CAPITAL PROJECTS ADVISORY REVIEW BOARD
PROJECT REVIEW COMMITTEE
QUESTIONS RE: PROJECT APPLICATION
Meeting Date: September 26, 2024
Meeting #2

CITY OF WASHOUGAL

32ND STREET UNDERPASS PROGRESSIVE DESIGN-BUILD PROJECT

1. The application states that the use of PDB will result in "far less time" than other delivery methods. What did your risk analysis reveal as the biggest impact to schedule and how will that be mitigated by PDB?

   Progressive Design-Build takes less time than design-bid-build because the owner is not required to fully design the project and bid out the project after a full design. PDB is often faster than GC/CM because the owner is not required to wait for the designs to be complete to 90% before the subcontractor bid process, which can be time consuming. The PDB procurement is also faster than a traditional design-build project. The validation process in PDB allows the parties to better manage cost certainty and avoids changes and claims by 1) collaboratively achieving alignment on cost, scope, schedule, and risk early in the project and 2) by allowing the parties to collaborate on appropriate risk balance and establish fair pricing for the risk. The efficiency produced through a well-managed validation process early in the project also produces a more accurate and efficient schedule.

   The risk workshop identified several main buckets of major risks and opportunities related to the schedule. The primary issues that have an impact to the schedule are outlined below. With a PDB team onboard during the preliminary engineering phase, the City, WSP and the PDB team can coordinate closely to mitigate potential delays and capitalize on schedule opportunities.

   a. Determination of feasibility of the project. The City needs the design-builder to provide its input as to the most efficient and cost-effective design that will provide an achievable design within the project funding. If this project is forced to be procured using design-bid-build, the City will spend millions of dollars fully designing the project without obtaining a reliable estimate from the team that will construct the work and without understanding whether the project is feasible. The inefficiencies inherent in design-bid-build will likely result in bids that exceed the allocated funding, and the project will either have to be re-designed or will simply not go forward. With progressive design-build, the design-builder will be involved at the outset, providing essential constructability and pricing information to allow the City to make early decisions regarding the project's scope that will allow the design to fit the budget rather than forcing the budget to be a result of the design. Because the City will not have to wait until after the project is fully designed and bid to determine whether it is feasible, progressive design-build will save substantial time.
   b. NEPA. The NEPA process can take up to a year to complete and is currently assumed to be on the critical path of the schedule . If NEPA is based on a design that is not feasible within the City's budget, the NEPA process may have to be amended, costing additional time on the schedule. If the City can start NEPA once a feasibility study is performed, then the risk to the City is greatly reduced.
   c. Right of Way. The Right of Way process is currently assumed to be on the critical path of schedule. It is in the City's interest to reduce the Right of Way acquisition impacts, and the City anticipates that the design that is collaboratively developed during the feasibility process will minimize the Right of Way to the extent possible. The City hopes to start this process immediately after the feasibility process has been completed, again substantially reducing the risk to the City and saving time in the schedule. PDB also allows construction early work

packages to start as soon as parcels are acquired within the early work package construction limits and does not require the full Right of Way acquisition process for all parcels to be complete. This allows the design-builder to start construction quicker than a traditional design-bid-build project.

d. Construction Sequencing. Several potential opportunities associated with short term and long term closures of 32nd Street during construction have been identified. Construction scheduling and coordination with BNSF can happen early to mitigate delays during construction. Opportunities for cost savings associated with various traffic scenarios during construction can be evaluated with the PDB team during design to identify potential cost and schedule savings.

2. Please provide the % time allocation for each phase of the project for the PM's and other key personnel.

Name	Procurement	Pre-Con	Construction
Trevor Evers	5%	5%	5%
Scott Collins	50%	50%	50%
Ryan Baker	5%	10%	5%
Jason VanAalsburg	20%	20%	20%
Robynne Thaxton	10%	*	*
Jill Marilley	5%	5%	5%
Monica Blanchard	50%	50%	50%
Tim Rose	20%	20%	20%
Megan McIntyre	5%	10%	10%
Stuart Bennion	10%	20%	5%
Nicole McDermott	5%	5%	5%

Greg Thiemens	5%	10%	75%

* as needed

3. Given the city's very limited experience in alternative project delivery as shown in Attachment C of the application, please explain in more detail the city's level of participation in the proposed project.

   Scott Collins is City Engineer and the Deputy Public Works Director for the City of Washougal. Scott will be the primary staff person from the City who will be working on the project 50% of his time. Scott will be participating as the Owner's Project Manager on the project with responsibilities for oversight of the project, managing the budget, and resolving issues that arise from the project Work Groups. Scott will provide frequent updates to both Trevor Evers, the City Public Works Director and David Scott, the City Manager. If there is an unresolved issue that Scott cannot resolve, the issue will be elevated to Trevor. If there are issues that cannot be resolved by Trevor, those issues will then be elevated to David Scott, who will then take the issues to the City Council, when appropriate. Similarly to many projects with smaller public entities and consistent with RCW 39.10.280*, the City hired Thaxton Parkinson PLLC to manage the project procurement and WSP to supplement the City's resources and provide industry expertise and project management services. Scott Collins is the primary contact between these consultants and the City and is working closely with them to progress the project.

   *RCW 39.10.280(c) requires that a public body have "the necessary experience or qualified team to carry out the alternative contracting procedure". RCW 39.10.280(d) states, "For design-build projects, the public body personnel or consultants are knowledgeable in the design-build process and are able to oversee and administer the contract." The RCW anticipates that for project approval, public bodies may hire outside consultants to provide the expertise required by the statute. As demonstrated in the PRC Application, Thaxton Parkinson PLLC and WSP have extensive experience in the progressive design-build delivery method.