

State of Washington  
Capital Projects Advisory Review Board (CPARB)  
PROJECT REVIEW COMMITTEE (PRC)

**APPLICATION FOR PROJECT APPROVAL**  
*To Use the General Contractor/Construction Manager (GC/CM)*  
*Alternative Contracting Procedure*

The CPARB 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): **Pullman Moscow Regional Airport**
- b) Address: **3200 Airport Complex North, Pullman, WA 99163**
- c) Contact Person Name: **Tony Bean** Title: **Executive Director**
- d) Phone Number: **509-338-3223** E-mail: **tony.bean@pullman-wa.gov**

**1. Brief Description of Proposed Project**

- a) Name of Project: **Terminal Relocation/Replacement Project**
- b) County of Project Location: **Whitman**
- c) Please describe the project in no more than two short paragraphs. (*See Example on Project Description*)

The Pullman-Moscow Regional Airport (the Airport, or PMRA) continues to experience significant growth in enplanements having grown from 34,858 in 2000 to 69,555 in 2019. Alaska Airlines provides multiple daily round trips to Seattle and the Airport has recently applied for a small air service development grant which would be utilized for twice daily service to Denver International Airport. The community is also exploring air service development for service to Boise. Enplanement forecasts completed as part of the 2012 Airport Master Plan and updated during the ongoing runway realignment study show 114,414 enplanements in 2020 and 142,229 by 2030.

The existing passenger terminal facility is significantly undersized to adequately serve existing passenger demand. The existing demand coupled with the improvements to all-weather reliability, improving consumer confidence in PMRA, resulting from improvements associated with the Runway Realignment Program will continue to increase retention and load factors for existing service. Based on historical market growth and improved retention additive air service is highly probable. Additionally, the Airport supports charter aircraft for both Washington State University and the University of Idaho which are not able to be adequately supported simultaneously with scheduled commercial flights. The existing terminal location is also constrained and cannot accommodate improvements to auto parking, circulation roads, rental car staging, passenger pick-up and drop off. The airside is also constrained to provide adequate apron space to meet current and projected demand.

The 2012 Airport Master Plan which included a Terminal Area Plan identified a need for a new terminal to accommodate existing and future passenger travel needs. The area occupied by the recently decommissioned Runway 6-24 was selected as the ideal location for the new terminal, apron and passenger parking. The Airport completed an Environmental Assessment for the Runway Realignment and Terminal Programs. The Federal Aviation Administration (FAA) issued the Finding of No Significant Impact (FONSI) in December 2014. All mitigation requirements identified in the EA process have been completed and active construction of program elements have been ongoing since 2015. The Terminal Program is anticipated to be composed of approximately 45,000 square feet of new terminal building and associated landside and airside facilities. The total program cost estimate is \$35 to \$50 million. The Terminal Program is expected to be funded by AIP entitlement and discretionary grants up to \$20 million and local funding sources for the balance of the program costs.

**2. Projected Total Cost for the Project:**

**A. Project Budget**

Costs for Professional Services (A/E, Legal etc.)	<b>\$8,760,000</b>
Estimated project construction costs (including construction contingencies):	<b>\$31,000,000</b>
Equipment and furnishing costs	<b>\$3,070,000</b>
Off-site costs	<b>\$0.00</b>
Contract administration costs (owner, cm etc.)	<b>\$250,000</b>
Contingencies (design & owner)	<b>\$3,370,000</b>
Other related project costs (briefly describe)	<b>\$400,000</b>
Sales Tax	<b>\$2,790,000</b>
<b>Total</b>	<b>\$49,640,000</b>

**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*

The Airport has requested \$20 million in AIP funding from the FAA. To date \$16 million has been programmed by the FAA and the additional \$4 million will be added as funding is made available. PMRA has the support from the FAA to move forward with the terminal program and is actively seeking opportunity to increase the programmed funding level to the FAA max participation level of \$20 million.

The Airport has also received \$18 million in CARES funding, of which approximately \$8 million has been set aside for O&M. The balance of funds is dedicated to the terminal program (\$10 million).

As part of the runway program, the Airport has built successful local funding partnerships which is anticipated to be utilized for the Terminal project. Funding partners include Washington State University, University of Idaho, City of Pullman, City of Moscow, Whitman County (WA), Latah County (ID), Port of Whitman, Washington Department of Transportation, Idaho Transportation Department, Passenger Facility Charges, and local business. This collaborative partnership committed more than \$12 million to the runway realignment program. Each of the local entities, including local businesses are actively involved in the terminal project and are committed to a successful terminal design and construction project. Local funding will be important and levels of contributions by the collaborative membership will be determined during design.

**3. Anticipated Project Design and Construction Schedule**

Please provide:

The anticipated project design and construction schedule, including:

- a) Procurement;
- 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)

<b>Date</b>	<b>Activity</b>
August 20, 2020	PRC Application Due
Sept. 24, 2020	Presentation to PRC Committee
Oct. 3, 2020	Advertisement for Request for Proposal Published. (1st Notice)
Oct. 7, 2020	Advertisement for Request for Proposal Published. (2nd Notice)
Oct. 14, 2020	Pre-proposal conference
Oct. 21, 2020	Statements of Qualifications due at 3:00 p.m.
Oct. 26, 2020	SOQ scoring and short-listing of firms & notification
Oct. 30, 2020	Issue RFP Documents with draft AIA A133 and A201 contracts.
Nov. 04, 2020	Short listed firms submit contract questions/comments due
Nov. 09, 2020	Interviews with short listed firm (tentative date).
Nov. 13, 2020	RFFP Submittal Deadline and Publicly Open-Read by 3:00 p.m.
Nov. 19, 2020	Owner QA proposals and issue notification of intent to award contract.
Nov. 25, 2020	Airport Board approve GC/CM selection and award preconstruction services

Dec. 2020 – Oct. 2021	GC/CM Preconstruction Services
<b>April 2021</b>	<b>Early Bid Package #1 under contract to meet Tier 1 Grant requirements</b>
Sept./Oct. 2021	GMP Agreement
June. 2021 – Oct. 2022	Construction work through completion

**Consultant Selection and Hiring:**

The Pullman Moscow Airport has already hired Mead & Hunt Architecture & Engineering as the lead designers on this program and this project. OAC Services was hired as the GC/CM advisor for the project and will be present through construction into closeout to monitor the progress and project. The owner is currently in discussions with legal counsel for assistance on the GC/CM contracts.

**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?

The PUW Terminal replacement project contains several elements of complexity that must be addressed. PUW is 24/7 occupied facility with strict Federal Aviation Administration (FAA), Transportation Security Administration (TSA) and Airport security and access requirements. The operational environment is such that a lapse in security, access control or information systems places the facility, tenant operations and public safety at significant risk. The GC/CM will participate during preconstruction services as a valued team member assisting PUW staff to coordinate, schedule and phase the work with affected airport operators, Federal agencies and tenant airlines. Particular attention to construction logistics planning and implementation will be emphasized to maintain temporary safety and construction zone access, lay-down areas and minimize negative impacts on operations.

**Interior Site Constraints and Coordination** - Construction in the terminal (will be required and around it) and at other areas of the airfield present constrained and limited contractor staging areas. Restricted access areas and their security requirements must always be maintained. Early GC/CM involvement with PUW staff and the A/E requires close operational, design and construction coordination throughout all phases of the project to minimize construction impact in small or restricted areas.

- 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.*

**Occupied Site** – All airfield and terminal operations must remain open with no impact to operations and security. Certain elements or components of the new work in the project may cause relocation of services adjacent to the new work being performed.

**Safety & Risk Management** – Identification, mitigation and implementation of risk management and safety plans is one of the public benefits of using the GC/CM contract delivery. The PUW staff and GC/CM team will plan for and monitor facility and public safety in all phases of the project.

- If involvement of the GC/CM is critical during the design phase, why is this involvement critical?

**Effective and Efficient Planning and Execution** - Proactive planning and execution relies on clear and consistent communications. The GC/CM will have significant input in each phase of design to ensure existing and future systems and facilities requirements are integrated into the design and bid documents. The GC/CM is invaluable during this phase to develop coordinated scope, constraints and contingency plan requirements in the bid documents.

Development of clear, coordinated and phased construction plans in the bid documents reduces gaps and ambiguities in the bid documents.

**Strong Project Controls – Schedule and Budget** – Integration of the GC/CM early in the design phase increases the budget predictability. The project budget must be carefully managed. Having a GC/CM throughout the design phases provides accurate, detailed cost information as the design and the phasing plans are brought into alignment. This will be crucial to help the owner maintain good records for their next audit. The GC/CM will be able to effectively manage cost, schedule, and quality with a higher degree of predictability to fulfill all scope commitments

A highly qualified GC/CM is required to assist the owner in meeting their Tier 1 grant requirements to have a portion of the facility bid and ready to begin work by April of 2021. This could be just a site work package or utility package. **The selection of the GC/CM allows the owner to be under contract for the work prior to April of 2021 in order to receive federal funding. The coordination of this early bid package is critical for the projects success.**

- If the project encompasses a complex or technical work environment, what is this environment?

Working in an active AOA (Air Operations Area)

- 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?

N/A

- 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?

N/A

## 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 example, your description must address, but is not limited to:

- How this contracting method provides a substantial fiscal benefit; or

**Increased Predictability and Reducing Financial Risk** – The GC/CM is on board throughout design and construction. With GC/CM delivery, cost and schedule predictability is much higher than with the design-bid-build method. Providing constant cost, market conditions, labor and materials price factors and schedule information is beneficial to the project. As a majority of this is funded by a grant as well as sponsorships from surrounding organizations the budgets and estimates are crucial.

**The Owner** – GC/CM relationship is one built on trusting relationships thereby reducing the opportunity for unresolved claims and potential litigation. This opportunity translates into less financial risk when the Owner and GC/CM contractor corporately make sound business decisions with the best interests of the project in mind. The project schedule includes a partnering session with the project participants once the GC/CM is on board providing services.

**Reducing Schedule risk** - The potential for the GC/CM and the PUW project team to plan and schedule for early site and procurement bid packages ahead of the spring 2021 requirements from FAA reduces the risk of having the funding delayed for a year. Critical construction activities at the air terminal can then be the focus of the GC/CM and project team if less risky elements can be constructed ahead of the critical components of the work.

**Open Book Accounting** - The GC/CM alternative contract delivery method allows for open book cost accounting and verification process. We will be able to set the project up so PUW will be much more ready for the next audit and not have any findings, no matter how small, on their record.



- 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.

**Early GC/CM Involvement in Value Added Measures** – Traditional D-B-B contract methods do not benefit from the contractor’s perspective of adding value into the project during the design phase. The added fiscal benefit gained through using the GC/CM’s expertise in value added measures, value engineering and constructability reviews in all phases of the design rather than merely single points on a schedule. GC/CM recommendations on product or quality standards and developing a complete, understandable and cost-effective construction document set controls costs. Collaborating with the GC/CM to build a safe, simple and productive construction phasing plan is critical to the success of this project and minimize impacts to the airport’s mission, security and operations.

**Critical Systems Quality Planning and Integration** – Inclusion of the GC/CM during the design phase helps to address quality standards regarding materials or equipment purchases, storage or security plans. The GC/CM provides keen assistance to owners and design professionals which may solve design issues or provide experience with systems being considered. This real time advantage keeps costs down and aids in development of a quality control plan based upon the owner’s design standards.

- In the case of heavy civil GC/CM, why the heavy civil contracting procedure serves the public interest.  
N/A

## 6. Public Body Qualifications

Please provide:

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

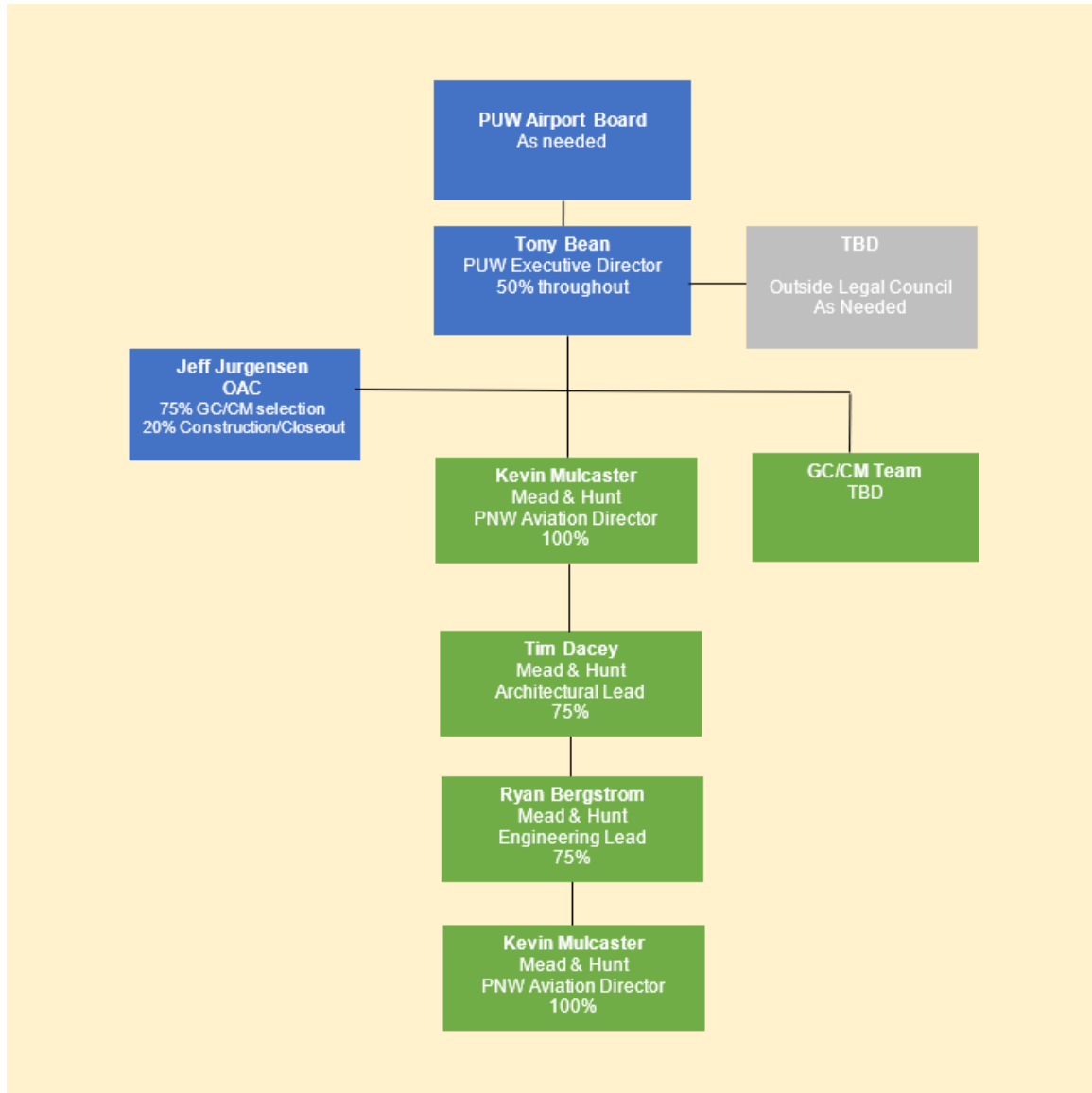
### **OAC Services, Inc. (OAC) GC/CM Qualifications**

OAC is the regions premier project/construction management firm that possesses unparalleled GC/CM consultant services to its clients desiring to use and become GC/CM practitioners. Our unique K-12 EDU practice contains over 40 skilled program/project/construction managers, educational and facility thought leaders, project engineers and coordinators of which 30+ are experienced in Washington State GC/CM project delivery. OAC program/project managers and principals have submitted more Project Review Committee applications and worked on more alternative procurement projects (50+ GC/CM and 30+ Design-Build) than any other PM/CM firm in the State.

### **Mead & Hunt GC/CM Qualifications**

Mead & Hunt is a nationally recognized architectural and engineering design firm with extensive airport experiences. The most recent GC/CM experience in the state of Washington under RCW 30.10 is the expansion and renovation of the airport in Pasco Washington. It was a very positive experience for the owner as well as Mead & Hunt. They also have multiple experiences with CMAR and CM/GC processes in various states. However, they understand the purpose of the process is teamwork and collaboration to provide a excellent project for the Pullman Moscow Regional Airport board and community.

- 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)



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

#### **Tony Bean – Executive Director PUW**

Tony has extensive construction experience over the last 6 six years working on runway realignment and taxiway project. He has been the executive director of PUW since 2011 and successfully wrote and implemented a 2008 Small Community Airport grant to enhance the awareness of the airport. Under his direction and management traffic demand and increasingly larger are driving this project and other major changes at the airport. He has a BS in Aviation Management from Southern Illinois University and is currently pursuing his MBA from the University of Idaho.

#### **Kevin Mulcaster – Northwest Director of Aviation Mean & Hunt**

Kevin Mulcaster brings 22 years of aviation planning, environmental and public involvement experience to your projects. Recently, Kevin has served as program manager for the development of a two-phased master plan, environmental assessment (EA) and design and construction administration for a \$154M runway realignment

program at the Pullman-Moscow Regional Airport. Kevin has also recently managed three other environmental assessments in the FAA's Northwest Mountain Region. Kevin's prior employment with the FAA Airports Division as a community planner and environmental protection specialist provides him the unique perspective and experience to meet FAA expectations and deliver your project on-time. Kevin is a member of the Transportation Research Board (TRB) Aviation System Planning committee and regularly participates in research and exploration of issues affecting the national aviation system

#### **Tim Dacey – Architectural Lead Mead & Hunt**

Tim has 22 years of experience as program manager, design leader, and project architect for passenger terminals, hangars, equipment storage and maintenance facilities, operations and administrative offices, airport fire stations, and control towers at air carrier and general aviation airports. He is an expert in facility delivery methods and operations and Federal Aviation Administration requirements, guidance, and process for airport development. He has delivered projects at Pasco, Eugene, Medford, Aurora, Casper, Truckee, Santa Rosa, Redding airports and at Oregon Air National Guard Bases in Portland and Klamath Falls. RCW 39.10 experience at Tri Cities Regional Airport with CMAR experience on the following projects, Glacier Park International, Kalispell Montana; Santa Rosa Terminal, Santa Rosa, CA; Rock Springs Airport SRE, Rock Springs, WY; Rock Springs Airport Terminal, Rock Springs, WY

#### **Matt Dubbe – Architectural Outreach Mead & Hunt**

Matt has more than 30 years of master planning, sustainability, design and construction administration experience with a concentration on performance-driven building solutions within the aviation industry. He has completed projects throughout the US that are recognized for their regional and environmental excellence. In addition, Matt has been selected for speaking engagements by various industry groups, including the FAA, Airport Consultants Council, various departments of transportation and AAAE to discuss global trends in aviation and sustainability. RCW 39.10 experience at Tri Cities Regional Airport with CMAR experience on the following projects, Glacier Park International Terminal, Kalispell, MT; Fort Wayne International Terminal, Fort Wayne, IN.

#### **Ryan Bergstrom – Engineering Lead Mead & Hunt**

Ryan has 17 years of experience as program manager, design leader, and project engineer for runway, taxiway, and apron design and construction administration at air carrier and general aviation airports. He is an expert in Federal Aviation Administration requirements, guidance, and process for airport development, and enjoys top reputation and relationships with FAA Seattle Airports District Office and Northwest Mountain Regional Office staff. He has delivered projects at Pullman Moscow, Salem, Roseburg, Portland-Hillsboro, Klamath Falls, Bakersfield and Eureka airports.

#### **Jeff Jurgensen – Sr. Vice President OAC Services Inc.**

Jeff has over 28 years of construction experience. He has worked on over 20 major capital GC/CM projects in the state of Washington, assisted in getting the Spokane Public Schools & Central Valley School Districts agency approval. He also has worked on six major capital design-build projects, one design-build project at Spokane International Airport as well as one K12 design-build project with the Paschal Sherman Indian School in Omak Washington and led the City of Spokane through their first design build project with the Nelson Service Center as well as their first 3 heavy civil GC/CM projects. He also led the Spokane International Airport successfully through their first GC/CM project over the last 3 years. He is very experienced and knowledgeable in the state of Washington and Inland Northwest local construction market.

- Provide the **experience and role 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.)*

See the information under each biography.

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

See the information under each biography.

- 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.

Jeff & OAC will be the GC/CM advisors and Project consultants throughout the project. OAC is currently under contract for this work under a master services agreement from the PRC application through the closeout of the project. We will be working under task orders for project like how we worked with Spokane International Airport on the Security Upgrades project.

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

OAC has completed or is currently managing over 30 GC/CM projects both private and public ranging from \$5-\$200 million. OAC's project portfolio also includes fire stations in Shoreline, Issaquah, Puyallup and Spokane Valley and other municipal clients like City of Bothell and City of Spokane. An active participant in Alternative Project Delivery, two OAC staff members, including one on this project, have served with Jeff still serving on the Project Review Committee and have provided training in GC/CM and Design-Build delivery in Washington, Montana and Alaska.

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

#### **Management and Decision-Making Authority**

The project is managed by Tony Bean, Executive Director of the Pullman Moscow Regional Airport. Tony will oversee the project, manage contractual obligations, and direct the OAC project management, Mead & Hunt design and selected GC/CM Contractor team. He assists with coordination and input from several airport staff departments during program, design, construction and occupancy phases.

The OAC and Mead & Hunt teams are contracted to provide their respective professional bodies of work and expertise from GC/CM selection to closeout of all the projects. Mead & Hunt has been a member of the PUW team for the past 15 years assisting with the master planning and grant applications.

The OAC team augments the Mead & Hunt and PUW staff and are seasoned PM/CM practitioners who specialize in GC/CM procurement, contract administration, preconstruction, GMP negotiations and construction administration expertise.

Authority to change to the project scope and budget rests with the Pullman Moscow Airport Board of Directors per Board policies as well as the Executive Director, Tony Bean.

Delegation of authority to the Executive Director and leadership team to sign and obligate PUW contractually, make timely decisions and avoid delays is accomplished via Board policy, resolutions or requirements.

PUW staff will have day to day operational control and decision-making authority for the project. Authority to sign change orders during construction rest with the Executive Director or his designee.

The project will have "Principal's-In-Charge" (Owner, Design and GC/CM contractor) meetings so senior leaders are kept ahead of the issues, make timely business decisions or commit project resources to positively affect the project.

#### **Budget/Cost Control:**

The project budget will be tracked against the approved baseline budget monthly. Project ID codes will be developed and OAC will review/recommend payments based upon PUW cost codes.

AIA A133 and A201 agreements, if used, require reconciliation of estimates in schematic, design development and construction document phases. OAC will lead estimate reconciliation process and document MACC/TCC with record of negotiations.

Early site and/or subcontractor bid packages will be developed in the design development phase using target value design budgets and updated as the design matures per the contract to meet the grant requirements. Early and frequent engagement of the local authorities having jurisdiction (AHJ) post predevelopment meetings will be held to identify and mitigate design issues, time or cost issues prior to permit issuance.

OAC, Mead & Hunt and the GC/CM contractor will closely evaluate post MACC/TCC negotiations during construction to evaluate appropriate use and approval of the GC/CM or Owner contingencies.

#### **Schedule:**

OAC's refined Division 1 project management, scheduling, closeout, warranty specifications and other key consultant specifications are included in the GC/CM RFP documents. The scheduling specifications align with the AIA A133 and A201 contract documents. Monthly updates of the project master milestone schedules during preconstruction, design, subcontractor buyout, and subsequent construction and occupancy phases are required and standard processes and procedures.

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

#### **Planned GC/CM procurement process**

Preparation of the GC/CM RFP and selection process is based on the OAC's internal methods that have been refined over the years, with the latest lessons-learned items from Spokane International Airport and other municipal owners including fire districts, school districts and universities, including Cheney Public Schools, Central Valley School District, Lake Washington School District, Spokane Public Schools, Clover Park School District, and Tahoma School District, as well as Washington State University and the City of Spokane. We have an open selection process to promote competition within the contracting community.

PUW plans to use a three-step GC/CM selection model:

1. Contractor outreach began in August 2020 (contractors are already excited for the opportunity) and continues and will be followed by a solicitation for GC/CM services and a Request for Qualifications
  - a. Focusing on experience, proposed team and approach
  - b. Short list three or four firms for interviews
2. Extensive Interviews, potential site and office visits
  - a. Gather more information regarding team proposed, approach and experience and identify contractual issues prior to agreement execution
3. Fee and Specified General Conditions Bidding
  - a. Maximizing a combination of interview scores and value-based approach

Prepared drafts of the AIA A133 (Agreement) and A201 (General Conditions) will be provided in the RFP to proposers for review and provide questions during the GC/CM procurement phase. Revisions to the documents, if needed, will be done prior to a request for final fee proposals to reflect input from shortlisted firms and best practices used on previous GC/CM projects using the same contract documents.

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

The owner is now speaking with their PUW counsel to determine the outside counsel to contract with. They recognize that KL& Gates and Perkins Coie are two of the leading experts in developing alternative delivery contracts and will decide prior to advertising the RFQ so the contract documents may match with the RFQ & RFP documents.

**7. 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

Project	Description	Contract Method	Planned Start	Planned Finish	Actual Start	Actual Finish	Planned Budget	Actual Budget	Reason for Budget or Schedule Overrun
AIP 42-54 Runway Realignment Program	Realignment of the runway and taxiways to serve larger aircraft and more flights. New lighting, Nav aids, utilities, flood plain modifications, property acquisitions and related facility refinements such as 42 Avista structures to relocate a 115 kv transmission line	D-B-B	5-2016	5-2020	5-2016	10-2021	\$133m	\$154m	Land costs increased by \$11 million due to DOT right of ways. Program sponsors scope additions added \$10 million in costs.

Most projects at the airport until the runway realignment were for equipment purchases but they had no major construction projects of any kind.

**8. 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:

- A 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.

Please see the attachments at the end of the application for the renderings. Attachment

**9. Resolution of Audit Findings on Previous Public Works Projects**

If your organization had audit findings on **any** project identified in your response to Question 7, please specify the project, briefly state those findings, and describe how your organization resolved them.

There was one finding in 2018 which has been resolved and the Airport is working with the State of Washington Auditors office to get timely reviews of financial accounting which will help the airport in the future. A copy of the finding is available if desired.



**10. Subcontractor Outreach**

Please describe your subcontractor outreach and how the public body will encourage small, women and minority-owned business participation

The owner has an approved DBE plan which is board approved and attached with Attachment B for review. It was applied to the runway realignment project with limited success due to number of contractors in the area.

**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 the 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.

If the PRC approves your request to use the GC/CM contracting procedure, you also understand that: (1) your organization is required to participate in brief, state-sponsored surveys at the beginning and the end of your approved project; and (2) the data collected in these surveys will be used in a study by the state to evaluate the effectiveness of the GC/CM process. You also agree that your organization will complete these surveys within the time required by CPARB. Additionally, responding to the 2013 Joint Legislative Audit and Review Committee (JLARC) Recommendations is a priority and focus of CPARB. Data collection shall include GC/CM project information on subcontract awards and payments, and if completed, a final project report. 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: 

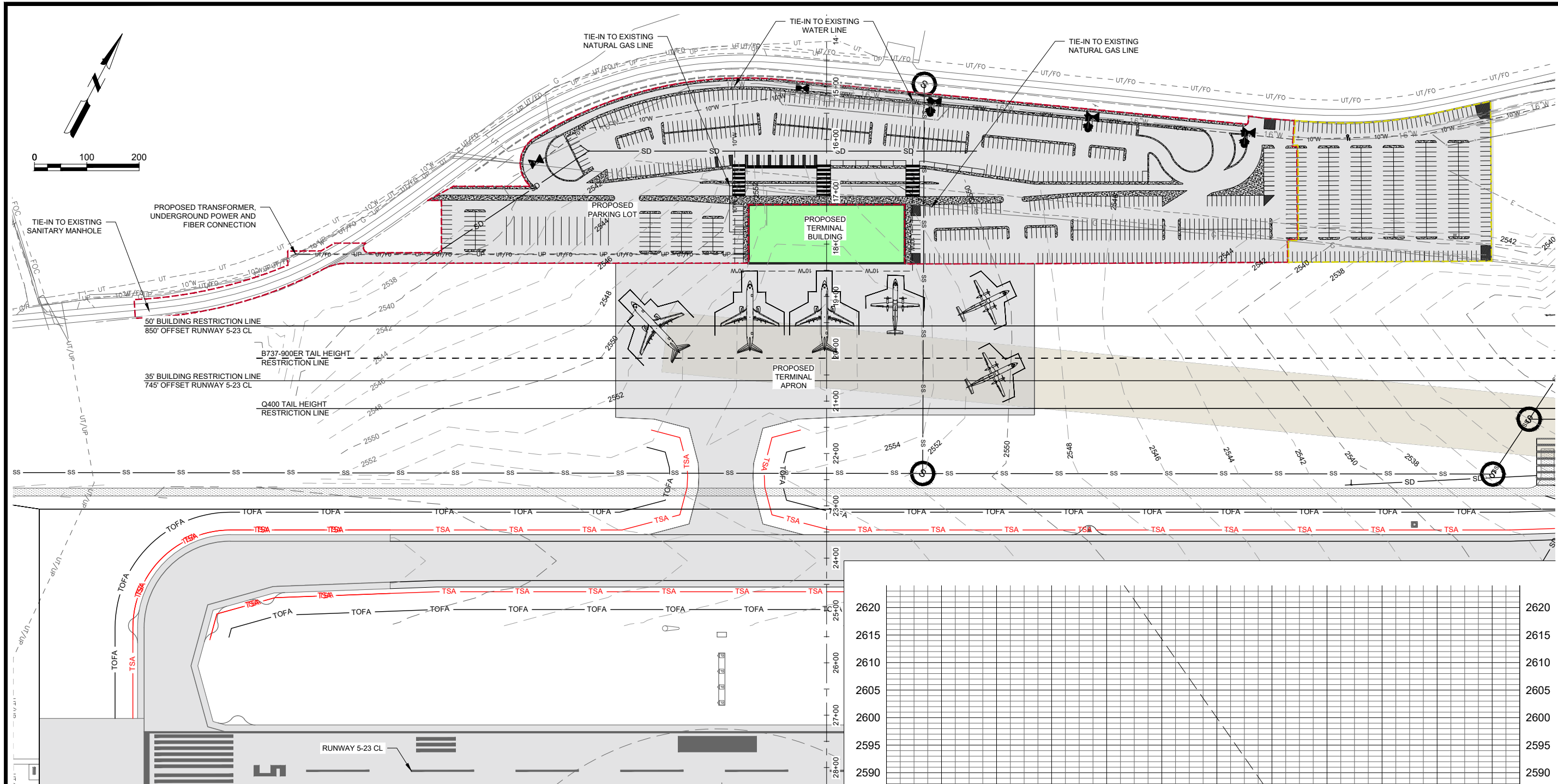
Name (please print): ANTHONY BEAN (public body personnel)

Title: EXECUTIVE DIRECTOR

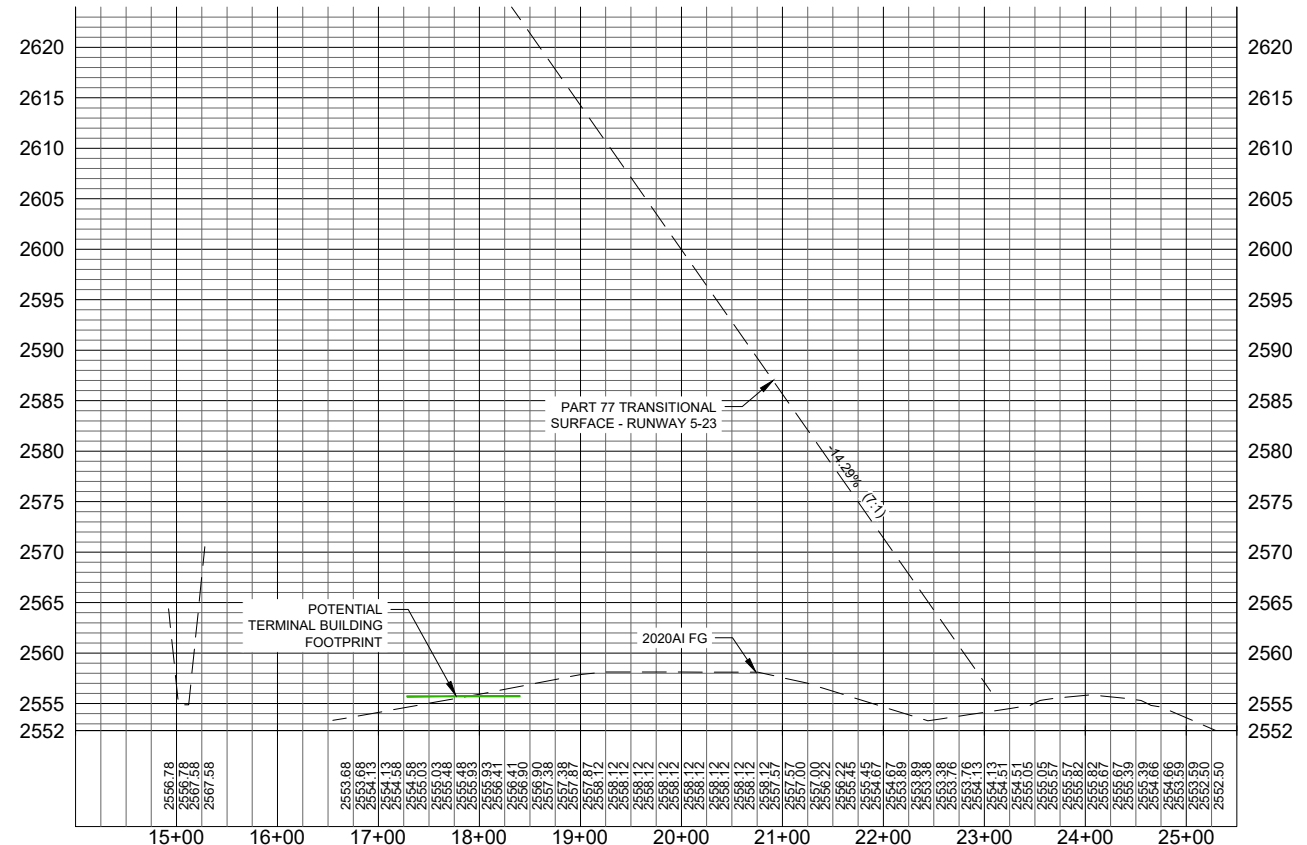
Date: 8-19-2020

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and held harmless from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such release or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

**PULLMAN-MOSCOW REGIONAL AIRPORT  
 TERMINAL BUILDING SITE  
 CHARACTERISTICS EXHIBIT  
 3200 AIRPORT COMPLEX NORTH  
 PULLMAN, WA 99163**



- LEGEND:**
- G — PROPOSED NATURAL GAS LINE
  - - - 10"W - - - PROPOSED 10" WATER LINE
  - - - UP - - - PROPOSED UNDERGROUND POWER
  - SS — PROPOSED SANITARY SEWER LINE
  - ⊙ PROPOSED SANITARY SEWER MANHOLE
  - 2550 --- EXISTING GRADE
  - AIRFIELD PAVEMENT
  - PARKING LOT PAVEMENT
  - TERMINAL BUILDING



Attachment A



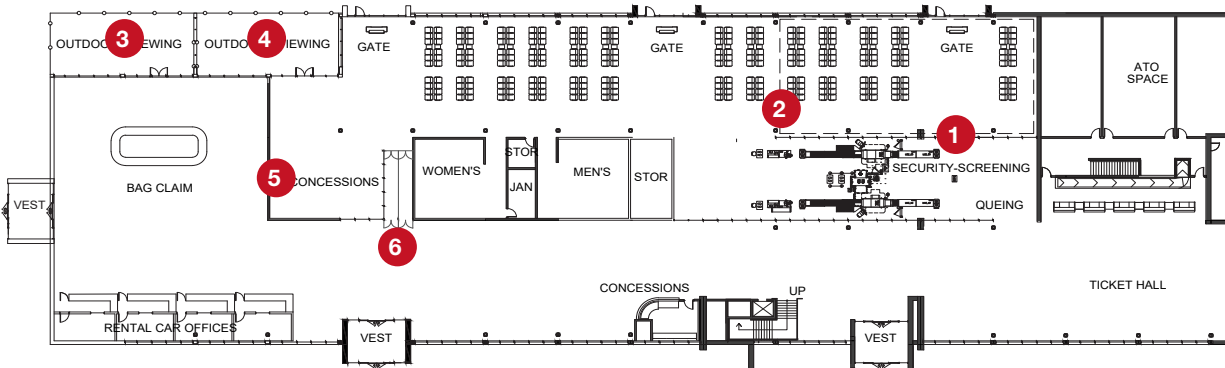


Attachment A



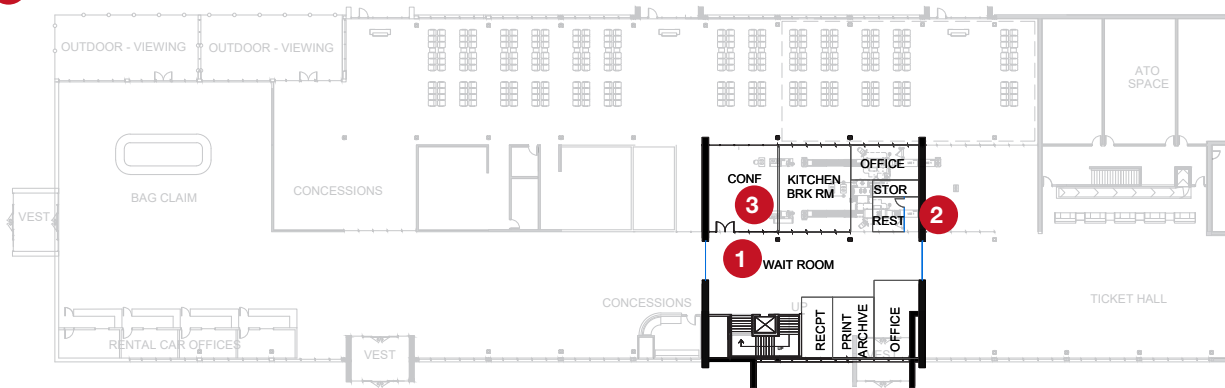
# Attachment A

## BUILDING PLANS - PRELIMINARY TERMINAL CONCEPT



### First Floor

- 1 Flexible charter plane holdroom
- 2 Temporary partition
- 3 Presecure viewing/waiting area
- 4 Outdoor secure viewing
- 5 Secure sales to presecure
- 6 Exit lane



### Second Floor

- 1 180° view
- 2 Area for sensitive systems, camera, alarms, servers
- 3 Conference rooms for large assembly:
  - Public meetings
  - Trainings
  - Command Center (emergency)

# ATTACHMENT B

## POLICY STATEMENT

### **Section 26.1, 26.23 Objectives/Policy Statement**

The Pullman-Moscow Regional Airport Board has established a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. The Pullman-Moscow Regional Airport Board has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the Pullman-Moscow Regional Airport Board has signed an assurance that it will comply with 49 CFR Part 26 (hereafter referred to as "Part 26").

It is the policy of the Pullman-Moscow Regional Airport Board to ensure that DBEs as defined in Part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also the Pullman-Moscow Regional Airport Board's policy to engage in the following actions on a continuing basis:

1. Ensure nondiscrimination in the award and administration of DOT- assisted contracts;
2. Create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
4. Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. Help remove barriers to the participation of DBEs in DOT assisted contracts;
6. Promote the use of DBEs in all types of federally assisted contracts and procurement activities;
7. Assist the development of firms that can compete successfully in the market place outside the DBE Program; and
8. Make appropriate use of the flexibility afforded to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

Tony Bean, Airport Executive Director, has been delegated as the DBE Liaison Officer. In that capacity, Mr. Bean is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the Pullman-Moscow Regional Airport Board in its financial assistance agreements with the Department of Transportation.

The Pullman-Moscow Regional Airport Board has disseminated this policy statement to the Pullman-Moscow Regional Airport and all of the components of our organization. This statement has been distributed to DBE and non-DBE business communities that may perform work on Pullman-Moscow Regional Airport Board DOT-assisted contracts. Through advertising mediums, we have communicated with DBE and non-DBE



business communities to let them know that a copy of this document was available for review and comment during a forty-five-day period. Additionally, this document is made available to anyone who requests to see it during the normal business hours of the DBE Liaison office.

\_\_\_\_\_  
Tony Bean, Executive Director

\_\_\_\_\_  
Date