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

APPLICATION FOR PROJECT APPROVAL

To Use the Design-Build (DB)
Alternative Contracting Procedure

The CPARB PRC will only consider complete applications: Incomplete applications may result in delay of action on your application. Responses to sections 1-7 and 9 should not exceed 20 pages *(font size 11 or larger)*. Provide no more than six sketches, diagrams, or drawings under Section 8.

Identification of Applicant

a) Legal name of Public Body (your organization): **Almira School District**
b) Address: **PO Box 217, Almira, WA 99103**
c) Contact Person Name: **Tim Payne** Title: **Superintendent**
d) Phone Number: **509-639-2414** E-mail: **tpayne@almirasd.org**

1. Brief Description of Proposed Project

a) Name of Project: **Almira School District Transportation Building Replacement**
b) County of Project Location: **Lincoln**
c) Please describe the project in no more than two short paragraphs. *(See Attachment A for an example.)*

The Almira School District has an aging and failing transportation building it plans to replace with a pre-engineered metal building. The progressive design-build (PDB) process offers the Almira School District a strategic, cost-effective, and efficient approach to replacing the current transportation building. Using a PDB process allows them to design and build to a known budget. Unlike traditional procurement methods, PDB allows the district to select a design-build team based on qualifications rather than low bid, ensuring collaboration from the earliest stages of program and design. This early partnership enables real-time cost estimating and a collaborative and continuous approach to using the principles and purposes of value engineering and constructability reviews.

Early identification of risks and managing those risks in alignment with the budget creates cost certainty and reduces budget overruns and schedule delays. A pre-engineered metal building further enhances the benefits of PDB by offering a durable, cost-effective, and quickly assembled solution that meets the district's needs while minimizing long-term maintenance costs. By integrating design and construction teams early, the district can ensure the new facility is optimized for functionality, including efficient bus maintenance areas, secure storage, and modern administrative spaces. The PDB approach provides greater flexibility to adapt the project scope as needs evolve, while maintaining transparency and managing cost control.

With a failing transportation facility impacting daily operations, the district must avoid unnecessary delays and achieve an efficient and high-quality, long-lasting solution. A pre-engineered metal building is well-suited for this project because it allows for faster permitting, fabrication, and construction compared to traditional building methods. The PDB team will work collaboratively with the district to customize the facility to specific operational requirements, ensuring it meets safety standards, energy efficiency goals, and long-term durability needs. By choosing the progressive design-build delivery method, the Almira School District can leverage innovation, accelerate project delivery, and maximize taxpayer investment while securing a modern, resilient transportation facility for years to come.

2. Projected Total Cost for the Project:

A. Project Budget

Costs for Professional Services (A/E, Legal etc.)	$ **150,000**
Estimated project construction costs *(including construction contingencies)*:	$**1,804,500**
Equipment and furnishing costs	$ **150,000**
Off-site costs	$ **30,000**
Contract administration costs (owner, cm etc.)	$ **75,000**
Contingencies (design & owner)	$ **180,000**
Other related project costs (briefly describe)	$ **50,000**
Sales Tax	$ **145,000**
Total	$**2,584,000**

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*

This project will be funded by Capital Project dollars from the District's Capital Project Fund. The funds identified for this project are a direct result of savings achieved using the PDB contract delivery method from the PRC DB approved Almira School Fire Replacement project in 2021. The remaining funds from that project, to be used for the Transportation building, are residual insurance reimbursement funds.

Other related projects encompass a wide array of smaller, less predictable expenses beyond labor, materials, equipment, site investigation, temporary utilities, waste disposal, permit modifications, communication, safety supplies, minor site maintenance, and final project closeout tasks like cleaning and documentation.

3. Anticipated Project Design and Construction Schedule

Please provide *(See Attachment B for an example schedule.)*:

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. –

Description	Duration	Start	Finish
PRC Application Submittal	**~**	**3/24/2025**	**4/21/2025**
PRC Meeting and Anticipated Approval	**1 day**	**5/22/2205**	**5/22/2025**
Advertise RFQ and Collect SOQ's	**2 weeks**	**5/28/2205**	**6/11/2025**
Score SOQ's and Shortlist	**2 days**	**6/12/2205**	**6/13/2025**
Interviews	**1 day**	**6/18/2205**	**6/18/2025**
Issue RFP	**1 day**	**6/20/25**	**6/20/25**
Receive/Evaluate RFP	**2 days**	**7/7/2025**	**7/8/2025**
Fee Submittal and Opening	**1 day**	**7/9/2025**	**7/9/2025**
School Board Approval of Design Builder	**1 day**	**7/22/2025**	**7/22/2025**
Programming and Validation	**2 weeks**	**7/22/2025**	**8/4/2025**
Design Completion/Permitting	**2 months**	**8/4/2025**	**9/29/2025**
Negotiate GMP	**1 week**	**9/29/2025**	**10/6/2025**
Construction	**4 months**	**10/6/2025**	**1/26/2025**

4. Explain why the DB 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 the construction activities are highly specialized and a DB approach is critical in developing the

construction methodology (1) What are these highly specialized activities, and (2) Why is DB critical in the development of them?

For the Almira School District's new pre-engineered metal transportation building, several highly specialized construction activities will be greatly enhanced by a progressive design-build (PDB) approach:

1. Site Preparation & Foundation Engineering – Ensuring the site can support a PEMB structure requires geotechnical expertise and precise foundation work.
2. PEMB Fabrication & Assembly – Off-site fabrication demands seamless coordination for delivery, staging, and on-site assembly.
3. Mechanical, Electrical & Plumbing (MEP) Integration – Specialized systems for bus maintenance, exhaust ventilation, and fuel storage must be precisely engineered for safety and efficiency.
4. Code Compliance & Safety Standards – Meeting fire, environmental, and hazardous material regulations requires expert planning and execution.

Why Progressive Design-Build is Critical:

- Early Collaboration – PDB unites designers and builders from the start, ensuring the project meets operational needs while aligning program, budget, and performance.
- Schedule & Cost Certainty – Using several points in the preconstruction/design phase schedule to align real-time cost modeling, checking logistics and availability of products, constructability reviews with the budget prevent delays and overruns.
- Flexibility & Risk Mitigation – PDB allows the district and the PDB team to refine the design as needs evolve, ensuring a durable, efficient, and compliant facility.

By leveraging progressive design-build, Almira School District will ensure a streamlined, cost-effective process that delivers a high-quality, long-lasting transportation facility.

- If the project provides opportunities for greater innovation and efficiencies between designer and builder, describe these opportunities for innovation and efficiencies.

For the Almira School District's progressive design-build (PDB) approach to replacing its aging transportation building with a pre-engineered metal building (PEMB), the collaboration between designer and builder creates key opportunities for innovation and efficiency:

- Opportunities for Innovation:
  - Optimized Building Design: Early collaboration allows the design team to tailor the PEMB layout for bus circulation, maintenance workflows, and energy efficiency, ensuring functionality and long-term cost savings.
  - Sustainable Solutions: The team can incorporate high-efficiency HVAC, exhaust systems, and LED lighting to reduce operational costs and environmental impact.
- Opportunities for Efficiency:
  - Accelerated Project Delivery: The single-contract structure streamlines decision-making, reducing procurement delays and allowing for concurrent design and construction phases.
  - Cost Control & Value Engineering: Real-time budgeting and constructability reviews ensure materials and systems are selected for durability and affordability, reducing lifecycle costs.
  - Seamless System Integration: Mechanical, electrical, and plumbing (MEP) systems are designed and coordinated in advance, avoiding costly redesigns and installation conflicts.

Leveraging the progressive design-build delivery, the district benefits from a faster, more cost-effective process while ensuring a high-performing, future-ready transportation facility.

- If significant savings in project delivery time would be realized, explain how DB can achieve time savings on this project.

  Progressive Design-Build (PDB) offers significant potential for time savings on the Almira School District Transportation Building Replacement Project compared to the traditional Design-Bid-Build (DBB) method through two key mechanisms:

  - Firstly, PDB fosters early collaboration between the owner, designer, and builder from the project's inception. This integrated team approach allows for concurrent design and pre-construction activities, such as site investigations, value engineering, and constructability reviews, which would typically occur sequentially in DBB, leading to a compressed overall schedule.
  - Secondly, the single-contract structure inherent in PDB streamlines decision-making processes. Instead of separate contracts and potential conflicts between the designer and contractor, the unified team can address issues and implement changes more efficiently, reducing delays associated with coordination and approvals in a DBB model.

5. Public Benefit

In addition to the above information, please provide information on how use of the DB 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

The progressive design-build (PDB) contracting method offers significant public benefits by ensuring cost efficiency, faster delivery, and higher-quality construction for Almira School District's new pre-engineered metal transportation building (PEMB).

- Substantial Fiscal Benefits:

1. Cost Certainty & Budget Control: PDB allows for real-time cost estimating and value engineering, ensuring that every dollar is spent efficiently while minimizing unexpected cost overruns.
2. Reduced Lifecycle Costs: Early collaboration results in a durable, energy-efficient facility designed to lower long-term maintenance and operational expenses.
3. Maximized Taxpayer Investment: By streamlining procurement and accelerating project delivery, PDB ensures the district gets a high-quality facility at the best value, reducing wasteful spending on delays and redesigns.

- How the use of the traditional method of awarding contracts in a lump sum *(the "design-bid-build method")* is not practical for meeting desired quality standards or delivery schedules.

Using the traditional design-bid-build (DBB) method for Almira School District's new pre-engineered metal transportation building (PEMB) would introduce significant challenges in maintaining quality standards and meeting delivery schedules.

1. Increased Risk of Delays & Cost Overruns
   - In DBB, design and construction occur in separate phases, leading to delays between bidding, contractor selection, and construction startup. This extended timeline could disrupt transportation operations and increase costs due to inflation or unforeseen site conditions.
   - Contractors bid on completed designs leading to low-bid selection without contractor input on cost-saving materials or constructability efficiencies, increasing change orders and delays.

2. Limited Quality Control & Collaboration
   - In DBB, the designer and builder work independently, reducing opportunities for real-time problem-solving and value engineering. This separation can lead to design conflicts, misinterpretations, and costly redesigns during construction.
   - A PEMB requires precise coordination between design and fabrication, which DBB does not allow, increasing the risk of misaligned components, rework, and inefficiencies.
3. Reduced Flexibility & Innovation
   - DBB locks the district into a rigid design before contractor input, limiting the ability to adjust for budget constraints, material availability, or unforeseen challenges.
   - PDB allows for early collaboration, faster decision-making, and real-time adjustments, ensuring a high-quality, cost-effective, and timely project.

4. Geographical Remoteness of Almira
   - Mitigating Remote Location Challenges**:** Almira's geographically remote location can lead to extended lead times for material deliveries and potentially limit the pool of available contractors. PDB's early contractor involvement allows for proactive planning of logistics, material sourcing, and scheduling to mitigate these challenges and potentially expedite delivery compared to the sequential bidding and mobilization of DBB.
   - Enhanced Coordination for Remote Work: The collaborative nature of PDB facilitates better communication and coordination between the design and construction teams, which is particularly crucial in a remote setting. This can help anticipate and resolve logistical hurdles and potential delays associated with distance more effectively than the often more siloed approach of DBB.

By avoiding the inefficiencies of DBB and choosing progressive design-build, Almira School District ensures a streamlined, flexible, and cost-effective approach that delivers a durable, high-quality transportation facility on schedule and within budget.

6. Public Body Qualifications

Please provide:

- A description of your organization's qualifications to use the DB contracting procedure.

The Almira School District has successfully completed a PDB project with the replacement of a school lost to a catastrophic fire on Oct. 12, 2021. The district team, working with OAC, had the school site demolished and cleared, a PDB Team selected, drawings for a new school completed (funding uncertainties required three versions of the school to be designed with funding levels differing by as much as 40%), and construction completed for the opening of school in August of 2023. The team gained significant design build experience through the construction of their new school. Jeff Jurgensen, OAC Services, led this effort and has managed numerous Progressive Design Build projects in Washington. Jeff will continue to provide oversight and leadership for the Transportation Building, the final construction phase following the fire. Gene Sementi, OAC Services, will be the onsite presence for OAC Services and the School District.

Almira School District has retained OAC Services Inc. as Construction Manager and Progressive Design Build advisor and Owner's Representative. OAC's extensive knowledge and background in Progressive Design Build will be heavily relied upon for the successful implementation and management of this project.

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 Attachment C for an example.)

SEE ATTACHMENT C

- Staff and consultant short biographies that demonstrate experience with DB contracting and projects (not complete résumés).

Jeff Jurgensen, Sr. Vice President, CCM, DBIA – Principal in Charge and Design Build Advisor

Jeff has over 29 years of construction experience. He has worked on over 15 major capital GC/CM projects in the state of Washington and assisted in getting the Spokane Public School District agency approval. He also has worked on six major capital Design-Build projects, one Design-Build project at Spokane International Airport as well as a 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. He holds the DBIA certification from the Design Build Institute of America. He is very experienced and knowledgeable in the state of Washington and Spokane local construction market. Jeff is currently serving his 3rd term as a member of the Project Review Committee.

Rusty Pritchard, Director/Program Manager and DB Advisor, OAC Services

Rusty has over 40 years of experience serving as an Owner, Owner's Representative and Program/Project management. He served on the Washington State CPARB's PRC for six years and has a proven history in alternative delivery of both RCW 39.10 Design-Build and GC/CM projects. He served as project manager on two Washington State University's design-build projects; St. Michelle and Washington State University Wine Science Center and Washington State University's Spokane Teaching Health Center. He served as project manager on two traditional Federal Design-Build Projects as project manager with the Corps of Engineers.

He served as a construction manager on the Design-Build Paschal Sherman Indian School in Omak Washington and as Senior Project Manager of the Wellpinit School District's GC/CM High/Middle School Modernization project on the Spokane Tribe Reservation in Wellpinit, WA. Currently he is the Owner's Representative for Cape Flattery's SD Progressive Design-Build New Neah Bay K12 Campus Relocation project in Neah Bay, WA.

His role on this project is to assist and advise the District and OAC's project manager during the D-B team procurement process, contract development and negotiations and ensure compliance with RCW 39.10 requirements. During design and construction, he will be available to assist the project team as needed.

Gene Sementi, Special Project Manager, Ed.D.

Gene is a retired Superintendent with 33 years of K-12 experience, 31 years with the West Valley School District where he was involved in every construction/modernization project, all design-bid-build experience. Gene was hired by the Almira School District and was brought on board two days after the fire. As construction geared up Gene was hired through OAC as a Special Project manager for the remainder of the project, this was a $34M PDB project. Gene successfully integrates with each client and adapts his project management style to fit their needs, and the needs of the project.

Graehm Wallace, Partner, Perkins Coie

Graehm Wallace is a partner in the Seattle office of the law firm Perkins Coie LLP. Graehm has provided GC/CM project legal assistance for numerous public entities, including the preparation of DB and PDB contract documents and providing legal counsel regarding compliance with RCW Chapter 39.10 for DB projects. Graehm has over twenty-eight years' legal counsel experience working in all areas of construction and has provided legal assistance to over 100 Washington public entities. His work has covered all aspects of contract drafting and negotiating. This includes preconstruction, architectural, engineering, construction-management, GC/CM, design-build, and bidding. Graehm also provides legal advice during construction, claim prosecution and defense work.

Almira School District has retained OAC Services Inc., as construction manager and Progressive Design Build advisor and Owner's Representative. OAC's extensive knowledge and background in Progressive Design Build will be relied upon heavily for the successful implementation and management of this project.

Provide the ***experience and role on previous DB projects*** delivered under RCW 39.10 or equivalent experience for each staff member or consultant in key positions on the proposed project. (*See Attachment D for an example. The applicant shall use the abbreviations as identified in the example in the attachment.)*

SEE ATTACHMENT D

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

Note: For design-build projects, you must have personnel who are independent of the design-build team, knowledgeable in the design-build process, and able to oversee and administer the contract.

See Jeff Jurgensen, Rusty Pritchard, Gene Sementi and Graehm Wallace biographies above.

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.

Gene Sementi, the project manager for the Transportation Building, has been involved with the Almira School Rebuild project from the beginning, over 3 years, and will continue with this project until completion. That said, OAC will be used as Almira's project/construction management firm, and design build advisor for the planning, design, construction and closeout of the project. The funds for OAC are allocated within our Total Project Budget for planning through closeout. OAC has been under contract with the Almira School District since the fire in October 2021 and will continue to be under contract until the completion of the Transportation Building 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 30 design build projects ranging from $3M-$200M including progressive design build projects. OAC's project portfolio includes several projects for Cities and School Districts across the State of Washington. An active participant in Alternative Project Delivery, three OAC staff members, including one on this project, have served on the Project Review Committee and have provided training in GC/CM and Design-Build delivery in Washington, Montana and Alaska. OAC is currently a leader in the state in Progressive Design Build delivery projects.

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

Our high-level summaries below clearly articulate our organizational controls:

Project Management and Decision Making:

- Authority and decision-making responsibility will be provided by Superintendent Tim Payne, with implementation by OAC Services. OAC will serve as the Owner's Representative on the project.
- OAC is currently and will continue to meet with Almira SD weekly, more frequently if needed, to discuss and plan project needs, milestones, develop strategy and courses of action for implementation of the project.
- Gene Sementi will be the primary point of contact for OAC with assistance from Rusty Pritchard and Jeff Jurgensen.

Selection Committee

- The D/B Selection Committee will consist of the Almira Superintendent, Business Manager, Principal, Maintenance/Transportation Director, and if available the Chairman of the School Board.
- OAC will be a non-voting member of the selection committee. OAC's role is to manage, organize, train, and facilitate the selection process per RCW 39.10.

Communication

- Almira will use a variety of well-established formal and informal tools to provide effective, consistent, and impactful communication with those involved in the project.
- Almira will advertise the RFQ and post on their website.
- After SOQ's have been scored using consensus scoring, the selection committee will meet with the shortlisted teams to better understand the project approach and have an opportunity to meet each team member.
- The Selection Team, after reviewing all documents and meeting with short listed teams, will utilize consensus scoring to select the "most qualified" team for this project.
- Once a "most qualified" design build team is selected, Almira and OAC will meet with the design build team during the design and construction phases and partake in interim reviews of the program, design, costs, and schedule to verify the owners' expectations and vision of the completed project are being achieved.

Project Progress

- Progress will be reported weekly by the design build team to Almira and OAC.
- Formal reports will be sent to the Superintendent and Assistant Superintendent, who in turn will update the Almira School Board.

Budget Monitoring

- OAC will manage and regularly track the program finances and weigh the cost estimates against budget.
- Financial reporting will be provided by OAC to the school district by Kat Getchell, OAC Services, who will meet with the project team to reconcile costs every two weeks. These reports will then be used by the superintendent in his presentations to the School Board.
- Almira SD will maintain its own project contingency and reserves to address any owner driven scope changes or unforeseen conditions.

Schedule

- The proposed project milestone schedule will be in the design build RFQ/RFP documents.
- The successful design build team will collaborate with the owner to produce a detailed project schedule accounting for permitting, design, bidding and construction, closeout and warranty.
- Weekly look ahead schedules will be delivered along with monthly updates at each pay application.

Management Plan Appendix F

A brief description of your planned DB procurement process.

The PDB procurement process will be awarded through a qualifications and fee based competitive process in strict accordance with RCW 39.10. The basic process will be:

1. The PDB selection process will be based upon the overall scoring criteria in the RFQ/RFP responses, Interview and Fee proposal.

2. We will prepare and advertise well-crafted Request for Qualifications/Proposals. This will clearly define Almira SD's overall project goals, proposed budget and schedule. The overall goals for cooperation, creativity and budget management will be outlined. All details regarding SOQ/RFP requirements, interviews, ,fee proposal and scoring criteria in each phase will be detailed. All qualified SOQ's will be scored against defined criteria for Proposed Team, Relevant Experience, Minority and Women Owned Business plan, management and technical approach.

Using Consensus scoring the highest scoring teams will be shortlisted for interviews and issuance of the RFP where the Selection Committee may learn more about the proposed team members and their proposed approach to the project.

3. Interactive meetings will be held with short-listed teams. Teams will be asked to present how they propose to interact with OAC and Almira staff. Interviews will be used to further refine the Qualifications scoring. Teams will be asked to elaborate on their project approach, and how they will align the project scope with the fixed budget. Almira will reserve the right to further short-list teams for the RFP Phase and fee proposal.

4. The highest scoring firm and proposal well be determined to the most highly qualified design-build firm.

After contract execution, all submitters will be encouraged to meet with Almira and OAC to debrief on the selection process.

A $1,000 honorarium will be provided to the non-selected DB Teams.

Verification that your organization has already developed (or provide your plan to develop) specific DB contract terms.

Upon approval from the PRC to move forward with the PDB procurement process, the Almira SD will partner with Perkins Coie to create the contract documents and terms for the project. Perkins Coie will work with Almira and OAC in coordination of the RFQ, RFP and the contract documents for clarity. OAC and Perkins Coie have a long-standing working relationship and a good mutual understanding of a well-crafted PDB contract that allocates risk appropriately and encourages cooperation and owner service.

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 Attachment E. 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

There are none within the last 6 years.

7. 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. Some examples are included in attachments E1 thru E6. 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

See Appendix E Below.

8. **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 have been no findings as they have not done construction projects recently.

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

Almira and OAC will work closely with the WA State AGC Chapters to generate interest and awareness of the project and when it will bid. Project flyers will be produced and distributed to the AGC chapters. Public meetings will also be held to further enhance interest, and emphasize the encouragement for small contractors, women owned businesses, and minority owned business participation. OMWBE engagement approach will also be a scoring criterion for potential PDB teams. We will also utilize the list of certified OMWBE in the Spokane area and reach out directly to firms to generate interest and participation in this project.

CAUTION TO APPLICANTS
The definition of the project is at the applicant's discretion. The entire project, including all components, must meet the criteria of RCW 39.10.300 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.

PRC strongly encourages all project team members to read the Design-Build Best Practices Guidelines as developed by CPARB and attend any relevant applicable training. If the PRC approves your request to use the DB 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 DB process. You also agree that your organization will complete these surveys within the time required by CPARB.

I have carefully reviewed the information provided and attest that this is a complete, correct and true application.

Signature: _____

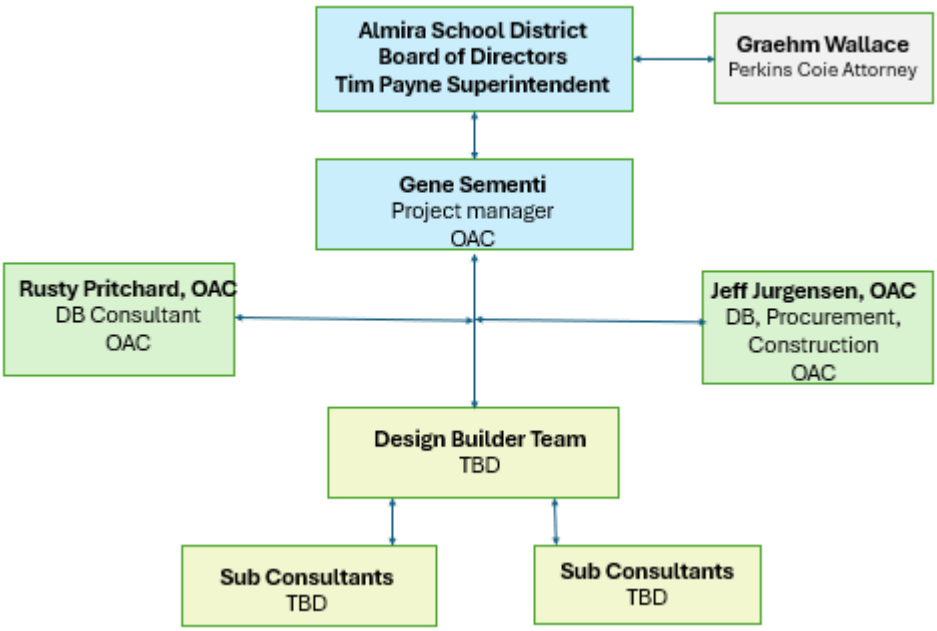
Name: *(please print)* Tim Payne *(public body personnel)*

Title: Supt

Date: 4/28/25

PROJECT ORGANIZATION CHART

ATTACHMENT C

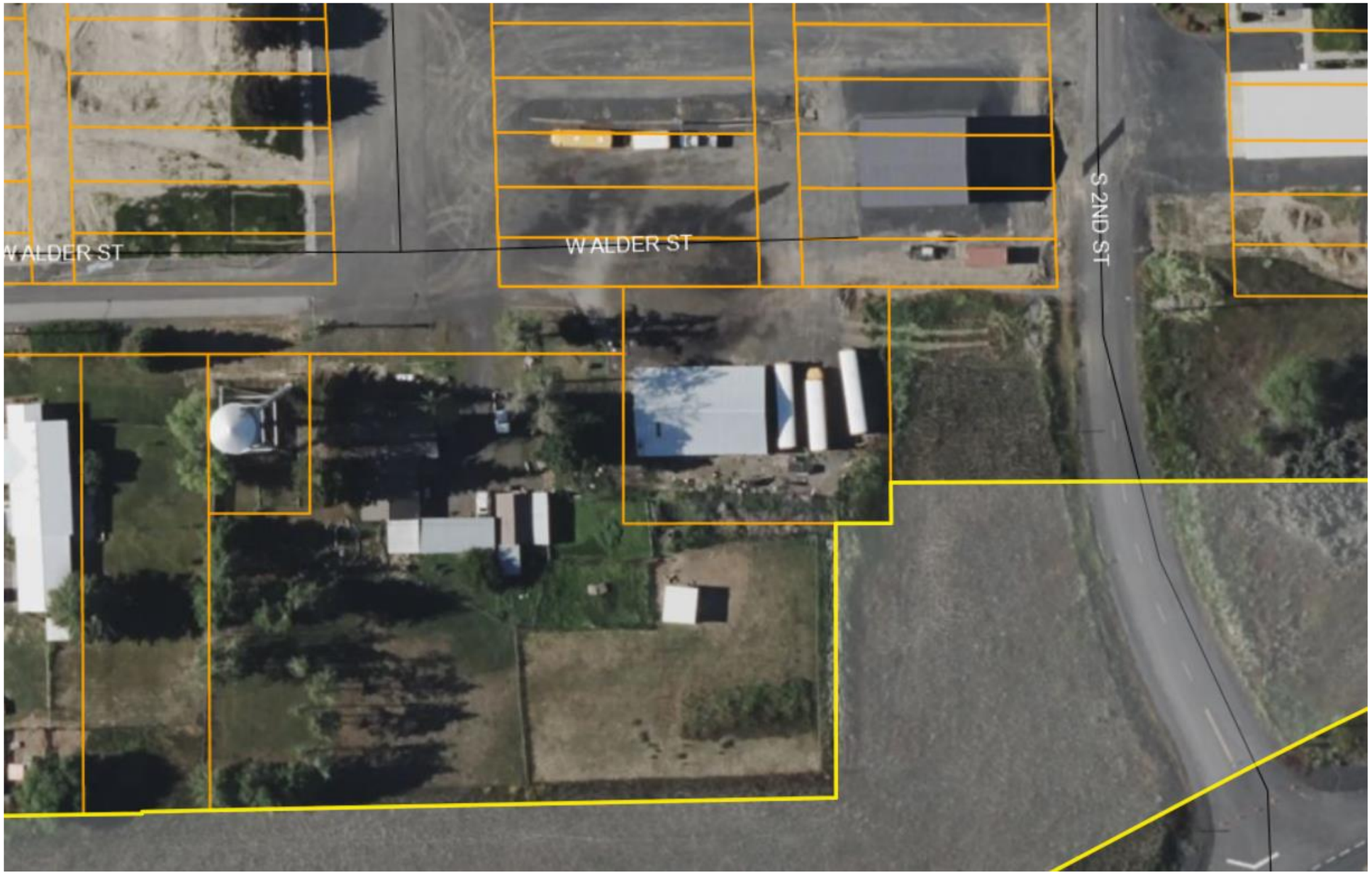


ATTACHMENT D
CONSULTANT EXPERIENCE

Name	Experience Summary	Projects	Construction Budget	Procurement Type	Pre-Design Role	Design Role	Construction Role
Jeff Jurgensen	OAC Services, Principal In Charge	Spokane International Airport DB Parking Garage	$15 million	Design Build	PM	PM	PM
		Nelson Service Center	$15 million	Design Build	PM	PM	PM
		City of Liberty Lake Town Square	$12 million	Design Build	PM	N/A Bond Didn't Pass	N/A Bond Didn't Pass
		Pascal Sherman Indian School	$16.5 million	Design Build	PM	PM	PM
		Washington State University Northside Residence Hall	$33 million	Design Build	PM Advisor	PM Advisor	PM Advisor
		Washington State University Visitors Center	$2 million	Design Build	PM Advisor	PM Advisor	PM Advisor
		Central Valley School District (6 GC/CM projects)	$180 million	GC/CM	PM	PM	PM
		City of Liberty Lake Trailhead Golf Course	$10 million	Design Build	PIC	PIC	PIC
Rusty Pritchard	OAC Services, Sr. PM, DB Advisor	Chester Elementary School	$16M	GC/CM	PM	PM	PM
		WSU Spokane Teaching Health Clinic	$16.5M	DB	PM	PM	PM
		Ste. Michelle Estates-WSU Wine Science Center	$23.0M	DB	PM	PM	PM
		Pascal Sherman Indian School	$16.5M	DB			CM
		Spokane International Airport DB Parking Garage	$15M	DB			CM
		City of Spokane-CSO #24	$24.0M	GC/CM Heavy Civil	PM	PM	PM
		City of Spokane CSO #26	$29.0M	GC/CM Heavy Civil	PM	PM	PM
		City of Spokane Next Level Treatment Plant	$175.0M	GC/CM Heavy Civil	GC/CM Advisor	GC/CM Advisor	GC/CM Advisor
		Ellensburg Ida Nason Elementary School	$33.0 M	GC/CM	PM	PM	
		Ellensburg Mt Stuart Elementary School	$28.0 M	GC/CM	PM	PM	
		Cheney High School Modernization	$34.0 M	GC/CM	PM	PM	PM
		Wellpinit High/Middle School Modernization	$23.0 M	GC/CM	PM	PM	PM
		Steilacoom High School Modernization	$31.0 M	GC/CM	PM	PM	PM
Gene Sementi	OAC Services, Special Projects manager	Almira School Rebuild	$35M	Design Build	PM Advisor	PM Advisor	PM

Appendix E

Preliminary Concepts
Almira Transportation Building



This is an overhead shot of where the Transportation Building will go.

This picture was taken in the spring of 2022 several months after the fire. The demolished school site waiting for construction to begin is in the NW corner of the picture.

The current building is undersized, deteriorating, and failing.

This Building will be demolished, and the new building will go on the same footprint. It will be wider and deeper so we can get all buses under cover.

We also plan to have a bay for maintenance work.

This is an overhead shot of where the Transportation Building will go. The new school is on the west side of the picture.

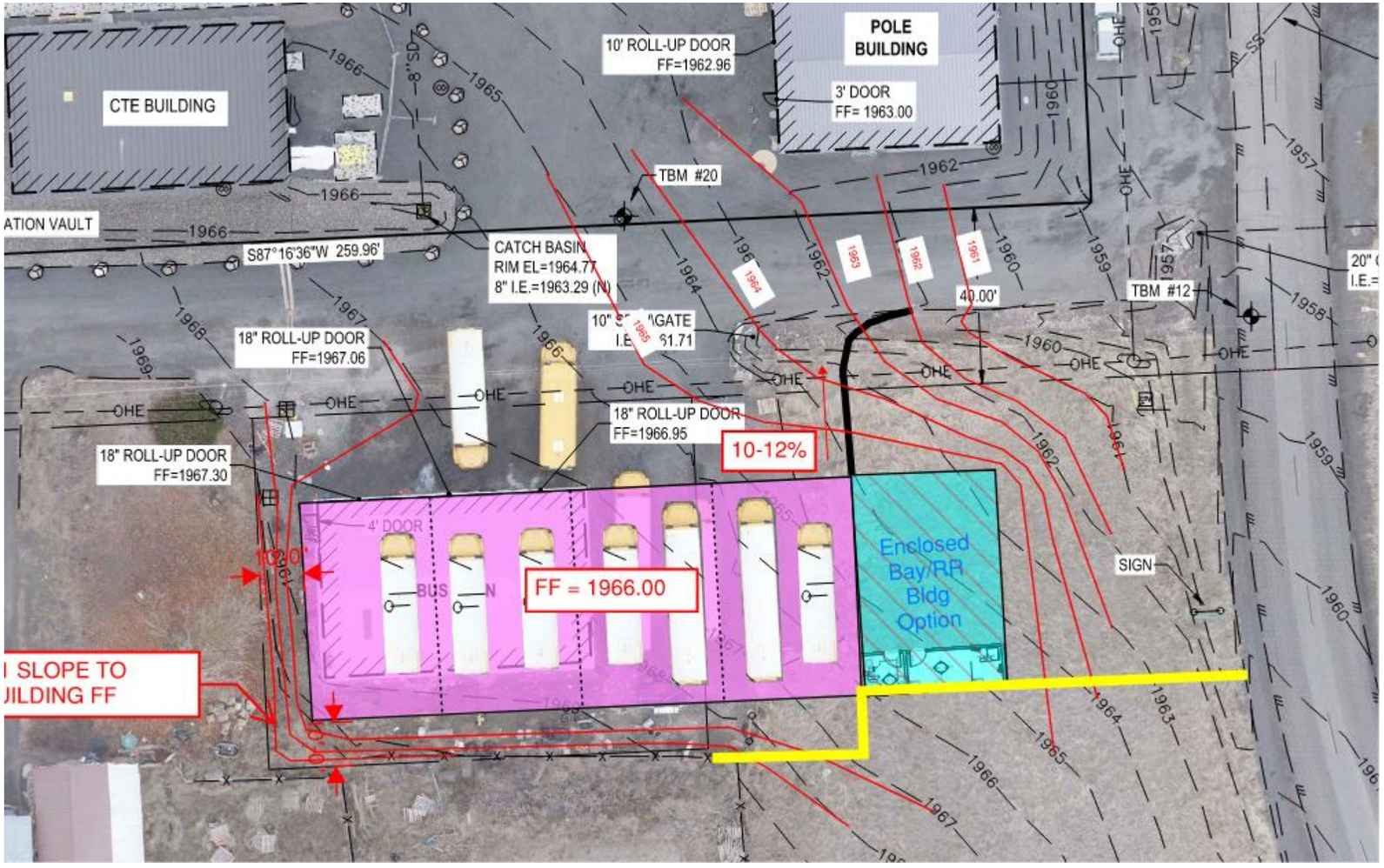
The northern half of this block was privately owned by the Hughes Family, generational residents of the Almira Community. It served as our Lay Down Yard during construction of the school. This property was deeded to the district for $1.

Following school construction, the block was master planned, shaped, and graded which created a spot for a parking lot, a spot for a CTE Building to replace CTE Space lost in the fire, as well as access to pull and park all buses in the Transportation Building. (The CTE Building is in the left center of the picture and is nearly completed as of 3/28/25).

In order to build a transportation building deep enough and wide enough to fit our longest busses and all of our busses we needed to acquire several additional feet on the South side of the Transportation Building and the East side of the building. This will also allow for needed turning radius clearing needed to get busses into and out of the building. The Town of Almira owns this property and has agreed to sell it to the School District for a very reasonable amount.

The current building is undersized, deteriorating, and failing.

The original building will be demolished, and the new building will go on the same footprint. It will be wider and deeper so we can get all the buses under cover. The new Transportation will also have a bay for maintenance work.



This picture is a zoomed in section of the above picture.

The enclosed bay will have a restroom and office/lounge for the bus drivers,

The original building is shown in the lighter shaded pink area of the West side of the new building footprint.

The yellow line is the current district boundary. As mentioned on the previous slide additional property will be acquired from the Town of Almira on the South and West of the Building.

Appendix F

Management Plan for Almira School District Transportation Building Replacement Project (Design-Build)

PRC Application Submission 4-21-2025

This management plan outlines the lines of authority and responsibilities for the Almira School District Transportation Building Replacement Project, utilizing the Design-Build (DB) alternative contracting procedure. The structure is designed to ensure clear communication, efficient decision-making, and effective project oversight, aligning with the requirements of the Capital Projects Advisory Review Board (CPARB) Project Review Committee (PRC).

1. Governing Authority and Final Decision-Making:

- **Almira School District Board of Directors:** The ultimate governing authority for the project. Responsible for final approval of key decisions, including the selection of the Design-Build team, the Guaranteed Maximum Price (GMP), and significant scope changes. Formal communication and approvals will occur through official board meetings and resolutions.
- **Superintendent Tim Payne (Almira School District):** The authorized representative of the Almira School District, holding overall accountability for the project's success. Responsible for providing strategic direction, ensuring alignment with district goals, and acting as the primary liaison with the School Board. Possesses final decision-making authority on project matters, subject to School Board approval when necessary.

2. Project Management and Oversight:

- **OAC Services (Owner's Representative/Project Manager/DB Advisor):** Contracted by the Almira School District to provide comprehensive project management, Design-Build expertise, and act as the Owner's Representative.
    - **Principal-in-Charge (Jeff Jurgensen, OAC Services):** Holds ultimate responsibility within OAC for the project's successful delivery. Provides senior-level oversight, strategic guidance to the project team, and ensures OAC's contractual obligations are met.
    - **Project Manager (Gene Sementi, OAC Services):** Serves as the primary day-to-day point of contact for OAC and the central coordinator for all project activities. Responsible for managing the project schedule, budget, communication flow, and ensuring adherence to the DB process. Facilitates collaboration between the District and the Design-Build team.

- **Project Oversight Support (Rusty Pritchard, OAC Services):** Provides additional expertise and support to the Project Manager as needed, potentially focusing on specific phases or technical aspects of the project.
- **Financial Reporting (Kat Getchell, OAC Services):** Responsible for managing and regularly tracking project finances, weighing cost estimates against the budget, and providing regular financial reports to the Almira School District.

3. Design-Build Team Selection Committee:

- **Superintendent Tim Payne (Almira School District):** Voting member, representing the overall interests and vision of the District.
- **Business Manager Lyndsey Mitchell (Almira School District):** Voting member, responsible for financial considerations and ensuring fiscal responsibility.
- **Chairman of the School Board Cam Carstensen (Almira School District):** Voting member, representing the Board's perspective and ensuring alignment with policy.
- **OAC Services (Non-Voting Member):** Facilitates the selection process, provides expertise on DB best practices and RCW 39.10 requirements, manages the RFQ/RFP process, and trains the committee.

4. Design-Build Contractor (To Be Selected):

- The selected Design-Build entity will hold responsibility for both the design and construction of the Almira School District Transportation Building Replacement Project. Their internal organizational structure will define the lines of authority within their team, including the roles of the Design Lead and the Construction Manager, who will be the primary points of contact with the OAC Project Manager. The Design-Build team will report progress, address issues, and seek approval through the OAC Project Manager.

Communication Flow:

The primary communication line will be between the OAC Project Manager (Gene Sementi) and the designated points of contact within the Almira School District (primarily Superintendent Tim Payne and the Business Manager) and the Design-Build team. Formal project updates and financial reports will be provided by OAC to the Superintendent and as required, to the School Board. The Design-Build Selection Committee will convene as needed during the procurement phase. All formal approvals will be sought from the Superintendent and, when necessary, the School Board. This structure ensures a clear and logical flow of information and authority throughout the project lifecycle.