

State of Michigan
Department Of Transportation
Questions and Answers for
Construction Quality Partnership (CQP) Support Services RFI
January, 2007

- Q.1.** How many training databases are currently maintained by MDOT?
A.1. **MDOT has one statewide system, ON TRACK. There may be other systems used by individual operating areas within MDOT.**
- Q.2.** How is this database (or databases) currently maintained and by whom?
A.2. **Performance Excellence Division within MDOT administers ON TRACK, with individual operating areas having the capability to enter training information.**
- Q.3.** Will active Professional Qualifications (Professional Engineer, Professional Land Surveyor, Contractor's Licenses) be required as part of the Certification process?
A.3. **Professional Qualifications may be a required part of the certification process. These specifics have not yet been determined.**
- Q.4.(a.-f.)** What are the names, titles and company names of the individuals currently on the CQP Committee?
a. What are the names, titles and company names of the individuals currently on the CQP training subcommittee?
b. What are the other subcommittees?
c. Will the CQP Provider be a member of the CQP Committee?
d. How often do these committees meet and how/where do they meet?
e. What are the communications channels between CQP and MDOT?
f. How will decisions be made?
A.4.(a.-f.) **The CQP is comprised of individuals from both MDOT as well as Industry representatives. Currently, the CQP is comprised of an Executive Steering Committee, Design Task Force, Training Sub-Committee, Administrative and Legal Sub-Committee, and a Certification Sub-Committee. The Executive Steering Committee meets every other month, and the Sub-Committee's meet as needed. Most meetings are held in Lansing, Michigan. Decisions are made directly by the Committees, with input from other MDOT and Industry personnel, as determined necessary. The firm chosen to provide CQP support services will be given direction directly from a Project Manager.**
- Q.5. (a.-c.)** We would like to pursue a 'self-funded' and/or 'self-sustaining' business model to implement these certification/training programs, however, there are instances where MDOT may need to fund certain aspects of development (course development, testing, etc database start up, etc) rather than pass on costs to private industry for either political or control purposes. Has MDOT earmarked or allocated a general operational fund to support the CQP initiative?
a. What is the annual operating budget in rough \$\$\$.
b. How many years has this budget been approved for (What is MDOT's long term commitment)?
c. Is MDOT willing to fund certain start up costs (Consulting fees for program structure, locating/identifying training courses & certifications, etc)
A.5. (a.-c.) **Any start up costs will be jointly funded by MDOT and Industry. A self**

funded program is not anticipated initially, but phased in over time. The CQP is looking for some options that could be considered with regard to funding this endeavor.

Q.6. Is MDOT willing to make certification and the training associated with it Mandatory?

A.6. Certification and training will be voluntary on the onset. The intent currently is that it will become mandatory either through specification or if we link certification and training requirements to prequalification in the future. The training associated with the pilot projects is mandatory.

Q.7. Does MDOT have an estimate as to how many individuals would need to be certified on an annual basis?

A.7. The numbers would depend on if the certifications were required on an annual basis on a multi-year basis, however, you may want to consider the following:

- There are currently approximately 700 companies prequalified with MDOT for construction work.
- During FY 2006, MDOT took bids on a total of 892 projects.

Q.8. Does MDOT have an estimate as to how many certifications/qualifications will be required?

A.8. The number and type of certifications/qualifications have not been determined yet. Three job specific areas of training have been identified: Strategic, for corporate/executive management; Technical-for project engineering management; and Hands On – for labor/inspection personnel.

Q.9. Will individual certifications and attendance in certain training courses be a requirement for Corporate Certification?

A.9. This has not been determined yet, but it is a possibility.

Q.10. Have metrics been established for basic qualification? (test scoring, number of attempts/time period, etc)?

A.10. The establishment /discussion of these metrics is still in its infancy, and have not yet been developed.

Q.11. If an administrative partner is chosen in Q107, what are MDOT's expectations for a deliverable program including time tables?

A.11. This will be developed jointly when an administrative partner is selected and in place.

Q.12. Is there an existing instructor/education provider base that MDOT would like to continue operations with?

a. How many instructors/providers exist today?

b. What type of training/certification is being conducted today?

A.12. We currently use standard FHWA and/or AASHTO training courses as well as courses offered by Ferris State University, MCPA, MCA, and DEQ.

Q.13. How will the materials certification/training programs (and others) be integrated into the CQP process?

A.13. The integration of the materials certification/training programs into the CQP process has not yet been determined, but it would reasonable to track all certification programs under the same system.

- Q.14.** Are there existing training programs/processes that MDOT wished to maintain as part of the CQP process? If yes, please describe.
- A.14.** **The CQP’s objective is to start with existing programs, identify our needs and any deficiency’s in the current programs, and then progress to resolve these deficiencies.**
- Q.15.** Will there be reciprocity for uniquely qualified individuals?
- A.15** **This would be considered as long as we can verify the qualifications.**
- Q.16** What is MDOT’s position on “Grandfathering” in lieu of new qualifications/certifications?
- A.16.** **CQP’s goal is to provide uniform education, however, “Grandfathering” may be considered.**
- Q.17.** What type of exams does CQP and MDOT wish to implement as part of this program, classroom, exam books and bubble sheets; Computer Based Testing, Proficiency Exams, Combinations?
- A.17.** **The CQP is open to any and all combinations of the above.**
- Q.18.** Will certification training be seasonal (winter months, inclement weather), or year round?
- A.18.** **Some training should be available year round, but some technical areas may need winter concentration, due to staff availability.**
- Q.19.** Does MDOT currently qualify trainers? How are they qualified?
- A.19.** **Not specifically, although we have done some train the trainer certifications.**
- Q.20.** Will this contract require an on-site presence at MDOT HQ?
- A.20.** **On-site presence is not a requirement, although it may be necessary for periods of time. Also, the selection criteria will include a consideration of what percentage of contracted work will be performed in Michigan.**
- Q.21.** What resources will be made available to the administrator?
IT
Desk/Cubicle/Office/Building Access
Remote Access
- A.21.** **All resources determined necessary by the CQP will be made available.**
- Q.22.** What kind of accessibility does MDOT/Trainees/Providers of Training need from potential administrator for business issues and decisions?
- g. Telephone
h. Website
i. Meetings/Teleconferences
 i. Frequency
 ii. Location(s)
- A.22.** **Please see response to Questions 4, 20, and 21.**
- Q.23.** How many years will MDOT be willing to contract with an Administrator?
- A.23.** **The CQP partnership anticipates a 3-5 year contractual relationship with an Administrator. We would like to know if this appears to be a reasonable Time.**

- Q.24.** Does the CQP have a scheduled timeframe for implementation of the desired certification program?
- A.24.** **A schedule timeframe for implementation of the certification program has not yet been determined.**
- A.25.** In suggesting a business model for the CQP are there any subsidies (state provided funds, grants, etc.) that we should be aware of?
- A.25.** **There are no subsidies. The CQP visions costs to be shared equally by members based on use.**
- Q.26.** Does Michigan intend to directly provide training (resources, materials, time, etc.) to corporate entities as to meet the intent of the CQP or would Michigan simply approve the process by which a corporate entity demonstrated their proficiency?
- A.26.** **The CQP has not determined this yet.**
- Q.27.** In your estimation, what is the outlook for warranty or performance based road and bridge construction work in Michigan? Specifically, are the number of design-build projects let out anticipated to continue increasing? Does Michigan anticipate any design-build-maintain projects?
- A.27.** **Warranty and performance based road and bridge construction work will continue to be used in Michigan. Michigan may use design-build for mega-projects, but it will not become a standard.**