

1. Assistant Secretary Kevin Thibault stated that the FDOT and local agencies have been seeing 15%- 20% bid savings on ARRA projects. Bid savings provide the opportunity for added projects. Projects undertaken by the Department with left over ARRA funds include: Phase 2: 95 Expressway (D/B); 9B Jacksonville (D/B); Widening of I-75 & Lee County (D/B). Note: Other projects have been added since the date of the last FDOT/FICE Liaison Committee Meeting.

2. The Industry Forum for High Speed Rail was held December 2nd. FICE for the most part would like to see the Track 2 Tampa-Orlando Corridor Civil Works and Core Systems services rolled together as a single project. FDOT currently proposes separate projects to create jobs quicker.

3. FDOT has submitted four applications for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program. The four projects are:

- Eller Drive Overpass at Port Everglades
- Pinellas Bayway Bridge Structure "C"
- Miami Intermodal Center (MIC), Central Station (MCS)
- Southwest Florida International Airport Collector/Distributor System

Eller Drive is a strong candidate. The Department also submitted letters of support for two local projects. The outcome should be known sometime in January.

4. ARRA reporting by the Department is proceeding well. Reporting on the federal recovery.gov website has been revamped. Florida is 4th amongst states in jobs created, and 34th in spending highway money approved in the Economic Stimulus program.

5. Brian Blanchard provided guidance on Alternative Technical Concept (ATC) meetings. Design/Build teams will submit their concepts prior to the technical proposal being submitted. The decision was made to conduct ATC meetings as public meetings. The other shortlisted Design/Build firms may not attend, out of professional courtesy. Consultants would like to keep the concepts presented in these meetings confidential, and not subject to the Sunshine Law or Public Records Act. FICE and FDOT will work with legislators on statutory language exempting ATC meetings from Sunshine/Public Records requirements.

6. FICE representatives were concerned that the Department may be moving more towards low bid design/build projects. Also expressed concern that more design/build projects were being advertised with 80- 90% plans, which transfers more of risk to designer. The Department's response was that this is not our preference under normal conditions, but ARRA created a need to quickly obligate funds. However, for resurfacing jobs, we will try using low bid process as a matter of course.

7. The Department reiterated that stipends on Design/Build contracts are up to the discretion of the District. Not all Adjusted Score Design/Build projects will have stipends.
8. Brian Blanchard discussed the Federal Older Driver Bill; House Resolution No. 3355. This legislation directs states to improve roadway safety infrastructure in order to enhance the safety of older drivers and pedestrians. FDOT Traffic Operations has created a website for the safe mobility for life program. FICE is in support of the Older Driver Bill.
9. Brian Blanchard discussed the proposed changes to the Errors and Omissions policy. The CEI consultant and design project manager will assess EOR responsibility for premium cost impacts for errors/omissions. FDOT Office of General Counsel will be involved early in the process. FDOT will continue using the Resolution Tracking System (RTS) for early tracking and the program will be modified to interact with SiteManager. The Director's Group Claim meeting will replace the two existing committee meetings (Consultant Evaluation Committee and the Consultant Claims Review Committee), to streamline the process. If premium costs assessed are greater than \$100K, Brian Blanchard will review for consistency. FDOT will continue to partner with the industry for resolution on E&O issues. Comments on the procedural changes were sought from FICE.
10. FICE expressed concerns about the disparity between the statute of limitation on liability for construction contractors (820 days) versus engineers (4 years). FICE would like to pursue legislation to reduce the limit for engineers to same as contractors.