

### Project Delivery Models: Procurement Process\*

Approach	Description	Opportunities	Constraints
Design-Bid-Build	The City and design team create the construction documents which are used to solicit bids from construction contractors. The project is typically awarded to the lowest bidder, or bidder with best value if other criteria are included in the evaluation.	<ul style="list-style-type: none"> <li>• Can be funded in multiple phases</li> <li>• More control over costs</li> <li>• Can achieve the lowest total construction cost through competitive bidding</li> <li>• Known and established procurement process</li> <li>• Can use internal or consultant resources to create the specification and manage the project</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of contractor input on the design can result in multiple change orders</li> <li>• Longer delivery timeline</li> </ul>
Design-Build	The construction project is managed through a Design-Builder team to complete the design and construction of the facility.	<ul style="list-style-type: none"> <li>• Contractor provides insight into the design and can create cost-effective solutions and variations on the design and materials.</li> <li>• Minimizes designer-contractor conflicts.</li> <li>• Greater cost certainty</li> </ul>	<ul style="list-style-type: none"> <li>• Funding is required for both design and construction</li> <li>• Considerable amount of time to create the technical specifications</li> <li>• Requires significant legal cost</li> <li>• Requires subject matter expert</li> <li>• May require an external consultant as owner's engineer</li> <li>• May be a lack of interest of availability in the industry for small scale projects</li> </ul>
Public-Private Partnership	The City collaborates with a private-sector partner to finance, build, and operate the facility. The private partner participates in designing, completing, implementing, and funding the project, while the City focuses on defining and monitoring compliance with the objectives.	<ul style="list-style-type: none"> <li>• Accelerated project schedule</li> <li>• Private financing secured for the project</li> <li>• Increased quality</li> </ul>	<ul style="list-style-type: none"> <li>• Requires payments from the City over the project's lifetime</li> <li>• Long contract periods</li> <li>• Requires significant legal cost</li> <li>• Requires subject matter expert</li> <li>• May require an external consultant as owner's engineer</li> <li>• May be a lack of interest of availability in the industry for small scale projects</li> </ul>

Approach	Description	Opportunities	Constraints
			<ul style="list-style-type: none"> <li>Typically used for large-scale infrastructure projects; it may be difficult to apply this delivery model to cycling infrastructure projects</li> </ul>

\*Cost impacts have not been specifically identified for procurement process delivery as costs are highly dependent on market demand and industry interest. General differences in costs are accounted for in the Opportunities and Constraints columns, as applicable.

The Administration has favoured both the Design-Build and Public-Private Partnerships models for project delivery of very large capital projects, such as the Gordie Howe Bridge (opened 2013) and Chief Mistawasis Bridge (opened 2018). The Administration believes most AT projects are not sufficiently large to engage the industry using these types of project delivery models.