is that the Manual will be published and the locals can access and the GDOT Compliance Manager will do training on Prequals Manual, Procurement Manual, etc.

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IV. Update Consultant Performance Evaluation Process – Glenn Bowman

Glenn noted that the committee spent about 1 year working to come up with a uniform system. An update to CMIS was expected early 2015, but now the update won't occur until Jan 2016. Have appealed to management to accelerate. A back up plan may be to do paper evaluations to get people familiar with the process. Joe Carpenter noted that the evaluation process isn't probably controversial, but how it would be used in Procurement is to be determined. Treasury noted that it would probably be a year later before they are really used in the Procurement process.

Glenn noted that the Prequalification Committee came up with an item and concerns the definition of a bonafide employee. GDOT is likely going to move away from the term full-time and likely make it a W-2 employee and will vote on this item. Moving forward a contract employee shouldn't be used. The intent is to prevent 1 employee from qualifying 2 firms. The Prequalification Committee meetings are open for anyone to attend.

V. Overtime/Premium Time – Josh Nix

Had a question that was raised from a consultant regarding overtime versus premium time. Example an employee that worked 40 hours by the end of Thursday and then works on Friday and a company invoiced straight time to GDOT for the hours over 40 per week on the project. It was noted that in order to be eligible for overtime a firm must have prior approval from the GDOT PM. Then started talking with the GDOT Auditors contracts.

- It was noted that GDOT audits against the contract and the FAR and AASHTO Audit Guide say. Most people think of overtime as time and a half and the 1/2 time is considered premium. When it comes to straight time then anything worked over 40 hours that is not paid to a salaried employee is uncompensated overtime by FAR. Still considered in the broad category of overtime. Overtime can be considered overtime, straight time, uncompensated time. Must be accounted for the uncompensated overtime 1. effective rate or 2. salary variance method. There is an offsetting credit to the overhead. GDOT has reached out the office of GDOT Legal to look at their opinion of how it is being treated. Also did a survey of other states and they are treating it the same as GDOT. Treasury noted that another level of complexity is what client caused the overtime. Will probably modify the contract language to further clarify.
- Joe Carpenter noted that the approval of overtime won't be a Chief Engineer decision, but will be based on the approved Audit Office decision. Albert noted that the contract language should clearly specify who at GDOT could approve. Carpenter noted that the approval will likely have to come from a higher authority than the GDOT PM.
- Josh recommended that firms should talk with their CPA's to make sure that they are accounting for things appropriately.
- John Heath noted that GDOT needs to be careful and that there are various categories of employees: Exempt, salaried will get paid the same salary regardless of the number of hours worked, but must show the total number of hours worked. Non Exempt, who work hours and must pay time and half when they work over 40 hours.
- Jeff Van Dyke noted that he previously worked for a firm that used an effective rate and the invoices were cumbersome and most of the questions were from the GDOT people about why the rate was changing. Carpenter noted that once this is finalized the GDOT staff will be trained.
- Josh noted from an auditing standpoint they will be looking at what was billed and the contract language.

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- Joe Macrina noted that for the 1/2 premium time that is going into the firm's indirect overhead rate and not charging GDOT. Could result in a higher overhead rate eventually.
- Treasury noted that he would be interested in 2-3 people from this committee to further discuss and evaluate what information comes back from Legal and Audits (Stan, Joe Macrina, Dom Saulino). John Heath noted that ACEC also has Affiliate Member Firms that do this work and could also provide some perspective. The firm can directly contact Josh to provide some input.
- Joe Carpenter noted that once there is an opinion will work with the Chief Engineer. GDOT would like to provide enough flexibility and options in the contract and will then address the best way to handle in Procurement.
- Joe Macrina asked if there will be a look back on contracts. Joe Carpenter noted that is why they are getting a Legal opinion and Audits has a requirement to carry and how applied. The change in language will be on contracts going forward.
- Macrina noted that some software systems, there isn't a choice. Josh noted that some systems do a variance based on input.
- Treasury clarified that GDOT will not go into every contract with the approach that overtime will be approved.

VI. Miscellaneous Procurement Items – Treasury Young
Interested in hearing what is next to address related to this committee and open to suggestions.

VII. Reports/Issues/Other Items from Attendees – Group

- TIA Batch - There was a total of 39 firms that submitted. (17 - responses on the various projects). Modified the evaluation criteria - 30% and 20% for Phase 1.
- There was a new state law that goes into effect July 1 and will have a legal opinion. Gives some preferences to GA resident business, small business and resident small business. A resident is someone that maintains an office for 1 year prior to the bid. For low bid will give the GA resident business an opportunity to price match if they are within 5% of the bid of someone that is not a GA resident. For things that are not low bid, not sure if this can be applied yet, but would give a separately scored criteria that doesn't exceed 5%. If there is federal funding doesn't apply. Could see this in TIA or state funded projects if this applies to engineering procurements.
- Performance Update
 - Negotiations - trending 47 days, 70-2014, 72-2013
 - Task Order - 92 days from 113 days in 2014
 - Currently working on list of On-Call contracts and will post online.
Treasury contacted all of the Office Heads this week
- Batch 2 will be released around June 15, 2015 with about 6 projects. These are old projects where something may of happened, where GDOT had to let the consultant go.
- The OPD Acquisition List should be published by Friday, May 8, 2015
- May change the procedures for submitted and checking in proposals and have firms sign in and get their proposals stamped in.
- GDOT had a question from a firm regarding project references and how to list when someone may have retired or moved on to another company.

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- John H. noted the GDOT may want to review the request for projects within 5 years. GDOT may want to consider removing the 5 years and just allow firms to note the date.

VIII. Next Meeting

The next meeting is scheduled for Wednesday, June 3, 2015

Procurement: Joe Macrina – Wolverton & Associates, Inc.

II. Update/ Status of Batch projects

- GDOT will put out a Batch #3
- Batch #2 – GDOT will post a PNA
- TIA Batch Shortlist will be announced next week
- Batch #2 proposals are due in July

III. Update Negotiation Process/Man-Hour Estimate/Cost Proposal Spreadsheet

- Tommy Crochet will roll out next meeting

IV. Update Consultant Performance Evaluation Process

- GDOT is having some IT challenges. The results will hopefully be posted the beginning of next year
- GDOT is planning workshops in August

V. Update of Overtime / Premium Time

- GDOT is looking at updating contract language going forward. It will be on a case by case basis looking back.
- GDOT will most likely modify existing contract supplement language

VI. Local Hiring Pilot Program

- Contractors – unsure what it looks like

VIII. Top Hindrances Related to Project Delivery

- Execution of Supplemental
- Procurement Process
- Having funding ready
- Scope definite in PTIP

Utilities - Jeff VanDyke – RS&H

- The GDOT GHCA GUCC Task Force for Utility Coordination quarterly meeting was held on May 14, 2015
 - State Utility Engineer Lee Upkins lead the discussion on the following topics:
 - DOT Personnel Changes
 - Quarterly Utility Meetings Improvements
 - GUPS Software Update (utility permitting software / interface)
 - Drive Alert Arrive Alive Campaign
 - Transportation Bill Updates

Note: SB 169 eliminated the need for temporary State Routes for off-system projects. Therefore, GDOT will take over utility permitting once

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an off-system project is identified and programmed where GDOT is the lead.

- Primavera for Utility Schedules
- Updating Task Force Member List
- Next meeting August 13, 2015. The group is considering reducing meeting to twice a year.
- Hindrances Related to project Delivery
 - Correct / Current Staging Plans being distributed to Utility Owners for their adjustments / - relocations
 - Late Drainage Design Changes creating additional conflicts and coordinating changes with - the Utility Owners for adjustments / relocations
 - Training of Design Staff is needed on Utility Identification and Utility Conflict Identification. Jeff VanDyke and Randy Sanborn developing training in association with GDOT Utilities Office.

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SIGN-IN SHEET

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GDOT Room 403 & 404

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LIST OF ATTENDEES

TRANSPORTATION FORUM

June 3, 2015 @ 12:00 pm



AMERICAN COUNCIL OF ENGINEERING COMPANIES OF GEORGIA

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TRANSPORTATION FORUM
June 3, 2015 @ 12:00 pm

