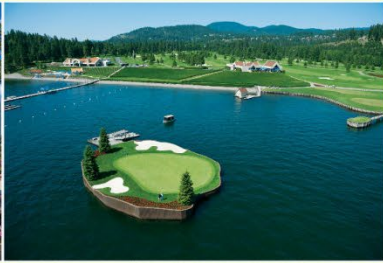




SPOKANE

INTERNATIONAL AIRPORT



Terminal Renovation and Expansion (TRES)

Central Hall

Application for Project Approval for GC/CM &
Alternative Subcontractor Selection

PRC Presentation – January 27, 2023



Spokane International Airport
GEG – GENERATING ECONOMIC GROWTH

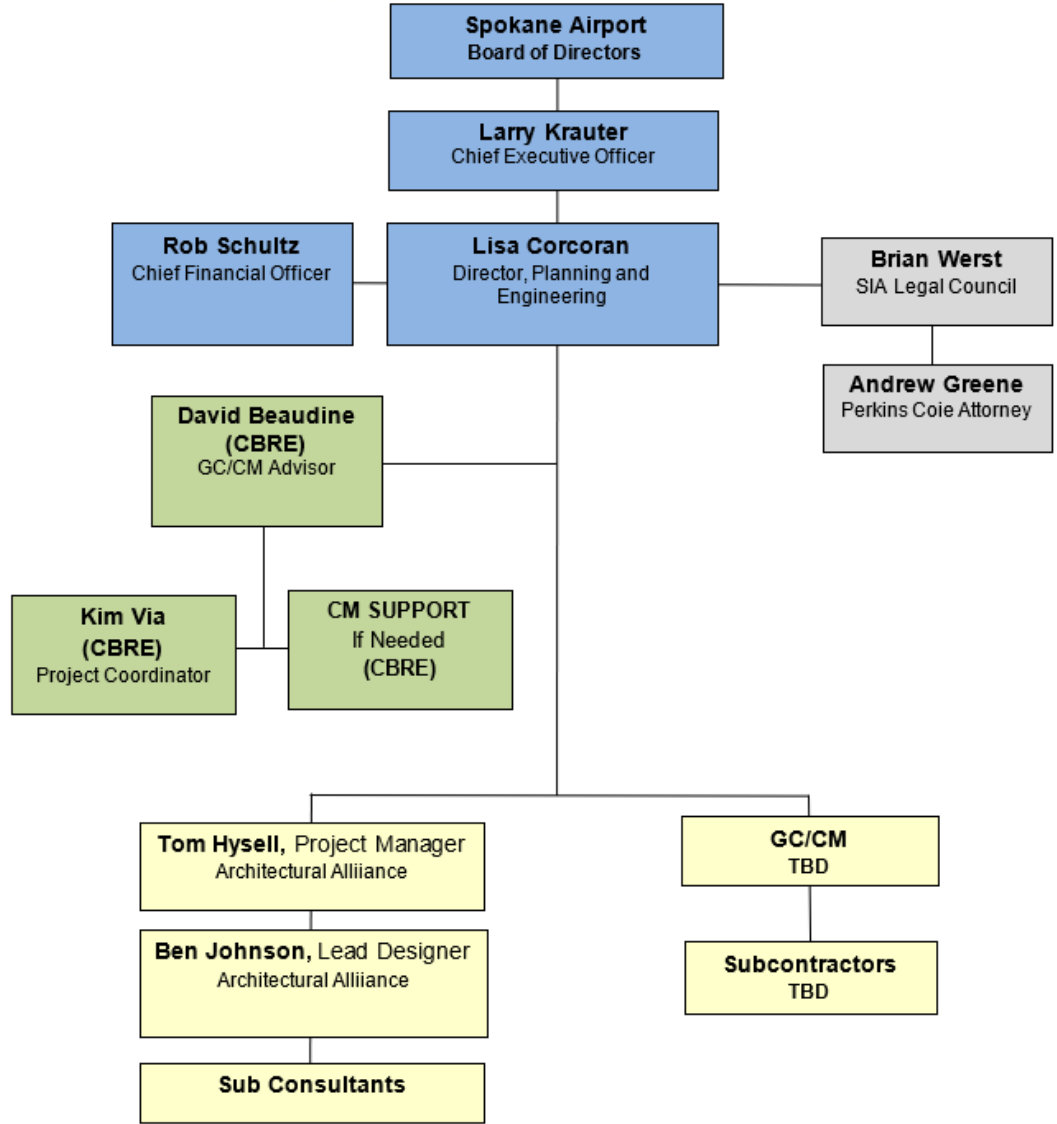
AGENDA

- Introduction to Spokane Airports Facilities
- Project Team
- Project Overview
- Project Budget
- Project Schedule
- Project Benefits under GC/CM
- Alternative Subcontracting (BHS)
- Summary
- Questions and Answers





Spokane International Airport



PROJECT TEAM QUALIFICATIONS

Larry Krauter – Chief Executive Officer, SIA

- Manages \$175M 2023 Annual Budget:
 - \$51M Operating Budget and \$124M Capital Budget
- Oversees all functions of operating Spokane Airports
- Executive oversight and involvement in all phases of the project
- Liaison to the Board

Lisa Corcoran – Director, Planning & Engineering, SIA

- Program Manager & single point of contact for SIA
- Has managed project budgets up to \$100+M
- Responsible for procuring and implementing services for environmental permitting, planning, design and construction projects
- Coordinates with CEO and CFO to establish capital improvement projects/budget

Rob Schultz – Chief Financial Officer, SIA

- Financial Manager
- Oversees Annual Operations and Capital Budget
- Develops Plans of Finance for large capital projects
- Works with Director to manage budgets and process payments



PROJECT TEAM QUALIFICATIONS

Brian Werst – SIA Legal Counsel, Workland Witherspoon, PLLC

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

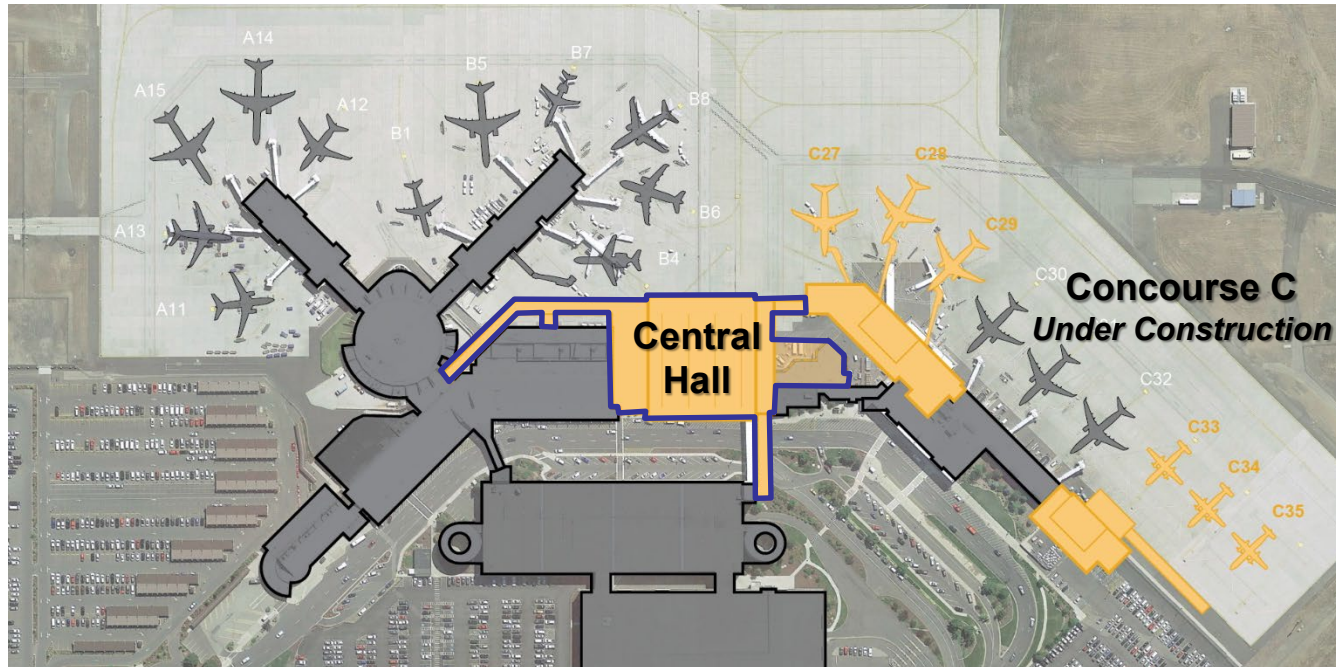
Andrew Greene - GC/CM Legal Counsel, Perkins Coie

- 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.

David Beaudine – GC/CM Advisor, CBRE Heery

- 18+ years in Public Work project management
- Managed over \$700M in public works projects
- Directly managed, advised or oversaw over 22 GC/CM projects throughout Washington State

Terminal Renovation & Expansion (TRES) Program



Projects under TRES Program:

Project 1 – Concourse C – 144,000SF, GC/CM, GMP \$149M (Q4 2025 Completion)

- Additional Boarding Areas (6 added Boarding Bridges)
- Baggage Make-up Area (Departures)

Project 2 – Central Hall – 145,000SF, GC/CM, Est GMP \$152M

- Consolidated Security Screening Checkpoint
- Consolidated Baggage Claim Area (Arrivals)



Concourse C TREX Project – *Under Construction*



Concourse C TREX Project – *Under Construction*



Concourse C TREC Project – *Under Construction*



CENTRAL HALL PROJECT OVERVIEW



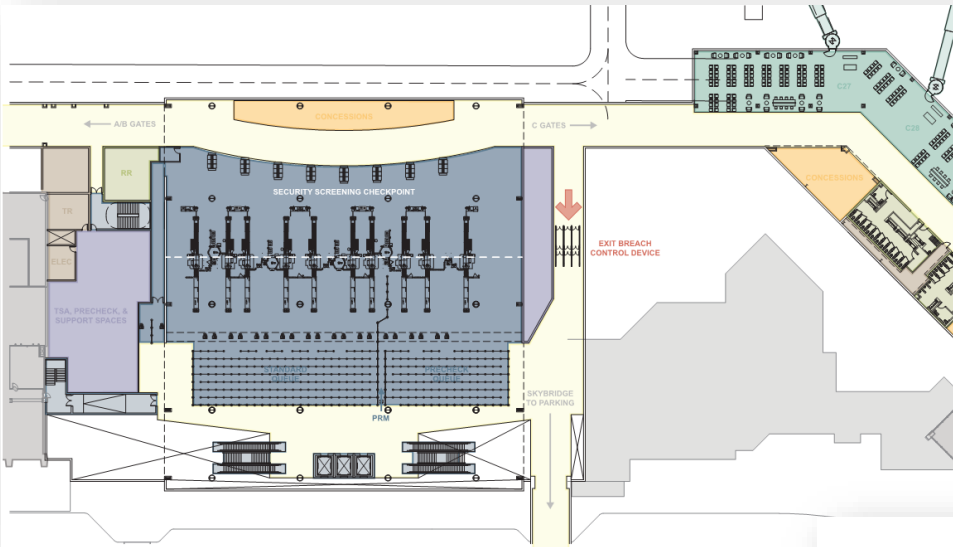
CENTRAL HALL PROJECT OVERVIEW



CENTRAL HALL PROJECT OVERVIEW

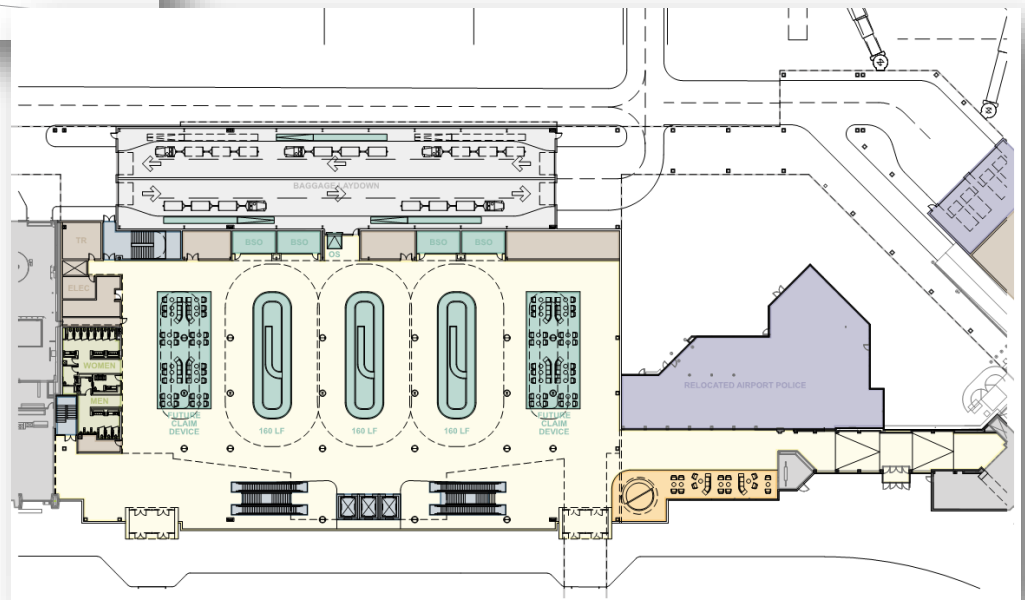


CENTRAL HALL PROJECT OVERVIEW



Lower Floor

Upper Floor



PROJECT OVERVIEW



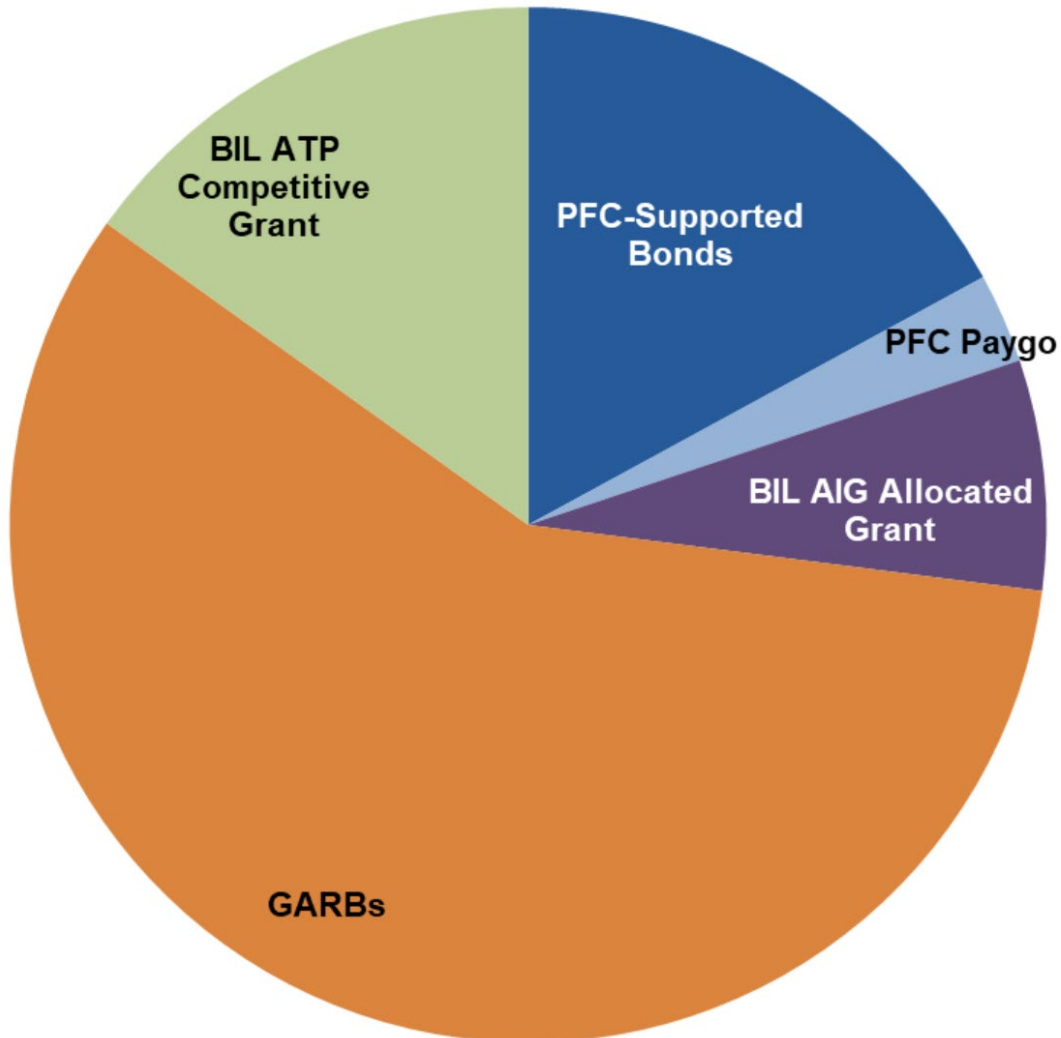
PROJECT OVERVIEW - PHASING

- Conversion of existing airport terminal space to temporary Concourse C baggage claim area
- Demolition of Concourse C baggage claim and connection to main terminal and parking garage
- Construct Central Hall and connectors to Concourses A/B & C, and garage
- Remove temporary baggage claim
- Relocate/Install new screening checkpoint equipment to Central Hall
- Demolish/remodel existing screening checkpoints

PROJECT BUDGET

Category	Total
Professional Services Costs	\$10,500,000
Construction Costs <i>(including construction contingencies)</i>	\$138,000,000
Sales Tax	\$12,800,000
Equipment & Furnishings	\$500,000
Contingencies	\$5,000,000
Construction Administration	\$12,000,000
TOTAL	\$178,800,000

PROJECT PLAN OF FINANCE



Abbreviation Legend	
AIG	Airport Infrastructure Grant
ATP	Airport Terminal Program
BIL	Bipartisan Infrastructure Law
GARB	General Airport Revenue Bonds
Paygo	Pay-as-you-go
PFC	Passenger Facility Charge

PROJECT SCHEDULE

Project and GC/CM Procurement Schedule - TENTATIVE	
Date	Activity
January 27, 2023	PRC Approval
February 21, 2023	Advertisement for Request for Proposals Published (1st Notice)
February 28, 2023	Advertisement for Request for Proposals Published (2nd Notice)
March 7, 2023	Pre-Proposal Conference
March 21, 2023	Statement of Qualifications Due
March 30, 2023	Notification of Highly Qualified Firms with draft contracts
April 13, 2023	Interviews with Short Listed Firms
April 17, 2023	Notification to most highly qualified firms to submit RFFP
April 25, 2023	RFFP submissions and Public Opening
May 10, 2023	Board Approve GC/CM selection & award Preconstruction Services
June 2023 – August 2023	Potential Alternative Subcontracting Procurement
September 2022 – May 2023	Schematic Design
June 2023 – February 2024	Design Development
March 2024 – January 2025	Construction Documents & permitting
February 2025 – August 2027	Construction

WHY THIS PROJECT IS SUITED FOR GCCM

Project involves complex scheduling, phasing and coordination

- The Central Hall project will consist of multiple phases within the operational Airport, each dependent upon its predecessor.
- Must maintain highest level of traveler experience.
- Intricate systems (Baggage, Screening) must be relocated and tested appropriately.
- SIA is a 24/7 occupied facility with strict FAA, TSA and Airport Security and access requirements.

WHY THIS PROJECT IS SUITED FOR GCCM

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

- SIA 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.
- Identification, mitigation and implementation of risk management and safety plans to maximize public safety and operational excellence.

WHY THIS PROJECT IS SUITED FOR GCCM

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/system to address each project phase and associated requirements.
- On-going value engineering and constructability review provides real time information in an uncertain market.
- Detailed site investigations and as-built verifications.

WHY THIS PROJECT IS SUITED FOR GCCM

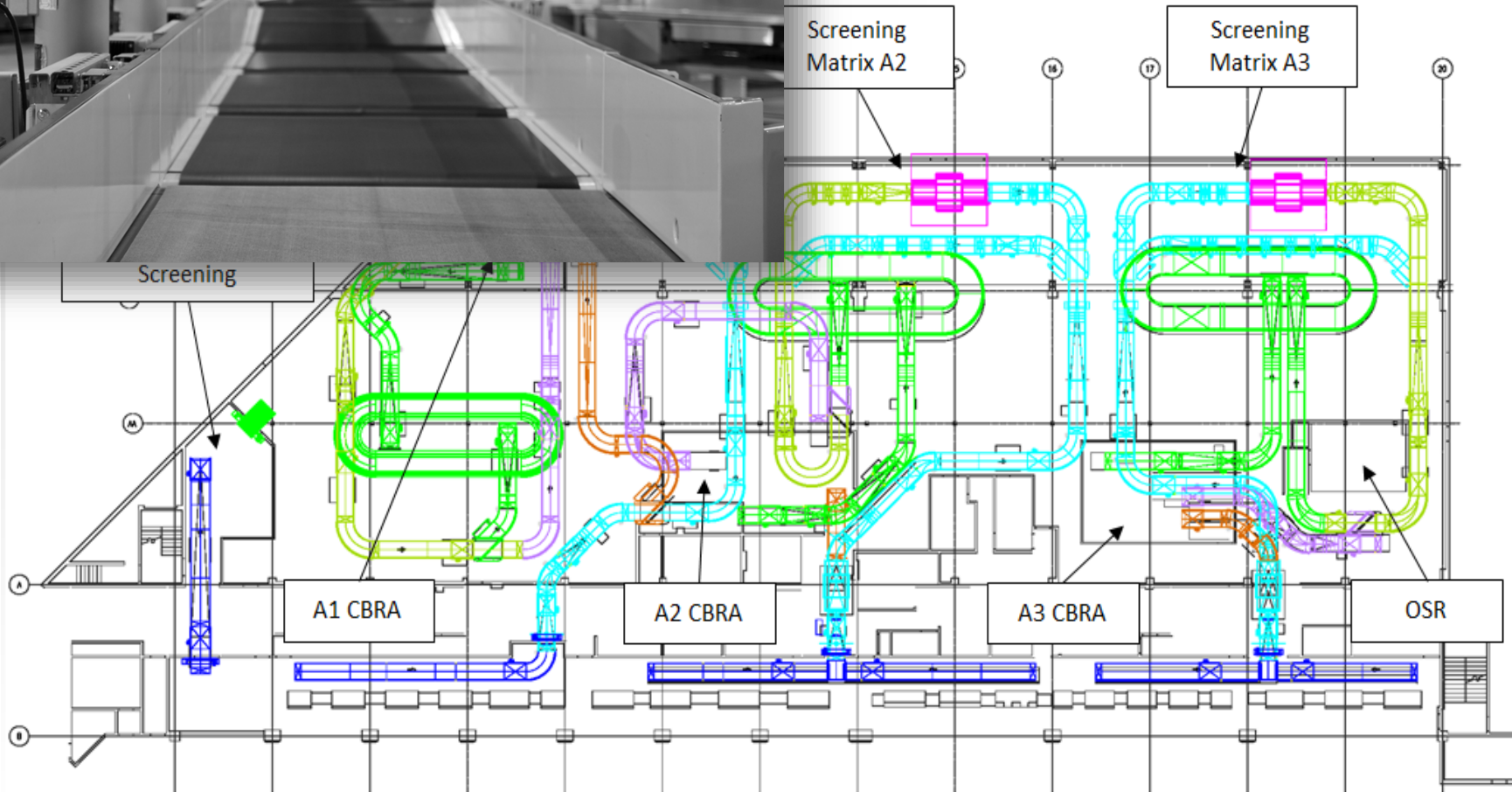
Project encompasses a complex or technical work environment:

- 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.

ALTERNATIVE SUBCONTRACTOR SELECTION BAGGAGE HANDLING SYSTEM

- Expected Contract Value of \$35M
- Coordination of system within existing building operations to help establish phasing to provide best experience for travelers.
- Material supply chain insights to assist through overall cost and schedule.
- Interweaving of system throughout entire airport and associated means and methods to allow for temporary and final operations.
- Value Engineering of new system and coordination or updates with existing.

ALTERNATIVE SUBCONTRACTOR SELECTION BAGGAGE HANDLING SYSTEM



ALTERNATIVE SUBCONTRACTOR SELECTION BAGGAGE HANDLING SYSTEM

- Decision to be made in collaboration between current owner team and selected GC/CM.
 - Full team workshop to occur upon contracting to determine best path forward for the project.
- Approval now will allow project design schedule to continue and maximize alternative subcontractor participation.
- Project has intricate systems within new and existing facility requiring a collaborative team throughout the design and construction.
- Owner intention to be actively engaged in notification, solicitation and selection process.

Historically Disadvantaged Populations (HDP)

- Airport market serves 41 HDP census tracts
- Airport supports employment for approximately 3,000 people, of which over 60% live in areas of impoverished & HDP communities in the Spokane area.
- Increasing terminal capacity allows for low cost carriers to bring business to our region and enhances mobility/accessibility to our region, including farmers & migrant workers, tribe members, and people and families that travel through our airport.
- Project includes concession areas for DBE, WDBE, Veteran & small start-up businesses.
- DBE/WDBE Goal is 3.02%
(accomplished through 2.42% Race Conscious & 0.6% Race Neutral)

SUMMARY

- The project is a good candidate for the GC/CM Alternative delivery model as it meets four of 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.
- Design, GC/CM advisor and legal teams have recent and relevant success at SIA and in similar project types.
- Resources and controls in place to be successful.
- Alternative subcontracting ability pending GC/CM collaborative decision.



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Questions?

Thank you!



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