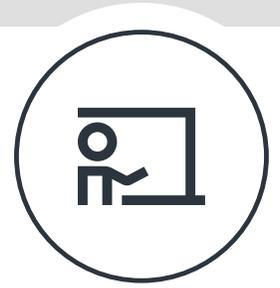


MOC Project Progress Update & PDB Recap

March 24, 2026

Aaron Bert, Public Works Director





Purpose

- Project Progress Update
 - Update on the Validation Phase of the Maintenance and Operation Center project
- Brief recap of the Progressive Design-Build approach
- Highlight key milestones and what's coming next



Project Overview

- **Project Goal:** Redevelop 9-acre Maintenance and Operations Center (MOC) to meet the growing needs of Public Works, Parks, Fleet, and Utility services with modern, efficient, and adaptable structures.
 - Deliver using Progressive Design-Build*
 - Consertus as Owner's Representative
 - Lewis + Miller Hull + Stantec as Progressive Design-Build partners
- Project is in **Validation Phase**

**Collaborative delivery method where the owner selects a design-build team early, advances the design together during a validation phase, and then establishes the final scope, schedule, and price before moving into construction.*

Progressive Design-Build

- A collaborative delivery method where the City selects a qualified design-build team, works together to develop the design, and agrees on the final price before construction begins.



- Why We Chose Progressive Design-Build
 - Competitive, qualifications-based team selection
 - Early understanding of project costs
 - Flexibility to refine the design and manage risk
 - Final construction price set before building starts

Authorized alternative delivery method in Washington State (RCW 39.10)

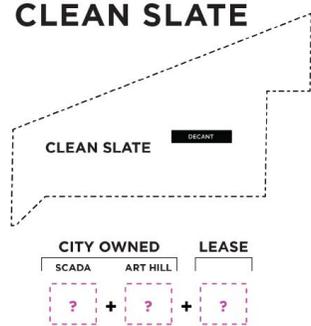


Project Progress Update

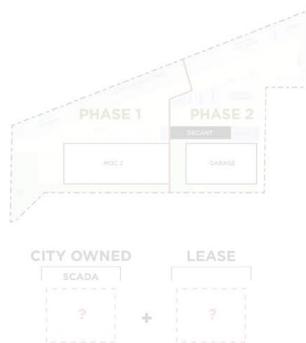
Validating Project Scope, Schedule, Budget

Two Options | Three Coordinated Workstreams

OPTION 1
CLEAN SLATE



OPTION 2
PHASED
CONSTRUCTION



OPTION 3
NEW SITE



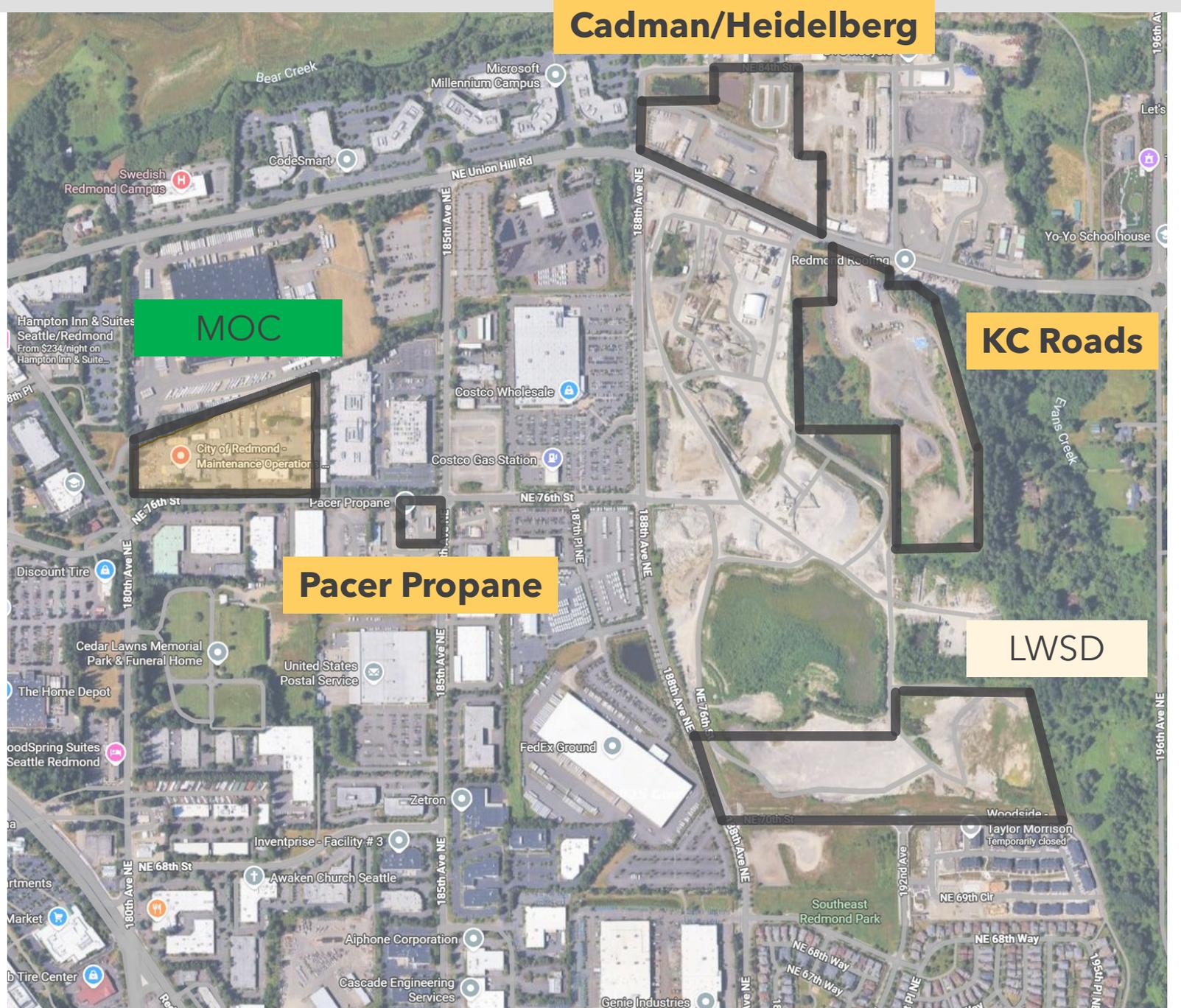
OPTION 4
HYBRID



Site Acquisition

Developing Dispersed Operations Approach

Developing Baseline MOC Project



Site Acquisition

Property	Lease	Purchase
Pacer Propane (0.9 acres)		X
Cadman/Heidelberg (9 acres)		X
KC Roads (22 acres)	X	X
LWSD (3.5 acres)*	X	
LWSD (22 acres)*	X	

*Option no longer under consideration

DISPERSED OPERATIONS

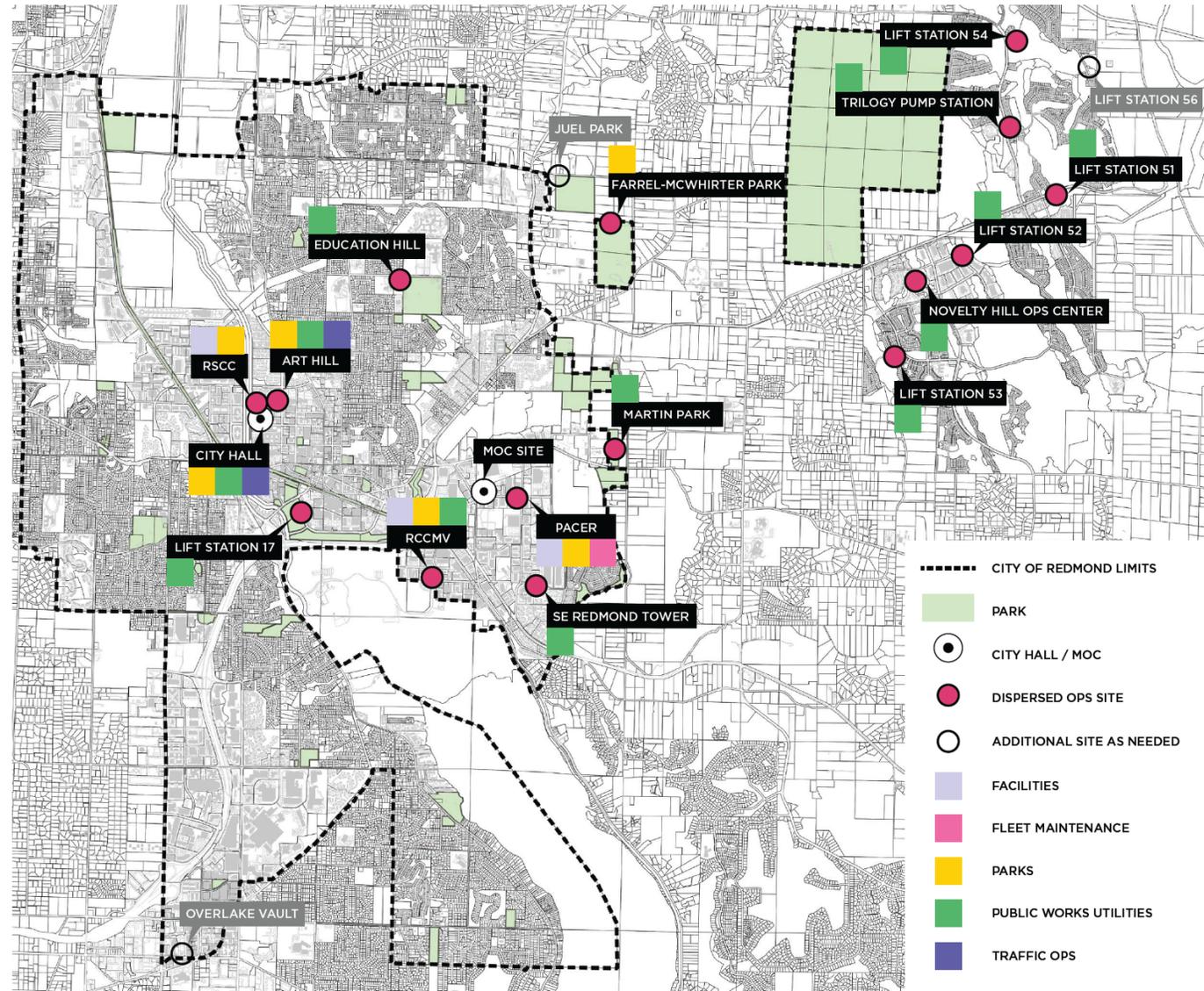
UTILIZE CITY ASSETS

- Decentralized approach to maximize use of city-owned assets

TRADE OFFS

- Operational inefficiencies due to decentralization
- Existing Decant Facility will not be operational
- Requires outsourcing of materials of mineral bins
- Employee parking to be accommodated off site
- Sharing fabrication shop space between Divisions
- Operational inefficiencies due to dispersed sites and minimized functions.

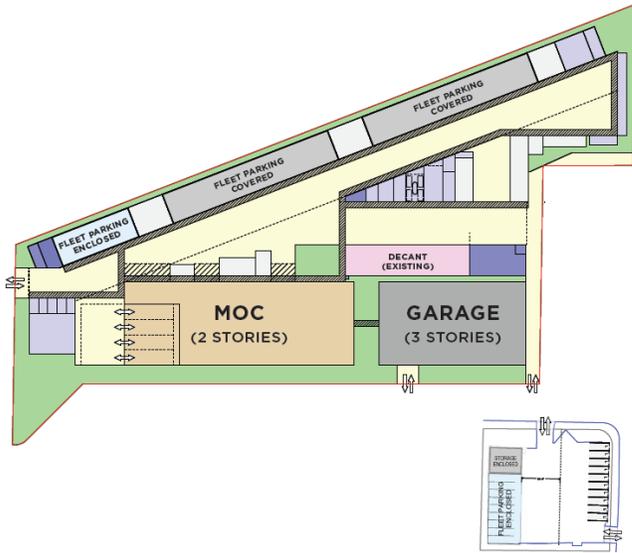
Developing Dispersed Operations Approach



MOC DEVELOPMENT

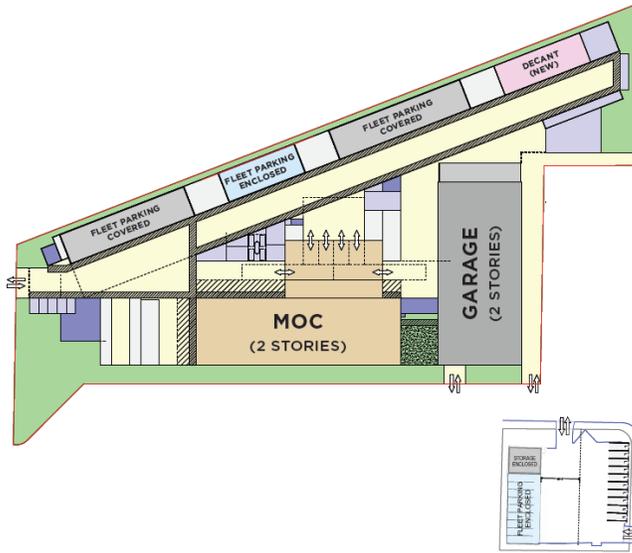
Developing Baseline MOC Project

2. Advance MOC Baseline Development through functionality, massing, and site studies.



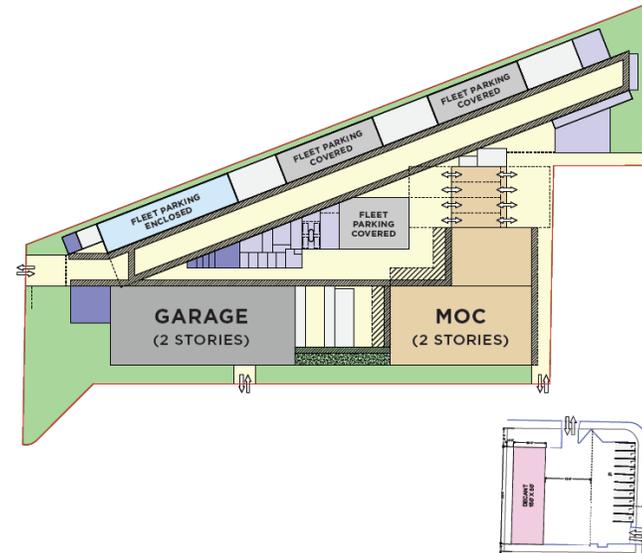
SITE CONCEPT A: UPDATED MASTERPLAN

- ↑ MOC Cost: \$245.2M
- ↑ Construction Schedule: Baseline (approx. 20 months)
- ↑ Decant: Remains on site, utilization of existing assets.
- ↓ Fleet Maintenance: Pull-in, back-out configuration.
- ↓ Garage: Compact footprint resulting in higher costs
- ↑ Circulation: Dedicated fleet maintenance staging areas separate from main circulation corridors.



SITE CONCEPT B: HYBRID BAYS

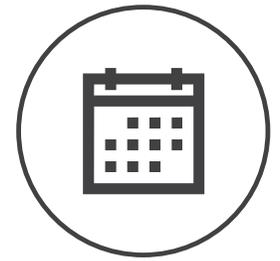
- ↓ MOC Cost: \$254.2M
- ↓ Construction: Baseline + 1 month (approx 21 months)
- ↓ Decant: Demolished and rebuilt on the existing site
- ↑ Fleet Maintenance Bays: Combination of pull-in, back-out bays and pull-through bays
- ↑ Garage: Efficient configuration resulting in lower costs.
- ↓ Circulation: Some dedicated staging areas for Fleet Maintenance Vehicles, fleet staging areas by wash bay may be constrained by vehicles accessing wash bays.



SITE CONCEPT C: PULL THROUGH BAYS

- ↓ MOC Costs: \$261.7M
- ↓ Construction: Baseline + 6 month (approx 26 months)
- ↓ Decant: Demolished and rebuilt on the existing site (potentially Pacer).
- ↑ Fleet Maintenance Bays: All pull-through.
- ↑ Garage: Efficient configuration resulting in lower costs.
- ↓ Circulation: Maintenance Bays staging may limit some site access maneuverability. Garage entries close to intersection at 178th Place NE and NE 76th Street cause safety challenges.

Milestones



 *We are here*



PHASE 2: CONTRACT AMENDMENT
TARGET MID-LATE 2027

Final amendment to proceed with construction under the Guaranteed Maximum Price (GMP).

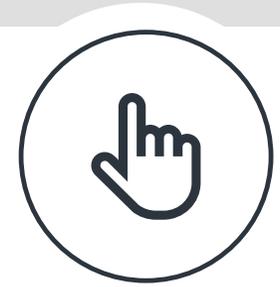
VALIDATION

PHASE 1 Design
Permit Coordination & Permitting

PHASE 2
Construction

PHASE 1: CONTRACT AMENDMENT
Q2 2026

Covers design development, cost refinement, and preparation for GMP.



Next Steps

- Confirm preferred single option and finalize analysis
- Complete validation and establish project baseline
- Execute Phase 1 contract amendment
- Transition into design development and GMP formation

Thank You

Any Questions?

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