

Application for Federal Assistance SF-424

* 1. Type of Submission:

- Preapplication
 Application
 Changed/Corrected Application

* 2. Type of Application:

- New
 Continuation
 Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier:

3-12-0075-054-2024

5a. Federal Entity Identifier:

3-12-0075-052-2022

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

Pinellas, County of dba Board of County Commissioners

* b. Employer/Taxpayer Identification Number (EIN/TIN):

59-6000800

* c. Organizational DUNS:

0552002160000

d. Address:

* Street1:

c/o Office of Management and Budget

Street2:

14 S. Ft. Harrison, 5th Floor

* City:

Clearwater

County/Parish:

Pinellas

* State:

FL: Florida

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

33756-5165

e. Organizational Unit:

Department Name:

St. Pete-Clearwater Int'l Apt

Division Name:

St. Pete-Clearwater Int'l Apt

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Thomas

Middle Name:

R.

* Last Name:

Jewsbury

Suffix:

Title:

Airport Director

Organizational Affiliation:

The Airport is a department of Pinellas County Government

* Telephone Number:

727 453-7801

Fax Number:

727 453-7846

* Email:

jewsbury@fly2pie.com

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20-106

CFDA Title:
Airport Improvement Program

*** 12. Funding Opportunity Number:**

Not Applicable

* Title:
N/A

13. Competition Identification Number:

Not Applicable

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

*** 15. Descriptive Title of Applicant's Project:**

This BIL ATP grant consists of the design phase of the construction of passenger terminal improvements. This project competed within the FAA's Bipartisan Infrastructure Legislation (BIL) ATP program.

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="6,000,000.00"/>
* b. Applicant	<input type="text" value="640,753.00"/>
* c. State	<input type="text" value="1,976,040.00"/>
* d. Local	<input type="text" value="1,330,076.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="9,946,869.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: 

* Date Signed:

APPROVED AS TO FORM

By: Cody J. Ward
Office of the County Attorney

Project No. 1: Detailed Project Information Sheet

BIL Airport Terminal Program (ATP)

Airport : St. Pete-Clearwater International Airport (PIE)
City, ST: Clearwater, Florida
DUNS / TAX ID No. EUI #R37RMC73XKG1
SAM Expiration Date: December 15, 2024
Project Title: Passenger Terminal Improvements – Design Only

Project Description:

The St Pete-Clearwater International Airport (PIE) is located on the west shoreline of Old Tampa Bay in Pinellas County, Florida. This county-owned and operated airport was originally built during World War II as a United States Army Air Base. After the war, the property was returned to Pinellas County to operate as a civil airport.

The original terminal building was dedicated in 1957. Since that time, various building expansions and renovations have been made to the facility. The most recent building improvements have been to the Federal Inspection Services area, Gates 7-11 passenger security screening and hold room area, and the Ticketing "A" check-in and baggage screening and make-up areas.

Since 2013, the airport has experienced double-digit growth in total passenger traffic annually. Increasing from 1,017,049 passengers in 2013 to 2,366,029 in 2022. This represents an increase of two hundred and nineteen percent (233%) over nine years.

In the spring of 2021, the airport completed its Master Plan Study. This long-awaited study provided an assessment of the existing conditions of the facility, and a recommended path forward for the expansion of the terminal building, (and associated apron), to meet the needs and demands for the present and future conditions.

In the study, the 20-year planning period for the terminal building used a demand-based approach to determine the space requirements for the various functional areas of the building when a certain "Planning Activity Level" (PAL), (based on annual/peak hour enplanements), is reached.

The existing terminal building lacks the needed area for passenger security screening, hold room and boarding gates, concessions, restrooms, office space, and aircraft parking positions. The proposed project for terminal improvements will include: 2 rearrangement of the existing 12 aircraft gates (1A-11) and 3 remain overnight parking positions (R1-3); addition of 7 new jet bridges at gates 6-12; redevelopment of 26,540 square feet of existing terminal space; and 140,730 square feet of new terminal area. The proposed terminal improvements will not change the number of gates or remote positions but does reconfigure and add 7 new jet bridges to the facility. The proposed improvements will not include any net increase aircraft parking apron area.

The design of the project will also include the hiring of a Construction Manager at Risk (CMAR). The CMAR is expected to join the design team during the Schematic Design Phase after the preferred conceptual layout of the new and renovated facility has been selected. The CMAR will participate in design meetings and provide input relating to schedule, budget, construction phasing, long-lead items, early-release packages, etc. Once the design documents have reached the level where the CMAR is able to provide the Guaranteed Maximum Price (GMP), and the parties agree to the GMP, the agreement will be amended accordingly, and the CMAR will proceed with the construction of the project.

Project Justification:

Per FAA Order 5100.38D, Appendix N "Terminal Building Projects", terminal development is defined under 49 USC Section 47102(28). 49 USC Section 47119 further defines the eligible space within terminal development projects as public-use areas that are directly related to the movement of passengers and baggage in terminal facilities within the boundaries of the airport.

Table N-1 helps airports determined if a particular area within the terminal is eligible. The public-use areas are defined in Table N-1 and it must be for the movement of passengers and baggage:

1. Public use spaces are those that passengers may need to occupy as part of their air travel. Areas such as airport administrative offices or conference rooms, even if occasionally accessed by the public) are not considered public use.
2. Public use spaces include the utility support space needed to make the public space operational, including the mechanical and electrical rooms.
3. Public use spaces do not include areas such as airport operations areas, police areas, administrative space, janitor closets, and meeting and conference rooms, even though the public may occasionally go to some of these areas.
4. Areas that are past passenger screening, meaning that only ticketed passengers may access the public-use area) may still be considered public-use.
5. The prime function of a terminal building is to allow passengers and baggage to move from the curb of the terminal building to an airplane. Other uses that may be constructed in a terminal building may be public use but may not be directly related to moving passengers and baggage.
6. Stores and restaurants for the convenience of the traveling public are considered related to the movement of passengers. However, these facilities are subject to the limitations that exist for revenue-producing entities. Small hubs (such as PIE) are ineligible to use federal funding for revenue-producing facilities.

Table N-5 shows typical eligible areas/equipment within a terminal building, which will be used during design to separate the eligible from the ineligible costs.

Was this project in the airport's Capital Improvement Plan (CIP) in JACIP and accepted as eligible/justified in the FAA's Airport Capital Improvement Plan (ACIP)?

Yes No (explain below)

N/A

Special Circumstances (check if applicable to the project):

- | | | |
|---|---|--|
| <input type="checkbox"/> Force Account Services | <input type="checkbox"/> Benefit Cost Analysis | <input type="checkbox"/> [Enter Other] |
| <input type="checkbox"/> Mods. To Standards | <input checked="" type="checkbox"/> Design-build or CMR | <input type="checkbox"/> [Enter Other] |
| <input checked="" type="checkbox"/> AIP eligible & non-eligible | <input type="checkbox"/> Exceeds FAA Stds. | <input type="checkbox"/> [Enter Other] |

N/A

Project Funding:

Total Cost (100%)	FAA Share (95%)	State (100%)	Local (5%)
\$10,121,427	\$6,000,000	1,976,040	\$2,145,387

Type of Funding Proposed (FAA Share Only)

<u>Fund Type</u>	<u>Funds Available</u>	<u>Funds to be Used</u>	<u>Funds Remaining</u>
FY2024 BIL ATP	\$6,000,000	\$6,000,000	\$0
Total	\$6,000,000	\$6,000,000	\$0

Alternate Funding Plan: *Provide an alternate funding plan if discretionary funding is unavailable, such as a substitute entitlement only project, reduce scope through bid alternates, move the project out to a future year, etc.*

Project Cost Estimate Breakdown:

Passenger Terminal Improvements – Design Only	Cost (100%)	FAA (90%)
Construction (N/A)	\$0	\$0
Engineering	\$10,121,427	\$6,000,000
Subtotal Amount	\$10,121,427	\$6,000,000
Total Estimated Project Cost (100%)	\$10,121,427	
Total FAA Share Cost (90%)	\$6,000,000	

**NOTE: FAA does not participate on allowances / contingencies. By FAA policy, a line item for estimated administrative costs can be included in the grant application if the sponsor cannot accurately calculate the total administrative costs. However, these estimated administrative costs must not exceed 2% of the grant amount or \$10,000, whichever is less.*

Project Preliminary Checklist:

AIP Document Pre-requisites	Dates	
Date of FAA Approved ALP	3/19/2021	
Date of last 5010, Airport Master Record verification for data corrections.	1/25/2022	
Date of last FAA approved Exhibit "A" Property Inventory Map w/ Exhibit "C", Title of Opinion	10/20/2020	
Date of Environmental Determination	1/27/2023	
Date of last Airport Pavement Maintenance Program.	7/10/2019	
Date of Land Acquisition (if applicable)	N/A	
Impacts to FAA Facilities	Yes	No
Does the project impact FAA facilities?	<input type="checkbox"/>	X
N/A		

Project #1: Passenger Terminal Improvements – Design Only
PROPOSED PROJECT SCHEDULE

<u>Proposed Project Schedule:</u>	<u>Dates:</u>
Selection of Consultant	5/21/2024
Pre-Application Submittal to FAA ADO Planner	6/3/2024
Pre-design Conference	6/10/2024
CSPP and Airspace Coordination in iOE/AAA ¹	1/27/2023
Completion of Plans, Specifications and Engineers Report	1/28/2026
Submit Plans and Specs to FAA ²	2/13/2026
Advertisement of Project for Bids	4/3/2026
Bid Opening	5/29/2026
Bid Tabulation Submittal and Recommendation of Award	6/12/2026
Application Submittal to FAA ADO Engineer	6/19/2026
Grant Offer	9/18/2026
Execution of FAA Grant	9/30/2026
Pre-construction Conference	10/30/2026
Notice to Proceed to Contractor ³	10/30/2026
Substantial Completion of Construction	5/1/2030
Final Inspection	7/31/2030
Project Close-Out ⁴	10/31/2030

= To be coordinated with the ADO Engineer prior to grant application submittal.

¹ Coordination of CSPP and airspace in iOE/AAA shall be completed / determined before grant application submittal. Refer to CSPP SOP 1.00 for CSPP project applicability requirements.

² For any construction grants, Plans / Specs & the Engineers Report must be submitted to the ADO PM for review and approval prior to bid advertisement in accordance with 2 CFR 200. Sponsor will be responsible for removing / prorating all non-AIP eligible bid items identified prior to grant execution.

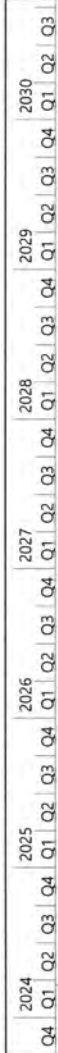
³ Once all contract documents have been executed, the sponsor will issue a notice to proceed to the contractor. The sponsor must send a copy of the notice to proceed to the ADO PM.

⁴ Project shall remain on schedule as shown above. Note that closeout of an AIP grant must not exceed four (4) years after grant execution date. You may refer to the AIP Handbook - Chapter 5, Section 8, Grant Closeout for additional details.

PASSENGER TERMINAL IMPROVEMENTS

Wed 3/20/24

ID	Task Name	Duration	Start	Finish
1	Design Consultant Selection	132 days	Wed 1/10/24	Tue 5/21/24
2	Scope and Fee Negotiations	45 days	Wed 1/10/24	Fri 2/23/24
3	Independent Fee Estimate	14 days	Mon 2/26/24	Sun 3/10/24
4	Finalize Negotiations	21 days	Mon 3/11/24	Sun 3/31/24
5	County Contract Review	30 days	Mon 4/1/24	Tue 4/30/24
6	Board Award of Design (Agenda Deadline - May 3, 2024)	0 days	Tue 5/21/24	Tue 5/21/24
7	Design	597 days	Mon 6/10/24	Wed 1/28/26
8	Design Kick-off Meeting	0 days	Mon 6/10/24	Mon 6/10/24
9	Existing Conditions	28 days	Tue 6/11/24	Mon 7/8/24
10	Planning/Concepts	86 days	Tue 7/9/24	Wed 10/2/24
11	Concept Workshop	0 days	Wed 10/2/24	Wed 10/2/24
12	Concept Review Mtg	0 days	Wed 10/23/24	Wed 10/23/24
13	30% Schematic	99 days	Thu 10/24/24	Thu 1/30/25
14	30% Review Mtg	0 days	Thu 2/13/25	Thu 2/13/25
15	60% Design Development	105 days	Fri 2/14/25	Thu 5/29/25
16	60% Review Mtg	0 days	Thu 6/12/25	Thu 6/12/25
17	90% Design Development	130 days	Fri 6/13/25	Mon 10/20/25



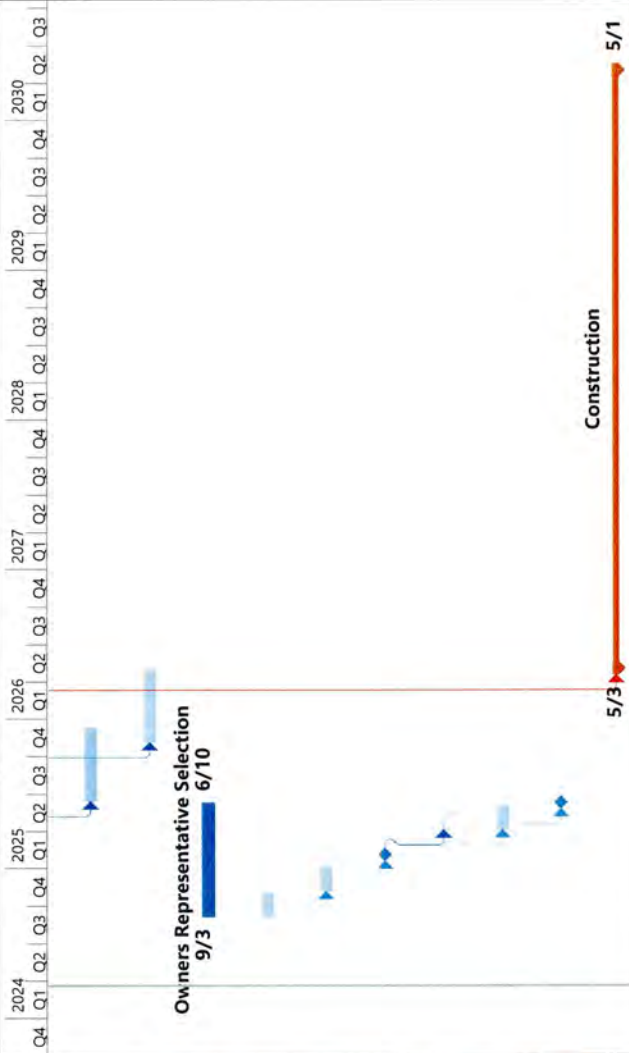
PASSENGER TERMINAL IMPROVEMENTS

Wed 3/20/24

ID	Task Name	Duration	Start	Finish	2024	2025	2026	2027	2028	2029	2030	
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
18	90% Review Mtg	0 days	Mon 11/3/25	Mon 11/3/25								
19	100% CD	86 days	Tue 11/4/25	Wed 1/28/26								
20	100% Review Mtg	0 days	Wed 1/28/26	Wed 1/28/26								
21	CMAR Selection	228 days	Fri 4/5/24	Tue 11/19/24								
22	Advertisement of RFQ	0 days	Fri 4/5/24	Fri 4/5/24								
23	Site Tours	5 days	Mon 4/22/24	Fri 4/26/24								
24	Deadline for Questions/Clarifications	0 days	Fri 5/10/24	Fri 5/10/24								
25	Step 1 - Receive written Proposals	0 days	Fri 5/24/24	Fri 5/24/24								
26	Step 1 - Evaluation of written Proposals and Shortlist of CMARs	0 days	Tue 6/25/24	Tue 6/25/24								
27	Step 2 - Oral Presentations and selection of CMAR	0 days	Wed 7/24/24	Wed 7/24/24								
28	Fee Negotiations	44 days	Thu 7/25/24	Fri 9/6/24								
29	County Contract Review	30 days	Mon 9/9/24	Tue 10/8/24								
30	Board Award of Preconstruction Services (CMAR)	0 days	Tue 11/19/24	Tue 11/19/24								
31	GMP	98 days	Tue 11/4/25	Tue 2/10/26								
32	County Contract Review	60 days	Tue 11/4/25	Fri 1/2/26								
33	Board Award of Construction	0 days	Tue 2/10/26	Tue 2/10/26								
34	Permitting	324 days	Fri 6/13/25	Sat 5/2/26								

PASSENGER TERMINAL IMPROVEMENTS

ID	Task Name	Duration	Start	Finish
35	SWFWMD Permit	180 days	Fri 6/13/25	Tue 12/9/25
36	Pinellas County Permits	180 days	Tue 11/4/25	Sat 5/2/26
37	Owners Representative	280 days?	Tue 9/3/24	Tue 6/10/25
38	Salartinn Advertisement of RFQ	60 days?	Tue 9/3/24	Fri 11/1/24
39	Receive written proposals and evaluate	60 days	Tue 11/5/24	Fri 1/3/25
40	Oral Presentations and selection of CMAR	0 days	Sun 2/2/25	Sun 2/2/25
41	Fee Negotiations	1 day?	Fri 4/4/25	Fri 4/4/25
42	County Contract Review	60 days?	Sat 4/5/25	Tue 6/3/25
43	Board Award of Preconstruction Services (CMAR)	0 days	Tue 6/10/25	Tue 6/10/25
44	Construction	1460 days	Sun 5/3/26	Wed 5/1/30



Proposal Title: Passenger Terminal Improvements

Proposal Number:

1. **Background:** Describe existing conditions and information about the County that is pertinent for firms to be aware of.

The St Pete-Clearwater International Airport (PIE) is located on the west shoreline of Old Tampa Bay in Pinellas County, Florida. This county-owned and operated airport was originally built during World War II as a United States Army Air Base. After the war, the property was returned to Pinellas County to operate as a civil airport.

The original terminal building was dedicated in 1957. Since that time, various building expansions and renovations have been made to the facility. The most recent building improvements have been to the Federal Inspection Services area, Gates 7-11 passenger security screening and hold room area, and the Ticketing "A" check-in and baggage screening and make-up areas.

Since 2013, the airport has experienced double-digit growth in total passenger traffic annually. Increasing from 1,017,049 passengers in 2013 to 2,366,029 in 2022. This represents an increase of two hundred and nineteen percent (233%) over nine years.

In the spring of 2021, the airport completed its Master Plan Study. This long-awaited study provided an assessment of the existing conditions of the facility, and a recommended path forward for the expansion of the terminal building, (and associated apron), to meet the needs and demands for the present and future conditions.

In the study, the 20-year planning period for the terminal building used a demand-based approach to determine the space requirements for the various functional areas of the building when a certain "Planning Activity Level" (PAL), (based on annual/peak hour enplanements), is reached.

Table 1 below, (referred to as a "Stoplight Chart" in the Master Plan Study), shows the results of the assessment of the existing terminal building's functional spaces, (as related to the PAL), and the recommended additional area needed to meet those needs. In this table, green is "acceptable", yellow is "congested but operational", and red is "crowded and uncomfortable".

The ultimate terminal build-out, as shown in Figure 1, will meet the PAL 3 requirements. To meet current demands, the airport will construct to the PAL 2 requirements, which represents an annual passenger enplanement level of 1,750,000, and/or annual operations of 145,000.

Note that from Table 1, for PAL-2 conditions, the existing terminal building lacks the needed area for passenger security screening, hold room and boarding gates, concessions, restrooms, office space, and aircraft parking positions.

Figure 2 represents the existing conditions of the terminal building and the apron layout. Figure 3 shows the conceptual layout of the new facility to meet PAL 2 needs.

Figures 4 and 5 shows the conceptual layout of the functional area needs for the first and second floors of the new facility. These two figures show that there is approximately 140,730 square feet of new space to be added to the existing facility and 26,540 square feet of renovated space. At the end of this project, the terminal building will be expanded from its existing area of 151,580 square feet to 292,310 square feet. A ninety-three percent (93%) increase of space.

	EXISTING	BASE YEAR	PAL-1	PAL-2	PAL-3	PAL-4
ANNUAL ENPLANEMENTS	1,021,361	1,021,361	1,250,000	1,750,000	2,250,000	2,750,000
PEAK HOUR ENPLANEMENTS	904	904	1,060	1,220	1,400	1,750
PASSENGER CHECK-IN/BAG DROP						
FULL SERVICE POSITIONS	34	3	2	2	2	2
SELF-SERVICE BAG DROP KIOSK	0	7	9	10	12	15
PREMIUM	2	1	2	2	2	2
ONLINE CHECK-IN, CARRY-ON ONLY	0	N/A	N/A	N/A	N/A	N/A
TOTAL CHECK-IN/TICKETING AREA	6,790	5,220	5,370	5,490	5,670	6,560
EXPLOSIVE DETECTION SYSTEM BAGGAGE SCREENING						
NUMBER OF LEVEL 1 EDS REQUIRED	4	2	3	3	3	4
OUTBOUND BAGGAGE SCREENING AREA	9,987	2,880	4,320	4,320	4,320	4,400
OUTBOUND BAGGAGE MAKE-UP AREA	7,905	20,410	25,510	30,620	33,170	34,560
PASSENGER SECURITY SCREENING						
REGULAR PASSENGER LANES	4	5	7	8	8	11
PRE-CHECK PASSENGER LANES	2	2	2	2	2	2
REQUIRED MODULES		4	5	5	5	7
TOTAL SECURITY SCREENING AND QUEUE AREA	11,114	16,170	20,080	20,380	20,710	28,600
HOLDROOMS AND BOARDING GATES						
NARROW-BODY HOLDROOMS		5,000	5,000	5,000	5,000	5,000
WIDE-BODY HOLDROOMS		16,600	23,720	28,460	30,830	37,950
TOTAL HOLDROOM AREA	19,380	21,600	28,720	33,460	35,830	42,950
CONCESSIONS						
CONCESSIONS AREA (PRE-SECURITY)	2,510	1,270	1,560	1,890	2,450	2,940
CONCESSIONS AREA (POST-SECURITY)	6,560	11,400	14,060	16,980	22,050	26,420
REMOTE CONCESSIONS STORAGE		2,940	3,620	4,370	5,680	6,840
BAGGAGE CLAIM						
REQUIRED CAROUSELS	4	2	3	3	4	4
BAGGAGE CLAIM AREA	19,590	17,880	24,310	24,310	30,750	30,750
INBOUND BAGGAGE HANDLING AREA	6,200	5,250	7,875	7,875	10,500	10,500
RESTROOMS						
RESTROOMS (PRE-SECURITY)	2,450	850	1,040	1,240	1,560	1,800
RESTROOMS (POST-SECURITY)	2,140	2,540	3,110	3,710	4,670	5,380
AIRCRAFT PARKING POSITIONS						
DOMESTIC ACTIVE GATES	11	8	11	12	13	16
REMOTE POSITIONS	3	3	3	4	5	6
DOMESTIC/INTERNATIONAL ACTIVE GATES	1	1	1	1	1	1
TOTAL	15	12	15	17	19	23

Table 1 – Terminal Facility Requirements Stoplight Chart

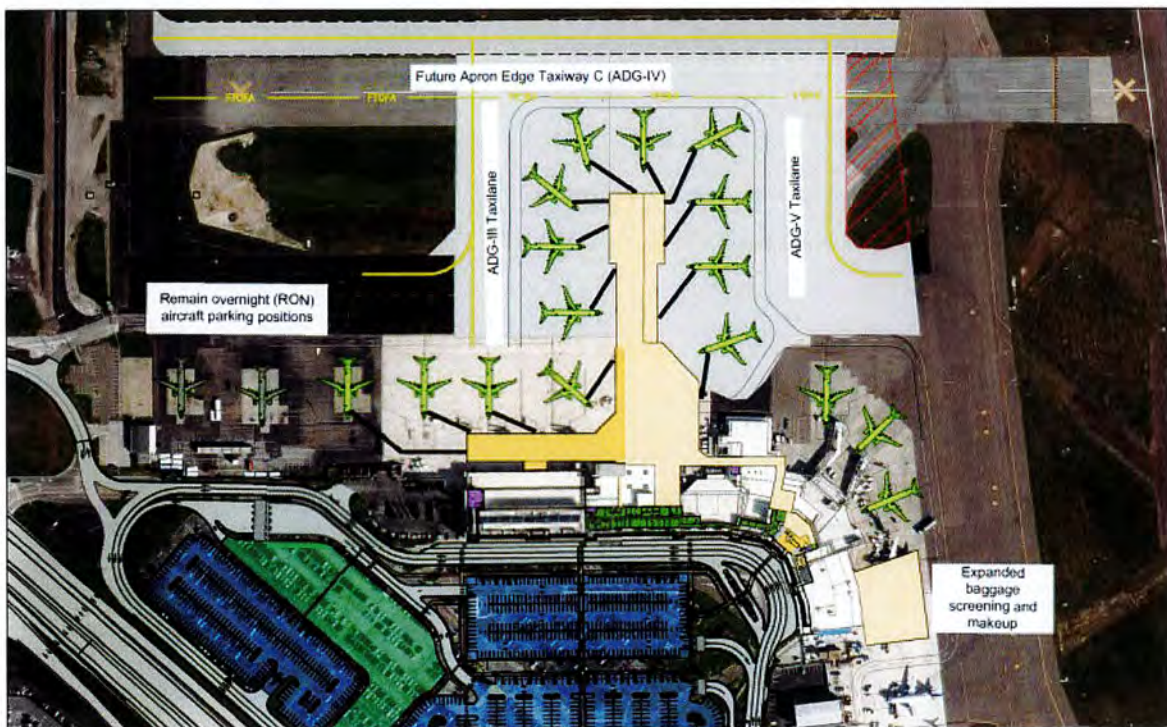


Figure 1 – Preferred Alternative for Terminal Expansion (Meets PAL-3 Requirements)

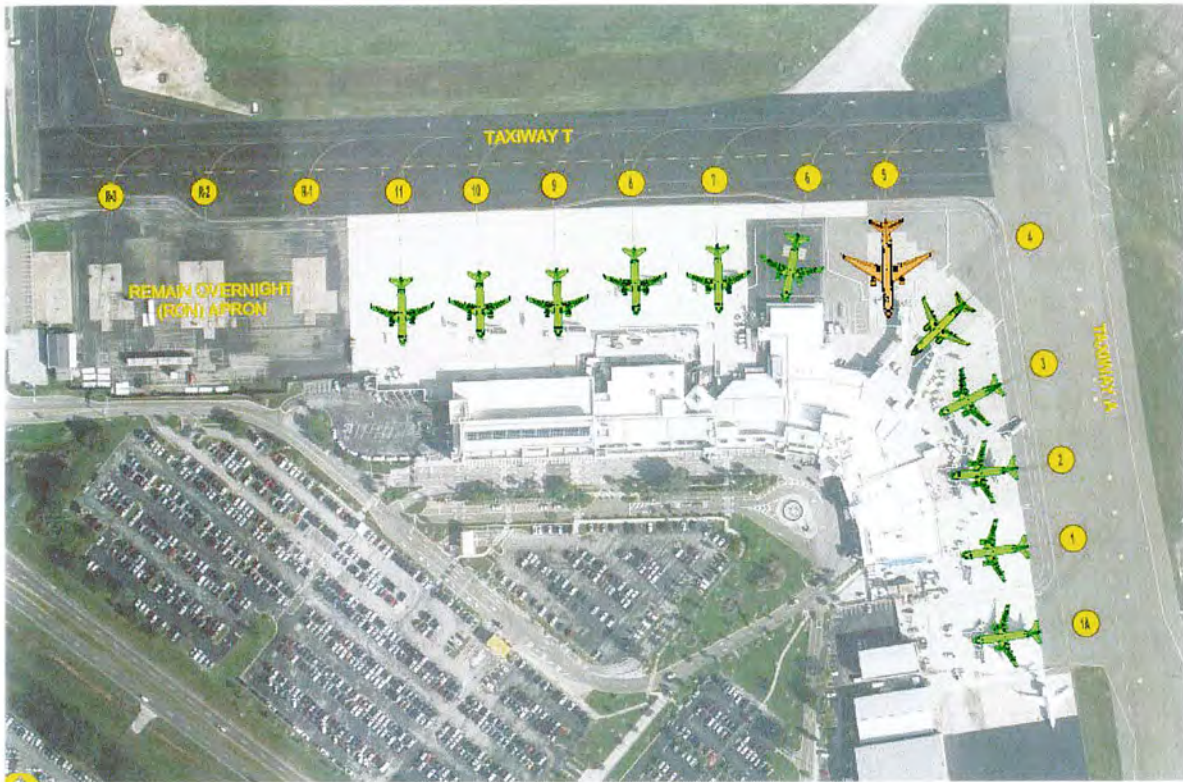


Figure 2 – Existing Conditions

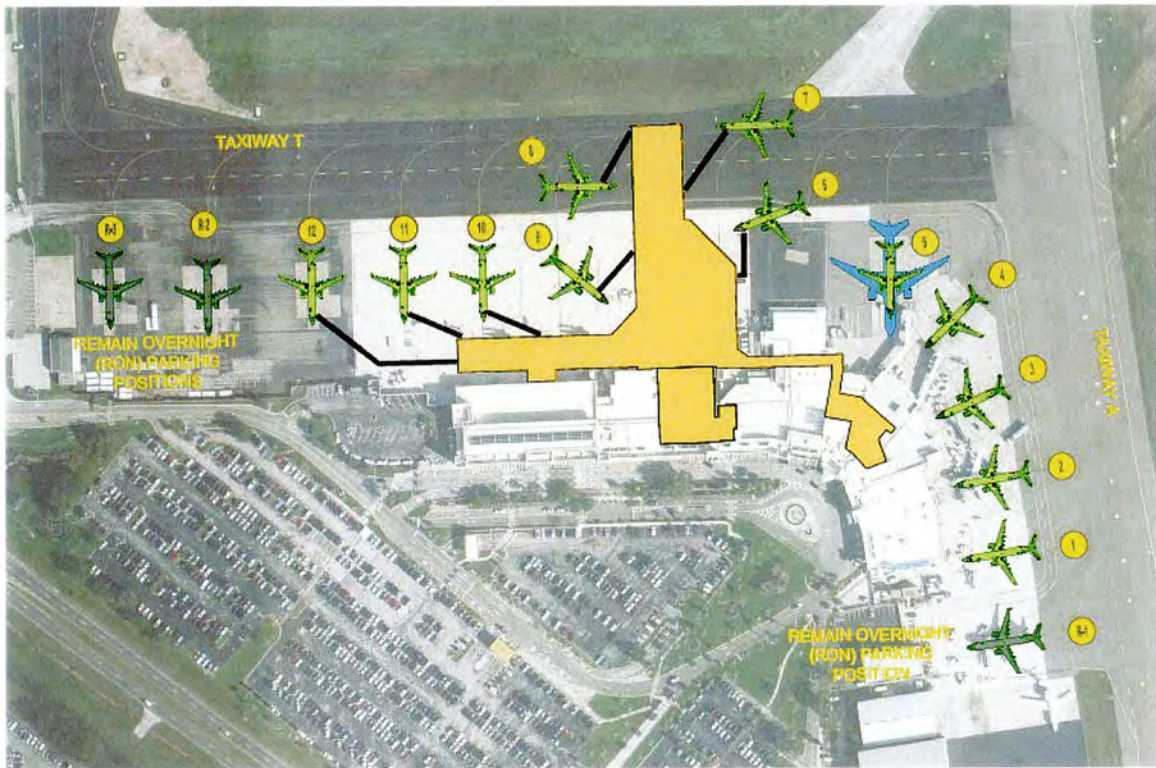


Figure 3 – PAL 2 Requirements

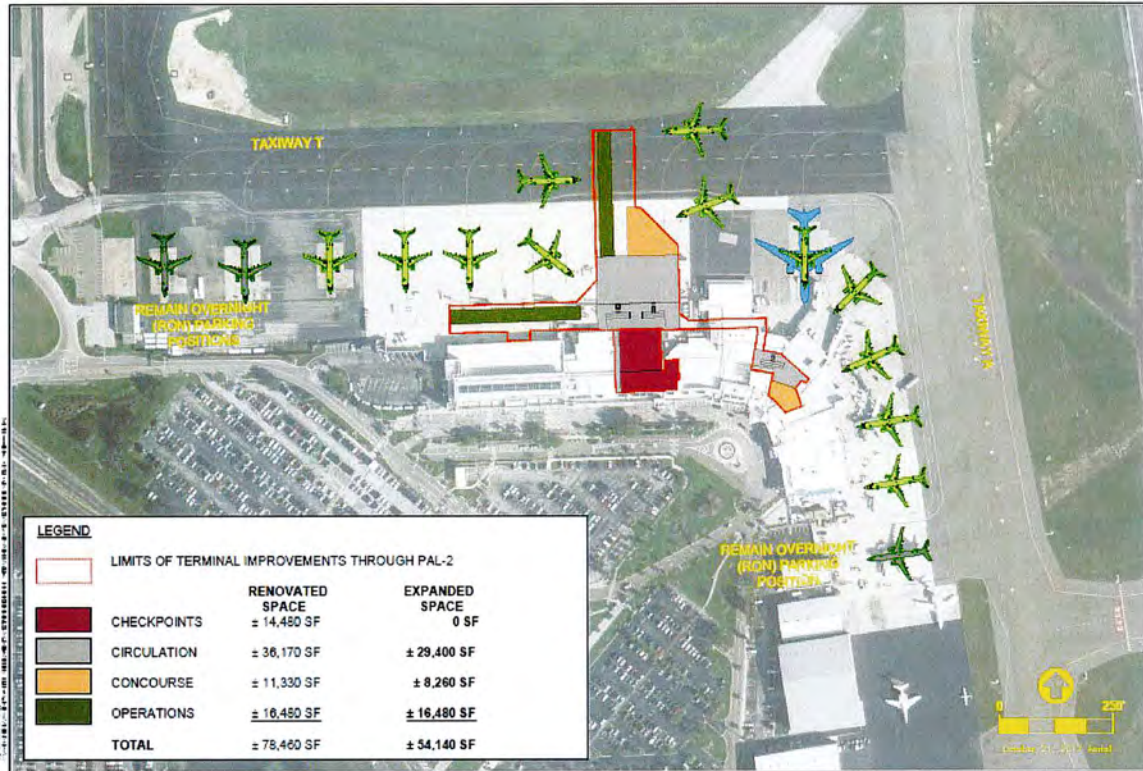


Figure 4 – First Floor Improvements

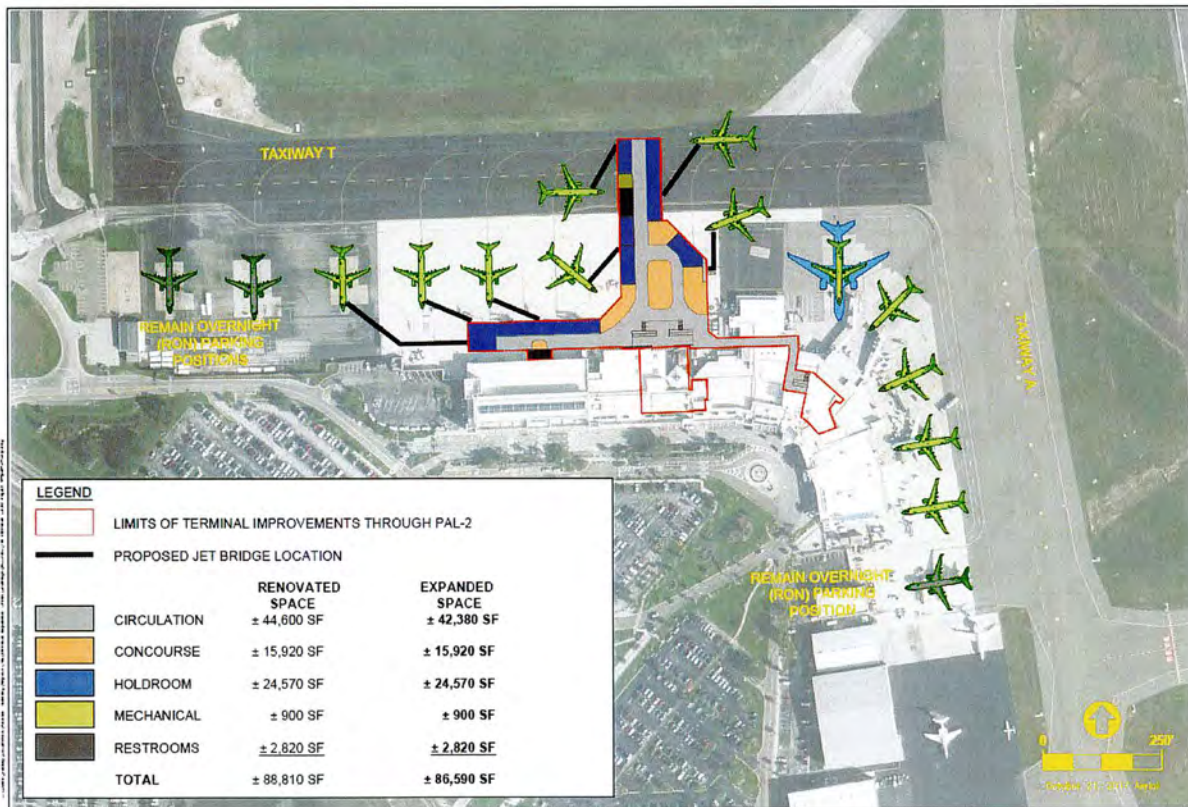


Figure 5 – Second Floor Improvements

The current construction phasing concepts presented in the Master Plan Study to meet the PAL-2 needs are shown in Figures 6 through 8 below. The selected design team will validate the functional space needs from the Master Plan Study and provide alternative phasing concepts, as needed, with input from the Construction Manager at Risk (CMAR).

The goal of the construction phasing is to minimize impacts to airport operations and maximize work area for the CMAR.

A brief description of the construction phasing is shown below.

- Phase 1 involves the construction a new second floor hold room for Gates 7-11 to the north of the existing baggage claim area to offset the future loss of the existing Gates 7-11 hold room space that will occur during Phase 2.
- Phase 2 involves the construction of the future consolidated security checkpoint, as well as the future concourse expansion.
- Phase 3 involves the completion of the consolidated checkpoint and the elevated walkway to allow post-security passengers to access the Gate 2-6 area.



Figure 6 – Conceptual Construction Phasing – Phase 1



Figure 7 – Conceptual Construction Phasing – Phase 2



Figure 8 – Conceptual Construction Phasing – Phase 3

2. Scope of the Work:

The CMAR is expected to join the design team during the Schematic Design Phase after the preferred conceptual layout of the new and renovated facility has been selected. The CMAR will participate in

design meetings and provide input relating to schedule, budget, construction phasing, long-lead items, early-release packages, etc. Once the design documents have reached the level where the CMAR is able to provide the Guaranteed Maximum Price (GMP), and the parties agree to the GMP, the agreement will be amended accordingly, and the CMAR will proceed with the construction of the project.