

Project Review Committee

Chair Report to CPARB

May 14, 2020

PRC Virtual Meeting March 26, 2020

Chair Jim Dugan

WA STATE DEPARTMENT OF TRANSPORTATION DB PROJECT

– *US 101/SR 109 Remove Fish Barriers Grays Harbor/Jefferson/Clallam Counties*

Cost: \$190,000,000

- Asking for PDB
- Meets all three RCW criteria
- Fully funded
- \$190 M project
- 5% contingency
- DOT contracted with external legal and PDB experience

Q&A Session

- DOT working on getting PDB educated
- Hired Parametrix to guide them thru the overall PDB process
- PRC advised negotiations step is different than traditional DB
- DOT advised they are flexible and will be negotiating a GMP versus traditional DB
- Unique challenges working with WDFW and Tribes – therefore the exceptional contingencies
- PRC asked for DOT to review the primary benefits – primarily faster procurement and risk sharing approach reducing change orders and claims
- DOT is really looking forward to innovative thinking from the PDB entity
- DOT advised traffic control alone on 29 separate and different locations is a challenge
- Colman Dock experience showed PDB contractor help with permitting was a big help
- VE exercise will be challenging due to the very nature of the work

Public Comment

- Eric Ostfeld: Industry and public support

Unanimous Approval

SEATTLE PUBLIC SCHOOLS GC/CM PROJECT

– *Lincoln High School Seismic Improvement & Theater Renovation*

Cost: \$28,900,000

- Asking for GC/CM
- Phase 2 for LHS
- Only had a few claims. All resolved.
- SPS is a knowledgeable Owner with vast amount of design & construction experience
- Sr PM with SPS for Phase 2 is the same as for Phase 1 – Currently on Rainier Beach HS
- The day to day CM is the same CM as was on Phase 1 – Knows the staff and the school
- CBRE is the PM CM augmentation team
- Funding is in place
- A/E selection RFQ is ready to post
- Landmark designation is a significant constraint as well as a small footprint
- \$28.9 M total project costs
- 7% Owners contingency
- Additional 3% risk contingency
- 29-month effort – April 2020 thru Aug 2022
- 14 months of construction within the 29 total months
- Satisfies RCW: Occupied, complex phasing, technical working environment and historic

Q&A Session

- Phase 1 and 2 buildings are separated by 30 plus feet; Enrollment at time of construction to be 1600 students when under construction
- Entire school will be occupied during construction – even the gym and auditorium – needs careful planning with the building principal
- Budget question. Other related costs includes permitting, third party consultants like geo and survey, sales tax.
- Contingency. 7.5% overall. SPS used Phase 1 %'s as a basis for Phase 2 contingency cost SPS learned from Phase 1.

PRC Deliberation

- Tight site. No room. Occupied buildings. Phasing challenges. Good APD choice.
- Complex, tight, occupied site. Lots of unknowns. Needs careful means and methods.
- Complexity keeping it open is fundamental for GC/CM project.

Unanimous approval

SPOKANE INTERNATIONAL AIRPORT DB PROJECT – *Terminal Renovation and Expansion*

Cost: \$152,000,000

- Spokane Airport is growing rapidly – expanding facilities
- CBRE APD support
- Primary thrust is an operational airport with overlapping two separate internal airport sections
- Requires critical phasing
- \$152 M project budget
- Includes 3% risk contingency
- Includes 5% Owner contingency
- Schedule: Fully operational by 2025. Aggressive but doable.
- RCW compliance: Complex schedule, 24/7 occupied.
- All airfield and terminal operations must remain operational and on-line
- Excellent candidate for GC/CM
- CBRE/Alliance have a proven track record

Q&A

- One security check point today. Existing checkpoint will be expanded while being used. Challenging.
- Funding is a combination of fund revenue streams. All is in place. Selling bonds is pending.
- Design. Now at 30%. Alliance is ready to go for the remainder. Need to get them on board as soon as possible.
- Lots of FAA requirements that did not need the GC/CM sooner. SIA agreed to be open to any/all GC/CM phasing recommendations.
- Agrees it is a good fit. Should bring the GC/CM on board sooner.

PRC Deliberation

- Amazing level of complexity. Lots of security issues on top of that.
- Complicated project. Airports are always hard. Wish the GC/CM was on board sooner.
- Phasing alone does it. Phase slides were great.

Unanimous approval

NORTH MASON REGIONAL FIRE AUTHORITY DB PROJECT – *NMRFA Headquarters Fire Station*

Cost: \$10,000,000

- Current facility built in 1971 and no longer meets the needs of the Community
- In the process of procuring 3.5 acres to combine and expand the facility as an Emergency Management campus. (Includes county Sheriff, Mason Co. DEM and NMRFA)
- Voter approved \$10M
- 5-6% construction contingency
- Meets RCW Requirements for Progressive DB

Q&A

- Hill's focus is to provide fiscally responsible estimates. Will collaborate to ensure alignment with intent of funding.
- Aggressive schedule. NMRFA has worked with similar schedules and been successful

Deliberation:

- Projects fits the criteria for DB.
- Clearly satisfies the statute and team requirements

Unanimous approval