

MAY 2020 RISK REGISTER APPROACH

PROJECT MANAGEMENT APPROACH BASED ON INPUT FROM PARTICIPATING AGENCIES

PLAN A – MINIMUM FEDERAL-ELIGIBILITY PLAN

- APPROACH: Bare Minimum, Zero-Float, Back-into-scheduling approach
- PROJECT MANAGEMENT DIRECTION: Spend the least amount of local funds necessary to maintain eligibility for requesting federal USACE Annual Work Plan and/or Stimulus funding.

PLAN B – SHOVEL-READY PLAN

- APPROACH: Stay reasonably ahead of USACE with acceptable float to minimize interruptions
- PROJECT MANAGEMENT DIRECTION: Build and use a forward looking schedule for project management that incorporates a reasonable amount of float for each activity depending on complexity. Stay reasonable ahead of the schedule. Create several shovel-ready project options for federal funding requests.

PLAN C – UNCONSTRAINED FULLY-FUNDED PLAN

- APPROACH: Unconstrained schedule. If all federal funding is secured build the project as fast as possible to insure federal money is not reallocated to other projects due to failing to timely obligate federal dollars.
- PROJECT MANAGEMENT DIRECTION: Complete the project as fast as possible using unconventional contracting methods for USACE civil works projects and bundling local work. Do everything possible to avoid anything that would slow USACE down.

BYPASS CHANNEL NORTH

CRITICAL PROJECTS

May 2020

Bypass Channel North: Critical Projects

Segment A Storm Drain (Bore) Construction

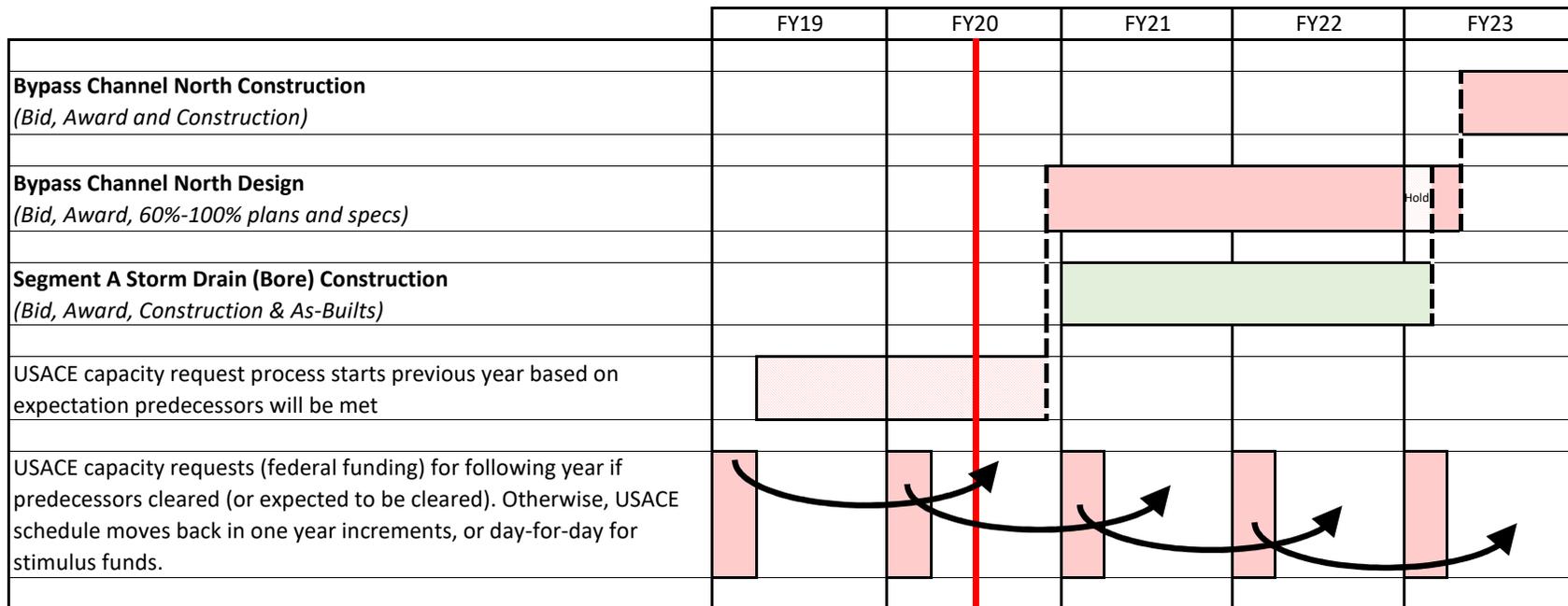
USACE Bypass Channel North Construction cannot begin until **USACE** Bypass Channel North Design is complete.

USACE Bypass Channel North Bid, Award, and Design takes 27 months to get from 60% to 100% complete.

COFW Segment A Storm Drain (Bore) bid, award, construction and as-builts needs to start immediately because it takes 26 months to complete with as-builts and timely finish Channel Design.

USACE capacity requests (federal funding) are made at the beginning of the prior fiscal year for any work **USACE** anticipates being able to timely execute bid and award before the end of the next fiscal year.

USACE capacity needs (funding requests) get pushed back in one year increments (and respective schedule) if **USACE** has reason to believe predecessors will not be cleared. Federal contracts are also ineligible for federal stimulus funds day-for-day until predecessors are met.



Recommendation: **COFW** Segment A Storm Drain (Bore) Construction should begin immediately for two reasons: 1) **COFW** current schedule is impacting the eligibility to receive stimulus funding due to required predecessor work not being underway; and 2) **COFW** waiting until **USACE** receives federal workplan funding to begin will impact a) **USACE** ability to request design funds, b) impact **USACE** completion of design with integration of as-builts, and c) impact the start of **USACE** construction.

Bypass Channel North: Critical Projects

Segment A Sanitary Sewer Construction

USACE Bypass Channel North Construction cannot begin until **USACE** Bypass Channel North Design is complete.

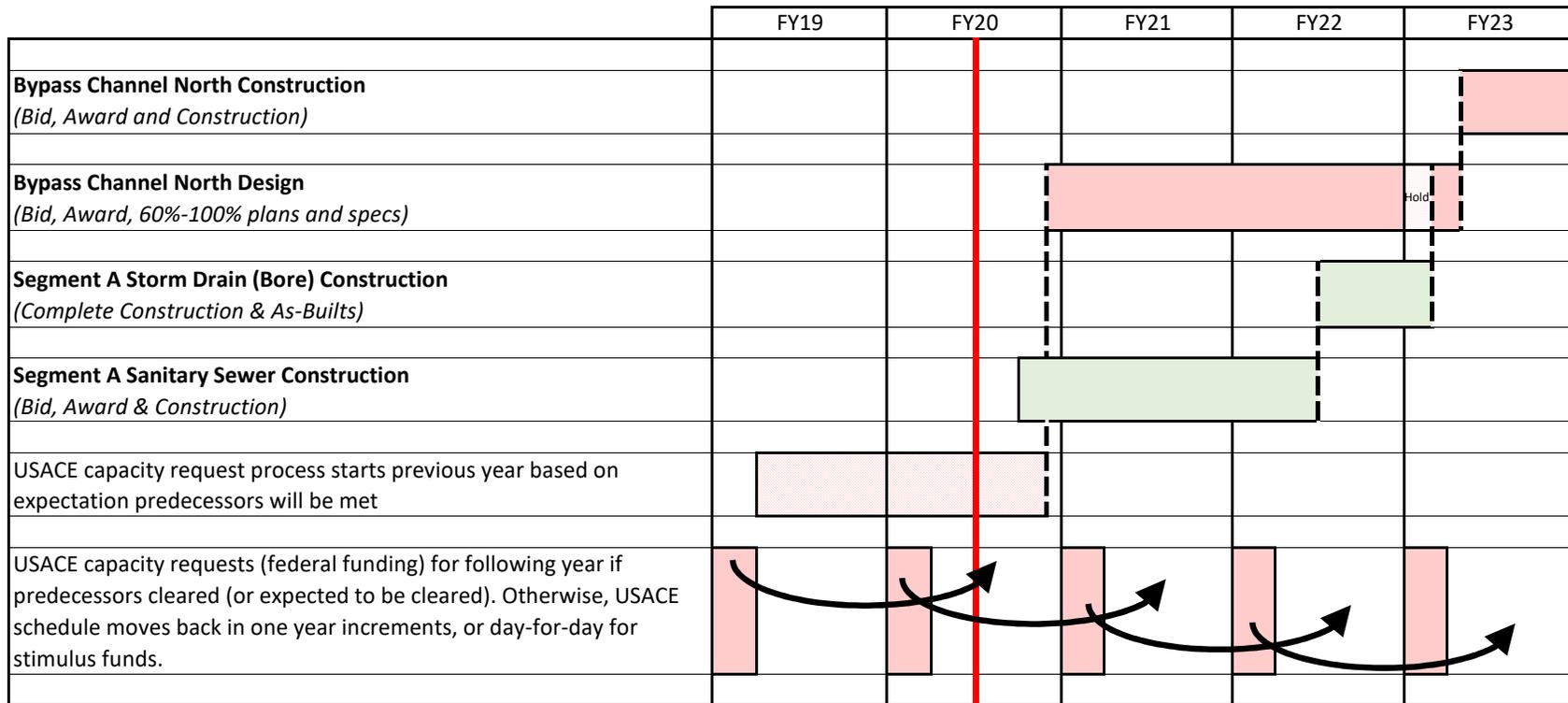
USACE Bypass Channel North Bid, Award, and Design takes 27 months to get from 60% to 100% complete.

COFW Segment A Storm Drain (Bore) bid, award, construction and as-builts takes 26 months and construction and as-builts cannot complete until after **COFW** Segment A Sanitary Sewer Construction is complete.

COFW Segment A Sanitary Sewer bid, award, construction needs to start immediately because it takes 21 months to complete bid, award and construction.

USACE capacity requests (federal funding) are made at the beginning of the prior fiscal year for any work **USACE** anticipates being able to timely execute bid and award before the end of the next fiscal year.

USACE capacity needs (funding requests) get pushed back in one year increments (and respective schedule) if **USACE** has reason to believe predecessors will not be cleared. Federal contracts are also ineligible for federal stimulus funds day-for-day until predecessors are met.



Recommendation: **COFW** Segment A Sanitary Sewer should begin immediately for two reasons: 1) **COFW** current schedule is impacting the eligibility to receive stimulus funding due to required predecessor work not being underway; and 2) **COFW** waiting until **USACE** receives federal workplan funding to begin will impact a) **USACE** ability to request design funds, b) impact **USACE** completion of design with integration of as-builts, and c) impact the start of **USACE** construction.

Bypass Channel North: Critical Projects

Pedestrian Bridge Design

USACE Bypass Channel North Construction cannot begin until **USACE** Bypass Channel North Design is complete.

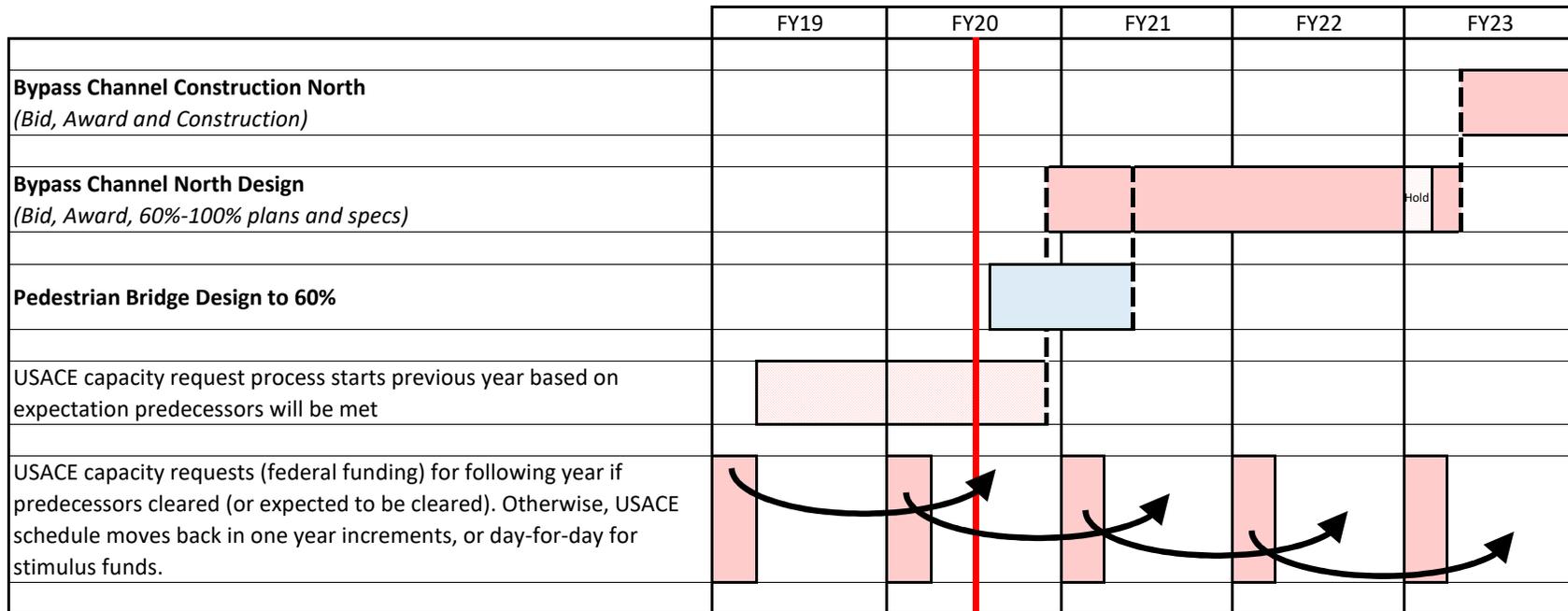
USACE Bypass Channel North Design takes 21 months and cannot start until the **TRWD** Pedestrian Bridge Design is advanced to 60%.

USACE Bid and Award process for North Design takes 6 months.

TRWD Pedestrian Bridge Design must start immediately upon any federal funds being secured so that design can advance to 60% during the **USACE** bid and award period.

USACE capacity requests (federal funding) are made at the beginning of the prior fiscal year for any work **USACE** anticipates being able to timely execute bid and award before the end of the next fiscal year.

USACE capacity needs (funding requests) get pushed back in one year increments (and respective schedule) if **USACE** has reason to believe predecessors will not be cleared. Federal contracts are also ineligible for federal stimulus funds day-for-day until predecessors are met.



Recommendation: **TRWD** staff plans to immediately submit the design contract to the **TRWD** Board once Federal funds have been secured by **USACE** and must be prepared to mitigate any delays as quickly as possible to not delay **USACE** Bypass Channel design and construction.

Bypass Channel North: Critical Projects

Main Street Outfall Storm Drain

USACE Bypass Channel North Construction cannot begin until **USACE** Bypass Channel North Design is complete.

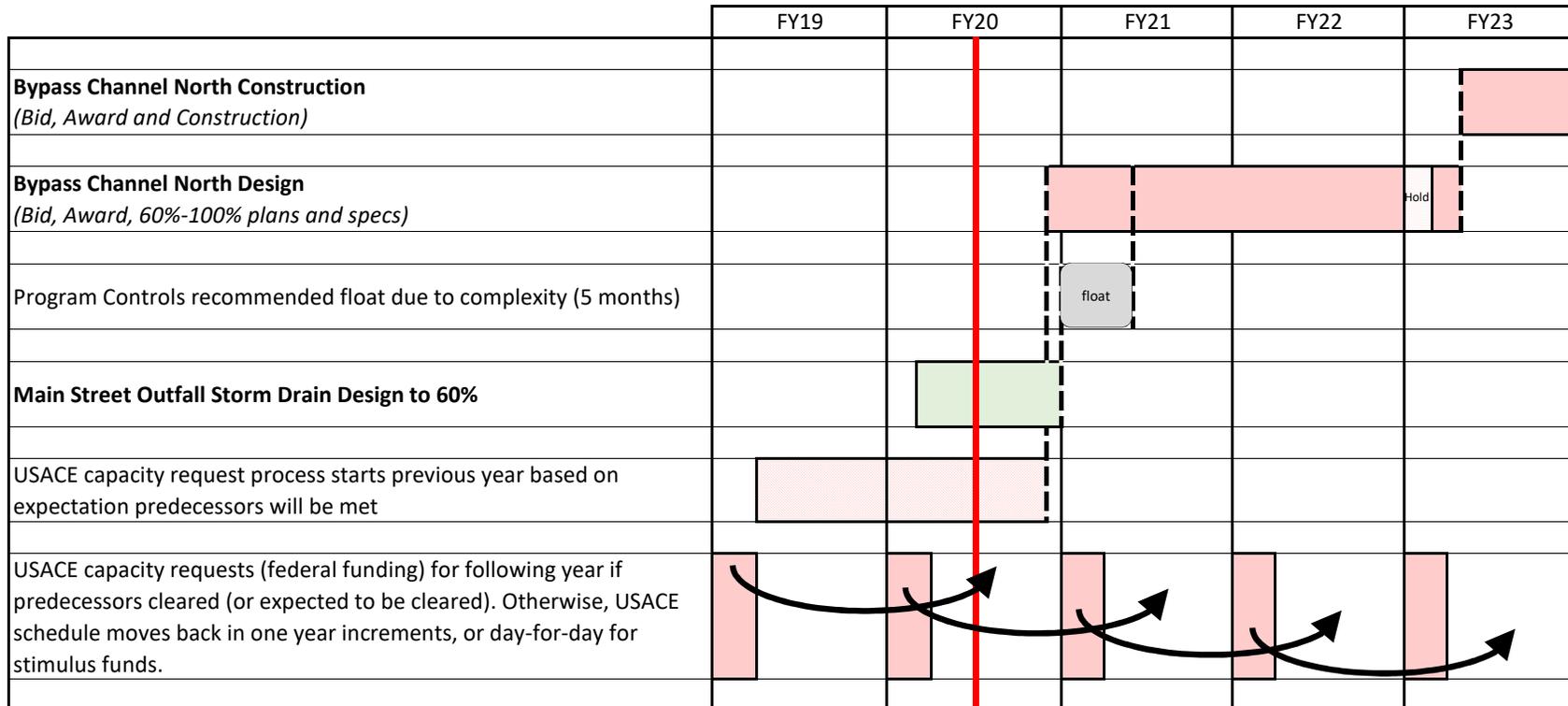
USACE Bypass Channel North Design takes 21 months and cannot start until the **COFW** Main Street Outfall design is advanced to 60%.

USACE Bid and Award process for North Design takes 6 months cannot begin until **COFW** Main Street Outfall design is underway.

COFW Main Street Outfall design must stay on schedule because it takes a total of 10 months to complete 60% design which is needed for the Bypass Channel North Design to continue. Currently there are five months of float before the Main Street Outfall design will impact **USACE** North Design.

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USACE capacity needs (funding requests) get pushed back in one year increments (and respective schedule) if **USACE** has reason to believe predecessors will not be cleared. Federal contracts are also ineligible for federal stimulus funds day-for-day until predecessors are met.



Recommendation: **COFW** needs to continue Main Street Outfall Storm Drain Design with strong oversight to deliver 60% Design in September of 2020. This predecessor being underway maintains **USACE** eligibility to request and receive federal workplan funds and stimulus funds.