

PROJECT SCHEDULE

The following dates summarize the target completion of significant project tasks.

ACTIVITY	TARGET COMPLETION
Bid Opening	March 23, 2020
Submit WSDOT Grant Application (Construction Services)	March 31, 2020
Finalize Professional Services Agreement (Construction Services)	April 2020
Execute WSDOT Grant Offer	June 2020
Notice of Award	July 2020
Execute Construction Agreement	July 2020
Notice to Proceed	July 2020
Preconstruction Meeting	July 2020
Construction	July – September 2020
Closeout	January 2021

Note: Construction completion and commencements are weather and grant funding dependent.

**Tonasket Municipal Airport
 Work Order No. 20-01
 Construction Management & Inspection
 Fee Summary**

**Runway 15/33 Rehabilitation
 Exhibit B - Basis of Cost Analysis**

March 19, 2020

1. Personnel Costs

Classification	Title	Hours	Rate/Hour	Cost
PR	Principal	0.5	\$190.00	\$95.00
PM	Project Manager	140	\$170.00	\$23,800.00
CI	Construction Inspector	20	\$90.00	\$1,800.00
AA	Administrative Assistant	10	\$60.00	\$600.00
Totals:		170.5		\$26,295.00

2. Subconsultant Fees

Construction Inspection	\$26,296.00
Assumption of Risk (5%)	\$1,315.00
Subtotal, Subconsultant Fees:	\$27,611.00

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	2000	\$0.57	\$1,140.00
Lodging (Per Night)	5	\$90.00	\$450.00
Meals (Lump Sum)	5	\$50.00	\$250.00
Document Reproduction (Lump Sum)	1	\$100.00	\$100.00
Telephone (Lump Sum)	1	\$100.00	\$100.00
Subtotal, Reimbursable Expenses			\$2,040.00

TOTAL FEE (1+2+3): \$55,946.00

Task	Description	Personnel Hours				Total Hours	Fee
		PR	PM	CI	AA		
		\$190	\$170	\$90	\$60		
Phase 1 Administration							
1.1	WSDOT/Owner Coordination		4			4	\$680.00
1.2	Project Scope and Fee	0.5	2		2	4.5	\$555.00
1.3	Project Management		20			20	\$3,400.00
Subtotal, Phase 1		0.5	26	0	2	28.5	\$4,635.00
Phase 7 - Construction							
7.1	Pre-Construction Coordination		8	4	2	14	\$1,840.00
7.2	Submittal Review		4	4		8	\$1,040.00
7.3	Construction Observation		20		2	22	\$3,520.00
7.4	Construction Meetings		4			4	\$680.00
7.5	Construction Support		20			20	\$3,400.00
7.6	Applications for Payment		4	4	2	10	\$1,160.00
7.7	Contractor Wage Review		2	4		6	\$700.00
7.8	Travel Time		40			40	\$6,800.00
Subtotal, Phase 7		0	102	16	6	124	\$19,140.00
Phase 8 Project Closeout							
8.1	Notice of Completion		2		1	3	\$400.00
8.2	Quarterly Reports		4		1	5	\$740.00
8.3	WSDOT/Owner Coordination		4			4	\$680.00
8.4	Record Drawings		2	4		6	\$700.00
Subtotal, Phase 8		0	12	4	2	18	\$2,520.00
Subtotal, Phases 1, 7, & 8		0.5	140	20	10	170.5	\$26,295.00

GRANT ASSURANCES

The following Airport Aid Program Grant Assurances are incorporated herewith and form a part of the sponsor's application for funding under the Airport Aid Grant Program.

Signature of Applicant's Authorized Representative: _____

Title of Representative: Clerk-Treasurer

Date: _____

Chapter 468-260 WAC

Last Update: 3/14/13

AIRPORT AID PROGRAM GRANT ASSURANCES

WAC Sections

468-260-010 General.

468-260-020 Duration and applicability.

468-260-030 Sponsor certification.

468-260-010

General.

(1) Airport sponsors shall comply with these assurances pursuant to and for the purpose of carrying out the provisions of the state of Washington airport aid program grant agreements.

(2) Airport sponsors will submit these assurances as part of the project application requesting funds under the provisions of RCW 47.68.090. As used herein, the term "public agency sponsor" means any municipality or municipalities acting jointly or any Indian tribe recognized by the federal government or such tribes acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such municipality or municipalities or Indian tribe or tribes, to be held available for the general use of the public; the term "private sponsor" means any person or persons acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such person or persons, to be held available for the general use of the public; and the term "sponsor" includes both public agency sponsors and private sponsors.

(3) Upon a sponsor's acceptance of a grant offer by the department, these assurances are incorporated in and become part of the grant agreement.

[Statutory Authority: RCW 47.68.090. 13-07-037, § 468-260-010, filed 3/14/13, effective 4/14/13.]

468-260-020

Duration and applicability.

(1) **Washington airport aid program projects undertaken by a sponsor.** The terms, conditions, and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport project, not to exceed twenty years from the date of acceptance of a grant offer of state funds for the project. However, there shall be no limit on the duration of the assurances regarding exclusive rights and airport revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with state funds.

(2) **Airport planning undertaken by a sponsor.** Unless otherwise specified in this grant agreement, only Assurances C:1, 2, 3, 4, 6, 7, 8, 13, 20, 33, 34, and 35 apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project.

[Statutory Authority: RCW [47.68.090](#). 13-07-037, § 468-260-020, filed 3/14/13, effective 4/14/13.]

468-260-030

Sponsor certification.

The sponsor certifies, with respect to this grant that:

(1) **General state requirements.** It will comply with all applicable Washington state laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of state funds for this project including, but not limited to, the following:

(a) State legislation:

- Chapter [8.26](#) RCW (Relocation assistance -- Real property acquisition policy)
- Chapter [27.34](#) RCW (State historical societies -- Historic preservation)
- Chapter [27.44](#) RCW (Indian graves and records)
- Chapter [27.48](#) RCW (Preservation of historical materials)
- RCW [29A.84.620](#) (Hindering or bribing voter)
- Chapter [36.70A](#) RCW (Growth management -- Planning by selected counties and cities)
- Title [37](#) RCW (Federal areas -- Indians)
- Chapter [39.12](#) RCW (Prevailing wages on public works)
- RCW [47.29.200](#) (Prevailing wages)
- RCW [47.68.280](#) (Investigations, hearings, etc. -- Subpoenas -- Compelling attendance)
- RCW [47.68.310](#) (Enforcement of aeronautics laws)
- Title [49](#) RCW (Labor regulations)
- Title [64](#) RCW (Real property and conveyances)
- Chapter [70.94](#) RCW (Washington Clean Air Act)
- Title [86](#) RCW (Flood control)
- Title [91](#) RCW (Waterways)
- Title [12](#) WAC (Transportation, department of (aeronautics commission))
- Title [18](#) WAC (Air pollution)
- Title [25](#) WAC (Archaeology and historic preservation, department of)
- WAC [330-01-050](#) (dispositions, metropolitan municipal corporations)
- Title [167](#) WAC (Drug abuse prevention office)
- Title [197](#) WAC (Ecology, department of (environmental policy, council on))
- Title [198](#) WAC (Environmental and land use hearings office)
- Title [199](#) WAC (Environmental hearings office (environmental and land use hearings board))
- Title [254](#) WAC (Historic preservation, advisory council on)
- Title [326](#) WAC (Minority and women's business enterprises, office of)
- Chapter [330-01](#) WAC (Procedures for corridor and design public hearings under RCW [35.58.273](#))
- Chapter [468-100](#) WAC (Uniform relocation assistance and real property acquisition)
- WAC [468-100-008](#) (Compliance with other laws and regulations)
- Title [357](#) WAC (Financial management, office of -- State human resources director)
- Title [508](#) WAC (Ecology, department of (water resources))

(b) Executive orders:

- Governor's Executive Order 92-01 (Establishing Governor's Policy on a Drug-Free Work Place)
- Governor's Executive Order 96-04, Implementing the Americans with Disabilities Act and superseding Executive Order 93-03
- Governor's Executive Order 05-05 (Archaeological and Cultural Resources) Governor's Executive Order 11-01, superseding Executive Order 09-04, Amending Washington Council on Aerospace
- Governor's Executive Order 12-02 (Workforce Diversity and Inclusion)

(2) **General legal requirements.** It will comply with all applicable laws and ordinances, orders, guidelines, policies, directives, rules and regulations of municipal, county, and federal governmental authorities or regulatory agencies.

(3) **Responsibility and authority of the sponsor.**

(a) **Public agency sponsor:** It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

(b) **Private sponsor:** It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

(4) **Sponsor fund availability.** It has sufficient funds available for the portion of the project which is not paid by the state of Washington. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

(5) **Good title.** It holds good title, satisfactory to the department, to the areas of the airport or site thereof necessary for aircraft takeoff and landing as well as those necessary for the movement of aircraft to and from the landing and takeoff areas, or gives assurances satisfactory to the department that good title will be acquired prior to accepting grant funds.

(6) **Preserving rights and powers.**

(a) It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the department, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the department.

(b) It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property associated with this application or that portion of the property upon which state funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the department. If the transferee is found by the department to be eligible to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

(c) If the sponsor is a private sponsor, it will, to the department's satisfaction, ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

(d) If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will, to the department's satisfaction, reserve and document in arrangements with said party sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with the regulations and the terms, conditions, and assurances in this grant agreement and shall ensure that such arrangement also requires compliance therewith.

(e) Sponsors of commercial service airports will not permit or enter into any arrangement that allows an owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport.

(f) Sponsors of general aviation airports entering into any arrangement that allows an owner of residential real property adjacent to or near the airport must comply with the requirements set forth in Section 136 of Public Law 112-95.

(7) **Consistency with local plans.** Certify, to the department's satisfaction, that the project is consistent with plans (existing at the time of submission of this application) of public agencies that are authorized to plan for the

development of the area surrounding the airport.

(8) **Consideration of local interest.** Certify, to the department's satisfaction, that it considered the interest of communities in or near where the project is located.

(9) **Consultation with users.** Certify to the department's satisfaction that when it made a decision to undertake any project, that it consulted with affected parties using the airport.

(10) **Public hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it held public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the department, submit a copy of the transcript of such hearings to the department. Further, for such projects, its management board contain(s/ed) either voting representation from the communities where the project is located or it advised communities that they have the right to petition the department concerning a proposed project.

(11) **Air and water quality standards.** In projects involving airport location, a major runway extension, or runway location, it will provide the department appropriate written certification that the project will be located, designed, constructed, and operated so as to comply with applicable federal, state, and local air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the administrator of the Environmental Protection Agency, or the secretary of the Department of Ecology, certification shall be obtained. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the department.

(12) **Pavement preventive maintenance.** With respect to a project for the replacement or reconstruction of airport pavement, it assures or certifies to the department's satisfaction that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with state financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the department determines may be useful.

(13) **Accounting system, audit, and recordkeeping requirements.**

(a) It shall keep all project accounts and records which fully disclose the amount and disposition of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with RCW [43.09.200](#) and the Washington state budgetary, accounting, and reporting system (BARS) manuals and financial reporting packages.

(b) It shall make available to the department and the Washington state auditor's office, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The department may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the department not later than six months following the close of the fiscal year for which the audit was made.

(14) **Wage rates.** It shall include in all contracts in excess of two thousand five hundred dollars, or as outlined in WAC [296-127-050](#), for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages under the Washington State Prevailing Wages on Public Works Act, chapter [39.12](#) RCW, which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work. This shall be documented by a statement of intent to pay prevailing wages and an affidavit of wages paid.

(15) **Nondiscrimination requirements.** It shall prohibit discrimination in all phases of contracted employment, contracting activities and training pursuant to Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Justice System Improvement Act of 1979, the Americans with Disabilities Act of 1990, the Civil Rights Restoration Act of 1987, 49 C.F.R. Part 21, chapter [49.60](#) RCW and other related laws and statutes.

(16) **Equal employment opportunity (EEO) responsibilities.** It shall comply with regulations relative to nondiscrimination in state-assisted programs of the department, which are herein incorporated by reference and made a part of this project. With regard to the work performed during the project, it shall not discriminate on the

grounds of race, color, gender, creed, national origin, age, sexual orientation, gender identity, marital status, disability or veteran status in the selection and retention of contractors, consultants and service providers, including procurement of materials and leases of equipment.

(17) **Veteran's preference.** It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to ensure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to honorably discharged military personnel who are veterans of any war of the United States, or of any military campaign for which a campaign ribbon shall have been awarded, and their widows or widowers, shall be preferred for appointment and employment. Age, loss of limb, or other physical impairment, which does not in fact incapacitate, shall not be deemed to disqualify them, provided they possess the capacity necessary to discharge the duties of the position involved as defined in RCW 73.16.010. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

(18) **Conformity to plans and specifications.** It will execute the project subject to plans, specifications, and schedules approved by the department. Such plans, specifications, and schedules shall be submitted to the department prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the department, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the department, and incorporated into this grant agreement.

(19) **Construction inspection and approval.** It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the department for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the department and such work shall be in accordance with regulations and procedures prescribed by the department. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the department shall deem necessary.

(20) **Planning projects.** In carrying out planning projects:

(a) It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved by the department.

(b) It will furnish the department with reports pertaining to the planning project and planning work activities, as designated by the department.

(c) It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the state of Washington.

(d) It will make all material prepared in connection with this grant available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

(e) It will give the department unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

(f) It will grant the department the right to disapprove the sponsor's selection of specific consultants and their subcontractors to do all or any part of projects funded by this grant as well as the right to disapprove the proposed scope and cost of professional services.

(g) It will grant the department the right to disapprove the use of the sponsor's employees to do all or any part of the project.

(h) It understands and agrees that the department's approval of this project grant or the department's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the department to approve any pending or future application for an airport aid grant.

(21) **Operation and maintenance.** The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States or the state of Washington, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably

operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for nonaeronautical purposes must first be approved by the department. In furtherance of this assurance, the sponsor will have in effect arrangements for:

(a) Operating the airport's aeronautical facilities whenever required;

(b) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

(c) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

(22) Hazard removal and mitigation. It assures that such terminal airspace under the appropriate category of Federal Air Regulation Part 77, 14 C.F.R. 77, as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards. Where hazards are on land owned by others, the sponsor will make every effort to coordinate with owners to mitigate airport hazards.

(23) Compatible land use. It shall, either by the acquisition and retention of property interest, in fee or easement, or by seeking enforcement of local zoning action, prevent the construction of any object which may constitute an incompatible land use such as residential encroachment, wildlife attractants, uses that emit smoke, steam, glare, or electromagnetic interference, and height hazards. Sponsor will take proactive measures to discourage incompatible land uses adjacent to the airport, to include a formal consultation with local jurisdictions on land use issues, and support and/or recommend land use regulations consistent with WSDOT best management practices found in WSDOT's *Airports and Compatible Land Use Guidebook*.

(24) Economic nondiscrimination.

(a) It will make the airport available as an airport for public use and without discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

(b) In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

(i) Furnish said services on a reasonable, nondiscriminatory, basis to all users thereof; and

(ii) Charge reasonable, and nondiscriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

(c) Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

(d) Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

(e) Each air carrier using such airport (whether as a tenant, nontenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or nontenants and signatory carriers and nonsignatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

(f) It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation

operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to, maintenance, repair, and fueling) that it may choose to perform. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

(g) The sponsor may establish such reasonable, and nondiscriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

(25) Exclusive rights. It will not grant exclusive right for the use of the airport to any person(s) providing, or intending to provide, aeronautical services to the public. For purposes of this subsection, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if the following apply:

(a) It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services;

(b) If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities including, but not limited to, charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity existing at such an airport before the grant of any assistance under RCW [47.68.090](#); and

(c) It has received approval from the department.

(26) Fee and rental structure. It will maintain a competitive fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account factors such as the volume of traffic and economy of collection. No part of the state share of an airport development or airport planning project for which a grant is made under RCW [47.68.090](#) shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

(27) Airport revenues. All revenues generated by the airport and any local taxes established after December 30, 1987, on aviation fuel, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this subsection:

(a) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

(b) If the department approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a twenty-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

(c) When requested by the department, the sponsor will obtain an audit that will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes, and indicate whether funds paid or transferred to the owner or operator were paid or transferred in a manner consistent with state law and any other applicable provision of law, including any regulation promulgated by the secretary. Any civil penalties or other

sanctions will be imposed for violation of this assurance in accordance with state law.

(28) Reports and inspections. It will:

(a) Submit to the department such annual or special financial and operations reports as the department may request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the department; for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the department upon request;

(b) In a format and time prescribed by the department, provide to the department and make available to the public following each of its fiscal years, an annual report listing in detail:

(i) All amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

(ii) All services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

(29) Use by government aircraft. It will not charge the state or its agencies (except for those under contract), for limited but reasonable, nonroutine, search and rescue, law enforcement or public safety use of public landing and aircraft parking facilities. The sponsor may require written verification of an entity's official government business status, and notification prior to use of facilities.

(30) Land for state facilities. It will furnish without cost to the state of Washington for use in connection with any air traffic control or air navigation activities, or weather reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or for these same purposes, rights in buildings of the sponsor as the department considers necessary for construction, operation, and maintenance at state expense of space or facilities. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the department.

(31) Airport layout plan.

(a) It will provide airport layout plans (ALPs) as prescribed in WSDOT's *Aviation Grant Procedures Manual*. It will keep up-to-date at all times an airport layout plan of the airport showing:

(i) Boundaries of the airport and all proposed additions thereto, together with the boundaries of all off-site areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

(ii) The location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars, and roads), including all proposed extensions and reductions of existing airport facilities;

(iii) The location of all existing and proposed nonaviation areas and of all existing improvements thereon; and

(iv) All proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the department which approval shall be evidenced by the signature of a duly authorized representative of the department on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations to the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the department and which might, in the opinion of the department, adversely affect the safety, utility, or efficiency of the airport.

(b) If a change or alteration in the airport or the facilities is made which the department determines adversely affects the safety, utility, or efficiency of any state-owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the department, the owner or operator will, if requested, by the department.

(i) Eliminate such adverse effect in a manner approved by the department; or

(ii) Bear all costs of relocating such property (or replacement thereof) to a site acceptable to the department and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of

operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the department's design standards beyond the control of the airport sponsor.

(32) Disposal of land.

(a) For land purchased under a grant for airport development purposes, it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the department an amount equal to the states' proportionate share of the fair market value of the land. The portion of the proceeds proportionate to the states' share of the cost of acquisition of such land will, upon application to the department, be reinvested or transferred to another eligible airport as prescribed by the department. The department shall give preference to the following, in descending order:

(i) Payment to the state of Washington for deposit in the aeronautics account; or

(ii) Reinvestment in an approved project that is eligible for grant funding under RCW [47.68.090](#).

(b) Land shall be considered to be needed for airport purposes under this assurance if:

(i) It may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land; and

(ii) The revenue from interim uses of such land contributes to the financial self-sufficiency of the airport.

(c) Disposition of such land will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

(33) Engineering and design services. It will award each contract, or subcontract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under WSDOT *Consultant Services Manual M-27-50.02* or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

(34) Foreign market restrictions. It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States trade representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction. Sponsors are encouraged to "Buy American" whenever feasible and appropriate.

(35) Policies, standards, and specifications. It will carry out the project in accordance with policies, standards, and specifications approved by the department and included in this grant, and in accordance with applicable state policies, standards, and specifications.

(36) Relocation and real property acquisition. It will be guided in acquiring real property, to the greatest extent practicable under state law, by the land acquisition policies in RCW [8.26.180](#).

(37) Disadvantaged business enterprises. The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any department-assisted contract or in the administration of its DBE program or the requirements of Governor's Executive Order 12-02.

(38) Hangar construction. If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long-term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose. For the purpose of this section, a long-term lease is defined as not to exceed fifty years.

PROJECT SCHEDULE

PROJECT SCHEDULE

AIRPORT: Tonasket Municipal Airport (W01)

SPONSOR: Tonasket, Washington

CONSULTANT: T-O Engineers

PROJECT DESCRIPTION: Rehabilitate Runway 15-33

ITEM		DATE
		ESTIMATED
1	WSDOT Grant Application Submitted (2017 Grant) (Phase I Design Only)	April 2017
2	Preliminary Design Plans and Specifications	November 2017
3	Final Design Plans and Specifications	February 26, 2020
4	Bid Advertisement	February 27, 2020
5	Bid Opening	March 12, 2020
6	WSDOT Grant Application Submitted (2020 Grant Phase II Construction)	March 31, 2020
7	WSDOT Grant Award (Phase II Construction)	June 2020
7	Issue Notice of Award	July 2020
7	Pre-Construction Meeting	July 2020
8	Begin Construction	August 2020
9	Finish Construction	September 2020
14	Project Closeout	January 2021

CONTRACTOR'S BID

SPENDING PLAN

JOB CREATION DATA



Airport Name

Year

**Counties in the Economic
Impact Region**

Tonasket Municipal
26438.A

2017

Okanogan

Disclaimer

Welcome to the WSDOT Aviation Economic Impact Calculator. This tool is designed to assist users in estimating an airport's change in regional economic impacts based on potential changes in activity at the airport. The calculations in this tool are high-level estimates designed to give a sense of magnitude of economic impacts, but are not to be taken as specific projections. The tool uses averages and typical ranges to provide a reasonable estimate of impacts based on the types of changes entered, which should not be assumed to be precise calculations.

The base data used in the Calculator comes from the Airport Information System (AIS) database, which consists of airport activity information self-reported by airport managers. It is important to keep in mind that inaccuracies or out of date information in the AIS may result in estimates that are inconsistent with the current state of the airport.

Selected Economic Impact Scenario

Fuel Sales offered at this airport

	Currently	New Scenario
Aviation Gas (AvGas)	Yes	Yes
Jet Fuel	No	No



Airport Name

Year

**Counties in the Economic
Impact Region**

Tonasket Municipal
26438.A

2017

Okanogan

Changes in Flight Activity

	Currently	
Number of Runways	1	
Type of Runway(s)	Asphalt	
Airport Reference Code	A - Is	
	Currently	New Scenario
General Itinerant Operations:	400	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
General Local Operations:	400	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
Commercial Air Taxi Operations (Charters):	0	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		
	Currently	New Scenario
Commercial Air Carrier Operations (Scheduled):	0	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		



Airport Name

Year

**Counties in the Economic
Impact Region**

Tonasket Municipal
26438.A

2017

Okanogan

Changes in Business Activity

	Est. New Sales	Est. New Wages	Est. New Jobs	Wages Per Jobs	Sales Per Job
Aircraft and Aircraft Engine Manufacturing					
Other Manufacturing/Fabrication					
Warehousing and Storage					
Mgmt., Scientific, and Technical Consulting Services					
Machinery/Equipment Repair and Maintenance					
Scientific Research and Development					
Sightseeing Transportation					
Retail Businesses					
Other Businesses and Support Services					

Changes in Cargo Activity

	New Operations	% Ops. Jet Fuel	Est. New Sales	Est. New Wages	Est. New Jobs
Cargo Activity		100%			

Capital Projects

	Federal Grants	State Grants	Local Funding	Other
Infrastructure (roads, utilities, etc.)		\$640,000	\$34,000	
New Buildings				



Airport Name

Year

**Counties in the Economic
Impact Region**

Tonasket Municipal
26438.A

2017

Okanogan

Aviation Calculator Results

The impacts of the airport's current activity (estimated in the original Aviation Economic Impact Study) and the new scenario activity you have entered are displayed in tables at the bottom of the interface. Impacts from airport business activity and construction activity are shown on the left. Impacts from visitor spending are shown on the right. The impacts of one-time capital projects are shown in the bottom left table.

Airport business and construction activity impacts (the left column of tables) are being estimated for a defined Economic Impact Region for each specific airport. The counties included in the Economic Impact Region are shown next to the airport selection drop down box at the top of the Calculator site. These counties define the geography in which estimated direct, indirect, and induced impacts are assumed to occur.

Impacts from visitor spending (the right column of tables) are estimated statewide.

- The first tables at the top show impacts from the airport's current economic activity. These impacts are based on actual activity occurring on the airport as could reasonably be estimated. **NOTE: These impacts are for aviation-dependent businesses only. For businesses that are located at the airport, but do not rely on aviation for their business, impacts are not shown.**
- The second row of tables shows the estimated impacts of the new scenario(s) you have run. Remember to click the recalculate button to make sure these impacts are reflecting your most recently entered scenario.
 - **Direct Impacts:** Direct impacts represent the amount of the initial business activity (from aviation-related businesses on the airport, or from visitors traveling through the airport) that remains within the local economy.

Jobs and wages that are entered in the Business Activity categories become direct jobs and wages in the impact tables because the jobs (and the wages associated with them) are all assumed to be located on the airport, which is within the economic impact region. However, if total sales are entered, the direct output is less than total sales because only a portion of those sales are assumed to be re-spent within the local economy.

- **Indirect and Induced Impacts:** Indirect and induced impacts result when the direct dollars are recirculated within the local economy, such as when an industry purchases supplies from another local business and when employees make local purchases for their households.
- **Total Impacts:** Total impacts are the sum of the direct, indirect, and induced impacts.
- The third row of tables shows the sum of current and new scenario impacts.

All of the tables defined above show estimated annual ongoing impacts. Note that jobs are headcounts, not Full Time Equivalents.

- The fourth table on the left shows the one-time estimated impacts of construction. Unlike the other impacts, which are assumed to continue indefinitely, these impacts are only for the period of time during which construction is occurring.



Airport Name

Year

**Counties in the Economic
Impact Region**

Tonasket Municipal
26438.A

2017

Okanogan

Airport Business				Visitor Spending			
CURRENT ESTIMATED ECONOMIC IMPACTS				CURRENT ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs			0.0	Jobs	0.2	0.1	0.2
Labor Income			\$0	Labor Income	\$4,613	\$3,914	\$8,527
Total Output			\$0	Total Output	\$13,872	\$12,078	\$25,949
NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS				NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs	0.0	0.0	0	Jobs			0.0
Labor Income	\$0	\$0	\$0	Labor Income			\$0
Total Output	\$0	\$0	\$0	Total Output			\$0
TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS				TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs	0.0	0.0	0.0	Jobs	0.2	0.1	0.2
	\$0	\$0	\$0	Labor Income	\$4,613	\$3,914	\$8,527
Total Output	\$0	\$0	\$0	Total Output	\$13,872	\$12,078	\$25,949



Airport Name

Year

**Counties in the Economic
Impact Region**

Tonasket Municipal
26438.A

2017

Okanogan

NEW SCENARIO ONE-TIME ESTIMATED ECONOMIC IMPACTS (From Construction)			
	Direct	Indirect/Induced	Total Impact
Jobs			
	3.0	0.0	3.0
Labor Income			
	\$182,491	\$16,330	\$198,821
Total Output			
	\$435,463	\$44,681	\$480,145

GREENHOUSE GAS EMISSIONS POLICIES

RESOLUTION 2010-11

Green House Gas Reduction Emission Policy for
City of Tonasket

WHEREAS, many local governments throughout the nation, both large and small, are reducing the production of global warming pollutants through programs that provide economic and quality of life benefits, such as reduced energy bills, green space preservation, air quality improvements, reduced traffic congestion, improved transportation choices, economic development and job creation through energy conservation and new energy:

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TONASKET, WASHINGTON, the City hereby adopts the following policies/procedures that will benefit its natural resources and reduce the emission of greenhouse gases:

Equipment Policy:

- Monitor the efficiency of the pumps in water and sewer systems and when possible, maintain them at peak efficiency. If feasible, when cost effective options are possible pumps using the least amount of energy shall be preferred.

Water Conservation:

- Maintain Tonasket's existing tiered rate structures for water use.

PASSED BY THE CITY COUNCIL this 26 day of October, 2010.

APPROVED:



Patrick Plumb, Mayor

ATTEST:


Alice J. Attwood, Clerk-Treasurer

WORK ORDER No. 20-01

TONASKET MUNICIPAL AIRPORT CITY OF TONASKET

REHABILITATE RUNWAY 15-33 CONSTRUCTION ADMINISTRATION/INSPECTION

This Work Order shall be attached to, made a part of, and incorporated by reference into a Master Professional Services Agreement between the City of Tonasket and T-O Engineers, Inc., dated March 23, 2017.

SCOPE OF WORK

The Scope of Work, dated March 17, 2020 for this effort is attached as Exhibit A and describes the anticipated work effort in detail.

FEES

Fees for services provided under this Work Order will be determined and billed as follows:

Professional Personnel Costs (Consultant):	\$26,295.00
Subconsultant Professional Fees/Expenses:	\$27,611.00
<u>Reimbursable Expenses:</u>	<u>\$2040.00</u>
Total Fee (Time and Materials Basis):	\$55,945.00

Fees for the phases of work will be calculated with the methods listed above, as defined in the Agreement. Fees have been calculated using Consultant's current Fee Schedule. A detailed Fee Proposal, dated March 19, 2020 is attached as Exhibit B.

IN WITNESS WHEREOF, Client and Consultant have made and executed this WORK ORDER No. 20-01 to the AGREEMENT the day and year first above written.

FOR: CITY OF TONASKET

Signed: _____
By: _____
Title: _____
Date: _____

FOR: T-O ENGINEERS, INC.

Signed: _____
By: JR Norvell, P.E.
Title: Regional Manager
Date: March 19, 2020

**EXHIBIT A – SCOPE OF WORK
TONASKET MUNICIPAL AIRPORT
TONASKET, WASHINGTON**

**RUNWAY 15-33 REHABILITATION
CONSTRUCTION MANAGEMENT AND INSPECTION**

This scope of work describes professional services to be provided in support of the project referenced above. Work under this scope of work include construction management and inspection services related to the following generally described project elements:

Runway 15-33 Rehabilitation –Construction Inspection

The work will be performed with financial assistance from the Washington Department of Transportation (WSDOT) Aviation Grant Program (95% funding). The OWNER will provide the remaining funds, as applicable.

Total project construction costs is estimated at \$525,000. Construction for the project is anticipated to be completed in one phase during the Summer of 2020. This scope of work has been developed for construction inspection and project closeout services.

Professional services to be provided shall include:

- Project Management
- Contract award
- Pre-Construction Services
- Construction Inspection
- Construction Administration
- WSDOT/Owner Coordination

PROJECT IMPROVEMENTS TO INCLUDE:

Rehabilitate Runway 15-33: The existing runway has reached the end of its useful life and requires rehabilitation. This project will maintain the runway's existing width and rehabilitation the pavement section by pulverizing the existing pavement and base course, utilizing the pulverized material as base course for the new pavement section. Improvements will also include shoulder improvements and pavement markings. The project does not include improvements to safety areas, object free areas or the airspace.

Available Information:

The following information is available for review as necessary:

- Runway 15-33 – Construction Plans and Specifications
- Airport Master Plan
- Previous Geotechnical Evaluations
- Previous Survey Work and Base Maps

Assumptions:

The following scope of work is based on the assumptions listed below:

- All construction inspection services will be provided during the Summer of 2020.

More specifically, professional services required to accomplish the Project are anticipated to include the following activities.

PHASE 1 - GENERAL ADMINISTRATION

- 1.1. Coordinate with OWNER and WSDOT to evaluate scope, budget and approach to project. Assist in project scope review and formulation. Prepare a Scope of Work. Provide a draft scope for review by the OWNER.
- 1.2. Prepare Professional Services Work Order for review by the OWNER. This Agreement shall be comprehensive in description of services and responsibilities of contract parties.
- 1.3. Project management: Project administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress. Advise and coordinate with OWNER regarding compliance documentation, procedural requirements and general guidance through the project. This task includes coordination with FAA during Phase 1.

PHASE 7 – CONSTRUCTION

Note: Construction services detailed below includes professional services for 2020 construction.

- 7.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the OWNER at the Town office and prepare and issue minutes of the Pre-Construction Conference.
- 7.2 Review Contractor's Work Schedule, Submittals, Operational Safety Plan, and Quality Control Plan. Assist Contractor as required clarifying specification and documenting submittal requirements. Coordinate construction activity schedule with OWNER. Review, comment, and process Contractors material submittals.
- 7.3 Provide not less than one project representative for the duration of construction (assume 20 work-days) to monitor and document construction activities; conformance with schedules, plans and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports; and maintain a project diary.
- 7.4 Organize and conduct weekly construction meetings with OWNER, Contractor and others as appropriate. Contractors schedule review and work progress will be discussed at all meetings. The Resident Project Representative will hold these meetings on or near the construction site. ENGINEER's Project Manager will also be present at all meetings.
- 7.5 Provide office administration support and assistance to the Resident Project Representative with senior design management or other personnel as field activities may require.
- 7.6 Prepare Contractor Pay Requests and complete quantity verification and review. Submit pay requests to the OWNER for approval and signature.
- 7.7 Assist OWNER with review of Contractor Wage and EEO documentation review.
- 7.8 Coordinate with OWNER and WSDOT throughout the construction process. Submit required construction documentation, including weekly activity report forms.
- 7.9 Travel time for above tasks.

PHASE 8 – PROJECT CLOSEOUT

- 8.1 Prepare and submit Notice of Completion to the State of Washington.
- 8.2 Prepare quarterly grant reports for submittal to WSDOT. Include description of work completed and anticipated work for the next quarter.
- 8.3 Assist OWNER in communication and coordination with WSDOT/AD.
- 8.4 Prepare As-Constructed Drawings noting all project revisions and improvements. Provide OWNER with one (1) set of 22"x34" prints of Record Drawings and electronic .PDF files and ACAD files. Provide WSDOT with electronic .PDF files of Record Drawings as required.

PROJECT SCHEDULE

The following dates summarize the target completion of significant project tasks.

ACTIVITY	TARGET COMPLETION
Bid Opening	March 23, 2020
Submit WSDOT Grant Application (Construction Services)	March 31, 2020
Finalize Professional Services Agreement (Construction Services)	April 2020
Execute WSDOT Grant Offer	June 2020
Notice of Award	July 2020
Execute Construction Agreement	July 2020
Notice to Proceed	July 2020
Preconstruction Meeting	July 2020
Construction	July – September 2020
Closeout	January 2021

Note: Construction completion and commencements are weather and grant funding dependent.

**Tonasket Municipal Airport
 Work Order No. 20-01
 Construction Management & Inspection
 Fee Summary**

**Runway 15/33 Rehabilitation
 Exhibit B - Basis of Cost Analysis**

March 19, 2020

1. Personnel Costs

Classification	Title	Hours	Rate/Hour	Cost
PR	Principal	0.5	\$190.00	\$95.00
PM	Project Manager	140	\$170.00	\$23,800.00
CI	Construction Inspector	20	\$90.00	\$1,800.00
AA	Administrative Assistant	10	\$60.00	\$600.00
Totals:		170.5		\$26,295.00

2. Subconsultant Fees

Construction Inspection	\$26,296.00
Assumption of Risk (5%)	\$1,315.00
Subtotal, Subconsultant Fees:	\$27,611.00

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	2000	\$0.57	\$1,140.00
Lodging (Per Night)	5	\$90.00	\$450.00
Meals (Lump Sum)	5	\$50.00	\$250.00
Document Reproduction (Lump Sum)	1	\$100.00	\$100.00
Telephone (Lump Sum)	1	\$100.00	\$100.00
Subtotal, Reimbursable Expenses			\$2,040.00

TOTAL FEE (1+2+3): \$55,946.00

Task	Description	Personnel Hours					Fee
		PR	PM	CI	AA	Total	
		\$190	\$170	\$90	\$60	Hours	
Phase 1 Administration							
1.1	WSDOT/Owner Coordination		4			4	\$680.00
1.2	Project Scope and Fee	0.5	2		2	4.5	\$555.00
1.3	Project Management		20			20	\$3,400.00
Subtotal, Phase 1		0.5	26	0	2	28.5	\$4,635.00
Phase 7 - Construction							
7.1	Pre-Construction Coordination		8	4	2	14	\$1,840.00
7.2	Submittal Review		4	4		8	\$1,040.00
7.3	Construction Observation		20		2	22	\$3,520.00
7.4	Construction Meetings		4			4	\$680.00
7.5	Construction Support		20			20	\$3,400.00
7.6	Applications for Payment		4	4	2	10	\$1,160.00
7.7	Contractor Wage Review		2	4		6	\$700.00
7.8	Travel Time		40			40	\$6,800.00
Subtotal, Phase 7		0	102	16	6	124	\$19,140.00
Phase 8 Project Closeout							
8.1	Notice of Completion		2		1	3	\$400.00
8.2	Quarterly Reports		4		1	5	\$740.00
8.3	WSDOT/Owner Coordination		4			4	\$680.00
8.4	Record Drawings		2	4		6	\$700.00
Subtotal, Phase 8		0	12	4	2	18	\$2,520.00
Subtotal, Phases 1, 7, & 8		0.5	140	20	10	170.5	\$26,295.00

RESOLUTION NO. 2020- 09

WHEREAS, the City of Tonasket is desirous of participating in a clean-up campaign utilizing City equipment and employees, and

WHEREAS, the City of Tonasket finds that it will not be necessary to employ additional people or equipment for this project, and

WHEREAS, the City Council finds that this project is in the best interest of the City,

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. The City crew shall be authorized and directed to conduct a comprehensive City clean-up program commencing April 13 through April 17, 2020.

Section 2. During said campaign the City of Tonasket shall pick up burnable yard waste excluding tree stumps and oversized prunings for residences and businesses as time permits. Pruning's must be under 4 foot long and piled for easy removal. Leaves and grass clippings should be bagged in paper bags.

Section 3. No additional employees or rental of additional equipment shall be authorized for said clean-up campaign and said clean-up campaign shall be conducted using regularly employed City personnel and City equipment.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF TONASKET, WASHINGTON, THIS 24th day of March, 2020.

APPROVED:

Dennis Brown, Mayor

ATTEST:

Alice J. Attwood, Clerk-Treasurer