Spokane
International Airport

Runway Intersection Rehabilitation Project

Application for Project Approval for GC/CM

PRC Presentation – September 26, 2025

Agenda

- Project Team
- Introduction to Spokane Airports Facilities
- Project Overview
- Project Budget
- Project Schedule
- Procurement Process
- Project Benefits under GC/CM
- Summary
- Questions and Answers

Project Team

Project Team Qualifications

Lisa Corcoran – Chief Development Officer, SIA

- Program Manager
- 29 years of aviation industry and project delivery experience
- Oversees environmental, planning, design, construction, and land disposal projects
- Has managed project budgets up to $355M
- Coordinates with CEO and CFO to establish capital improvement project budgets

Rob Schultz – Chief Financial Officer, SIA

- Financial Manager with 18 years of aviation financial experience
- Oversees annual operations and capital budget
- Develops finance plans for large capital projects
- Works with CEO and CDO to manage budgets and process payments

Joseph Hoeing – Project Manager, Planning and Development, SIA

- Project Manager with 18+ years in aviation operations and project delivery.
- Manages projects using alternative delivery methods, including TREX and the New Administrative Office Building
- Prior experience includes Heavy Civil GC/CM in airport operations role
- Holds a B.S. in Aviation Management from Auburn University; AAAE Certified Member with ACE credentials in Planning, Environmental, and Operations.

Project Team Qualifications

David Beaudine – VP, Turner & Townsend Heery
- Strategic advisor supporting GC/CM and best practices
- 20+ years with WA public agencies; key GC/CM projects include SIA Concourse C TREX and Spokane schools
- Past PRC member bringing statewide construction management insights

Stacy Shewell – Owner Advisor, Turner & Townsend Heery
- Led seven GC/CM projects from $30M to $1B+ as Advisor and Project Manager.
- Skilled in WA State RCW compliance, procurement, and project execution

Alex McKean – Project Principal, RS&H
- Northwest & Mountain Region Aviation Division Leader and Vice President of RS&H
- History of technical excellence and strategic coordination in complex aviation projects, including GC/CM projects
- 24+ years of experience on aviation projects, including at SIA since 2009

Tal Glass – Sr. Airfield Engineer, RS&H
- Lead Design Engineer, Lead Construction Admin & Field Engineer, and Project manager on numerous SIA projects since 2016
- More than 13 years of experience in airport design and construction across the country

Project Team Qualifications

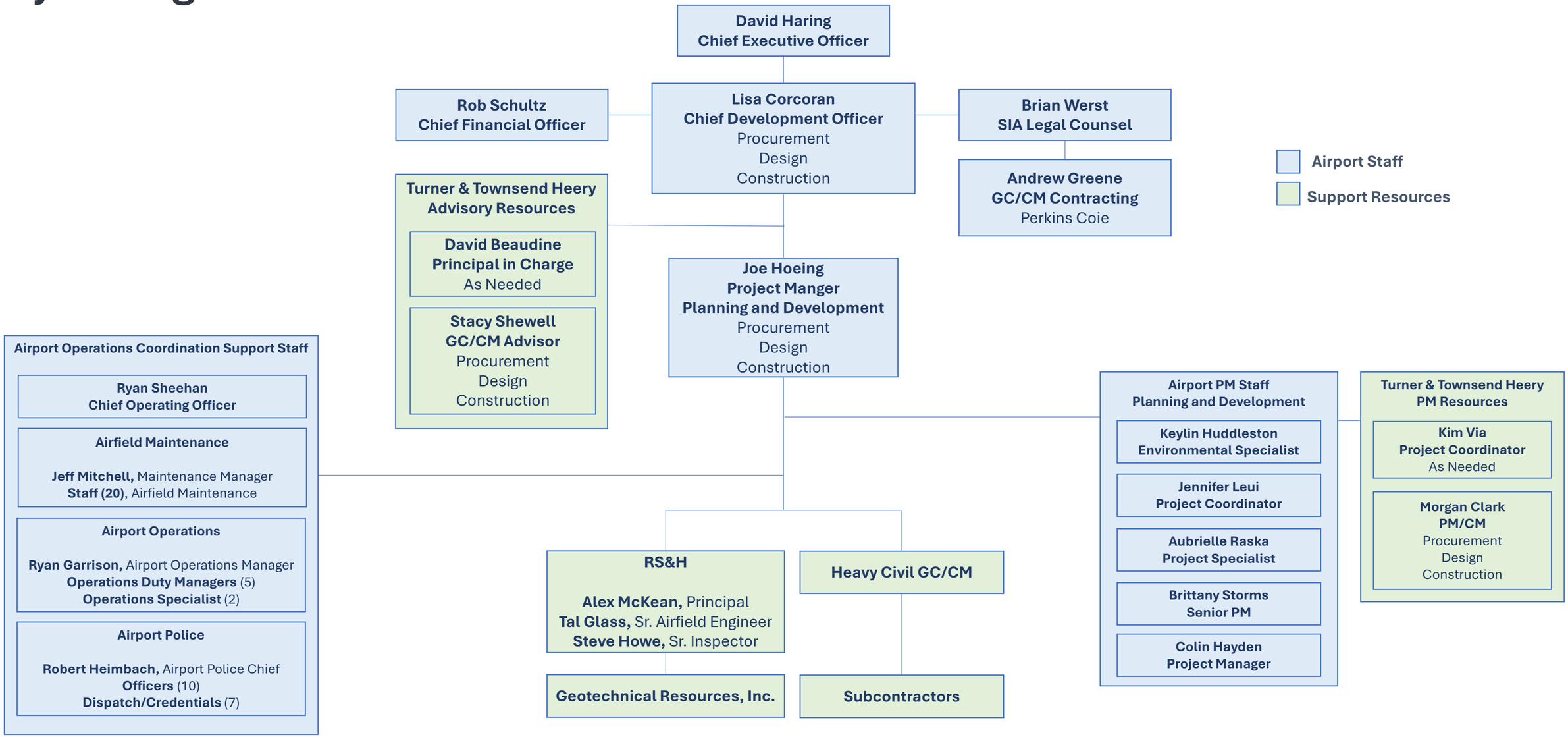
Brian Werst – SIA Legal Counsel, Workland-Witherspoon, PLLC

- Serves as General Counsel to the Spokane Airports Board of Directors
- Assists the team with consultant procurement agreements & construction contracts

Andrew Greene - GC/CM Legal Counsel, Perkins Coie

- Extensive experience assisting a broad group of public clients, including airports, school districts, and public utility districts.
- Participated in many of the public GC/CM agreements that Perkins Coie has handled for Washington public entities over the past several years.
- The firm has prepared GC/CM contracts for numerous public entities throughout the state, including cities and towns.

Project Organization



Introduction to Spokane Airports Facilities

Spokane Airports at a Glance

Spokane International Airport

Felts Field (SFF)

Airport Business Park

Rail-Truck Transload Center

Spokane International Airport (GEG)

Spokane International Airport is the second-largest commercial airport in Washington State and **one of the busiest small-hub airports in the nation**.

- Approx. 6,000 acres
- 16 active gates with boarding bridges
- 3 on-property hotels
- Ground Transportation Center and CONRAC
- Parking facilities include: 2,476 Garage spaces; 7,000+ surface parking spaces
- Runway 3/21: 11,002 ft x 150 ft
- Runway 8/26: 8,199 ft x 150 ft

Nonstop Destinations

20+ Nonstop Destinations | 8 Airlines | 60+ Daily Flights

Alaska

allegiant

American Airlines

DELTA

FRONTIER

Southwest

sun country airlines

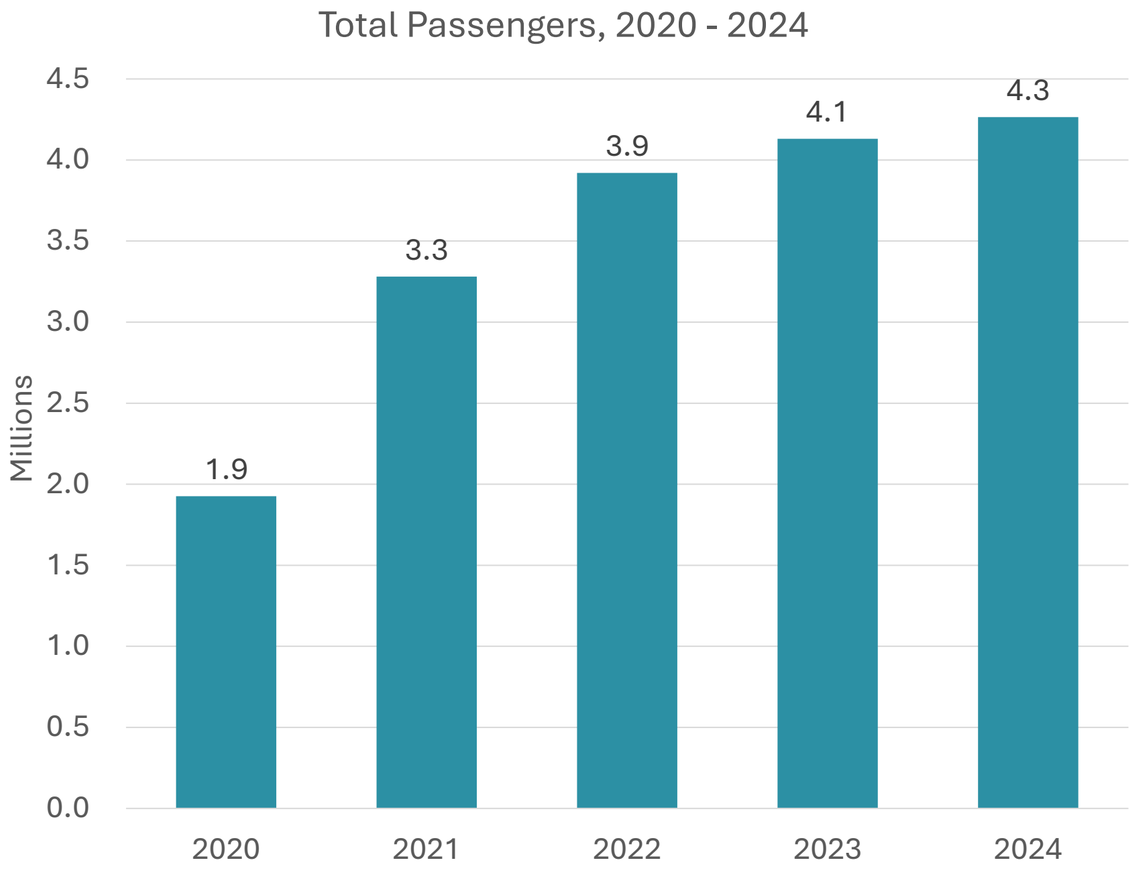
UNITED

YTD Passenger Traffic at Spokane International Airport

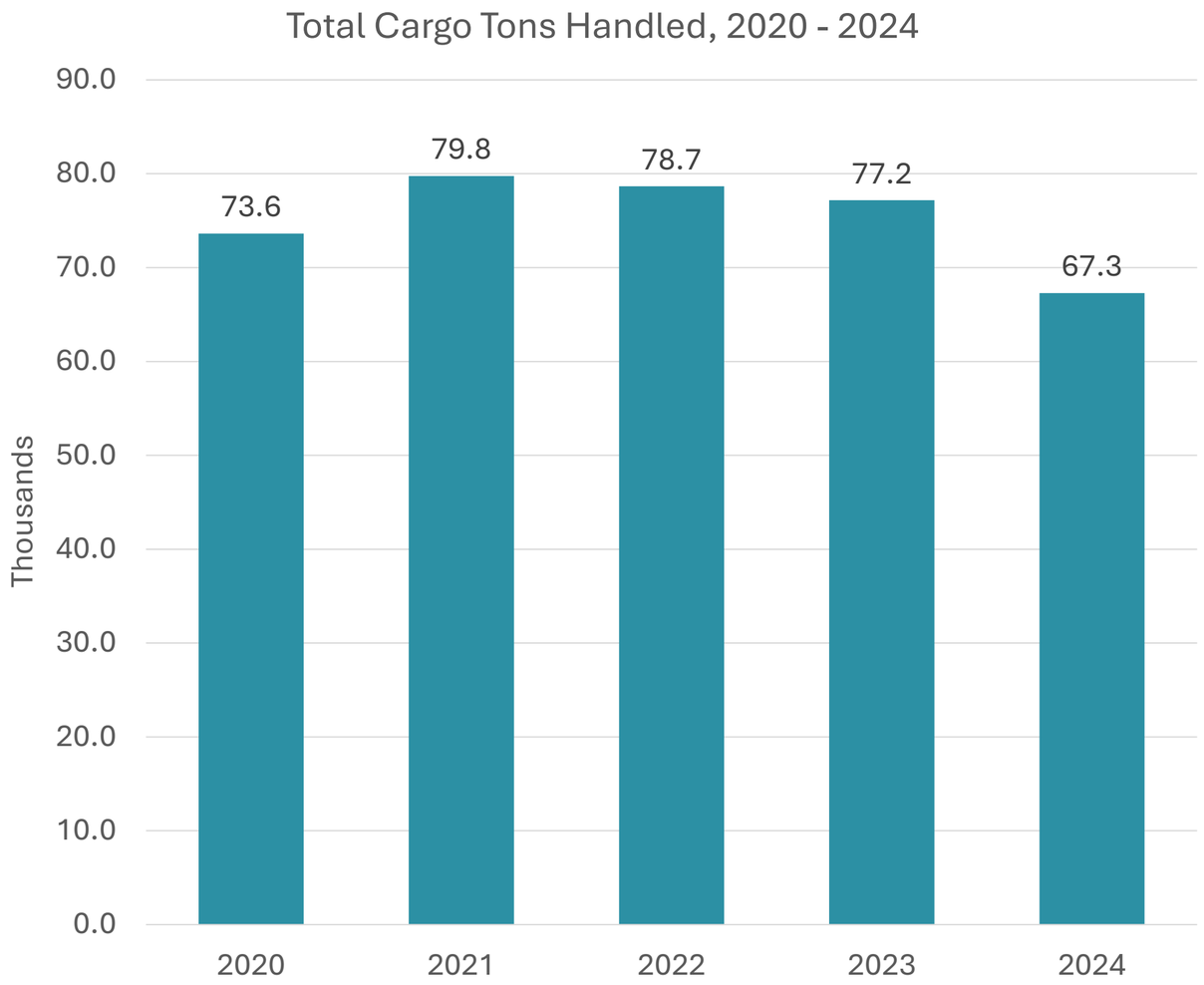
- **4,264,875** total passengers travelled through the Airport in 2024, highest passenger total in Airport history

- **2,928,357** passengers have travelled through the Airport through August 2025

- YTD 2025 is **2.7%** higher than 2024 through the same period.



YTD Cargo Traffic at Spokane International Airport



Project Overview

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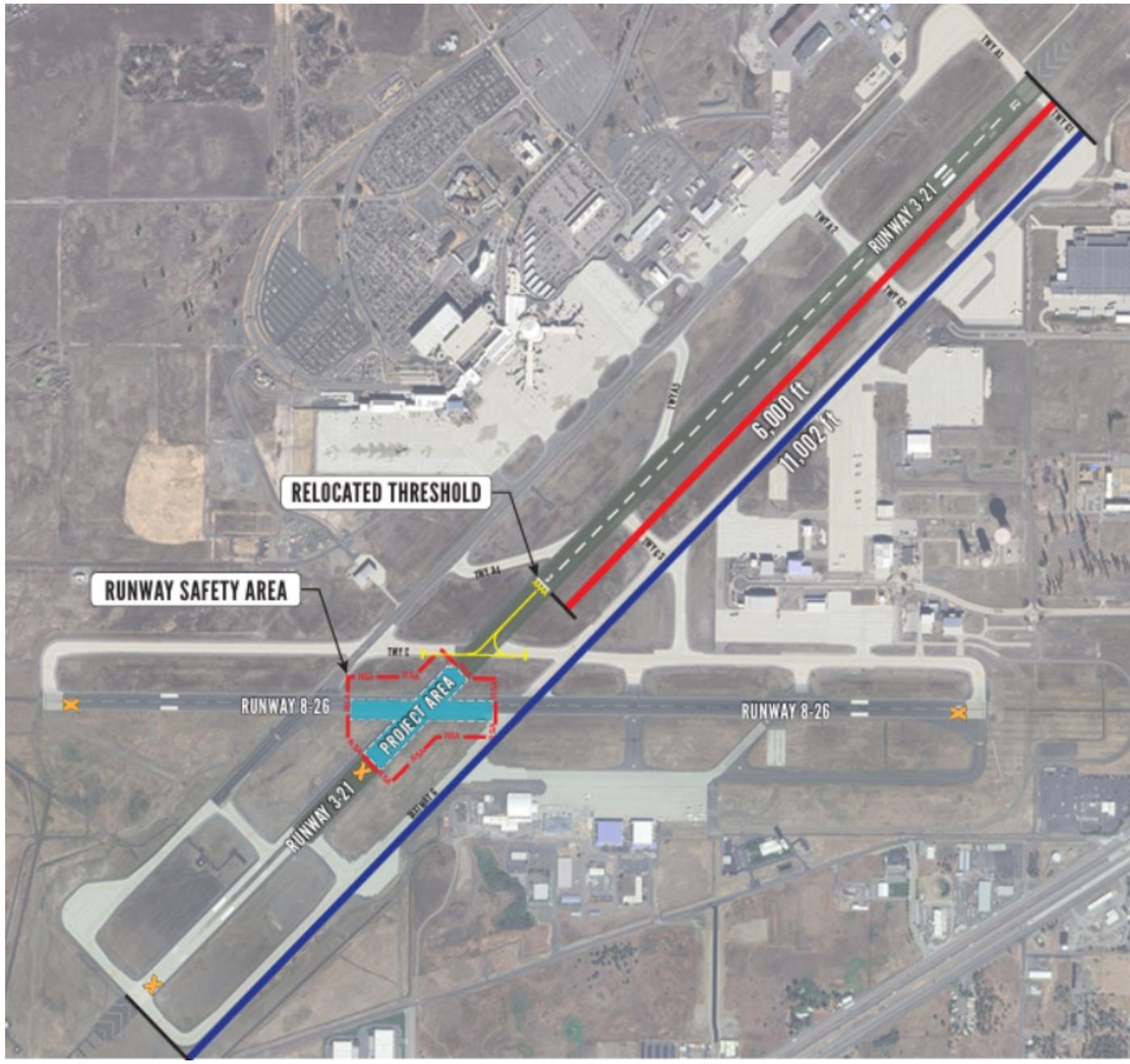
- Removal and replacement of asphalt pavement at the intersection of the primary runway (RWY 3-21) and secondary runway (RWY 8-26)

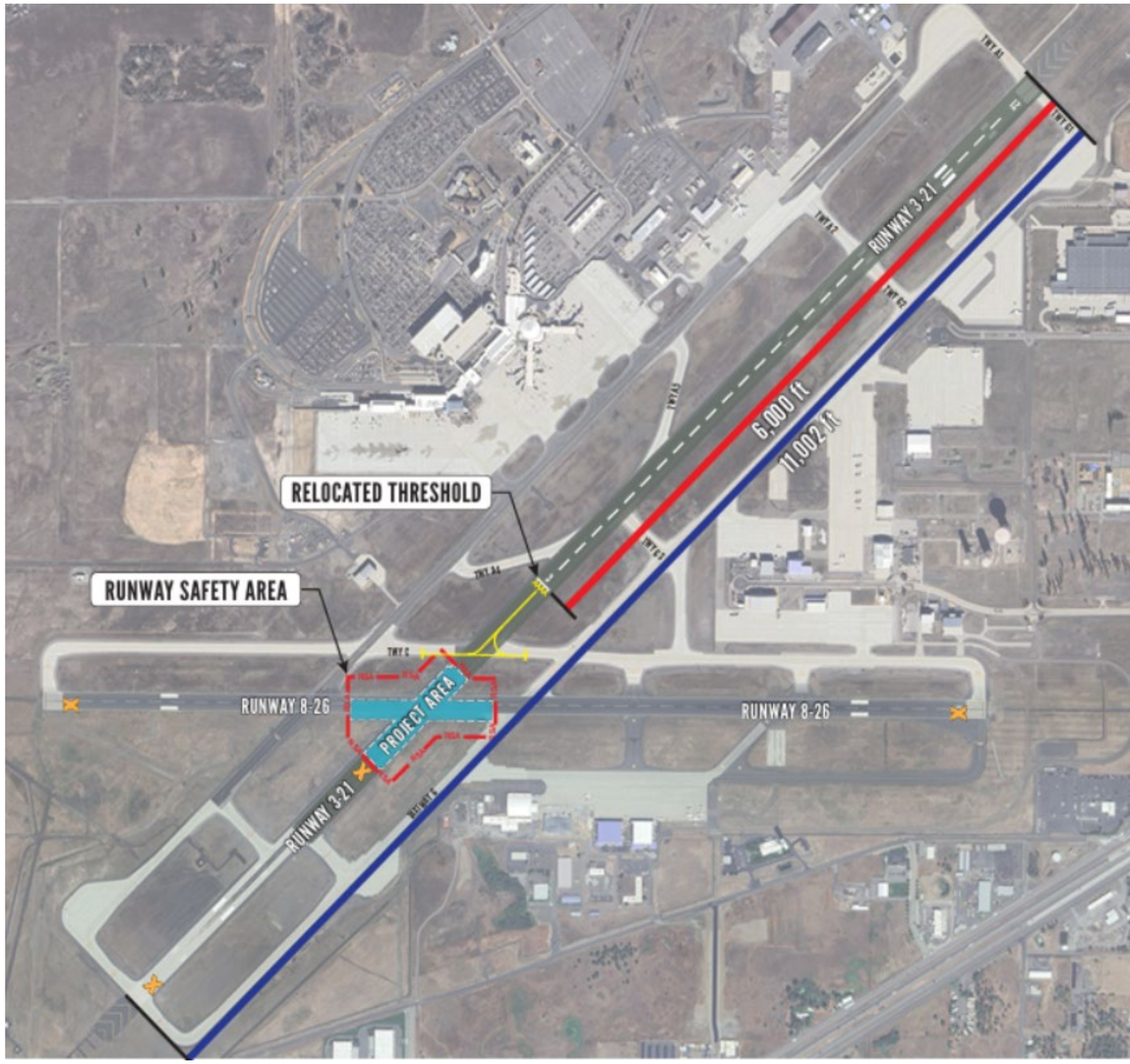
- Critical infrastructure project addressing:
  - Aging pavement conditions
  - Improving safety and operational efficiencies
  - Compliance with FAA standards

- The project requires:
  - High level of coordination with airport operations, airlines and FAA stakeholders
  - Flight schedules to be limited
  - RWY 8-26 closure
  - RWY 3-21 length will be reduced from 11,002 feet to 6,000
  - Construction be completed within 10 days
  - 24-7 construction schedule



Project Overview

- (Heavy Civil) GC/CM delivery
  - Targets early collaboration with a contractor experienced in similar environments to:
    - Understand scope of work required
      - FAA Pavement Mix Approval Process
      - Pavement Removal and Replacement
      - Pavement Grooving
      - Temporary Marking and Lighting Modifications
      - Permanent Marking and Lighting Modifications
    - Phase and sequence work to meet schedule
    - Reduce safety risks by implementing FOD protection measures
    - Allow for both runways to return to full service on schedule
    - Establish a GMP with full understanding of efforts required



Project Budget

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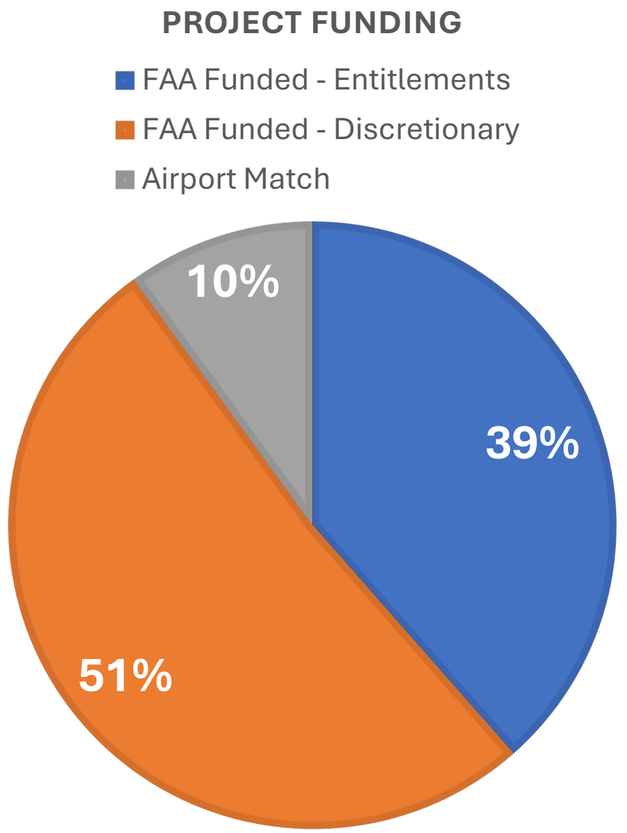
Category	Total
Professional Services Costs	$700,000
Construction Costs (including construction contingencies)	$10,000,000
Equipment	$500,000
Construction Administration	$350,000
Contingencies	$350,000
Sales Tax	$1,082,900
TOTAL	$12,982,900



Project Financial Coordination

- Considerations and Process with FAA Projects
- Project Financial Close-out
- Audit

Project Schedule

Project & Procurement Schedule

Project and GC/CM Procurement Schedule - *TENTATIVE*		
Date		Activity
September 26, 2025		PRC Presentation
October 7, 2025		SIA/NWAGC Co-Host GC/CM Training for HC Contractors
October 13, 2025		Advertisement for Request for Proposals Published (1st Notice)
October 20, 2025		Advertisement for Request for Proposals Published (2nd Notice)
October 21, 2025		Pre-Proposal Conference
October 30, 2025		Statement of Qualifications Due
November 10, 2025		Notification of highly qualified firms with draft contracts
November 17-18, 2025		Interviews with short listed firms
November 19, 2025		Notification to most highly qualified firms to submit RFFP
November 25, 2025		RFFP submissions and Public Opening
December 18, 2025		Board Approve GC/CM selection & award preconstruction services
January 2025 – October 2025		Schematic Design
September 2025 – June 2026		Design Development
July 2026		Construction Documents
September 2026		Construction

DBE Participation

Commitment to Disadvantaged Business Enterprise Participation

- The Federal Aviation Administration guidance includes a goal of 2.4% to be accomplished through 2.1% Race Conscious and 0.3% Race Neutral utilization. We consider these as a minimum and work with the selected GC/CM to maximize participation on this project.
- SIA actively partners with local and regional organizations such as
  - Independent Fee Estimators (IFE)
  - Inland Northwest Associated General Contractors (NWAGC)
  - Greater Spokane Inc. (GSI)
  - Spokesman Review
- The airport also engages with the DBE Matchmaker system though Federal Aviation Administration.

Project Benefits under GC/CM

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Project involves construction at an existing facility that must continue to operate during construction:

- Impacts critical runway and taxiway intersections, necessitating close coordination with FAA and airport operations.
- Safety, security, and access protocols will also be strictly enforced.
- Operational complexity and safety requirements of working within an active airfield environment require particular attention
- GC/CM's early involvement is essential to develop detailed phasing and logistics plans that minimize disruption and ensure operation continuity

Project involves complex scheduling, phasing and coordination:

- Must be carefully phased to maintain runway functionality, due to location at the intersection of active airfield operations.
- Flight schedules will be modified, and usable length of runway will be temporarily reduced, creating narrow work windows and strict sequencing requirements.
- Work will be performed 24 hours per day to maximize construction activities, while still planning around critical airport functions to minimize operational impacts.

Project Benefits under GC/CM

Involvement of the GC/CM is critical during the design phase:

- Early GC/CM collaboration allows us to evaluate constructability, develop phasing strategies, and identify potential risks impacting airport operations or project delivery
- GC/CM's expertise is essential in shaping a feasible construction schedule aligning with limited runway closure windows and FAA-mandated safety protocols
- Early involvement supports the development of bid packages that reflect real-world market conditions and subcontractor availability.

Project encompasses a complex technical environment:

- Project located in a highly regulated airfield environment, requiring strict FAA compliance, coordination with air traffic control, and adherence to airport security protocols.
- Located at the intersection of active runways, the project must maintain partial airfield operations during construction, adding significant logistical complexity.
- Involves precision grading, paving, and airfield lighting integration, demanding specialized subcontractors and a GC/CM partner experienced in complex aviation projects.

Project Benefits under GC/CM

Why heavy civil contracting procedure appropriate:

- Maximization of self perform scopes is ideal for specialized nature of airfield paving.
- Flexibility supports tight schedules and operational constraints with a highly experienced, coordinated team.
- Self-perform capability reduces subcontractor risk and ensures critical path work is executed by proven contractors.
- Enables collaborative cost, schedule, and quality management while maintaining competitive bidding for key portions.

Summary

Owner Readiness

The team at SIA manages several successful GC/CM projects:

- Engages with other agencies in the development of best practices
- Evaluate internal and external needs to execute each project
- Implements resources and controls to be successful
- Participates in continuing education training and knowledge sharing
- Presents at airport conferences on alternative delivery projects
- Take great pride in knowledge sharing

Summary

- The project is a good candidate for the (heavy civil) GC/CM Alternative delivery model as it meets the qualifying criteria.
- SIA has assembled a high-performing team with the necessary experience and expertise to execute the project and is looking to add to that the most qualified GC/CM.

Thank you!

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