

CPARB Project Review Committee

GC/CM Application for Project Approval



Terminal Renovation and Expansion (TRES)

March 26, 2020

Agenda

Project Team

Project Overview

Project Budget

Project Schedule

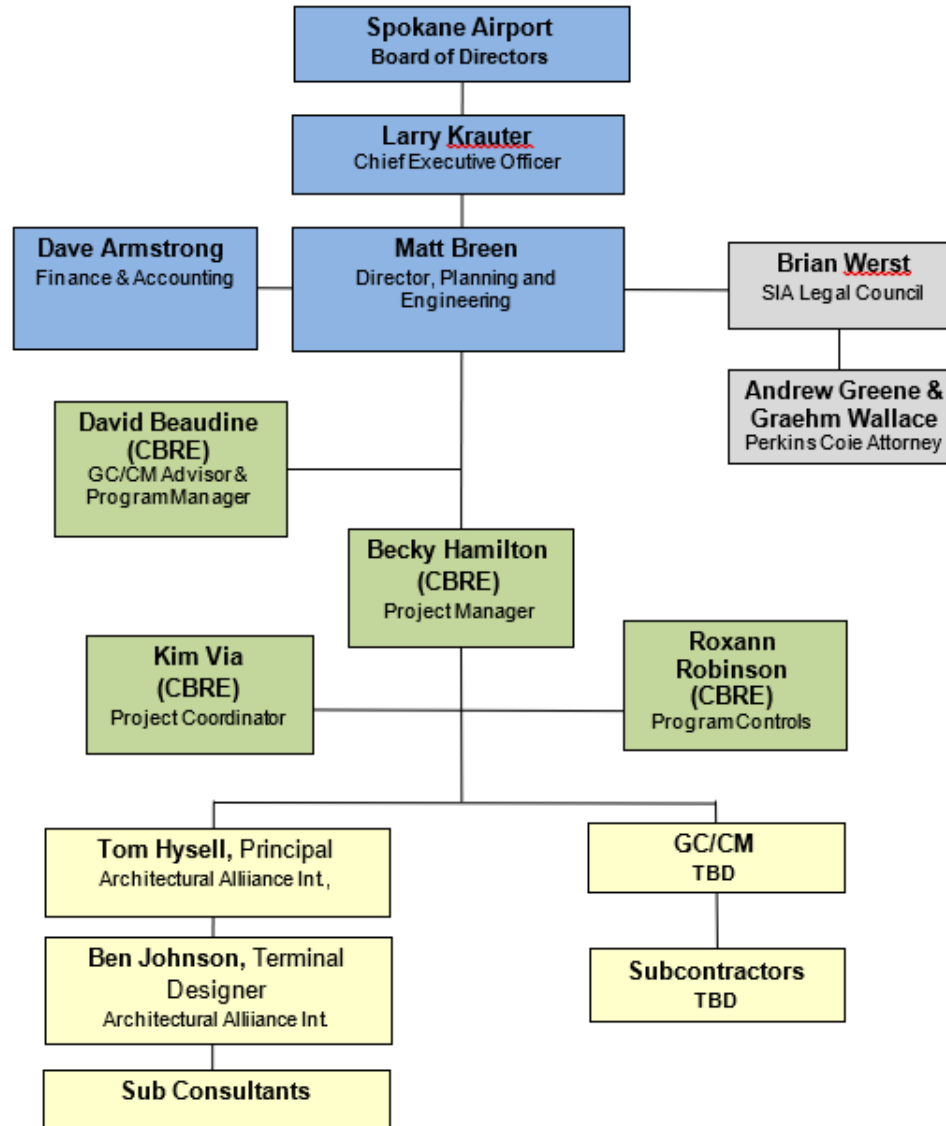
Why this Project is Suited for GC/CM?

Summary

Questions and Answers



Project Team & Roles



Project Team Qualifications

Larry Krauter – Chief Executive Officer, SIA

- Manages a current annual operating budget of \$47M and capital improvement budget of \$43M.
- Has executive oversight and involvement in all phases of the project.

Matt Breen – Director, Planning & Engineering, SIA

- Program Manager and single point of contact for SIA.
- Has managed project budgets up to \$30 million dollars.
- Responsible for planning and engineering activities, capital improvement budgets and projects at Spokane Airports.

David Armstrong – Director of Finance, SIA

- Financial Manager
- Will work closely with the team on all phases of the project to manage the project budget and process payments.



Project Team Qualifications

Brian Werst - SIA Legal Counsel and GC/CM Legal Advisor, WBM, PLLC

- Serves as General Counsel to the Spokane Airports Board of Directors.
- Will assist the team with consultant procurement agreements and construction contracts.

Tom Hysell - Design Team Project Manager, Architectural Alliance International

- Oversees development of design and implementation of the project.
- Has led many significant public projects, including major national and international Airport terminal projects, with up to \$300 million budgets.

Ben Johnson - Lead Project Designer & Terminal Planner, Architectural Alliance International

- Has been a project designer on project budgets up to \$225 million.
- Design talent is rooted in combining aesthetics with a technical understanding of terminal requirements.
- Design experience includes work on multi-billion dollar airport in Doha, Qatar.



Project Team Qualifications

David Beaudine – Managing Director, CBRE|Heery – GC/CM Advisor

- 17+ years in public work project management.
- Managed over \$700M in public works projects.
- Directly managed 6 GC/CM projects valued over \$320M, assisted in 4 others.
- Responsible for all CBRE|Heery work in Central and Eastern WA.

Becky Hamilton - Project Manager, CBRE|Heery

- Will manage the day-to-day activities for the project from design through construction and close-out.
- Has been managing both capital and maintenance projects on both the land and air side at Spokane International Airport.
- Has completed the AGC's GC/CM course.



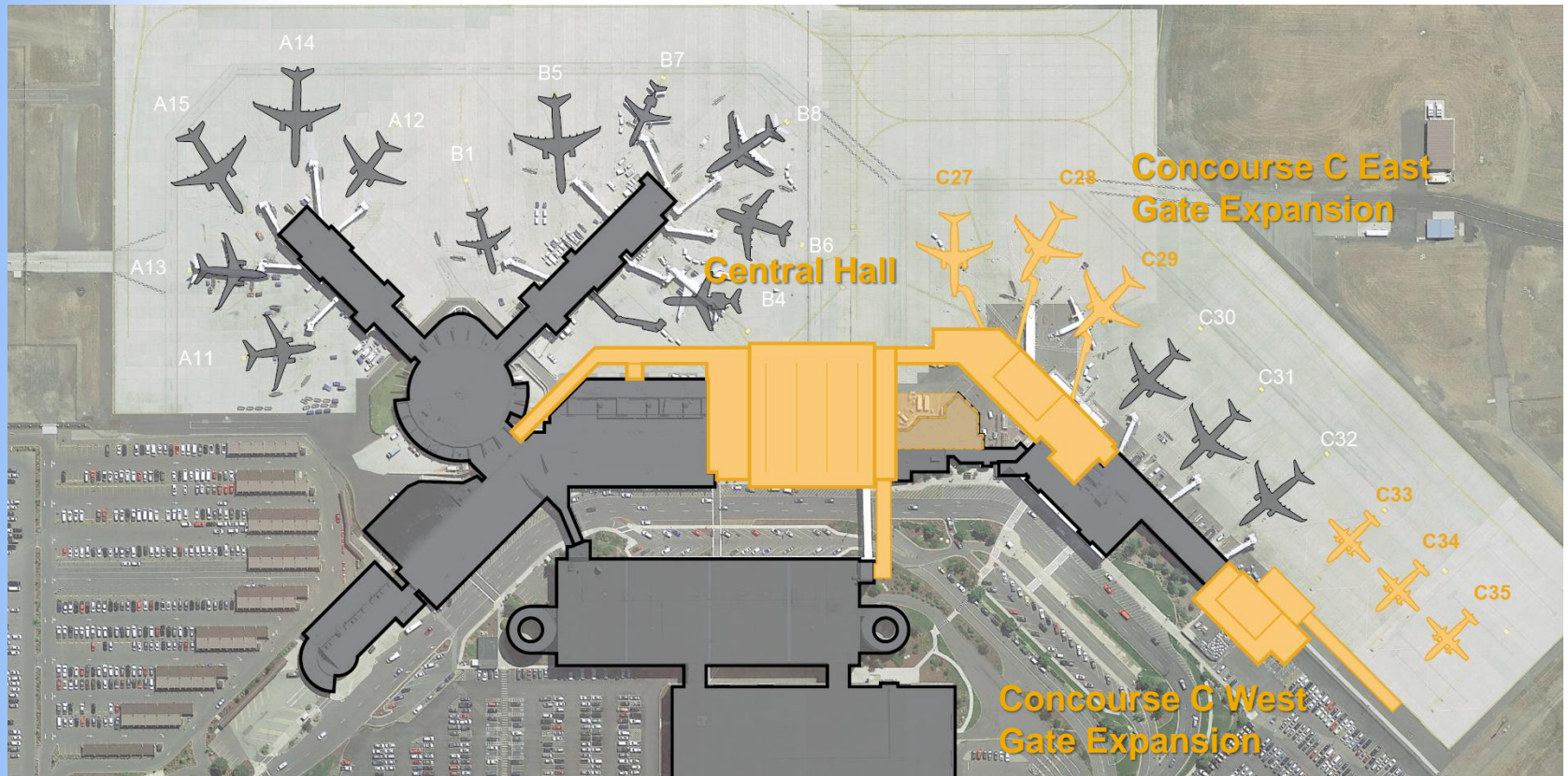
Project Team Qualifications

Andrew Greene - Perkins Coie, GC/CM Legal Counsel

- 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 Diagram - New

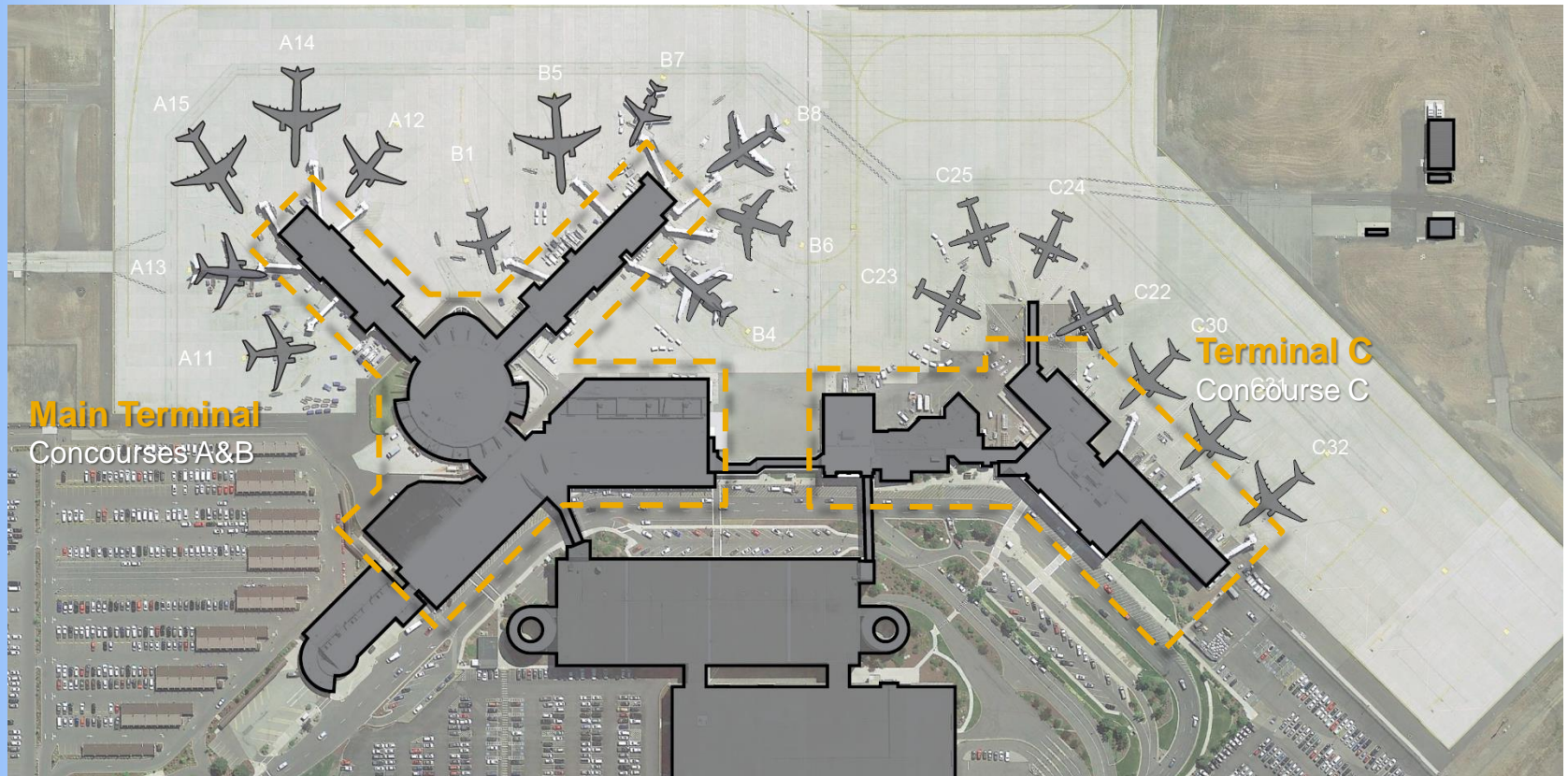


Existing Terminal:

- Create Post-Security Connection to all Concourses
- Single, Consolidated, Security Screening Checkpoint
- Separate Baggage Claim Halls



Project Diagram - Existing

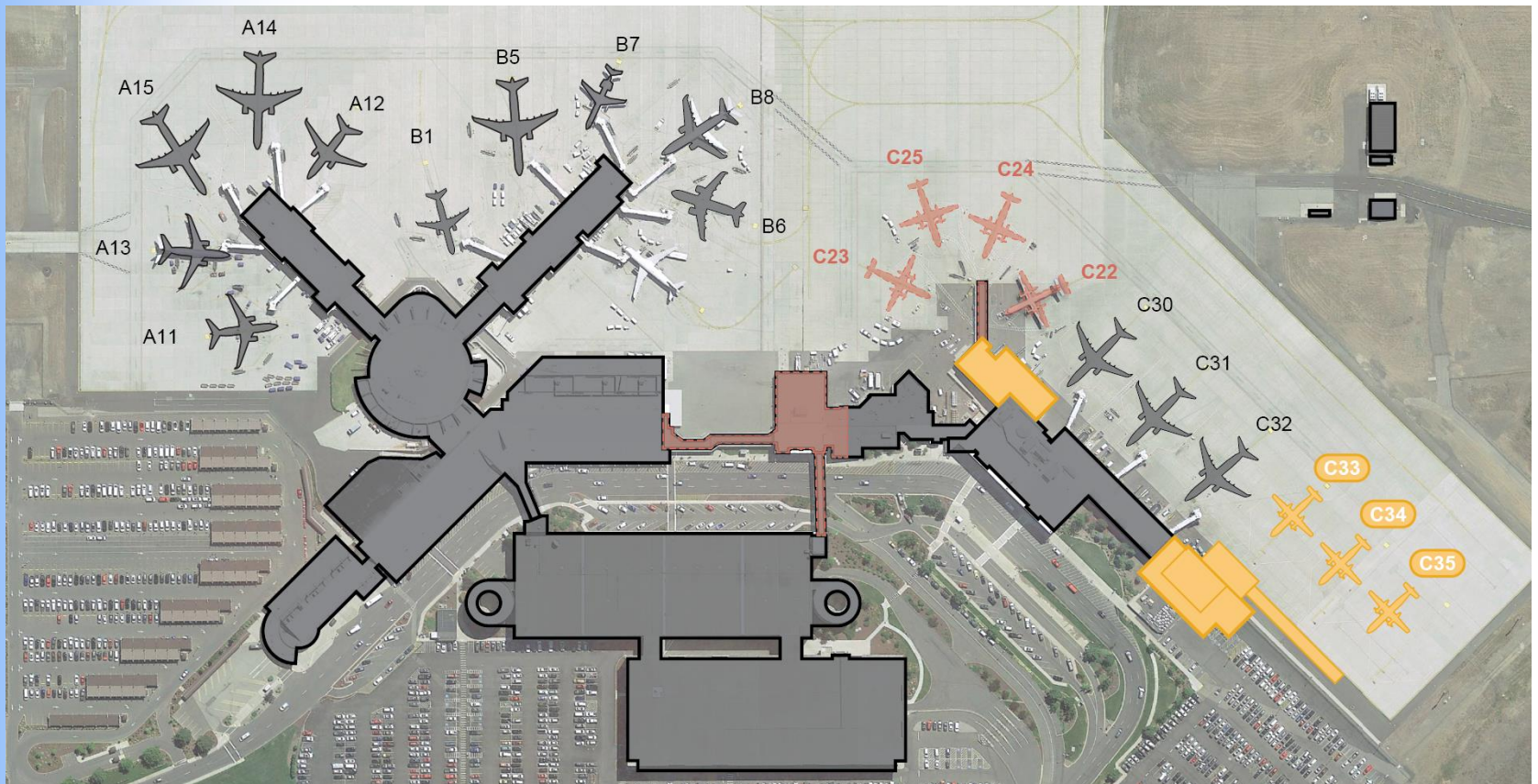


Existing Terminal:

- Two Separate Terminals, No Post-Security Connection
- Dedicated Security Screening Checkpoints
- Separate Baggage Claim Halls



Project Phasing



- Construct Concourse C West Gate Expansion
- Relocated Ground Boarding Gates
- Convert Ground Boarding Holdroom to Temporary Baggage Claim
- Demo C Baggage Claim and Connection to Main Terminal



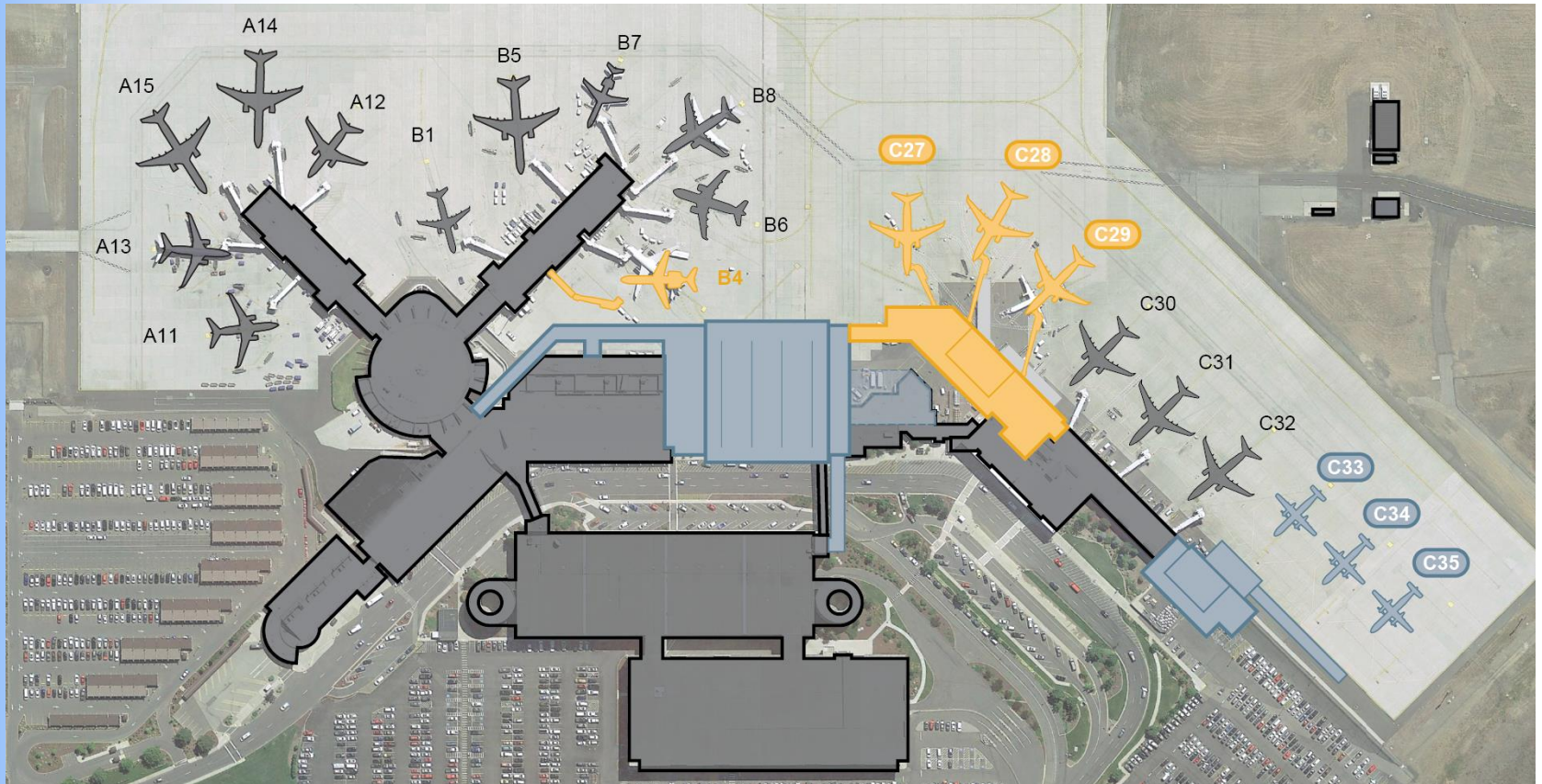
Project Phasing



- Demo Aircraft Stand at Gate B4
- Relocate Airport Police
- Construct Central Hall and Concourse A/B Connector (Relocate A/B Checkpoint Equipment)
- Demo Temporary Baggage Claim



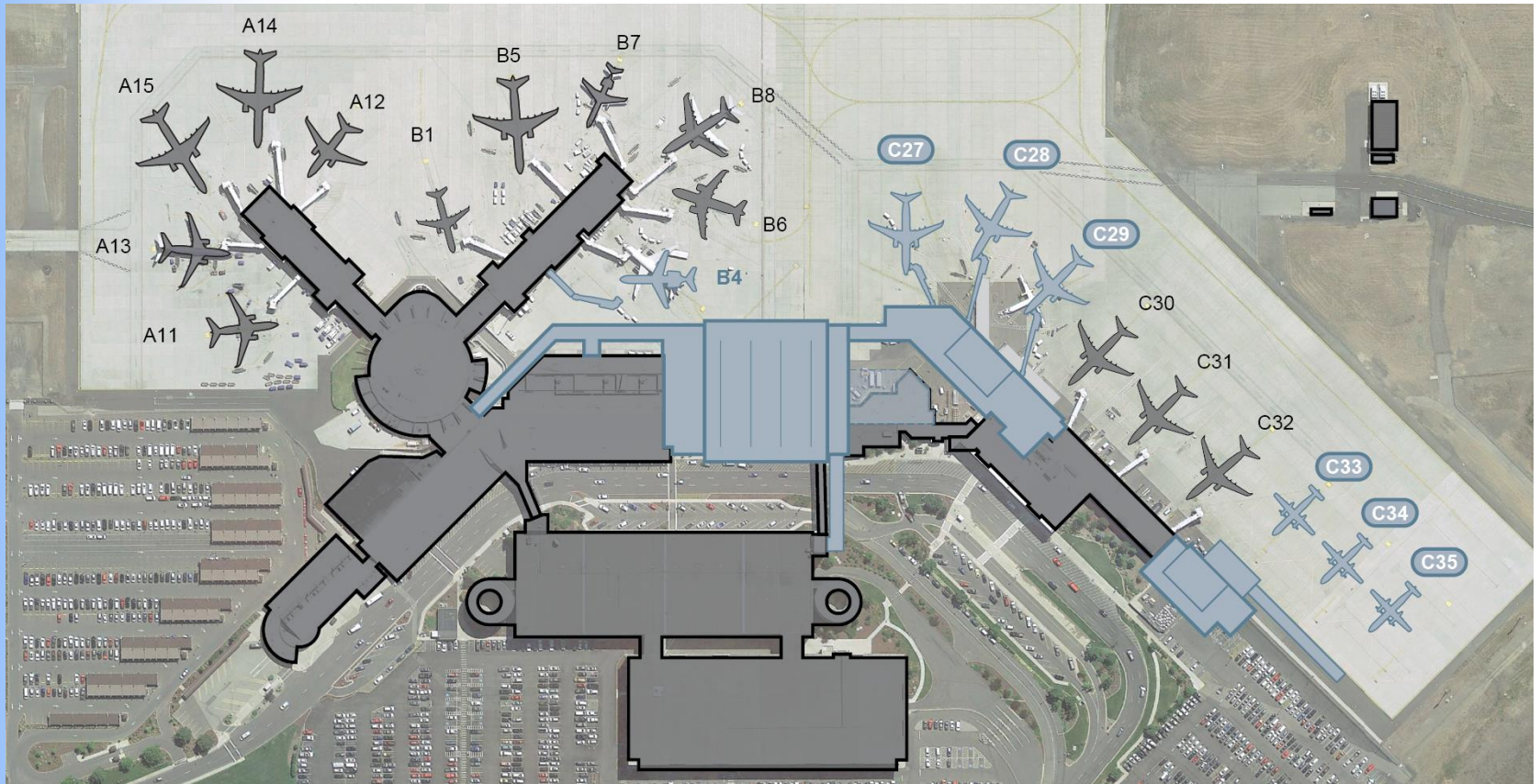
Project Phasing



- Relocate Gate B4 Aircraft Stand
- Construct Concourse C East Gate Expansion
- Relocate Terminal C Checkpoint Equipment to Central Hall, Open Consolidated Security Screening C



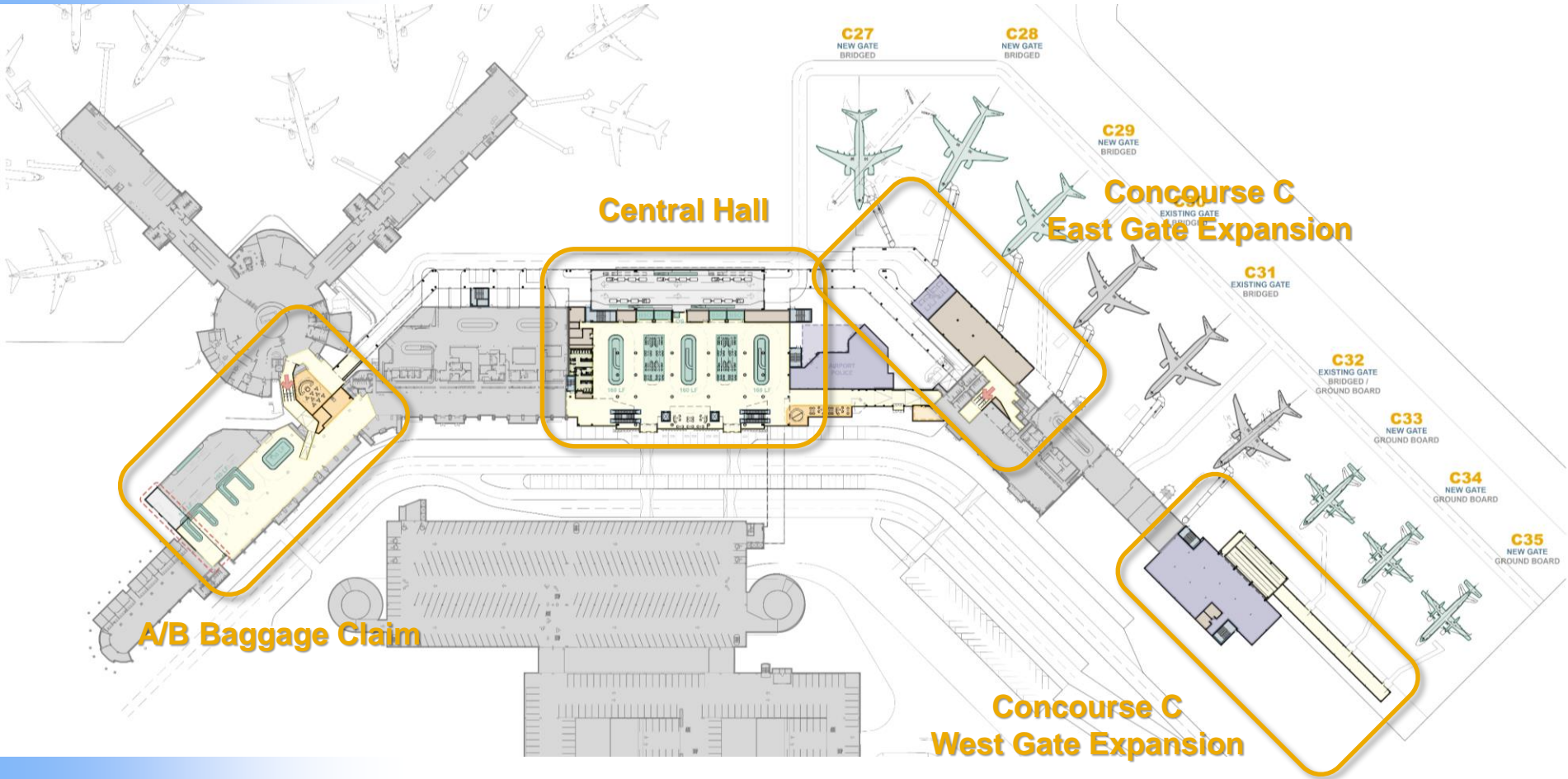
Project Phasing



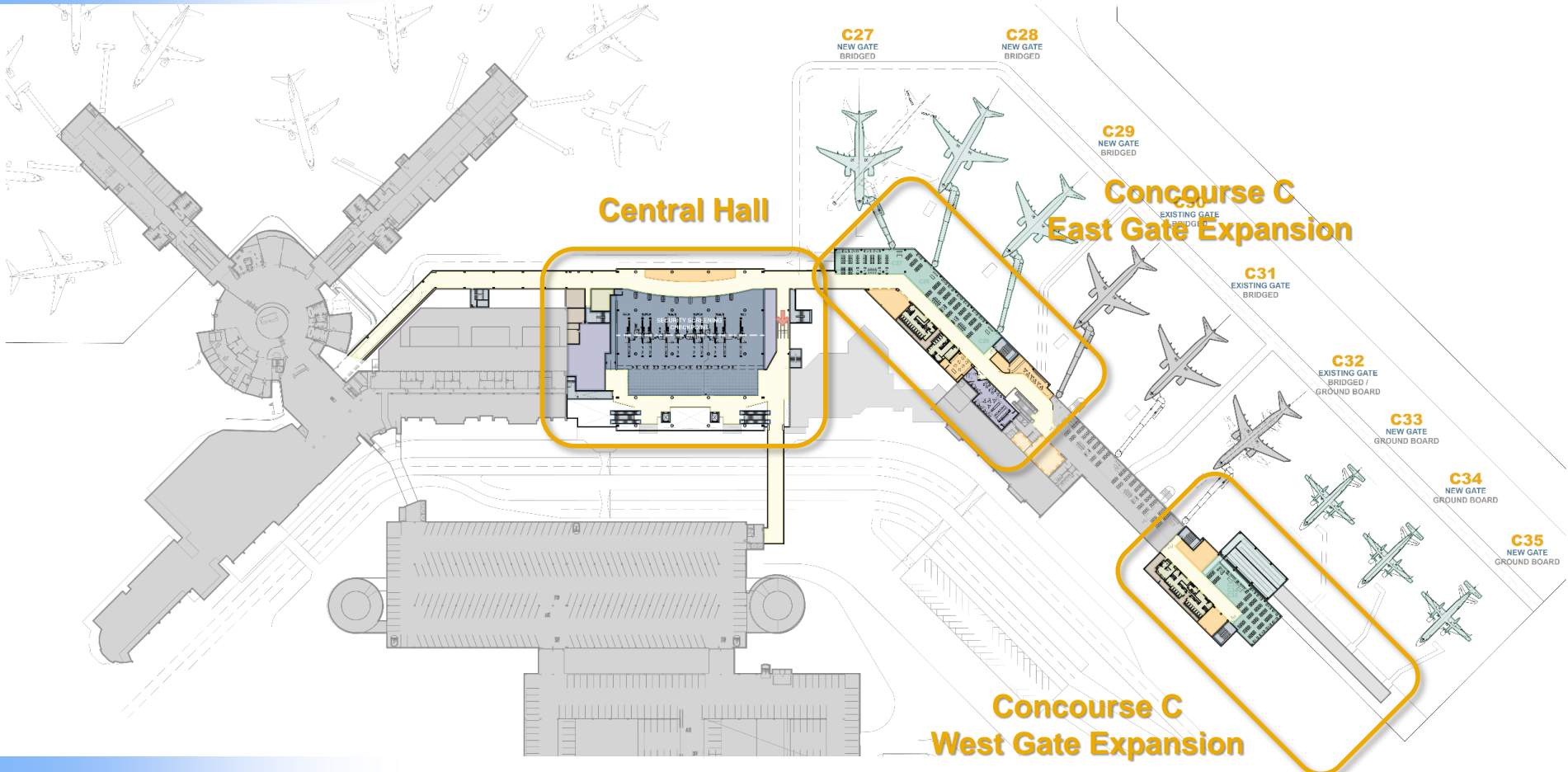
- All Departures Passengers Routed through Consolidated Security Screening Checkpoint



Design Overall Level 1 Plan



Design Overall Level 2 Plan





Interior – Central Hall, Baggage Claim



Interior – Central Hall, Security Screening Checkpoint



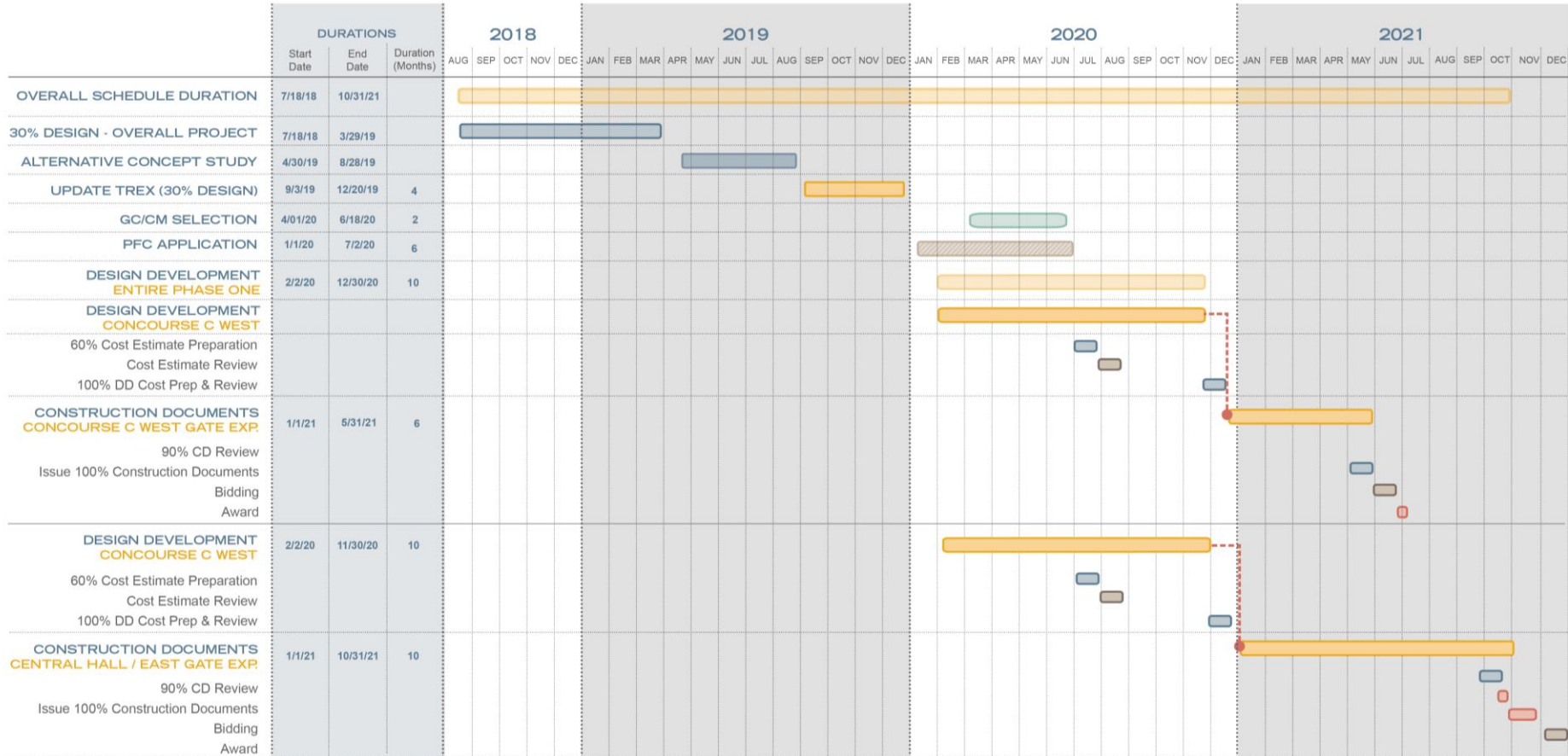
Exterior – Central Hall

Project Budget

			Total
Professional Services Costs			\$14,500,000
Construction Costs			\$117,700,000
Equipment & Furnishings			\$1,030,000
Off Site			\$0
Construction Administration			\$2,000,000
Contingencies			\$6,000,000
Other Related			\$200,000
Sales Tax, 8.9%			\$10,570,000
TOTAL			\$152,000,000

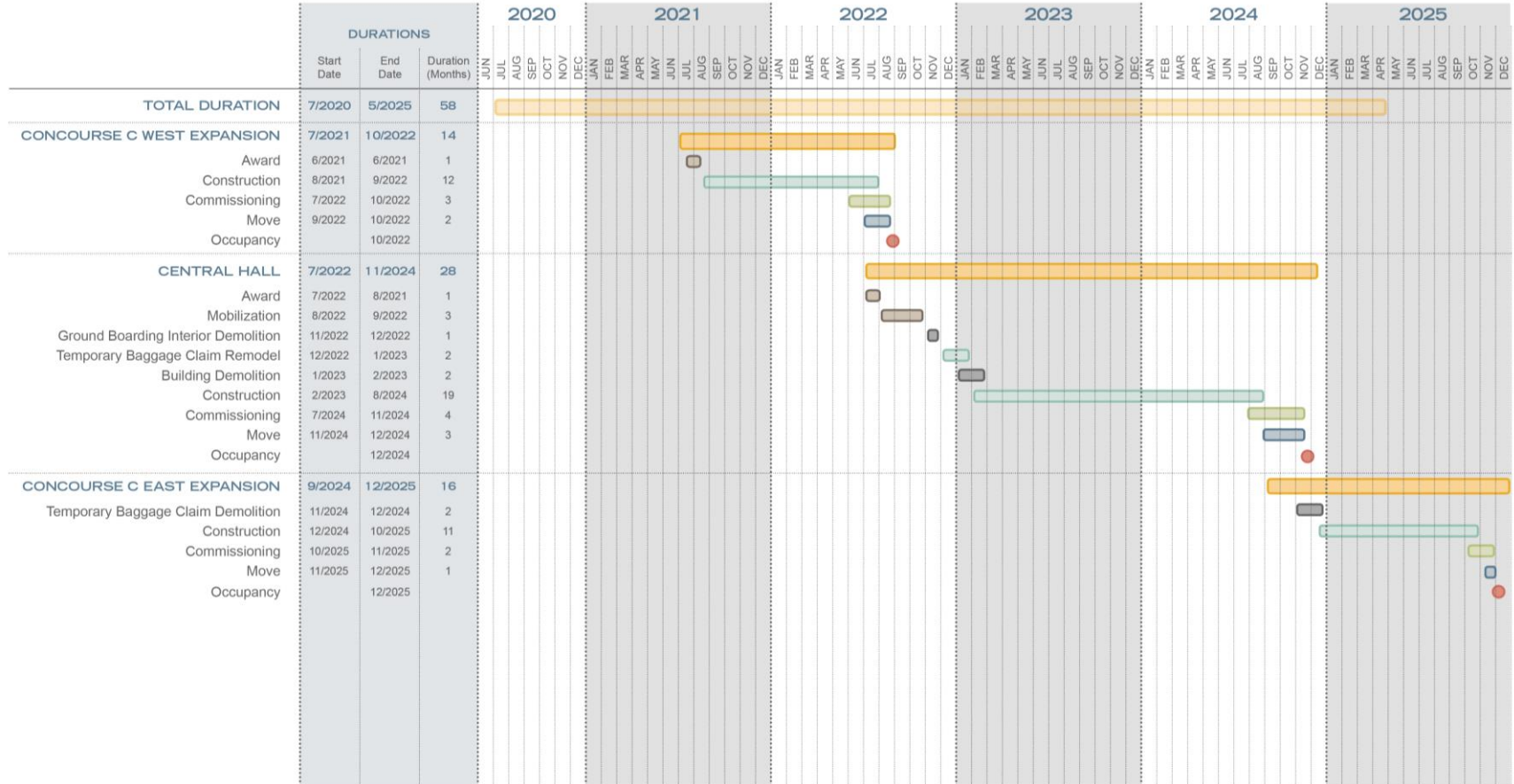
Project Design Schedule

DESIGN SCHEDULE



Project Construction Schedule

CONSTRUCTION SCHEDULE



Why is the Terminal Renovation and Expansion Project suited for GC/CM ?

- ❑ The project involves complex scheduling, phasing and coordination
 - The TREX project consists of four (4) distinct phases within the operational Airport. Each phase is dependent upon its predecessor in order to maintain the secure environment of the Airport as well as maintain the highest level of customer experience desired by SIA.
 - Spokane International Airport is a 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, operations and public safety at risk.



Why is the Terminal Renovation and Expansion Project suited for GC/CM ?

- ❑ The project involves construction at an existing facility that must continue to operate during construction:
 - Spokane International Airport is a 24/7 occupied facility, consisting of the traveling public, TSA personnel, airline employees, FAA personnel and SIA staff.
 - All airfield and terminal operations must remain operational with no impact to operations or security.
 - Intricate electrical, communications and security systems that must remain online at all times.



Why is the Terminal Renovation and Expansion Project suited for GC/CM ?

- ❑ The involvement of the GC/CM is critical during the design phase:
 - The GC/CM's involvement during the design phase is especially critical in our regional construction market, where cost escalation is high, subcontractors and suppliers are at capacity, and bidding conditions are unpredictable.
 - Real time cost estimating and a GC/CM who will also provide input into the products, installation methods and materials used to optimize the return on investment.
 - Involvement of the GC/CM is critical to maintain in depth understanding of operations of each agency to address each project phase and associated requirements.
 - On-going value engineering and constructability review provides real time information in a uncertain market.
 - Detailed site investigations and as-built verifications.



Why is the Terminal Renovation and Expansion Project suited for GC/CM ?

- ❑ The project encompasses a complex or technical work environment:
 - Spokane International Airport is a 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, operations and public safety at risk.
 - GC/CM able to gain clear understanding of various Airport systems as well as Airport stakeholders.



Summary

- The Terminal Renovation and Expansion (TREX) project is a good candidate for the GC/CM alternative delivery model.
- The Spokane International Airport has assembled a highly qualified management team to execute the project.
- The CBRE|Heery project team has demonstrated GC/CM successes.
- The Airport has resources and controls in place from previous GC/CM project as well as ongoing capital construction.



Questions & Answers

