YAKIMA TIETON
IRRIGATION DISTRICT

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October 17, 2025

Attn: Talia Baker
PRC, Administrative Support
Department of Enterprise Services
Engineering & Architectural Services
Post Office Box 41476
Olympia, WA 98504-1476

Subject: YTID Main Canal Replacement Project - GC/CM Procurement Application

Dear PRC Panelists,

Yakima Tieton Irrigation District (YTID) is pleased to submit its project application for your review and approval to use the Heavy Civil General Contractor/Construction Manager (GC/CM) procurement method for our Main Canal Replacement Project. The YTID Main Canal is a 12-mile-long conveyance system that has been delivering water to agricultural and rural communities in the Yakima Valley since 1910. This water delivery is essential, and the existing canal cannot be interrupted during the irrigation season between March 1st and October 15th. The location of the Main Canal is rugged, has limited access, and it is vulnerable to the forces of nature that can cause minor or major canal problems. The horseshoe-shaped, precast, reinforced concrete flume is 8 feet in diameter, with 9 miles of open sections and 3 miles of tunnels. Some short sections consist of pipe bridges or buried pipe. The 2024 Retreat Wildfire caused significant slope instability and structural damage to the canal. Since the fire, YTID has reported thousands of leaks and restricted canal flows to 90 percent of design capacity to reduce risk of catastrophic failure. A canal failure would disrupt over $700 million in annual crop production and place significant stress on already limited water supplies in the valley.

YTID believes the project qualifies as a heavy civil construction project because the work includes replacement of a long, linear concrete canal in its existing alignment with precast concrete box culvert sections. Project risks are elevated by limited and constrained space onsite for staging and laydown, rugged terrain, winter construction, and startup on March 1 each year. These risks can be reduced through early design collaboration with a qualified contractor who can help create flexible work plans that adapt to unplanned events.

If approved, this will be the first project completed utilizing alternative delivery for our organization. YTID has retained Jacobs Engineering Group as our Collaborative Delivery Advisory Services Provider, who has extensive experience with GC/CM contracting. YTID also utilizes Norman Semanko (Parsons Behle & Latimer) as external legal counsel. Norman's firm brings considerable experience with GC/CM contracting to the project team. We are excited to present our project application and qualifications to the Project Review Committee team and look forward to its review and comment at the December 4, 2025, meeting. If you have any questions, feel free to contact me.

Sincerely,

Travis Okelberry

Travis Okelberry
YTID District Manager
509-985-4217
okelberry@ytid.net

State of Washington

PROJECT REVIEW COMMITTEE (PRC)

GC/CM PROJECT APPLICATION

To Use the General Contractor/Construction Manager (GC/CM) Alternative Contracting Procedure

The PRC will only consider complete applications: Incomplete applications may result in delay of action on your application. Responses to Questions 1-7 and 9 should not exceed 20 pages *(font size 11 or larger)*. Provide no more than six sketches, diagrams or drawings under Question 8.

Identification of Applicant

a) Legal name of Public Body (your organization): Yakima-Tieton Irrigation District (YTID)

b) Mailing Address: 470 Camp 4 Road, Yakima, WA 98908

c) Contact Person Name: Travis Okelberry Title: District Manager

d) Phone Number: 509-678-4101 E-mail: okelberry@ytid.net

1. Brief Description of Proposed Project

a) Name of Project: Main Canal Replacement Project

b) County of Project Location: Yakima

c) Please describe the project in no more than two short paragraphs. *(See Example on Project Description)*

The YTID Main Canal was constructed between 1906 and 1909. YTID began delivering water through the main canal and distribution system in 1910, and in 1918 the canal was enlarged to convey up to 347 cfs. The canal begins at a diversion dam located on the Tieton River, 16 miles west of Naches, WA. Approximately 7 miles below Tieton Dam and Rimrock Reservoir, the canal traverses the south side of the Tieton River Canyon. The location of the Main Canal is rugged, has limited access, and it is vulnerable to the forces of nature that can cause minor or major canal problems. The horseshoe-shaped, precast, reinforced concrete flume is 8 feet in diameter and 12 miles long, with 9 miles of open sections and 3 miles of tunnels. Some short sections consist of pipe bridges or buried pipe. The canal supplies water to support agriculture, residential water supply, and public safety fire suppression water to west Yakima, Tieton, and Cowiche. This water delivery is essential, and the existing canal cannot be interrupted during the irrigation season between March 1st and October 15th. The 2024 Retreat Wildfire significantly worsened the aging canal's condition, burning most of the canal alignment and the watershed feeding YTID's regulating reservoir at French Canyon Dam. The canal was severely damaged by intense heat, fallen trees, and rolling rocks and the hillside near the canal is unstable. The Bureau of Reclamation has provided a letter of support for consideration of expedited approaches to facilitate canal repairs (See Attachment A).

The YTID Board of Directors has selected a gravity solution as the preferred upper Main Canal Replacement alternative. This includes using precast concrete box culverts to replace 4.8 miles of the upper Main Canal (from milepost 0.25 to 4.9 near the Windy Point Tunnel) along the existing alignment. Reconstruction of the upper Main Canal will occur over four consecutive winter seasons to maintain uninterrupted water delivery. A 4.8-mile-long gravity tunnel is YTID's preferred lower canal replacement alternative, however replacement of the lower Main Canal is dependent upon available funding. If funding is not available and/or loan repayments are not feasible, the District plans to implement several lower canal rehabilitation projects to extend the life of the existing lower Main Canal. The replacement of the lower Main Canal with a gravity tunnel is not part of this application.

d) Applying for permission to utilize Alternative Subcontractor Selection with this application? **Yes \ No** *(if no,* applicant must apply separately at a later date utilizing Supplement B*)*

YTID is **not** applying for permission to utilize Alternative Subcontractor Selection with this application.

2. Projected Total Cost for the Project:

A preliminary budget for this project is as follows:

A. Project Budget

Costs for Professional Services (A/E, Legal etc.)	$6,680,000
Estimated project construction costs (including construction contingencies):	$66,800,000
Equipment and furnishing costs	$---
Off-site costs	$---
Contract administration costs (owner, cm etc.)	$3,340,000
Contingencies (design & owner)	$3,340,000
Other related project costs (drainage and slope stability allowance)	$6,680,000
Alternative Subcontractor Selection costs	$0
Sales Tax	$0
Total	**$**86,840,000

B. Funding Status

Please describe the funding status for the whole project. *Note: If funding is not available, please explain how and when funding is anticipated*

This project will be funded through a combination of federal, state, and local funding sources. In August 2025, YTID was awarded $8.5 million from the State of Washington for the first phase of construction through the 26/27 biennium. Additionally, YTID has submitted a $240 million Emergency Extraordinary Maintenance (EXM) funding request to the U.S. Bureau of Reclamation. EXM funding will pay for this project as well as the replacement of the lower Main Canal with a gravity tunnel that is not included in this PRC application. EXM funding is 35% non-reimbursable and 65% reimbursable. The reimbursable portion of the EXM funding will be repaid through a combination of local YTID ratepayer assessments totaling $80 million and additional state funding for future project phases. YTID expects to receive approval for their EXM funding request by spring 2026.

3. Anticipated Project Design and Construction Schedule

Please provide:

The anticipated project design and construction schedule, including:

a) Procurement; *(including the use of alternative subcontractor selection, if applicable)*

b) Hiring consultants if not already hired; and

c) Employing staff or hiring consultants to manage the project if not already employed or hired.
(See Example on Design & Construction Schedule)

d) Provide an updated schedule to include Alternative Subcontractor Selection Procurement process. *(If applicable)*

The Collaborative Delivery Advisory Services, Legal Advisor, Engineer, and staff associated with the project have been contracted or are employees of YTID. A preliminary project schedule is below.

Description	**Status/Duration**
Procure Collaborative Delivery Advisory Services	Completed
Procure Legal Advisor Services	Completed
Procure Engineering Firm	Completed
PRC Application Submitted	October 20, 2025
PRC Presentation / Anticipated Approval	December 4, 2025
GC/CM Contractor Procurement	
RFP Advertisement for GC/CM	January 2026

Shortlist Identified	February 2026
Issue RFFP	February/March 2026
Evaluation Phase	April 2026
Negotiations Phase	April/May 2026
Issue GC/CM Contract NTP	May 2026
Preliminary Design and Construction	
Preliminary Design – Reach 1	January 2026 – March 2026
Design Development – Reach 1	March 2026 – June 2026
Construction Documents and Permitting – Reach 1	July 2026 – September 2026
Construction – Reach 1	October 2026 – February 2027
Preliminary Design – Reach 2	January 2027 – March 2027
Design Development – Reach 2	March 2027 – June 2027
Construction Documents and Permitting – Reach 2	July 2027 – September 2027
Construction – Reach 2	October 2027 – February 2028
Preliminary Design – Reach 3	January 2028 – March 2028
Design Development – Reach 3	March 2028 – June 2028
Construction Documents and Permitting – Reach 3	July 2028 – September 2028
Construction – Reach 3	October 2028 – February 2029
Preliminary Design – Reach 4	January 2029 – March 2029
Design Development – Reach 4	March 2029 – June 2029
Construction Documents and Permitting – Reach 4	July 2029 – September 2029
Construction – Reach 4	October 2029 – February 2030

4. Why the GC/CM Contracting Procedure is Appropriate for this Project

Please provide a detailed explanation of why use of the contracting procedure is appropriate for the proposed project. Please address the following, as appropriate:

- If implementation of the project involves complex scheduling, phasing, or coordination, what are the complexities?
- If the project involves construction at an existing facility that must continue to operate during construction, what are the operational impacts on occupants that must be addressed?

  Note: *Please identify functions within the existing facility which require relocation during construction and how construction sequencing will affect them. As part of your response, you may refer to the drawings or sketches that you provide under Question 8.*
- If involvement of the GC/CM is critical during the design phase, why is this involvement critical?
- If the project encompasses a complex or technical work environment, what is this environment?
- If the project requires specialized work on a building that has historical significance, why is the building of historical significance and what is the specialized work that must be done?
- If the project is declared heavy civil and the public body elects to procure the project as heavy civil, why is the GC/CM heavy civil contracting procedure appropriate for the proposed project?

The YTID Main Canal must deliver water to customers between March 1st and October 15th every year leaving a short construction season in the winter (mid-October through February) in which to complete the canal replacement. The canal is located within a 100-foot easement in very steep terrain and flows by gravity, so there is not an option for replacement of the upper Main Canal that would allow for construction to occur “offline” in a different alignment and connect back into the existing canal. Input from contractors indicated that at most, with multiple construction crews, approximately 1 mile of canal could be replaced in a construction season due to the difficulty of construction and limited construction window. Thus, the replacement of the upper Main Canal is envisioned to occur over 4 construction seasons, with temporary transition structures constructed to connect the new and existing canal segments. The canal would then be placed back into service until the next construction season.

Limited staging areas and constrained access to the canal do not allow for precast concrete box culvert segments to be delivered directly adjacent to the point of installation. The box culvert segments will be

moved to intermediate staging areas near Highway 12 and will have to be hoisted individually over the river and to the canal by cable “yarder” systems or hauled individually by smaller trucks to the canal alignment. The contractor may consider constructing a temporary bridge over the Tieton River to facilitate this process. Several potential staging areas are identified on the upper Main Canal Map in Attachment B. These areas may require clearing, grading, and permitting well in advance of their use. Early involvement of a contractor during the design phase on the location of staging areas that offer the most efficient and cost-effective means of transporting materials to and from the alignment to support canal replacement will significantly benefit the design, permit acquisition, and construction of the project. Contractor input can lead to better project planning, cost estimating, value engineering, and constructability reviews, all of which are crucial for the success of this complex, heavy civil project.

YTID intends to procure the project using the GC/CM heavy civil contracting procedure. RCW 39.10.210 defines a "Heavy civil construction project" as a civil engineering project, the predominant features of which are infrastructure improvements. The project qualifies as heavy civil construction project because the work includes replacement of a long, linear concrete canal in its existing alignment with precast concrete box culvert sections. The work will include demolition, excavation, grading, placement of the concrete box culverts, and site restoration work with limited opportunities for any specialized subcontractor work. There is limited and constrained space onsite for staging, laydown, and performing the construction activities. Heavy civil authority is an appropriate delivery method for the project because of the site constraints and construction activities to be performed by the GC/CM. The heavy civil contracting procedure controls risk best via the GC/CM’s negotiated self-performance of construction. The facility’s critical nature (e.g., delivery of water starting March 1st of each year) and construction complexity elevates the project risk, creating a need for tight control, self-performance and control of interfaces, and the ability to create flexible work plans that can adapt to unplanned events, if needed.

This GC/CM heavy civil contracting procedure also provides the contractor with the flexibility to negotiate up to 50 percent of the subcontract work and self-perform up to 70 percent of the work. This allows the contractor to use their own resources, which can help control quality, improve efficiency, and reduce costs for the owner. A heavy civil GC/CM project will enable YTID to accelerate the project, work across multiple permitting agencies, and complete the project faster. The GC/CM model promotes better communication and collaboration between the owner, agencies, contractor, and design team. This integrated approach can help address issues early and adapt to changes more effectively. The heavy civil GC/CM model also helps in managing project risks due to the complex construction by involving the contractor early in the project, allowing for better risk assessment and mitigation strategies.

5. Public Benefit

In addition to the above information, please provide information on how use of the GC/CM contracting procedure will serve the public interest *(For Public Benefit related only to Alternative Subcontractor Selection, use Supplement A or Supplement B, if your organization decides to use this selection process. Refer to Question No. 11 of this application for guidance)*. For example, your description must address, but is not limited to:

- How this contracting method provides a substantial fiscal benefit; or
- How the use of the traditional method of awarding contracts in a lump sum is not practical for meeting desired quality standards or delivery schedules.
- In the case of heavy civil GC/CM, why the heavy civil contracting procedure serves the public interest.

The GC/CM contracting procedure provides a substantial fiscal benefit to the project and rate payers in providing increased cost control and certainty through the collaborative delivery process and price discovery through progressive independent cost estimating and reconciliation exercises throughout preconstruction stages, transitioning into construction post agreement of a Maximum Allowable Construction Costs (MACC). Risk reduction and constructability considerations can be effectively managed through the GC/CM delivery method, which results in heightened cost control. GC/CM participation would also provide more reliable estimates early in design and afford opportunities for value engineering and risk mitigation to meet budget goals.

Reliable water delivery is vital for YTID water users. The canal supports over $700M in annual agricultural sales and thousands of local jobs. Catastrophic failure of the canal during the irrigation season could result in more than $3B in losses over 3 years and countless jobs. To restore the Main Canal's service capacity and preserve its long-term performance, replacement and repair must begin immediately. Traditional methods of awarding contracts do not afford schedule acceleration opportunities that GC/CM would offer the project. GC/CM participation enables assessment and mitigation of scheduling risks and adaptable sequencing to speed the canal replacement. Traditional design-bid-build delivery can be difficult to manage site activities, and failure to properly forecast logistics planning can lead to problems on the project, especially in a low-bid environment.

A project construction schedule prepared by a GC/CM contractor, rather than the design team, provides a more detailed, market- and condition-driven, accurate critical path method (CPM) schedule of how the project will actually be built. This schedule will better indicate when and where major construction impacts will occur, facilitating better design phase discussions on how to reduce or eliminate these impacts during the design phase rather than finding them and addressing them during construction.

Heavy civil authority will serve the public interest because it gives YTID the ability to negotiate with the GC/CM to self-perform critical or higher risk work and thereby maintain tighter control of the quality and execution of a greater portion of the project. The reduced capacity of the existing canal, the risks associated with its age, location, and seasonal construction restrictions, and the risk that the canal could fail before it is replaced, result in a need to complete this project quickly. GC/CM input during the design phase is critical to the successful and efficient completion of construction. GC/CM delivery also enables early procurement for long lead items and flexibility for early phasing of the construction. The complex phasing, jurisdictional requirements, traffic coordination, material lead times, and economic pressures all point to the benefits of early involvement of a GC/CM to help plan and deliver on schedule targets.

Having the GC/CM as an early team member also promotes outreach and provides input for developing a subcontracting plan and strategic bid packages for the local and regional subcontracting community. The GC/CM can also define bid packages to better fit the current conditions of the marketplace, to maximize value and interest from subcontractors, and enable the possibility for more small-, minority-, women-, and veteran-owned business participation. The GC/CM delivery will attract more competition and result in greater value to the rate payers.

6. Public Body Qualifications

Please provide:

- A description of your organization's qualifications to use the GC/CM contracting procedure.

YTID has carefully considered all project delivery methods by conducting independent research, discussing and studying alternative delivery options with Jacobs Engineering Group, discussing pros and cons of alternative project delivery with other experienced public agencies and contractors, attended presentations on alternative delivery contracting methods hosted by the Bureau of Reclamation, and the YTID team has read and understands the CPARB General Contractor/Construction Manager Best Practices Manual with special attention given to Chapter 10 – Heavy Civil GC/CM which outlines the unique aspects of this delivery method.

While YTID staff do not have any direct experience with GC/CM contracting, YTID's District Manager, who oversees and directs Capital Projects work, is committed to becoming more educated and experienced in the GC/CM delivery method and is looking forward to gaining experience on the benefits of a collaborative delivery process on this challenging project and others.

In addition, YTID has contracted with Jacobs Engineering Group as their collaborative delivery advisory services provider, who has extensive experience with GC/CM contracting and alternative project

delivery. The Jacobs team's organization balances proven experience and relationships with program and project management, technical expertise, and construction management expertise from a diverse resource pool. Members of the Jacobs team involved on this project have been involved in implementation of the GC/CM procurement/delivery method on projects totaling more than $1B in Total Project Costs. The included team bios identify some of those projects.

YTID also utilizes Norman Semanko (Parsons Behle & Latimer) as external legal counsel. Norman's firm brings considerable experience with GC/CM contracting to the project team.

The project team is structured to optimize the experience and qualifications of YTID in-house resources with experienced external collaborative delivery advisor services, an experienced engineer and early involvement of the heavy civil GC/CM.

- A ***Project*** organizational chart, showing all existing or planned staff and consultant roles.
  Note: *The organizational chart must show the level of involvement and main responsibilities anticipated for each position throughout the project (for example, full-time project manager). If acronyms are used, a key should be provided. (See Example on Project Organizational Chart)*

  Refer to Attachment C which presents the project organization chart.

- Staff and consultant short biographies *(not complete résumés)*.

  Travis Okelberry | YTID District Manager
  Travis Okelberry has over 25 years of public infrastructure and operations leadership experience spanning irrigation, municipal power, and transportation. Since July 2023, he has served as District Manager for the Yakima-Tieton Irrigation District (YTID), where he oversees all district operations, capital improvements, budgeting, safety, and maintenance activities. He currently manages an annual operating budget of $6 million and leads YTID's efforts to modernize its 114-year-old canal system through major rehabilitation, automation, and wildfire recovery projects in coordination with federal, state, and local partners.

  Prior to joining YTID, Travis served as the Operations & Maintenance Supervisor for the City of Richland's Energy Services Department, overseeing field crews and the dispatch center responsible for municipal power distribution and system reliability. His responsibilities included capital project delivery, preventative maintenance programs, crew scheduling, and emergency response management. Before that, Travis spent two decades with the Washington State Department of Transportation (WSDOT), where he advanced to Superintendent of the South-Central Region's Special Crews unit. In that capacity, he managed diverse teams responsible for bridge maintenance, electrical and signal systems, pavement marking, structural trades, and sign programs, administering an annual operating budget exceeding $12 million. His work involved complex project scoping, contracting, procurement, and interagency coordination across a multi-county region.

  Brian Boyd | YTID Assistant District Manager and Operations Manager
  Brian Boyd has served as YTID's Assistant District and Operations and Maintenance Manager for the past six years, responsible for the day-to-day operations of irrigation for 29,000 acres, six pump stations and two hydroelectric power plants. He is also a 23 year Navy Veteran with experience in project management. Brian managed the construction of three new facilities in Coronado, CA totaling 110,000 square feet valued at $1.4B, working the project from cradle to grave ensuring that all facets of the project were on track and came in on or ahead of schedule. His experience also includes working closely with local contractors while supervising the completion of six other projects in Virginia Beach, VA (totaling $24M) impacting work efficiency for four Naval Special Warfare (NSW) elements. Brian was an essential part of the team coordinating the acquisition and renovation of a 20,000 square foot unmanned aircraft systems maintenance facility improving NSW capabilities.

  Norman Semanko | Parsons Behle & Latimer, Legal Services

Norman Semanko has more than 30 years of experience with water resources, environmental, natural resources, land use, public lands and regulatory issues. Mr. Semanko represents clients on water law, environmental and land use matters before government agencies and in state and federal courts. He has testified before Congress, State legislative committees and other governmental bodies on numerous occasions. Mr. Semanko has represented clients in Endangered Species Act, National Forest Management Act, NEPA and APA litigation in federal courts, involving salmon, steelhead and caribou as well as recreational access issues.

Mike Reimbold | Collaborative Delivery Lead
Based in Bellevue, Washington, Mike has over 20 years of experience supporting owners and their teams to procure and manage collaborative delivery contracts through GC/CM, fixed price DB and Progressive Design Build. He currently oversees a portfolio of alternative delivery projects (including GC/CM) for Jacobs in the NW Water Infrastructure market with more than $1B in total project costs. He will coordinate with Jacobs GC/CM subject matter experts to provide as-needed support on GC/CM procurement and implementation to see that YTID, Jacobs, and the selected GC/CM contractor work in unison.

Petra Liskova | Collaborative Delivery Support
Petra is a proven and certified program and project manager (PMP) with 13 years of experience focused on infrastructure projects for municipal clients. Petra's strong management skills and experience managing capital project planning and implementation with numerous public bodies in WA give her intimate understanding of processes and tools required for alternative delivery projects. Petra has been actively involved in the alternative delivery evaluation for King County's STP Facility Program, making sure the projects align with broader STP Facility Program objectives. She advised on King County's Elliott West CSO's GC/CM bundling strategy and developed the construction bundling approach and sequencing assessment for West Point Power Quality.

Bruce Allman | GC/CM Subject Matter Expert (SME)
Bruce is recognized as an alternative delivery specialist with more than 30 years of experience, focusing on assisting owners with various project delivery formats, including GC/CM, design-build, and P3 models. He brings expertise in project development, water and wastewater treatment and conveyance, and assists owners with identifying alternative project delivery risks and options. He is an established Water Collaborative Delivery Association Trainer and actively educates owners on collaborative delivery options. He reviews the need for future Owner's Advisor services and provides recommendations to "right-size" these services to match specific project goals and requirements. As an Owner's Advisor, he has supported clients from the initial evaluation of delivery models, through the development of procurement documents, selection and contract negotiation, design completion, and ongoing construction reviews. This includes assisting clients with design and construction phase services and managing the GC/CM directly. He has directly advised owners with the development of GC/CM procurement and contract documents, including suggested evaluation criteria, and supported them during the RFP advertisement and preparation.

Jason Acres | GC/CM SME
Over the past 14 years, Jason has been involved in some of the Pacific Northwest's largest infrastructure projects, using GC/CM and heavy-civil GC/CM, leading project teams through pre-construction and construction services. He has overseen constructability and value engineering, supported contract development, agency approval for alternative delivery approach use, estimating, negotiation, and contract administration. Most GC/CM contracts he has worked on have used the alternative subcontractor selection process (e.g., electrical and mechanical contractor and construction manager), benefitting from their involvement during design. For Sound Transit's East Link Extension, Jason led preconstruction services during design development with the construction management team and GC/CM, providing constructability and value engineering reviews for more $15M in savings. He oversaw procurement of subcontract packaging and development of the project estimate used during negotiations. The East Link project was one of the first projects to use the State's Heavy Civil GC/CM.

Jeff Sedlak | Procurement SME
Jeff is an experienced alternative delivery and procurement specialist with more than $4.7B of alternative delivery procurements in the past two decades for public sector clients. He brings proven experience in public procurement, alternative delivery, programming, planning, financing, design, and construction management. He has considerable experience with numerous public sector clients to develop procurement packaging and delivery strategies and identifying project risks and developing mitigation strategies for design and construction activities.

Todd Hunziker, PE | Jacobs Engineering Group, Project Manager
Todd is one of Jacobs' most experienced water project managers, bringing 40 years of engineering experience with an emphasis on canals, large pipelines, pump stations, reservoirs, dams, and hydraulic structures. Todd offers "concept to completion" leadership through all phases of his projects: planning, permitting, preliminary and final design, construction, and startup. Todd is experienced with multiple project delivery models including GC/CM, progressive design-build, and design-bid-build contracting. Todd was project manager for Jacobs' Willamette Water Supply Project (WWSP) in Portland, Oregon – a $100M conveyance project has similarities to YTID's project. The WWSP project included preliminary and final design, permitting, stakeholder engagement, cost estimating, and construction-phase services for three bid packages of 66-inch steel pipeline. One bid package (PLM 5.3) was delivered via the CM/GC delivery method. Todd also managed a progressive design-build water supply pipeline for Alameda County Water District (ACWD) in Fremont, California. The ACWD project included an intake structure, automated valve vault, 72-inch conveyance pipeline, and trenchless crossing of the Bay Area Rapid Transit (BART) rail lines. Todd is a proven leader and technical expert in conveyance design and trenchless crossing projects. Todd has delivered dozens of conventional design-bid-build projects over the past 4 decades. Todd has more than 12 years' experience with YTID's Main Canal, YTID staff, and Board of Directors. Todd is intimately familiar with the Main Canal's opportunities, constraints, and challenges including rugged terrain, access limitations, continuous water delivery operations, and constructability obstacles such as tunnels, pipe bridges, drainage crossings, and wasteways.

Brittany Hughes, PE | Jacobs Engineering Group, Project Engineer
Brittany brings 17 years of specialized experience in large conveyance system design, having led complex water infrastructure projects from planning through construction for public agencies across the Northwest. Brittany's resume includes several traditional design-bid-build projects, but she has also participated in alternative delivery projects. Brittany worked on the Willamette Water Supply Program in Portland, Oregon – a $100M conveyance project with similarities to YTID's project. It included the development of three distinct bid packages for the construction of a 66-inch steel pipeline, one of which (PLM 5.3) was delivered via the CM/GC procurement delivery method. Brittany also held a leadership role on the US97 Bend North Corridor design-build project for the Oregon Department of Transportation (ODOT) where she oversaw the design of irrigation, water, and sewer piping and coordinated all the franchise utility relocations required for the project. Her work also includes major pipeline, reservoir, and pump station projects, trenchless rehabilitation of large diameter conveyance systems, and irrigation infrastructure design.

- Provide the ***experience <u>and role</u> on previous GC/CM projects delivered*** under RCW 39.10 or equivalent experience for each staff member or consultant in key positions on the proposed project. *(See Example Staff\Contractor Project Experience and Role. The applicant shall use the abbreviations as identified in the example in the attachment.)*

  Refer to biographies above and Attachment D.

- The qualifications of the existing or planned project manager and consultants.

  Refer to biographies above and Attachment D.

- If the project manager is interim until your organization has employed staff or hired a consultant as the project manager, indicate whether sufficient funds are available for this purpose and how long it is anticipated the interim project manager will serve.

Not applicable.

- A brief summary of the construction experience of your organization's project management team that is relevant to the project.

  Refer to biographies above and Attachments C and D. The project organization chart includes construction management (CM) services. CM services could be provided by Jacobs or another qualified firm. Jacobs has provided CM services for YTID's fire mitigation work and nearly $5B total project costs of GC/CM projects including King County's $650 million Brightwater Conveyance and Influent Pump Station (IPS) project; and Sound Transit's $1.9 billion University Link (U-Link) and $2.1 billion Northgate Link Light Rail projects. Jacobs will bring the same available resources and experience to this project for YTID.

- A description of the controls your organization will have in place to ensure that the project is adequately managed.

  YTID District Manager Travis Okelberry will be the primary point of contact with YTID for this project. He will be supported by others within the YTID team per the organization chart on Attachment C. YTID will have legal counsel support from Norm Semanko and project management (including collaborative delivery advisory services) and construction management (PM/CM) support from the Jacobs team.

  YTID's Collaborative Delivery Advisor, Jacobs, will fill the PM/CM procurement and advisory role on behalf of the District and will remain available from Pre-Construction through Construction. During construction the District Manager will have signature authority for changes in the project scope through the use of Construction Change Directives and Change Order Proposals. These Change Orders will require approval by the YTID's Board of Directors with various levels of financial authority.

  YTID's District Manager will represent YTID through Pre-Construction/Design, and during Construction. He will manage the contractual obligations of the Design Team, Collaborative Delivery Advisory and GC/CM and will oversee/manage the work of YTID staff.

  YTID's staff will be supplemented by their consultant, Jacobs Engineering Group, who specialize and excel in Project Management/Construction Management and GC/CM processes and procedures. Jacobs will provide GC/CM Advisory and PM/CM support roles for GC/CM procurement and will remain available to the pre-construction and construction. Jacobs will not manage/direct any of the parties and has no signature authority on this Project without YTID's authorization.

  We believe that the roles and controls explained above will support the ability for timely, direct decisions to be made by the YTID, and will ensure the ability to manage and quickly address emerging issues in an expedient manner whether during Procurement, the Pre-Construction/Design, or Construction phase of the Project.

  Adherence to the established scope, phasing of the work, and budget will be paramount in the management and control of the Project. Construction cost estimates by the Designer and the GC/CM are to be reconciled at the end of each design phase. Value analysis and constructability review will be ongoing and are an established agenda item in the regularly scheduled coordination meetings. Market prices will be constantly monitored for impacts to the current estimates or the established Total Contract Cost. Once the MACC is negotiated, the GC/CM, the Collaborative Delivery Advisor, and the Designer will constantly evaluate the construction documents to determine if there are any changes that impact the agreed to MACC. If deviations arise, changes will be made to bring the Project back into alignment with the budget and the established MACC. As part of the Pre-Construction Services, the GC/CM will develop, with the District and the Design Team's input, a schedule for early procurement, early bid/work packages and phased construction, as applicable. They will also develop a subcontracting bid plan and schedule for bidding. The design deliverables will be integrated with the GC/CM bidding and construction plan. Early and frequent meetings with the permit agencies, and other

code officials prior to permit intakes will help ensure that permit comment requirements that may affect the MACC will be mitigated.

YTID and the Collaborative Delivery Advisory Team will be implementing project control procedures that address all aspects of the project from planning through closeout. These procedures build on standard project management procedures and are being tailored to GC/CM delivery. Detailed project control procedures address design development and reviews, scheduling, cost control and quality assurance, and closeout. A project-specific risk register will be developed to identify and mitigate risks. The risk register will be updated monthly throughout the project and will be used to help manage risk allocation and contingencies.

During procurement of the GC/CM contractor, procedures will be implemented by YTID with support from the Collaborative Delivery Advisory Team and the project team to ensure that the procurement process, criteria, and project requirements comply with RCW 39.10.

- A brief description of your planned GC/CM procurement process.

  Preparation of the heavy civil GC/CM procurement process will include development of selection criteria, interviews, fee proposals, and final selection evaluations. The overall goal is to select the most highly qualified and compatible GC/CM contractor with a competitive cost and fee structure. The GC/CM RFQ, RFFP, and selection process will follow standard GC/CM format and be modified with input from YTID and the Collaborative Delivery Advisory Team.

  GC/CM Procurement Process
  YTID plans to use a three step GC/CM selection model:
  1. Request for Qualifications (RFQ)
     - Focus on relevant experience, proposed team and project approach.
     - A short list of proposers will be selected for interviews.
  2. Interviews
     - Will focus on capabilities and experience of specific team members proposed for the project.
     - Will include evaluation of knowledgeable, creative and innovative ideas regarding the project design and construction process for this project.
  3. Request for Fee Proposal (RFFP)
     - Fee and Specified General Conditions.
     - Focus on competitive cost and reasonable fees.

- Verification that your organization has already developed *(or provide your plan to develop)* specific GC/CM or heavy civil GC/CM contract terms.

  YTID will work with external counsel and Jacobs to develop standardized General Conditions for GC/CM, a GC/CM Contract and Guaranteed Maximum Price Amendment documents, based on the Industry Standard (AIA, DBIA) template documents in accordance with YTID's policies and compliance with RCW 39.10 Jacobs has developed standardized GC/CM RFP, RFFP and selection documents that will be used in conjunction with the GC/CM legal counsel contract information on this Project. The RFFP documents will include drafts/samples of the General Conditions, GC/CM Contract, general requirements, preconstruction services scope of work, and cost allocation matrix including cost items, definitions, and how they will be paid. We will provide adequate time during the RFFP phase of the procurement process for finalists to review and comment on these draft documents. Prior to issuing the final draft of the RFFP, we will be updating these documents to reflect the input of submitters and current industry best practices. If revisions/ clarifications to the contract documents need to be provided during the RFFP, they will be released by addendum well enough in advance of the RFFP opening for the finalists to receive input that might affect their final proposals. There will also be an opportunity for the YTID and the selected GC/CM to negotiate the specifics of the contract documents during the contract negotiation period, prior to signing of the final contract.

7. Owner Readiness *(To be answered by the Owner)*

a) What have you done as an Owner to prepare yourself and your staff for this GC/CM project?

i. How have you communicated with other public owners to understand the organizational alignment and administrative time needed to manage an alternative delivery project?

This project is located in a rural community with an agrarian economy. Few projects of this size and complexity are delivered by alternative methods. YTID has contacted several regional and out-of-state contractors who specialize in GC/CM delivery, toured their projects, and spoken to owners of those projects. YTID has conducted independent research into several alternative delivery methods. YTID has discussed the project with CPARB and the Bureau of Reclamation (BOR) and attended some presentations put on by BOR. YTID has also retained Jacobs Engineering Group. Jacobs has extensive experience with GC/CM delivery and they will provide collaborative delivery advisory services. Jacobs also brings experience with other public owners and their lessons learned from their GC/CM delivery projects such as King County, City of Seattle, Sound Transit, City of Spokane, and Chelan PUD.

ii. What training have you as an Owner and your staff taken?

YTID has attended presentations hosted by the Bureau of Reclamation and is reviewing the GC/CM Best Practices Manual developed by CPARB's GCCM Committee. YTID is committed to becoming more educated and experienced in the GC/CM delivery method and is looking forward to gaining experience on the benefits of collaborative delivery processes on this challenging project and others.

iii. How have you considered the differences in alternative delivery vs Design Bid Build with regards to contract requirements around risk allocation, attitudes towards contract changes, disputes, etc.?

YTID believes that overall project risk is reduced through alternative delivery (GC/CM) because the contractor is selected based on qualifications and the contractor is involved early in the design process. The contractor contributes to decisions that reduce risk such as project sequencing, scheduling, access, and staging areas. GC/CM delivery allows the Owner, Engineer, and Contractor to identify key risk issues, such as winter construction, and identify methods and cost allocation to mitigate project delays during cold weather. Particularly, for this canal replacement project, the ability of the design team to collaborate with the GC/CM contractor on constructability elements of the design significantly mitigates risk for issues that may arise during construction.

b) How does your organization ensure that knowledge is passed down to your staff and project team?

YTID plans to document this GC/CM procurement process and how each step was completed. Additionally, YTID will bring in others from their organization to shadow at key decision points in the process. At the completion of the project, YTID intends to formally analyze what worked, what did not, and provide a list of lessons learned for this process that team members can apply on future alternative delivery projects.

c) How have you familiarized yourself and your staff with GC/CM Best Practices?

YTID has attended presentations hosted by the Bureau of Reclamation and is reviewing the GC/CM Best Practices Manual developed by CPARB's GCCM Committee. YTID has contacted several regional and out-of-state contractors who specialize and GC/CM delivery, toured their projects, and spoken to owners of those projects about lessons learned. YTID has discussed the project with CPARB and the Bureau of Reclamation (BOR) and attended some presentations put on by BOR. YTID has also

retained Jacobs Engineering Group as a consultant to assist with its first GC/CM Project Application for approval by CPARB and the selection process for hiring its GC/CM.

d) What is your role in monitoring GC/CM Subcontractor Bid Packaging, and do you have staff allocated to provide oversight in Prime contractor's bidding and subcontract terms?

Under the Heavy Civil GC/CM delivery model, a sizable portion of the work can be self-performed (no less than 30% of the cost of the work must be publicly bid out with an award to the lowest responsive bidder that is responsible).

During preconstruction, YTID, with support from Jacobs, and the GC/CM will develop a subcontracting plan that outlines how the subcontract work will be procured. This plan will detail the number of subcontract packages, which packages the Heavy Civil GC/CM intends to pursue as self-performed work, the anticipated procurement schedule, prequalification requirements (if applicable), and the associated small-, woman-, minority-, and veteran-owned businesses participation goals for each package.

YTID is a small organization and will rely on their collaborative delivery advisory consultant (Jacobs) to provide staff to monitor and oversee the prime GC/CM subcontractor bid packaging and terms and ensure compliance with RCW 39.10.210. The Jacobs staff that comprise the Collaborative Delivery Advisory team have extensive experience in developing and overseeing procurement of subcontract packaging and monitoring of the implementation of the subcontract packages by the prime GC/CM. Refer to biographies above in Section 6 and Attachment D.

8. Public Body (your organization) Construction History:

Provide a matrix summary of your organization's construction activity for the past six years outlining project data in content and format per the attached sample provided: *(See Example Construction History. The applicant shall use the abbreviations as identified in the example in the attachment.)*

- Project Number, Name, and Description
- Contracting method used
- Planned start and finish dates
- Actual start and finish dates
- Planned and actual budget amounts
- Reasons for budget or schedule overruns
- Small-, minority-, women-, and veteran-owned business participation planned and actual utilization

See Attachment E – Public Body Construction History & Relevant Project Experience

9. Preliminary Concepts, sketches or plans depicting the project

To assist the PRC with understanding your proposed project, please provide a combination of up to six concepts, drawings, sketches, diagrams, or plan/section documents which best depict your project. In electronic submissions these documents must be provided in a PDF or JPEG format for easy distribution. *(See Example concepts, sketches or plans depicting the project.)* At a minimum, please try to include the following:

- An overview site plan *(indicating existing structure and new structures)*
- Plan or section views which show existing vs. renovation plans particularly for areas that will remain occupied during construction.

Note: *Applicant may utilize photos to further depict project issues during their presentation to the PRC.*

See Attachment B for a topographic map of the upper Main Canal which shows the proposed project construction phasing. The pictures below illustrate the existing conditions along the upper Main Canal post-wildfire (burned, steep hillside and narrow footpath alongside the existing canal) and the type of construction process envisioned for replacement of the upper Main Canal with precast concrete box culvert sections between mid-October and February.

Typical Upper Canal Conditions (Milepost 4.4)

Box Culvert Installation during Winter Months
(Courtesy of Whitaker Construction Co.)

10. Resolution of Audit Findings on Previous Public Works Projects

If your organization had audit findings on ***any*** project identified in your response to Question 8, please specify the project, briefly state those findings, and describe how your organization resolved them.

YTID has had audit findings on two projects, summarized as follows:

- Reservoir Dredging Project
  - Audit Finding: Failure to follow competitive bidding process. YTID should have declared an emergency prior to implementation of this project due to the schedule constraints. YTID solicited multiple bids but only received a bid from a single contractor and moved forward with the work.
  - Resolution: YTID has purchased a public agency membership to the Municipal Research and Services Center (MRSC) roster that connects businesses with public agencies in Washington State for small works, goods & services, and consulting opportunities. YTID staff have been sent to training through MRSC and reviewed and discussed their internal contracting policies as a team. YTID reviewed and updated their internal policies and processes, established guidelines for declaration of emergencies, and they conduct regular training sessions for employees to ensure staff are adequately trained to follow their procurement policies.
- AquaLastic Concrete Repair Coating Project
  - Audit Finding: Failure to follow competitive bidding process. YTID was told by the applicator that the applicator was the only certified applicator for the product and moved forward without soliciting additional bids. YTID was not able to provide documentation to prove there was a sole applicator.
  - Resolution: To resolve this issue, YTID has purchased a public agency membership to the Municipal Research and Services Center (MRSC) roster the connects businesses with public agencies in Washington State for small works, goods & services, and consulting opportunities. YTID staff have been sent to training through MRSC and reviewed and discussed their internal contracting policies as a team. YTID reviewed and updated their internal policies and processes, and they conduct regular training sessions for employees to ensure staff are adequately trained to follow their procurement policies.

11. Subcontractor Outreach

Please describe your subcontractor outreach and how the public body will encourage small-, minority-, women-, and veteran-owned business participation. Please include past performance inclusion goals (%) and actual utilization ($).

YTID is dedicated to supporting the local economy and encouraging the involvement of small-, women-, veteran- and minority-owned businesses. To maximize the value of contracts awarded to local and disadvantaged firms for the construction of this project, YTID will implement the following actions:

- GC/CM Selection Emphasis and Outreach: The RFQ will be sent to State of Washington Office of Minority and Women Owned Business Enterprise for posting on their 'Bids and Contracting Opportunities' page. During the GC/CM selection process, YTID will prioritize the subcontracting process and past performance of interested GC/CMs in utilizing SWVM businesses. In the RFQ phase, GC/CM proposers will be evaluated on their history of including diverse businesses in their projects and their strategy for meeting or exceeding inclusion goals for this project. GC/CM proposers will be scored based on how well they demonstrate their plan to establish and achieve these goals. YTID has also purchased a public agency membership to the Municipal Research and Services Center (MRSC) roster the connects businesses with public agencies in Washington State for small works, goods & services, and consulting opportunities.
- Bid Packaging Planning: During GC/CM selection, YTID will require proposers to outline their approach to bid packaging and demonstrate how these plans will support the involvement of disadvantaged businesses. Following award, the GC/CM will be required to provide regular updates to YTID on their procurement plan. YTID will confirm that the plan adequately addresses the inclusion of disadvantaged businesses by providing bid packages that are appropriately sized and scoped to enable their participation. As a part of bid planning the GC/CM will also be required to conduct outreach to identify potential disadvantaged businesses and ensure that bid packages align with market opportunities. The GC/CM's plan will also be required to address outreach strategies, such as targeted posting of bid opportunities and outreach meetings.
- Ongoing Reporting: Throughout the project, the GC/CM must report on their use of disadvantaged businesses within their contract. This will allow YTID to assess if the team is on track to meet or exceed participation goals. Final reporting will be required as part of the project closeout.

12. Alternative Subcontractor Selection

- If your organization anticipates using this method of subcontractor selection and the scope of work is anticipated to be over $3M, please provide a completed *Supplement A, Alternative Subcontractor Selection Application* document, *one per each desired subcontractor/subcontract package*.
- If applicability of this method will be determined after the project has been approved for GC/CM alternative contracting or your project is anticipated to be under $3M, respond with **N/A** to this question.
- If your organization in conjunction with the GC/CM decide to use the alternative subcontractor method in the future and your project is anticipated to be over $3M, you will then complete the *Supplement B Alternative Subcontractor Selection Application and* submit it to the PRC for consideration at a future meeting.

Not applicable.

CAUTION TO APPLICANTS

The definition of the project is at the applicant's discretion. The entire project, including all components, must meet the criteria to be approved.

SIGNATURE OF AUTHORIZED REPRESENTATIVE

In submitting this application, you, as the authorized representative of your organization, understand that: (1) the PRC may request additional information about your organization, its construction history, and the proposed project; and (2) your organization is required to submit information requested by the PRC. You agree to submit this information in a timely manner and understand that failure to do so may delay action on your application.

The PRC strongly encourages all project team members to read the GC/CM Best Practices Guidelines as developed by CPARB and attend any relevant applicable training. If the PRC approves your request to use the GC/CM contracting procedure, you also you also agree to provide additional information if requested. For each GC/CM project, documentation supporting compliance with the limitations on the GC/CM self-performed work will be required. This information may include but is not limited to a construction management and contracting plan, final subcontracting plan and/or a final TCC/MACC summary with subcontract awards, or similar.

I have carefully reviewed the information provided and attest that this is a complete, correct and true application.

Signature: Travis Okelberry

Name *(please print)*: Travis Okelberry *(public body personnel)*

Title: YTID District Manager

Date: 10/2025

Attachment A

United States Department of the Interior

BUREAU OF RECLAMATION
Columbia-Cascades Area Office
1917 Marsh Road
Yakima, WA 98901-2058

IN REPLY REFER TO:

CCA-1000
2.2.4.21

Talie Baker, PRD Administrative Support
Washington State Department of Enterprise
Services and Architectural Services
Attn: Capital Projects Advisory Review Board
P.O. Box 41476
Olympia, WA 98504-1476

Subject: Yakima-Tieton Irrigation District (YTID) Request for Approval of Alternative Delivery Methods – Main Canal Replacement Project

Dear Ms. Baker:

This letter expresses the Bureau of Reclamation's interest in the YTID request for expedited review and approval of an alternative delivery methos General Contractor/Construction Manager approach for the Main Canal Replacement Project, in recognition of the immediate threat to a critical water delivery system within Reclamation's Yakima Project.

The YTID Main Canal, a 12-mile conveyance system serving agricultural and rural communities in the Yakima Valley, is a critical component of the Yakima Project. The 2024 Retreat Wildfire caused significant slope instability and structural damage. Since the fire, YTID has reported thousands of leaks and restricted canal flows to 90 percent of design capacity to reduce risk of catastrophic failure. A canal failure would disrupt over $700 million in annual crop production and place significant stress on already limited wat3r supplies in the valley.

Reclamation appreciates the consideration of expedited approaches to facilitate these repairs. Please contact me at (509) 379-0780, or by email at cacarmack@usbr.gov if you need additional information. If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Sincerely,

CHAD STUART
Digitally signed by CHAD STUART
Date: 2025.10.09 08:12:48 -07'00'

Candace Carmack
Columbia-Cascades Area Manager (Acting)

cc: See next page.

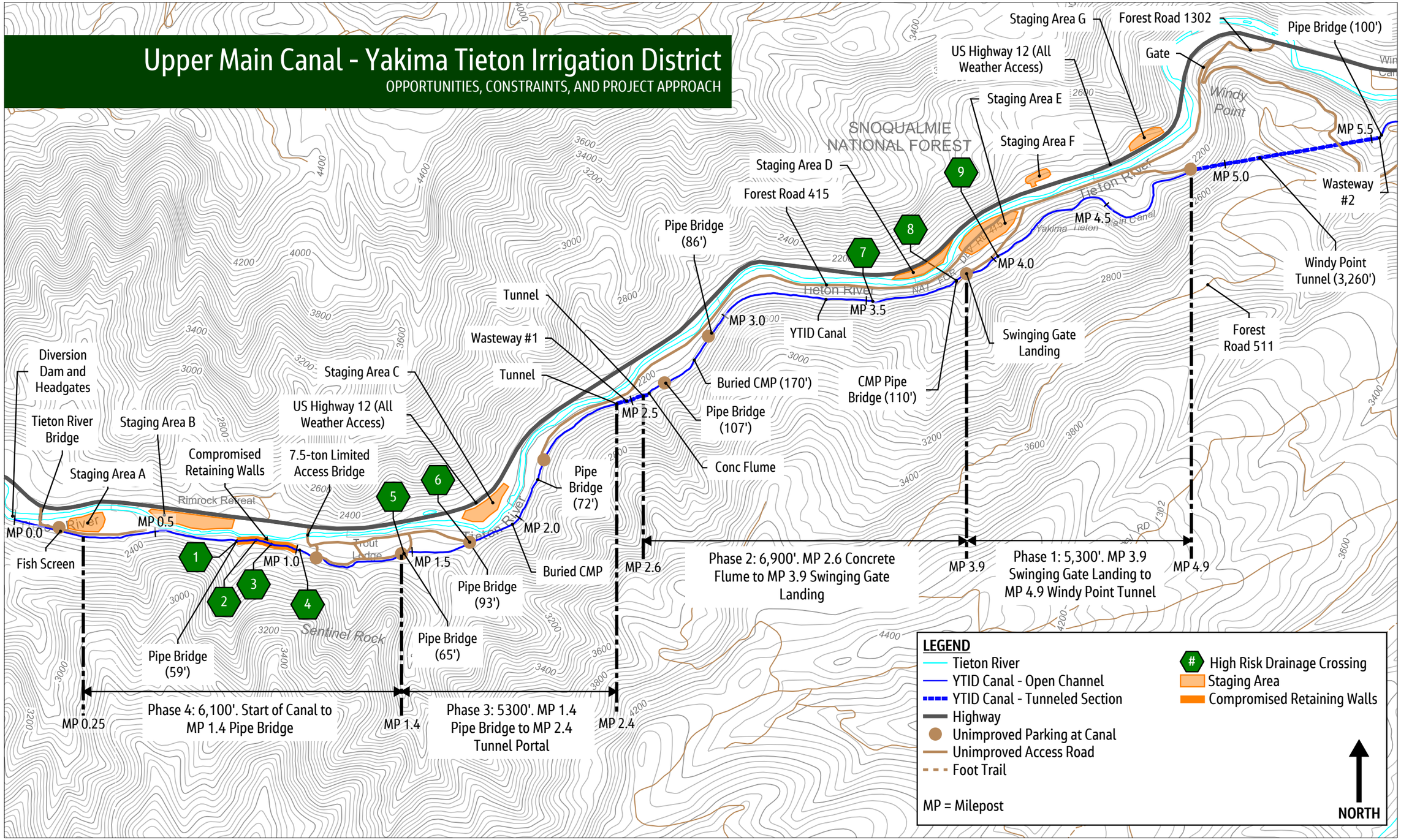
cc: Larry Mattson
Director, Office of Columbia River
Washington State Department of Ecology
1250 West Alder Street
Union Gap, WA 98903-0009

Travis Okelberry
District Manager
Yakima-Tieton Irrigation District
470 Camp 4 Road
Yakima, WA 98908

Attachment B

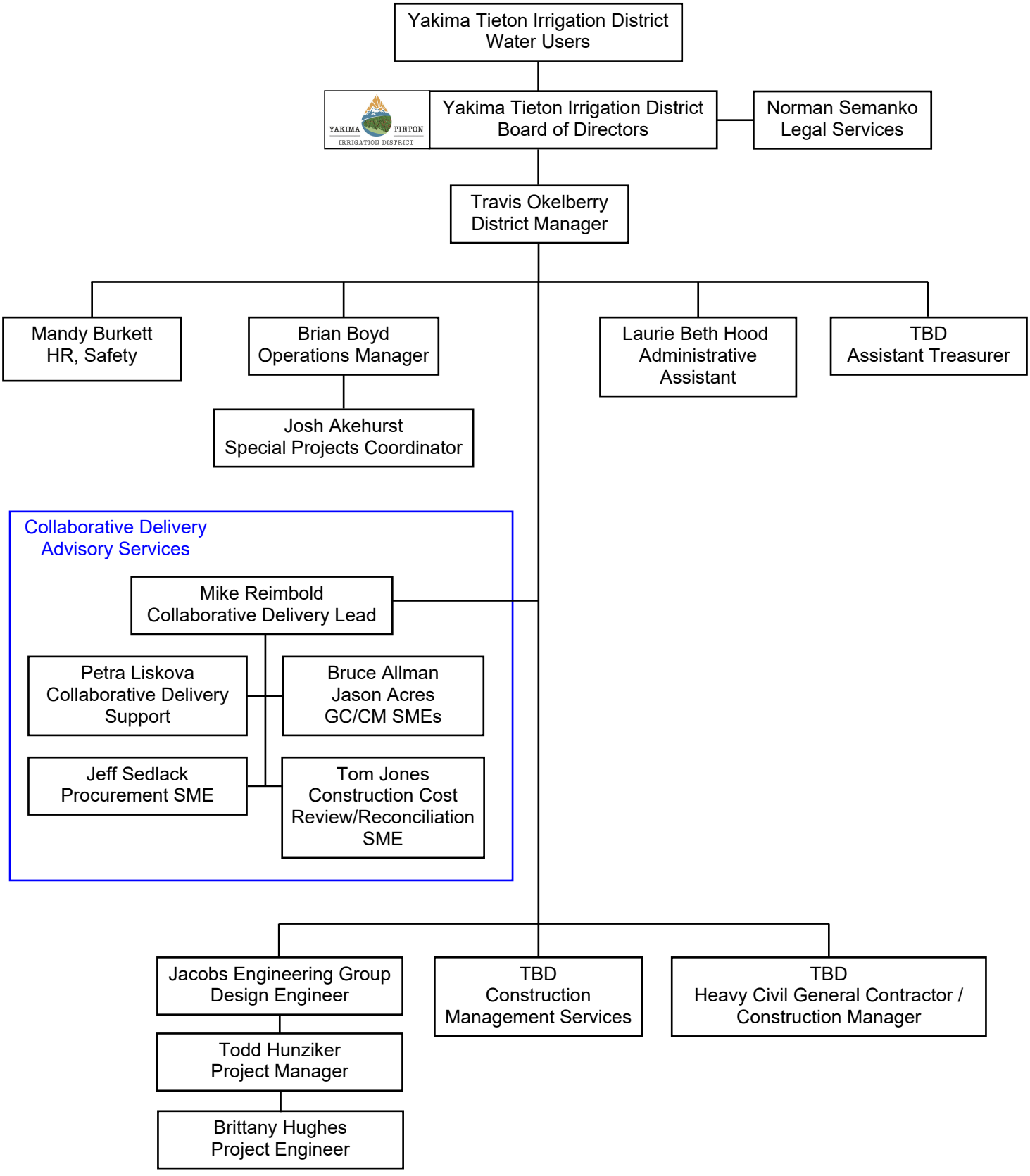
Upper Main Canal - Yakima Tieton Irrigation District

OPPORTUNITIES, CONSTRAINTS, AND PROJECT APPROACH



Attachment C
CPARB Project Review Committee (PRC)
Heavy Civil GC/CM Project Application for YTID Main Canal Replacement

Project Organization Chart



Attachment D - Staff/Contractor Project Experience and Role

Yakima-Tieton Irrigation District - GC/CM PRC Application

TEAM MEMBER PROJECT EXPERIENCE					Role During Project Phases		
Name	Main Canal Replacement Project Role	Project Name	Project Size	Project Delivery Type	Planning	Design	Construction
Travis Okelberry	YTID District Manager	Reservoir Dredging	$833k	Design-Bid-Build	PM	PM	PM
		Emergency Heavy Cribbing Repairs	$290k	Emergency Procurement	PM	PM	PM
		Emergency Canal Covers Phase 1	$567k	Emergency Procurement	PM	PM	PM
		Emergency Canal Covers Phase 2	$985k	Emergency Procurement	PM	PM	PM
		Emergency Canal Covers Phase 3	$483k	Emergency Procurement	PM	PM	PM
		Emergency Pipe Bridge Earthwork	$525k	Emergency Procurement	PM	PM	PM
		Emergency Debris Fence Installations	$700k	Emergency Procurement	PM	PM	PM
Brian Boyd	YTID Operations Manager	Reservoir Dredging	$833k	Design-Bid-Build	OPS	OPS	OPS
		Emergency Heavy Cribbing Repairs	$290k	Emergency Procurement	OPS	OPS	OPS
		Emergency Canal Covers Phase 1	$567k	Emergency Procurement	OPS	OPS	OPS
		Emergency Canal Covers Phase 2	$985k	Emergency Procurement	OPS	OPS	OPS
		Emergency Canal Covers Phase 3	$483k	Emergency Procurement	OPS	OPS	OPS
		Emergency Pipe Bridge Earthwork	$525k	Emergency Procurement	OPS	OPS	OPS
		Emergency Debris Fence Installations	$700k	Emergency Procurement	OPS	OPS	OPS
Mike Reimbold	Collaborative Delivery Lead	Eastside Interceptor Section 8 Rehab	$80M	PDB	ADA	ADA	
		Elliot West Wet Weather Treatment Station Project	$193M	GC/CM	ADA	ADA	
		Mouth of the Duwamish CSO Program	$2B	GC/CM	ADA	ADA	
		Brightwater WWTP	$1.9B	GC/CM	Eng	Eng	Eng
Petra Liskova	Collaborative Delivery Support	Elliot West Wet Weather Treatment Station Project	$193M	GC/CM	ADA		
		West Point Power Quality Facility - GCCM	$180M	GC/CM	PM		
		South Plant (STP) Influent Pump Station Upgrades	$45M	GC/CM	ADA	ADA	ADA
Bruce Allman	GC/CM SME	Great Lakes Water Authority 96-Inch Water Transmission Main Relocation	$138M	GC/CM	ADA	ADA	ADA
		Parker CO North Water Reclamation Facility Phase 1A Improvements	$57M	GC/CM	ADA	ADA	ADA
		City of Virginia Beach BFlood Program	$515M	PDB	ADA	ADA	ADA
Jason Acres	GC/CM SME Construction Cost Review/Reconciliation SME	Sound Transit University Link (U-Link) Light Rail Extension	$1.9B	GC/CM		PM	PM
		Sound Transit Northgate Link Light Rail Project	$2.1B	GC/CM		PM	PM
		Sound Transit I-90 East Link Light Rail Extension	$3.7B	GC/CM		PM	PM
Jeff Sedlak	Procurement SME	Port of Seattle SEA Concourse C Expansion (CCE)	$339M	GC/CM	ADA	ADA	
		Burbank, CA Replacement Passenger Terminal Program	$1.2B	GC/CM; PDB	PM	PM	PM
		Long Beach Airport Modernization Program	$125M	GC/CM; PDB	PM	PM	PM
Todd Hunziker	Project Manager	WWSP PLM 5.0	$100M	Design-Bid-Build (PLM 5.1 and 5.2) CM/GC (PLM 5.3)	PM	PM	PM
		ACWD	$19M	Progressive Design Build	PM	PM	PM
Brittany Hughes	Project Engineer	US97 Bend North Corridor Project	$191.5M	Design-Build		UC, Eng	UC, Eng
		WWSP PLM 5.0	$100M	Design-Bid-Build (PLM 5.1 and 5.2) CM/GC (PLM 5.3)	Eng	Eng	

Abbreviations:

PM: Project Manager
CM: Construction Manager
UC: Utility Coordinator
Eng: Engineer
ADA: Alternative Delivery Advisor
SME: Subject Matter Expert
PDB: Progressive Design-Build
OPS: Operations Manager

Attachment E - Owner Construction History (2019 - 2025)

Yakima-Tieton Irrigation District - GC/CM PRC Application

Project #	Project Name	Project Description	Contracting Method	Planned Start	Planned Finish	Actual Start	Actual Finish	Planned Budget*	Actual Budget	Reason for Budget or Schedule Overrun	Small-, miniority-, women-, and veteran-owned business participation (%)**
1	Reservoir Dredging (Interwest Construction Co.)	This project removed approximately 1,200 cubic yards of silt from YTID's French Canyon Reservoir. The project restored the original 550-acre-foot design capacity of the reservoir.	Time and Materials Not to Exceed	11/29/2021	1/25/2022	11/29/2021	1/25/2022	$ 1,200,000	$ 833,068.80		None required
2	Emergency Heavy Cribbing Repairs (TriPly Construction Co.)	This project provided emergency repairs to burned timber cribbing at 15 canal drainage crossings after the 2024 Retreat Fire	Emergency Procurement	10/1/2024	12/31/2024	10/1/2024	11/15/2024	$ 290,287	$ 212,213		None required
3	Emergency Canal Covers Phase 1 (Tapani Construction Co.)	This emergency project installed 2,314 linear feet of corrugated metal canal covers to protect the upper Main Canal from debris flow after the 2024 Retreat Fire.	Emergency Procurement	10/11/2024	11/20/2024	10/15/2024	12/6/2024	$ 567,000	$ 617,222	Budget increase and schedule extension were due to an early winter snowfall that stopped work. Contractor's scope of work was modified and increased.	None required
4	Emergency Canal Covers Phase 2 (TriPly Construction Co.)	This emergency project installed 7,764 linear feet of corrugated metal canal covers to protect the upper Main Canal from debris flow after the 2024 Retreat Fire.	Emergency Procurement	10/15/2024	12/15/2024	10/15/2024	10/31/2025 (estimated)	$ 985,000	$ 950,000 (estimated)	This work is currently in progress. Snow and ice at the project site stopped work in December 2024. Due to access restrictions and irrigation operations, YTID postponed the remaining work until October 2025.	None required
5	Emergency Canal Covers Phase 3 (TriPly Construction Co.)	This emergency project installed 3,250 linear feet of corrugated metal canal covers to protect the lower Main Canal from debris flow after the 2024 Retreat Fire.	Emergency Procurement	2/17/2025	4/30/2025	2/17/2025	3/14/2025	$ 482,823	$ 423,074		None required
6	Emergency Pipe Bridge Earthwork (Interwest Construction Co.)	This project provided emergency earthwork near YTID's existing upper Main Canal pipe bridges after the 2024 Retreat Fire.	Emergency Procurement	10/28/2024	12/20/2024	10/28/2024	12/20/2024	$ 524,772	$ 391,867		None required
7	Emergency Debris Fence Installations (Access Limited Construction Co.)	This project is providing emergency debris barriers at 2 upper Main Canal pipe bridges after the 2024 Retreat Fire. The debris barriers will protect the pipe bridges in high risk debris slide areas.	Emergency Procurement	8/29/2025	11/21/2025	8/29/2025	11/15/2025 (estimated)	$ 700,000	$ 700,000 (estimated)	This work is currently in progress.	None required

NOTES:

* Planned budget equals contractor initial bid amount.

** YTID has supported the use of small, minority, women, and verteran owned businesses. However, past projects did not provide specific requirements for percent participation and this information hasn't historically been tracked. YTID recognizes the importance of providing opportunities to historically disadvantaged businesses which this project provides and will implement specific goals for the project team, will support the project team in pursuit of those goals and will track planned and actual participation.