



July 15, 2022

The Honorable Jake Fey
House Transportation Committee
PO Box 40600
Olympia, WA 98504-0600

The Honorable Mike Pellicciotti
Office of the State Treasurer
PO Box 40200
Olympia, WA 98504-0200

The Honorable Marko Liias
Senate Transportation Committee
PO Box 40421
Olympia, WA 98504-0421

Subject: Semi-Annual Practical Design Savings Report required by RCW 47.01.480

Dear Honorable Jake Fey, Marko Liias, and Mike Pellicciotti:

On behalf of the Washington State Department of Transportation (WSDOT), this letter summarizes practical design savings to date on Connecting Washington (CW) funded projects. This report was prepared in a manner consistent with the requirements outlined in RCW 47.01.480.

This report also identifies savings remaining at the completion of a Connecting Washington project for which the State Treasurer will transfer from the applicable account to the Transportation Future Funding Program Account. Once funding is transferred to the new account, beginning in fiscal year 2024, the Legislature may select additional projects to be delivered through the budget development process.

Since our last report in January 2022, two Connecting Washington projects were completed within the Highway Construction - Improvement Program with one project closure realizing a total project savings of \$35,190. Six projects were completed within Local Programs; none of those completed projects reported total project savings.

Based on the requirements in RCW 47.01.480, WSDOT has identified project savings totaling \$35,190 of Connecting Washington Account funds to be transferred by the State Treasurer's Office from the Connecting Washington Account to the Transportation Future Funding Program Account.

Report Details

Attachment A provides a summary of the conversion of the Legislative project budget to constant dollars for comparison to the engineer's project estimate at the time of construction advertisement also in constant dollars. If the Legislative project budget is larger than the engineer's project estimate, the difference is reported as practical

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design savings. To keep the report from becoming too lengthy, projects previously reported on this attachment have been removed and are listed in Attachment B. This Attachment A report includes projects advertised or authorized for construction between November 1st, 2021, and April 30th, 2022. Six projects within the Highway Construction - Improvement Program, and three Local Programs projects went to ad within the reporting period. \$3,935,000 of practical design savings were calculated. Cumulative practical design savings are included in the report.

Attachment B provides a summary of the CW projects advertised and had practical design savings calculated. These projects are in construction and will have actual savings calculated when the projects are complete and closed. Eight projects were completed within the reporting period. Two of the projects were in the Highway Construction – Improvement Program. L2000223, I-5/Chamber Way Bridge - Emergency Repair and Replacement was in Lewis County and had no total project savings. L1000157, SR 14 Access Improvements in Clark County closed and had a total project savings of \$35,190. The remaining six completed projects were in Local Programs. L1000092, SR 99/Burlington N Overpass Replacement in Whatcom County, all four stages within L2000133, 228th & Union Pacific Grade Separation (City of Kent) in King County, and L2000164, Brady Way in Clark County were completed with no total project savings.

Attachment C provides background and assumptions used in preparation of this report.

Please contact Jay Alexander, Director of Capital Program Development and Management Division at (360) 705-7121 or alexanja@wsdot.wa.gov if you have any questions about this report.

Sincerely,

Roger Millar, P.E., FASCE, FAICP
Secretary of Transportation

RM:jd
Enclosure

Attachment A

Constant Dollar Conversion Assumptions for Calculating Savings Attributable to Practical Design

Program	Legislative BIN ¹	Project Title ²	Legislative Project Cost Estimate in YOE \$ (inflated) ³	Cost in 2014 \$ (uninflated) ⁴	Engineers Estimate at Advertisement in 2014 \$ (uninflated) ⁵	Practical Design Savings ⁶
Highway Construction - Improvement Program						
Previously Reported Practical Design Savings						58,333,000
L1000113	I-90/SR 18 I/C to Deep Creek - Interchange Improvements & Widening	128,597,634	109,959,000	124,603,000	0	
L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	11,150,000	8,496,000	9,382,000	0	
L2000102	SR 14/I-205 to SE 164th Avenue-Auxiliary Lanes	25,000,000	22,288,000	23,816,000	0	
N92040R	SR 9/SR 204 Intersection - Improvements	69,500,000	61,621,000	57,686,000	3,935,000	
M00500R	I-90 Snoqualmie Pass - Widen to Easton	426,400,000	350,652,000			
	I-90/Cabin Cr I/C to W Easton I/C Phase 3 - Add Lanes/Wildlife Bridges		224,996,000	294,207,895	0	
	I-90/Easton Hill to W Easton I/C WB - Replace Bridge and Build		16,145,000	12,656,154	0 ⁹	
	I-90/Stampede Pass I/C EB - Replace Concrete Panels		379,392	379,392	0 ⁹	
	I-90/Cabin Creek I/C EB - Replace Concrete Panels		270,000	364,333	0 ⁹	
	I-90 Snoqualmie Pass - Widen to Easton (Additional construction packages yet to be determined)		108,861,608			
M00800R	US 395 North Spokane Corridor	878,900,000	713,567,000			
	US 395/NSC Columbia to Freya		18,676,000	20,153,000	0 ⁹	
	US 395/NSC BNSF - 2nd Railroad Realignment		44,348,000	63,639,000	0 ⁹	
	US 395/NSC Wellesley Ave Improvements		25,148,000	31,993,199	0	
	US 395/NSC Spokane River to Columbia		31,987,000	41,011,000	0 ⁹	
	US 395/NSC Spokane River to Columbia - Shared Use Path		13,898,000	11,433,000	2,465,000 ⁹	
	US 395/NSC Sprague Ave to Spokane River - Phase 1		32,084,000	51,870,000	0 ⁹	
	SR 167/SR 509 Puget Sound Gateway (Additional construction packages yet to be determined)		547,426,000			
Highway Construction - Preservation Program						
Previously Reported Practical Design Savings						2,399,000
No projects advertised during this reporting period						
Ferry Capital Program						
Previously Reported Practical Design Savings						578,000
No projects advertised during this reporting period						
Facilities Capital Program						
No projects advertised during this reporting period						
Rail Capital Program						
Previously Reported Practical Design Savings						548,000
Program	Legislative BIN ¹	Project Title ²	Legislative Project Contribution	Local Jurisdiction Self-Reported Savings ⁷		
Local Programs						
L2000065	SR 502 Main Street/Widening					
	SR 502/SR503 Turn Lanes		1,120,000			0
NEDMOND	SR 99 Revitalization in Edmonds		6,900,000			0
L2000205	I-5/Mellen Street Connector - Stage 1		2,900,000			0
Summary						
Practical Design Savings in this Report						3,935,000
Cumulative Practical Design Savings by Program						
Highway Construction - Improvement Program						62,268,000
Highway Construction - Preservation Program						2,399,000
Ferry Capital Program						578,000
Facilities Capital Program						0
Rail Capital Program						548,000
Local Programs						0
Cumulative Practical Design Savings through April 30th, 2022						65,793,000

Attachment A

NOTE: This semi-annual report reflects delivery information for those projects advertised in the reporting cycle, November 1st, 2021 through April 30th, 2022. Summary Practical Design Savings will be reflected in each report.

Footnotes:

¹ Legislative project identification number.

² Project title from the 2015 Legislative Budget is shown in bold. The legislative project may be delivered using multiple construction projects. In this case, the construction projects are shown below the bolded legislative project. This additional detail is provided as construction projects are advertised.

³ Total project cost from the 2015 Legislative project list in Year of Expenditure (YOE) dollars.

⁴ Project cost portrayed in 2014 dollars deflated by the index in use by the department in December 2014.

⁵ Engineer's estimate of total project cost at advertisement in 2014 dollars. Deflated using the index in use by the department at the time of project AD/RFP.

⁶ Practical Design Savings are reported following construction advertisement in nominal dollars; prior to the completion of construction. Practical solutions are calculated by comparing the legislative uninflated project cost estimate with the uninflated project estimate at advertisement or release of a Request for Proposal (RFP) for design-build projects. The two uninflated project estimates are stated in the same year current dollars for calculating the practical design savings exclusive of inflationary impacts.

⁷ Information on Connecting WA projects managed by local jurisdictions is self-reported by the local jurisdiction.

⁸ Connecting WA funded the construction phase only. No Practical Design Savings are calculated for construction only projects.

⁹ Previously reported

Attachment B

Semi-Annual Project Savings Report to the State Treasurer and Legislative Transportation Committees Active Projects

Program	Legislative BIN ¹	Project Title ²	Practical Design Savings ³	Unused Contingency ⁴	Retired Risk Savings ⁵	Total Savings Available ⁶	Estimated Savings Available Date ⁷
Highway Construction - Improvement Program							
	L1000157	SR 14 Access Improvements	0	0	0	35,190	1/31/2022
	L1000110	I-405/NE 132nd Interchange - Totem Lake	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2026
	L1100110	I-5/Marvin Road/SR 510 Interchange	23,488,000	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2025
	L1100101	SR 520/148th Ave NE Overlake Access Ramp	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2025
	L2000058	US 195/Colfax to Spangle - Add Passing Lane					
		US 195/Colfax to Spangle - Add Passing Lane Stage 2	25,000	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000074	SR 14/ Wind River Junction	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000094	I-90/Medical Lake & Geiger Interchanges					
		I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction	394,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
		I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction - Phase 2	1,995,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000117	SR 501/I-5 to Port of Vancouver	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000119	I-5/Northbound on-ramp at Bakerview	10,000,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads					
		I-90/Barker to Harvard - Improve Interchanges and Local Roads	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
		I-90/Barker to Harvard - WB on-Ramp Improvement	458,000	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
		I-90/Barker to Harvard - Add Lane Harvard Rd Bridge	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
		I-90/Barker to Harvard Phase 2 - Improve Interchanges and Local	0 ⁸	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000123	I-82/ EB WB On and Off Ramps	8,769,000	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000127	US 395/Ridgeline Intersection	0 ⁸	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2024
	L2000128	US 395/Safety Corridor Improvements	1,340,000	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000170	SR 125/9th Street Plaza - Intersection Improvements					
		SR 125/Plaza Way - Intersection Improvements	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	9,473,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023

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Program	Legislative BIN ¹	Project Title ²	Practical Design Savings ³	Unused Contingency ⁴	Retired Risk Savings ⁵	Total Savings Available ⁶	Estimated Savings Available Date ⁷
	L2000223	I-5/Rebuild Chamber Way Interchange Improvements					
		I-5/Chamber Way Bridge - Emergency Repair and Replacement	0 ⁸	0	0	0 ⁹	7/1/2027
	M00100R	I-5 JBLM Corridor Improvements					
		I-5/Steilacoom-Dupont Rd to Thorne Ln - Corridor Improvements	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2027
	M00400R	SR 520 Seattle Corridor Improvements - West End					
		SR 520/Montlake to Lake Washington - I/C and Bridge Replacement	2,268,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2027
		SR 520/I-5 Interchange - Improvement	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2027
	M00500R	I-90 Snoqualmie Pass - Widen to Easton					
		I-90/Stampede Pass I/C EB - Replace Concrete Panels	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2029
		I-90/Easton Hill to W Easton I/C WB - Replace Bridge and Build Detour	0 ⁸	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2029
		I-90/Cabin Creek I/C EB - Replace Concrete Panels	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2029
	M00600R	SR 167/SR 509 Puget Sound Gateway					
		SR 167/I-5 to SR 509 - Stage 1A	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2033
		SR 509/I-5 & SR 516 I/C to 28th/24th Ave S - SR 509 Completion Stage 1	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2033
		SR 509/28th/24th Ave S - City of SeaTac Lead	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2033
		SR 509/King County Trail (WSDOT Contribution)	0 ¹¹	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2033
		SR 509/ST Stage 1 Elements (WSDOT Contribution)	0 ¹¹	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2033
		SR 167/I-5 to SR 509 - Stage 1B	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2033
	M00800R	US 395 North Spokane Corridor					
		US 395/NSC Columbia to Freya	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
		US 395/NSC BNSF - 2nd Railroad Realignment	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
		US 395/NSC Spokane River to Columbia	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
		US 395/NSC Spokane River to Columbia - Shared Use Path	2,465,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
		US 395/NSC Sprague Ave to Spokane River - Phase 1	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	M00900R	I-405 Renton to Lynwood - Corridor Widening					
		I-405/SR 167 Direct Connector - Widening	0 ⁸	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2029
		I-405/Renton to Bellevue - Corridor Widening & ETL (Stage 2)	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2029
		I-405/SR 167 Interchange Catch Basins - Drainage Repair	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2029

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Program	Legislative BIN ¹	Project Title ²	Practical Design Savings ³	Unused Contingency ⁴	Retired Risk Savings ⁵	Total Savings Available ⁶	Estimated Savings Available Date ⁷
	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements					
		I-5/116th St NE Interchange - Tulalip Tribe Lead	0 ¹¹	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2025
	T20900R	US-12/Walla Walla Corridor Improvements					
		US 12/Nine Mile Hill to Frenchtown Vic - Build New Highway	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2025
	T32800R	SR 518 Des Moines Interchange Improvement	259,000	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
Highway Construction - Preservation Program							
	G2000055	Land Mobile Radio (LMR) Upgrade	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000075	US 12/Wildcat Bridge Replacement	2,399,000	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000116	SR 107/Chehalis River Bridge - Structural Rehabilitation	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
Ferry Capital Program							
	L2000109	#4 - 144 capacity vessel	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	900010L	Seattle Tml Preservation					
		SR 519/Seattle Trm - Terminal Bldg & N. Trestle Replacement	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2025
		SR 519/Seattle Trm Slip 3 - OHL & Transfer Span Replacement	578,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2025
		SR 339/Seattle Trm - Passenger-Only Ferry Facilities Replacement	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2025
	952515P	Mukilteo Tml Improvement	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000166	Clinton Tml Road Improvements	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
Facilities Capital Program							
	L1000151	Olympic Region Maintenance and Administration Facility	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
Rail Capital Program							
	L1000146	Grays Harbor Rail Corridor Safety Study	0 ¹²	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L1000147	South Kelso Railroad Crossing	52,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2025
	L1100080	Port of Moses Lake	496,000	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2024
Local Programs¹⁰							
	L1000081	Community Facilities District Improvements (Redmond)					
		Community Facilities District Improvements - Stage 1	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
		Community Facilities District Improvements - Stage 2	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L1000087	I-5/Port of Tacoma Road Interchange					
		I-5/Port of Tacoma Road Interchange - Stage 1	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2025

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Program	Legislative BIN ¹	Project Title ²	Practical Design Savings ³	Unused Contingency ⁴	Retired Risk Savings ⁵	Total Savings Available ⁶	Estimated Savings Available Date ⁷
	L1000092	SR 99/Burlington N Overpass Replacement	0	0	0	0	7/1/2022
	L1000094	Issaquah-Fall City Road	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000064	Ridgefield Rail Overpass	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000065	SR 502 Main Street/Widening SR 502/SR 503 Corridor - W 8th Ave / W Main St	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000066	Lewis Street Bridge	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000104	Covington Connector	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000120	Orchard Street Connector	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000132	Duportail Bridge Duportail Street Bridge - Stage 1	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
		Duportail Street Bridge - Stage 2	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000133	228th & Union Pacific Grade Separation (City of Kent) 228th & Union Pacific Grade Separation - Stage 1	0	0	0	0	7/1/2022
		228th & Union Pacific Grade Separation - Stage 2	0	0	0	0	7/1/2022
		228th & Union Pacific Grade Separation - Stage 4	0	0	0	0	7/1/2022
		228th & Union Pacific Grade Separation - Stage 5	0	0	0	0	7/1/2022
	L2000136	Harbour Reach Extension	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000137	Sammamish Bridge Corridor	0	TBD ⁹	TBD ⁹	TBD ⁹	1/1/2023
	L2000164	Brady Way	0	0	0	0	7/1/2022
	L2000181	South Lander Street	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2000228	Thornton Road Overpass	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	L2220059	SR 516/Jenkins Creek to 185th	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023
	N52400R	SR 524: 48th Ave W - 37th Ave W	0	TBD ⁹	TBD ⁹	TBD ⁹	7/1/2023

Funds to transfer to the Transportation Future Funding Program Account for this reporting period. **35,190**

Previously Identified Funds for Transfer **\$5,715,147**

Cumulative funds identified for transfer to the Transportation Future Funding Program Account **\$5,750,337**

NOTE: This semi-annual report reflects delivery information for those projects advertised in the reporting cycle, November 1st, 2021 through April 30th, 2022. Summary Practical Design Savings will be reflected in each report.

Footnotes:

¹ Legislative project identification number.

² Project title from the 2015 Legislative Budget is shown in bold. The legislative project may be delivered using multiple construction projects. In this case, the construction projects are shown below the bolded legislative project. This additional detail is provided as construction projects are advertised.

Attachment B

Program	Legislative BIN ¹	Project Title ²	Practical Design Savings ³	Unused Contingency ⁴	Retired Risk Savings ⁵	Total Savings Available ⁶	Estimated Savings Available Date ⁷
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³ Practical design savings are reported shortly following construction advertisement; prior to the completion of construction. Practical solutions are calculated by comparing the legislative uninflated project cost estimate with the uninflated project estimate at advertisement or release of a Request for Proposal (RFP) for design-build projects. The two uninflated project estimates are stated in the same year current dollars for calculating the practical design savings exclusive of inflationary impacts.

⁴ Contingency funds established with each construction project consistent with WSDOT policy and standard industry practice. Unused contingency funds will be reported at the completion of the project.

⁵ Risk reserves are established for larger construction projects for identified potential construction delivery risks, consistent with WSDOT policy and standard industry practice. Risks that are unrealized are retired and the funding remains on the legislative identified project until completion of the entire legislative scope of work is completed. Unused risk reserves will be reported at the completion of the project.

⁶ Total savings available represents the unused funding available at the completion of the entire legislative scope of work on a project. This amount reflects the funding that the treasurer must transfer from the Connection Washington Account or the Multimodal Transportation Account to the Transportation Futures Funding Program Account.

⁷ Estimate savings available date reflects the anticipated date in which the savings will be available for transfer. It is based on the date in which the project or BIN is anticipated to be complete.

⁸ Connecting WA funded the construction phase only. No Practical Design Savings are calculated for construction only projects.

⁹ The project is currently in construction. Actual savings for unused contingency, unused risk, and savings available to transfer will be known when project is completed for PINs. Actual savings for BINs will be known when all projects in the BIN are complete.

¹⁰ Information on Connecting WA projects managed by local jurisdictions is self-reported by the local jurisdiction.

¹¹ Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.

¹² Study only. Practical Design Savings are not calculated for studies.

Indicates updated information since last report.

Attachment C

Practical Design Report Background, Assumptions and WSDOT Efforts to Implement Practical Design

Background

As part of the Connecting Washington transportation revenue package passed by the Legislature and signed by the Governor in July 2015, Engrossed Substitute House Bill (ESHB) 2012 was enacted and codified as RCW 47.01.480 and RCW 47.01.485. This law provides direction on performance and reporting expectations on implementing practical design for CW-funded projects. The law requires two reports to be prepared; a semi-annual report submitted July 1 and January 1 identifying practical design savings, retired risk and unused contingencies. The second report is required annually with the department's budget submittal and includes the savings mentioned above plus the addition of savings generated through scope changes, associated impacts on risk and changes in the cost of materials.

This letter is in response to the semi-annual report, which requires information on practical design savings, unused risk reserves, unused contingency, and identification of savings for the State Treasurer to transfer from the Connecting Washington Account to the Transportation Future Funding Program Account. If no savings are identified to be transferred at the time of reporting, an estimated date for savings to materialize is provided. The specific language for the semi-annual report is as follows:

RCW 47.01.480 (2)(b) - Beginning July 1, 2016, the department must submit a report to the state treasurer and the transportation committees of the legislature once every six months identifying the amount of savings attributable to the application of practical design, retired risk, and unused contingency funding, and report when the savings become available. The state treasurer must transfer the available amounts identified in the report to the transportation future funding program account created in RCW 46.68.396.

Furthermore, the law outlines the basic methodology associated with how the practical design savings element of the report should be calculated. The following is an excerpt from the law:

RCW 47.01.480 (1)(c) - To determine the savings attributable to practical design, each connecting Washington project must be evaluated. For design-bid-build projects, the evaluation must occur at the end of the project design phase. For design-build projects, the evaluation must occur at the completion of thirty percent design...

Given the above direction, the reporting requirements associated with this semi-annual report include elements which are to be reported at the completion of the project design phase (savings attributable to practical design) and project construction (retired risk and unused contingency funding). Since WSDOT often delivers legislative line-item projects using multiple construction contracts, the final reporting element (savings

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available to transfer) will not be available until the last construction contract to deliver the legislative line-item project has been completed.

It should be noted that this report does not convey a complete summary of events associated with the quality, efficiency, and/or challenges of project delivery. For example, the report does not include information comparing the winning project bid to the engineers estimate at contract award and the risks, which are either mitigated or materialized. WSDOT assumes that other existing reporting mechanisms will provide this additional information on project delivery.

The report includes Connecting Washington line-item projects in the following programs: Highway Construction Improvement and Preservation, Washington State Ferries Capital, Rail Capital, Facility Capital and Local Programs Capital as reflected on the latest legislative project list once design is completed. Programmatic items included in the legislative project list such as the Highway System Preservation, fish barrier removal, ferry vessel and terminal preservation, grant programs for bicycle/pedestrian, transit and rail projects are assumed to be fixed levels of investment intended to deliver as much of the identified work as possible over the 16-year period. Therefore, programmatic entries will not be included in this report. Additionally, to capture the savings attributable to practical design decisions, WSDOT will remove the impact of inflation from the calculation of project savings. The detailed information in these reports will capture practical design savings based on a constant dollar comparison between the original (uninflated) legislative project budget and the (uninflated) project estimate at the time of advertisement. Furthermore, WSDOT assumes that the issuance of the Request for Proposal (RFP) represents completion of 30 percent design for calculating the savings attributable to practical design on design-build projects. Additional assumptions associated with this report include:

- Projects that have already been designed using non-CW funding and have only construction funded through CW will not have any practical design savings reported. Savings from these projects will be reflected in other currently required reporting elements.
- Projects where CW does not complete the design will be reported at the end of the design phase, or when available funding is used. Other required reporting elements will not be reported on until construction funding becomes available.
- Planning studies for which there is unused funding will be included in this report at the conclusion of the study.
- Local projects will be “self-reported” by the local jurisdiction to WSDOT’s Local Programs Office and will be compared to the most recent available project cost estimate.

Implementing Practical Solutions throughout WSDOT

Practical solutions strategies (which included practical design) are applied throughout the project development and delivery process. Where practical solution refinements are identified in the process will determine if savings are the result of cost avoidance (i.e. an

Attachment C

initial lower project estimate to be funded than otherwise anticipated) or a reduction to a project budget (i.e. project savings that occurred after the initial project estimate was funded). Practical design applications begin during the scoping and pre-design stage of project development. During this stage, agency pre-design efforts are funded from non-project resources rather than from a specific project budget. Practical design savings through cost avoidance are removed from the project estimate prior to establishing the initial project budget. After the initial project budget is established and design begins on that project, practical design can result in reduced costs to deliver the project. Assuming no inflationary increases on the project over its delivery schedule, and assuming no unforeseen project challenges, the reduced delivery cost should result in project savings. It is important to recognize that greater savings are often generated through practical solution and practical design efforts during the earlier stages of project development, prior to the project receiving funding. This concept has been documented, in part, in the 2010 JLARC report on WSDOT scoping and cost estimating for highway construction projects. As WSDOT continues to refine its approach to implementing practical solutions and practical design, we expect to observe a diminishing level of savings. This is due to future projects being developed from their inception utilizing these principles. In other words, we will not have potentially over-designed projects to compare to those projects that were developed using practical design. This will result in fewer savings being available over time from funded projects.