

FEEDBACK FOR CONTRACTOR PANEL

- 1) Jamie- Regarding the Contractor feedback portion at the upcoming Industry Day:

Carothers would like to hear any information regarding the 2018 budget, and any forecasts (nationally or Mobile-specific) regarding amount of projects that will be set-aside to SB concerns. Specifically, I'm wondering if the number and size of projects set aside for various SB concerns (WOSB, VOSB, SDVOSB, HUBZone) will be increasing due to the relatively new "All Small" mentor protégé program.

Thanks,

Brandon Ames
Chief Estimator
Carothers Construction
Direct: 662-513-8830

- 2) Here's a few ideas that I submitted for the SBC CEO Roundtable.

Will Partnering be embraced by the government in the future on contracts? Today, while it is mentioned in most contract documents, it rarely receives more than lip service. Senior government leaders are rarely involved, outside facilitators are rarely employed to plan and execute the partnership, and adversarial relationships and claims seem to be the standard.

Contracting vehicles. Congress has questioned the use of LPTA as a cost-effective contracting vehicle, yet it continues to be utilized extensively by the government. Given the past success of PPTO or Best Value, why does the government continue to push LPTA?

Contracting timelines. The standard among most all government contracting agencies is that a task order will take a minimum of 6 weeks to be prepared and executed. Ten years ago, a task order could be drafted, negotiated and executed in less than a week. It appears that bureaucracy and apathy are getting in the way of executing the government's work. How are the organizations' leadership combatting this lethargy?

Project Delivery. The Corps and NAVFAC were called out in report language from the SASC this year for an inability to deliver projects on time or on budget. Are there plans in the works to address the disconnects in project delivery? How much does having contracting and counsel stovepiped to the headquarters impact the ability of the executing organizations (Districts and NAVFAC regions) to adequately control project delivery?

Caldwell Doctrine. The Corps restricts IDIQ and MATOC contracts by geographic region by direction of the headquarters (the Caldwell Doctrine). It is not directed by the FAR or other governing legislation. This limitation imposes additional costs on the contractor community (having to submit multiple proposals for the same work, just in different areas), as well as on the government by requiring additional solicitations to be drafted, evaluated and awarded. Why the restriction?

Bob (Keyser)