

Chairman, Members of the Committee, my name is Richard Thomas. I am Vice President of the Design-Build Institute of America. Thank you for the opportunity to speak today in support of the Governor's design-build bill.

I will speak briefly about the advantages of using design-build and hopefully dispel some myths as well. Design-build is widely used today; it is 40% of the construction market share and growing fast. In fact, the use of design-build has doubled in the last five years both in terms of the number of projects and their value. Although design-build is authorized in all 50 states in some fashion, there are still four states that don't authorize its use for transportation: Oklahoma, Iowa, Nebraska and Connecticut.

The top five reasons public owners have chosen to use design-build are:

- The urgency of the project
- The opportunity for innovation
- The opportunity for risk transfer
- To achieve cost savings
- To achieve high quality.

These reasons should come as no surprise really; studies have shown that design-build projects are typically delivered at 6-10% lower cost and delivered 33% faster than traditional methods. When one can deliver a project faster and more cost effectively without sacrificing safety and quality, the real question is: why is design-build not authorized for all sectors?

Design-build has been used in every region of the country on both big and small projects alike. It has played an especially critical role during disasters when local and regional infrastructure is devastated. Most of the critical infrastructure replaced and repaired in the aftermath of Katrina was done using design-build. We also saw with the collapse of the 35W Bridge in Minneapolis how design-build could deliver a project in half the time of traditional methods. Design-build also virtually eliminates the change orders and legal challenges that delay and increase the costs of many projects today.

With today's current economic challenges, I'm often asked how design-build impacts local economies. The good news is that those impacts are very positive because design-build projects move so quickly. Due to the integrated processes, workers often step on a project 6-9 months sooner than projects using traditional methods.

Design-build has had a positive effect on the construction industry as a whole as well, an industry that has been hit particularly hard in the recent recession. Additional project delivery methods give construction and design professionals more opportunities and more sustainable business approaches.

I feel compelled to dispel the most common myths:

1. Design-build is only for big "mega projects" only.
2. Design-build is only for big "out-of-town" contractors and designers.
3. Design-build is not compatible in union (or non-union) markets

Regarding the first, design-build is used all over the country on big and small projects alike, the only size limitations generally are arbitrary.

The second, typically, design-build is done local. Design-builders doing the projects, team with designers, suppliers and specialty contractors ensuring all that local participation is very high. Passage of this bill would in fact help make local teams more competitive.

Lastly, design-build has proven successful in both union and non-union markets. There is no evidence that design-build has given union or non-union contractors any advantage or disadvantage.

In closing, I want to mention that design-build is a time tested delivery method. It has consistently delivered high-quality projects, faster and more cost effectively than any other delivery method. This bill would save tax payers millions of dollars, months, and perhaps years in project delays, create jobs, and do this safely without sacrificing quality. This bill is exactly what Connecticut needs during these difficult times and I urge you to support it. Thank you.