

REQUEST FOR PROPOSALS

CONSTRUCTION MANAGER AT RISK (CMAR) FOR BAGGAGE HANDLING SYSTEM AND BUILDING MODIFICATIONS PROJECT

Issued by Jackson Hole Airport

REQUEST FOR PROPOSALS ("RFP")
CONSTRUCTION MANAGER AT RISK (CMAR)
FOR BAGGAGE HANDLING SYSTEM AND BUILDING MODIFICATIONS PROJECT
JACKSON HOLE AIRPORT
JACKSON, WYOMING

INTRODUCTION

The Jackson Hole Airport Board (the "Board") is soliciting Proposals for its use in selecting a qualified Construction Manager at Risk ("CMAR") for the Baggage Handling System and Building Modifications Project ("Project") at the Jackson Hole Airport ("Airport").

OVERVIEW OF THE AIRPORT

JAC is a commercial service airport located approximately seven miles north of the Town of Jackson in Teton County, Wyoming. The Airport is owned and operated by the Jackson Hole Airport Board under authority granted jointly by the Town of Jackson and Teton County. The Airport is located entirely within Grand Teton National Park under a Use Agreement with the United States Department of the Interior, making it the only commercial service airport in the U.S. operating within a national park. The area boasts world-class ski areas and provides easy access to both Grand Teton and Yellowstone National Parks.

As the busiest airport in the state, JAC is a valued gateway for those who call the area home and for those wanting to experience the natural beauty and wide range of recreational opportunities Wyoming has to offer. The Airport also supports search and rescue, wildland firefighting, air medical service, the National Park Service, and US Forest Service, among other activities. JAC employs approximately 150 people and is also home to over 650 other stakeholder employees which include tenants, contractors and other users.

The Airport is served by United, Delta, American and Alaska Airlines year-round. The Board also operates the Fixed Base Operator (FBO) and provides all services to general aviation aircraft.

PROJECT INFORMATION

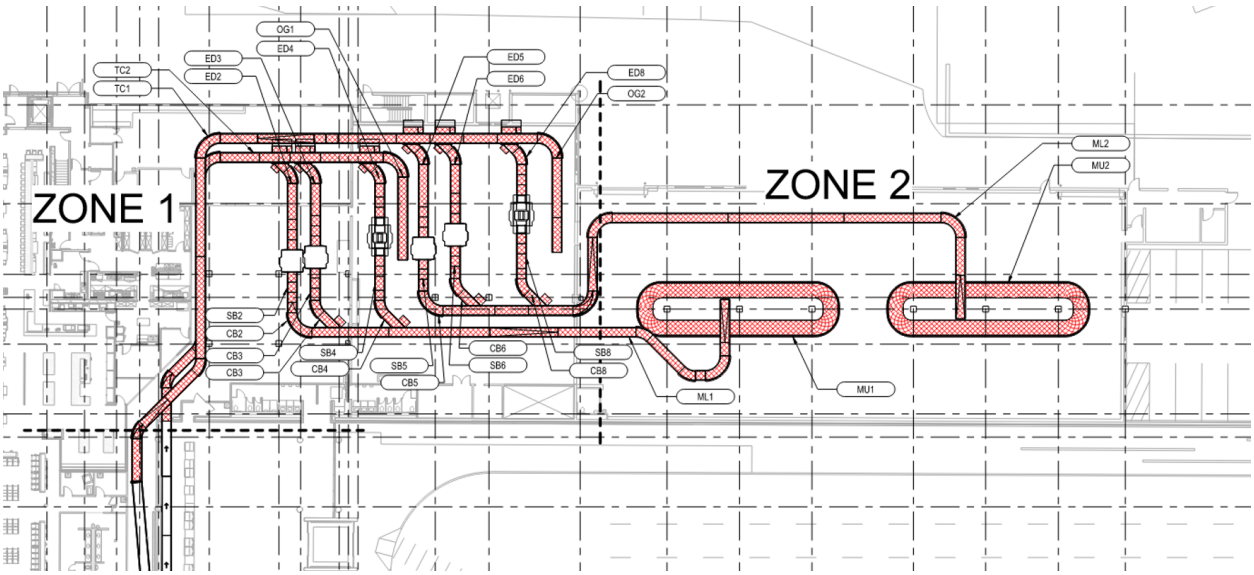
General Project Overview

Jackson Hole Airport (JAC) is undertaking the Baggage Handling System (BHS) and Building Modifications Project to replace its existing mini-in-line checked baggage inspection system (CBIS) with a fully integrated in-line baggage handling and checked baggage inspection system. The project is intended to improve screening capacity, automation, redundancy, maintainability, and working conditions for Airport, airline, and Transportation Security Administration (TSA) personnel while accommodating JAC's seasonal passenger volumes and unusually high proportion of skis, golf bags, and other long or oversized baggage.

The project timeline is dependent on funding availability, including financial support from TSA, local funds, and other funding sources; however, construction could begin as early as fall 2027.

The anticipated construction duration is 24 months or less. Due to the complexity of the work and the need to maintain continuous baggage operations, the project will be executed in multiple phases. Major construction activities will be strategically scheduled during off-peak seasons to minimize operational impacts to the airport and its users.

Current System: The existing system consists of two independent ticket-counter lines, two separate screening pods, four CT-80 and two CT-80XL explosive detection system machines (EDS), two out-of-gauge lines, and two baggage make-up devices.

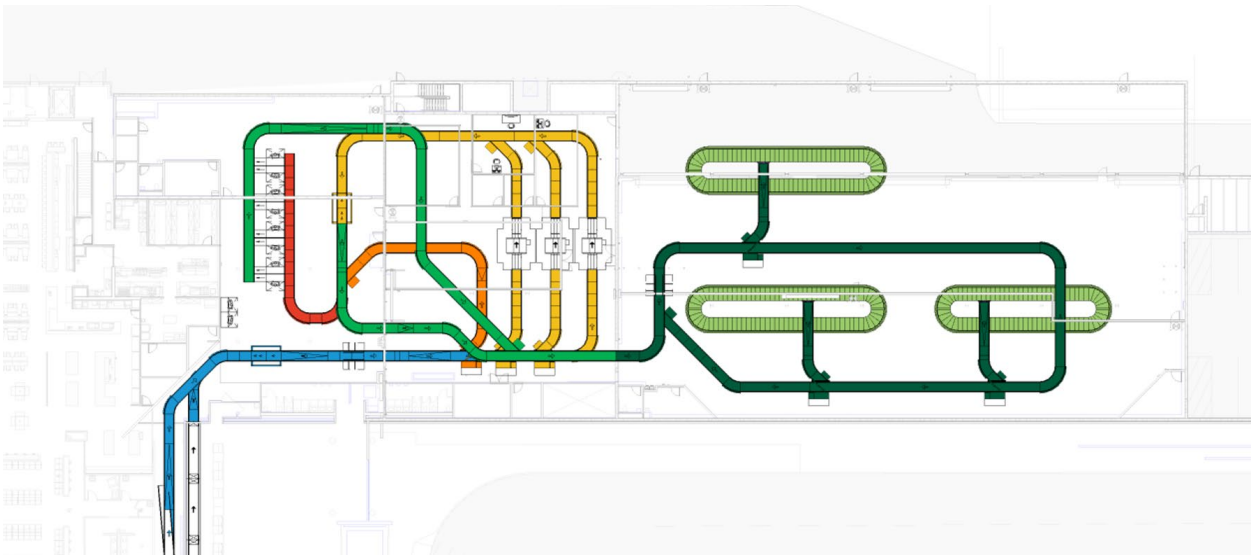


Current Design Concept: The proposed work is a complete replacement of the BHS except for retention of the existing ticket-counter load-belt layout. The 30% preferred alternative merges the ticket-counter lines through a vertical merge unit, provides one Automatic Tag Reader/Baggage Measurement Array (ATR/BMA) upstream of the security feed, three in-line L3-6700ES EDS machines in a 2+1 configuration, an out-of-gauge bypass to the alarm line, a checked baggage resolution area with eight baggage inspection stations, a clear line to one outbound sortation line, and three baggage make-up devices. Cleared bags will be sorted by carrier after passing a downstream ATR. The configuration includes manual reinsertion of non-cleared bags upstream of the security tracking zone using a power-driven lift table.

This project will require the building to be expanded roughly 6,080 square feet to accommodate the new design. The Board anticipates the system will require roughly 170 new drives and about 1,850 feet of new installed conveyor.

Exhibit A to this RFP provides a current design update from an October 21, 2026 meeting.

Exhibit B to this RFP provides an overview of the project site.



Project Scope

- Demolition and decommissioning of the existing outbound BHS and six existing Reveal CT-80-series EDS units, together with removal, relocation, modification, salvage, and replacement of associated conveyors, controls, and infrastructure.
- Installation and integration of the permanent ticket-counter feeds, vertical merge, ATR/BMA, security feed, out-of-gauge bypass, three EDS screening lines, On-Screen Resolution (OSR) and alarm conveyors, Checked Baggage Resolution Area (CBRA) clear line, outbound sortation, recirculation, and feeds to three baggage make-up devices.
- Installation and integration of three L3-6700ES (or similar) EDS machines in a 2+1 configuration, including removable conveyor sections and controls needed for future equipment replacement.
- Construction and fit-out of a new CBRA with eight sliding-top, no-lift baggage inspection stations; baggage removal positions; alarm-line queuing with inch-and-store capacity; clear-line discharge; baggage status displays; scanners; passive system-status displays; oversize screening provisions; and associated TSA work areas.
- Provision of manual reinsert capability upstream of the security tracking zone, including a power-driven lift table for movement of non-cleared baggage to the reinsert point.
- Provision of BHS controls and information systems, including baggage handling computers, redundant Programable Logic Controllers (PLCs), conveyor system controllers, motor power panels, distributed I/O, maintenance diagnostics, management information and reporting systems, interfaces, and redundant communications networks.
- Construction of an approximately 20,000-square-foot tensile BHS structure and covered conveyor connection with access walkway. The temporary facility will house the interim CBIS, CBRA functions, baggage sortation, and make-up operations needed to maintain Airport operations during construction of the permanent terminal system.
- Building expansion and renovation for the permanent BHS/CBIS, CBRA, third make-up device, control and server spaces, power distribution, support rooms, and related

architectural, structural, mechanical, plumbing, electrical, fire protection, low-voltage, security, and site work.

- Construction of an approximately 3,500-square-foot East Goods Processing Area for vendor dry, refrigerated, and frozen goods; trash and cardboard compactors; and trailer storage. The storage area shall be configured to receive unscreened goods in non-secure space and move them through airport inspection to a secure storage area for distribution to the Restaurant.
- Relocation of the existing generator and coordination of roadway, apron, secure access, staging, utility, and building-boundary modifications required by the completed work.
- Installation of charging stations in the Bag Make-Up area for all-electric Ground Support Equipment (GSE).
- Testing, site and integrated acceptance, TSA coordination and certification, training, operational readiness, turnover, spare-parts disposition, and closeout for the temporary and permanent systems.

Project Constraints and Performance Considerations

Construction will occur within an active airport environment and must preserve safe, reliable baggage screening and airline operations. The BHS/CBIS is planned for an 18-hour-per-day, 365-day-per-year operating duty cycle and provides redundant flow paths, fail-safe routing of non-cleared baggage, maintainable access, and sufficient queuing to avoid system dieback. The design will also accommodate JAC's long-bag profile, including high volumes of skis, snowboards and ski-related equipment, without compromising required throughput.

The existing terminal cannot be expanded vertically, and permanent modifications must remain within the established development boundary. Construction planning must account for restricted airside access, apron staging, public and secure-area separation, severe winter conditions, generator relocation, roadway changes, tug and cart circulation, TSA security requirements, and protection of occupied airport spaces and operating systems. The temporary tensile BHS structure and enclosed conveyor are planned at approximately 20,000 square feet on the apron, and the East Goods Processing Area is planned at approximately 3,500 square feet. The CMAR will be expected to validate site logistics, utilities, foundations, permitting, weather protection, operational interfaces, and the constructability of both facilities.

CMAR Preconstruction and Construction Services

The selected CMAR will join the Airport and design team during design development to provide constructability reviews, phasing and logistics planning, cost estimating, value analysis, schedule development, procurement planning, bid-package strategy, risk management, and coordination with the Airport, airlines, TSA, baggage-system vendors, EDS suppliers, and authorities having jurisdiction. Particular emphasis will be placed on maintaining checked-baggage screening, defining temporary facilities and interim conveyor configurations, planning shutdowns and cutovers, identifying long-lead equipment, and developing a Guaranteed Maximum Price supported by appropriate subcontractor procurement.

During construction, the CMAR will be responsible for project management, site logistics, safety and security compliance, trades coordination, temporary protection and utilities, quality control, schedule and cost control, operational coordination, shutdown and cutover planning, commissioning, and closeout. The CMAR will be expected to provide baggage porters or other

temporary manual-handling support when required by interim conditions and to schedule disruptive work during low-impact operating periods.

Construction Phasing

The following phasing framework is based on the design documents and is intended to guide CMAR planning. The final sequence will be developed with the Airport, design team, airlines, TSA, and equipment suppliers and incorporated into the construction documents and baseline schedule.

1. **CMAR preconstruction and early procurement.** Beginning with CMAR selection in January 2027, verify existing conditions; coordinate the 70%, 100%, bid/permit, and conformed design packages; develop estimates and the Guaranteed Maximum Price; update the BIM execution and coordination plan; complete constructability and logistics reviews; obtain permits; and procure the tensile structure, baggage equipment, controls, electrical equipment, and other long-lead items.
2. **Temporary tensile facility and initial temporary system.** Establish secure access, apron staging, temporary utilities, foundations, and the approximately 20,000-square-foot tensile BHS structure with enclosed conveyor connection and covered access walkway. Install temporary screening, clear-line, sortation, and make-up conveyors and three supplied CT-80 EDS units without disturbing the operating BHS. Complete testing and site acceptance certification. The 30% phasing plan estimates 7 to 8 weeks for temporary equipment installation and testing after the facility is ready.
3. **Temporary-system tie-in and expansion.** After the temporary CBIS is commissioned, demolish existing conveyor TC1-12 and designated control cabinets and connect the existing TC1 line to the temporary screening system. Plan the tie-in as an approximately five-day operation during which only the existing TC2 screening pod remains available. Relocate the EDS units from the inoperable pod and existing make-up device MU2 into the temporary structure; this relocation is estimated at three weeks. Operate the remaining TC2 pod and the temporary system during the relocation, then place the expanded temporary CBIS and bag room into full service.
4. **Permanent building and system construction.** Once the temporary system provides the required screening and sortation capacity, demolish the remaining existing CBIS and construct the terminal expansion, East Goods Processing Area, generator and roadway modifications, utilities, permanent BHS/CBIS, CBRA, controls, one sortation line, and three make-up devices. During this phase, baggage screening and sortation will be performed through the temporary facility.
5. **Permanent-system testing and staged cutover.** Complete controls checkout, interface testing, bag tracking and flow testing, site and integrated acceptance testing, training, and TSA certification. Relocate one temporary make-up device to its final MU3 configuration, complete the remaining ticket-counter and make-up connections, and transfer operations to the permanent system through coordinated low-impact shutdowns.
6. **Temporary-system removal and closeout.** After the permanent system is accepted for operation, take the temporary facility out of service; salvage designated temporary equipment for spare parts; remove the temporary conveyors, utilities, barriers, and tensile structure as directed; restore affected apron and site areas; and complete record documents, training, spare-parts turnover, and closeout.

Indicative Project Schedule

This RFP-level schedule assumes CMAR selection and preconstruction authorization in January 2027, and construction notice to proceed in the Fall 2027. The milestones below provide a planning sequence rather than a finalized timeline. The selected CMAR will validate durations, long-lead procurement, winter constraints, TSA review and certification periods, shutdown windows, and the final beneficial-use date during preconstruction.

Milestone / Activity	RFPPlanning Timing	Key Outcome
CMAR selection and preconstruction start	January 2027	CMAR joins the Airport and design team; schedule, estimate, risk register, bid-package plan, and procurement strategy initiated.
Design coordination, constructability, permitting, GMP development, and long-lead procurement	January–September 2027	70%, 100%, bid/permit, and conformed documents advanced; tensile structure, BHS/CBIS equipment, controls, and electrical packages prepared or released as authorized.
Construction notice to proceed and site mobilization	Fall 2027	Secure access, apron staging, temporary utilities, safety controls, and initial civil/foundation work begin.
Tensile BHS structure, covered conveyor connection, and temporary-system installation	2028	Approximately 20,000-square-foot temporary facility completed; temporary conveyors and three CT-80 EDS units installed, tested, and certified. Detailed schedule to include the documented 7–8 weeks for equipment installation and testing after facility readiness.
Temporary-system tie-in	2028	TC1 connection completed during an approximately five-day reduced-capacity window; temporary screening placed in service.
Temporary-system expansion	2028	Selected existing EDS units and MU2 relocated over an estimated three-week period; expanded temporary CBIS and bag room support full interim operations.
Permanent terminal demolition, building expansion, East Goods	2028–2029	Existing CBIS removed; approximately 6,080 square-foot Bag Make-Up addition, 3,500-square-foot goods-

Processing Area, and permanent BHS/CBIS construction		processing addition, and permanent terminal, generator, roadway, utility, BHS/CBIS, CBRA, sortation, and make-up work completed while temporary operations continue.
Permanent-system testing, TSA certification, and staged cutover	2029, subject to CMAR validation	Permanent system commissioned; MU3 and remaining ticket-counter/make-up connections completed; Airport, airline, and TSA operations transferred from the temporary facility.
Temporary-facility demolition, restoration, and closeout	Following permanent-system acceptance	Temporary equipment salvaged as designated; tensile structure and temporary works removed; apron/site restored; training, record documents, spare parts, and closeout completed.

CMAR RESPONSIBILITIES:

General Service Expectations

The Board seeks to retain the services of a qualified CMAR to provide comprehensive preconstruction, construction management, and post-construction management services. This procurement, along with subsequent procurements of subcontractors by the selected CMAR, are subject to laws of the State of Wyoming, including without limitation Wyoming Statutes Section 16-6-101 through 16-6-107, Section 16-6-707, Section 16-6-708, and Section 16-6-1001. Interested parties should familiarize themselves with the obligations of state law attendant to this alternative delivery method, as the selected CMAR will be obligated to comply with such obligations. Because the Board anticipates federal financial support for the project, interested parties also should be familiar with the obligations of the Office of Management and Budget under 2 C.F.R. Part 200 and TSA obligations for Other-Transaction-Authority-supported projects.

The CMAR must be extremely proficient in developing schedules, preparing construction estimates, performing value engineering, analyzing alternative designs, studying labor conditions, understanding construction methods and techniques, coordinating and communicating the activities of the team throughout the construction phases.

The CMAR must demonstrate ability to coordinate overall direction of the work, monitor progress of the subcontractors and any self-performed work as required.

The CMAR shall, at all times, be in compliance with all applicable federal, state and local laws, rules, and regulations and all other applicable rules and regulations for the term of the Agreement. This includes, without limitation, applicable requirements under rules promulgated by TSA found at 49 C.F.R. Part 1542.

The CMAR, without additional expense to the Board, shall be responsible for obtaining and maintaining any necessary licenses required in connection with the performance of the required services. Failure to maintain said license(s) may be grounds for default of the Agreement and subsequent termination.

The CMAR may not subcontract Pre-Construction, Construction Management, or Post-Construction services covered herein, without the permission of the Board.

The Board's objective is to complete the project on time and within budget, while satisfying the Board's commitment to quality, efficiency, value, innovation, sustainability, consideration of the airport's location in a national park, and compliance with all applicable regulatory requirements.

The CMAR is free to suggest changes and improvements to the following task list, but for purposes of making a selection and award under this RFP, it is assumed that these tasks will be completed.

Firms shall provide sufficient information regarding proposed staff for the Board to evaluate staff qualifications. If selected, proposed staff may not be changed without the written approval of the Board.

The CMAR, as contracted for, will be responsible for the following tasks from Pre-Construction through the warranty period:

The CMAR shall use a project management software platform acceptable to the Board for project communication and documentation from preconstruction through the warranty period, including RFIs, submittals, meeting minutes, schedules, change management, cost reporting, and closeout. The Airport is familiar with Procore, which previous contractors have used on Airport projects. All project records shall be maintained in a form suitable for turnover to the Airport for long-term facility management.

Pre-Construction Phase

Scheduling

The Design team's scope of work includes preparation of a complete design and an initial conceptual construction schedule. That schedule will identify critical milestone dates for comprehensive design, including the selection period for the CMAR, and note what decisions are needed to be made by the Board.

The CMAR will work closely with the Board and the Design team to jointly finalize the schedule. This schedule shall show all activities necessary to complete the design requirements, indicate how bid packages can be developed, and show all construction activities through the issuance of final certificate(s) of occupancy. The CMAR shall develop and maintain a comprehensive schedule of all project activities, including (but not limited to):

Design progress
Organization of Bid Packages

Key Decision milestones
Sequence of all tasks
Precedence relationships among bid packages
Critical path items
Long lead items
Substantial Completion and Final Completion of each bid package

Constructability Review

The CMAR will continuously and proactively provide constructability reviews, biddability reviews, and cost input to the Design team and the Board. The CMAR will review the design documents as the design progresses, coordinate the structure of bid packages with the Design team, and review the construction documents for constructability before submittal for permit review. The CMAR shall continuously and proactively make recommendations to the Design team regarding design documentation and detailing.

Budget

The CMAR will develop and implement an effective system of project cost control. The CMAR will develop and produce a project construction budget showing actual costs for activities by project phases in process and estimates for uncompleted tasks and provide detailed cash flow reports and forecasts acceptable to the Board.

Bidding

The CMAR will evaluate all aspects of the Project that can be economically and appropriately issued as distinct bid packages. The Board anticipates a separate GMP Amendment to the CMAR Agreement for each bid package. The Owner's Representative has tentatively identified the following bid packages:

Temporary tensile structure and associated utilities

Baggage Handling System & CBIS – this includes both the temporary and permanent BHS/CBIS, and the Schedule of Values would segregate the federal funding eligible and non-eligible work

Generator relocation/replacement and any associated electric service modifications

Building additions – both the north expansion of the Bag Make-Up area and the east addition for restaurant product storage and screening

Any long-lead-time equipment or materials that the CMAR determines must be procured early

The CMAR will be responsible for identification, preparation, distribution, and management of bidding packages to meet the goals of the project, including pre-qualification criteria for bidders.

At the completion of the 100% Construction Documents for each component of the work, CMAR shall establish bidding schedules and conduct pre-bid conferences to familiarize bidders with bidding documents, management techniques and any special systems, materials or methods. The CMAR must receive competitive sealed bids on the Work from various subcontractors and material suppliers. The bids shall be opened in public following reasonable public notice. The CMAR will comply with the residency and preference requirements imposed under W.S. 16-6-101 through 16-6-107 in the procurement of subcontractors. The CMAR also will analyze all bids, review them with the Board and the Design team, and make recommendations for awards.

The CMAR will provide a Guaranteed Maximum Price Proposal (GMP) for each work element. The GMP will generally be negotiated after subcontract bidding of each work element/Phase but may be done while the bid package is in permit review if advantageous to maintain schedule. The Board will issue a GMP Amendment for each work element/Phase.

Construction Phase

The CMAR shall be responsible for supervising the work of the subcontractors and coordinating the work with the activities and responsibilities of the Board in order to complete the project in accordance with the Board's objectives of cost, time and quality. This includes carrying out the following tasks:

Project Control

The CMAR will maintain a competent full-time staff, including superintendent and needed personnel, at the project site to coordinate, provide overall direction of the work, and monitor progress and capabilities of the subcontractors and CMAR workers ensuring that work is performed that is timely, safe, and in accordance with contract plans, specifications, local laws, and regulatory requirements.

Safety

The CMAR will establish procedures and measures for the safety and security of persons and property at and around the Project site. CMAR will maintain and monitor a safety plan designed to mitigate the impact of construction on airfield operations, pedestrians, vehicular traffic, and building occupants.

Schedule

The pre-construction manager, project manager and superintendent will participate in updating the project schedule in detail, including realistic activity sequences and durations, allocation of labor and materials, processing of shop drawings and samples and delivery of products requiring long lead-time procurement.

Cost Control

The CMAR's pre-construction manager, project manager and superintendent will participate in the management of the approved Project Budget. The CMAR will implement an accounting system for effective fiscal control, showing actual costs for activities in process and estimates for uncompleted tasks.

Quality Control

The CMAR's project manager and superintendent will conduct regular quality control meetings, identify outstanding issues and ensure appropriate follow-up.

The CMAR will develop and produce a Quality Control Plan acceptable to the Board.

Post-Construction Phase

Submission of Materials

The CMAR will coordinate the submission of operating maintenance manuals, warranties, instruction manuals, as-built drawings, attic stock, keys, and other items acceptable to the Design team for forwarding to the Board.

Training

If required, the CMAR shall provide qualified, prepared instructors for necessary training, plus all necessary material to train personnel involved in maintaining systems including but not limited to the bag belt system, including upper and lower level controls, HVAC, fire alarm and emergency power. The CMAR shall provide digital video copies of training sessions for future use for critical sessions.

Warranty Inspections

During the one-year warranty period, the CMAR shall perform necessary warranty inspections to ensure that defective work is corrected. The CMAR shall review operations and maintenance of all equipment and systems. The CMAR shall attend warranty review meetings as necessary with the Board and the Design team including a final meeting which will occur in the eleventh month after the project completion.

REQUIRED MINIMUM CMAR QUALIFICATIONS

1. Ability to provide Performance and Payment bonds for the entire Project

2. Ability to secure customary insurance coverage for a major project on a Part 139 airport

3. The CMAR must have been conducting business a MINIMUM of three (3) consecutive years prior to its Proposal.

RFP HOLDERS LIST

Firms responding to this RFP are requested to register on the RFP Holders List by contacting Anna Valsing, , with the Jackson Hole Airport, by email at anna.valsing@jhairport.org.

QUESTIONS

If discrepancies or omissions are found by any CMAR proposer or there is doubt as to the true meaning of any part of the RFP, a written request for clarification or interpretation shall be submitted before the deadline set forth in this RFP. Questions submitted after this time will not be considered.

Any clarification or interpretation or change to the RFP will be by written addendum. The Board is not responsible for any explanation, clarification, interpretation, or approval made or given in any manner except by written addendum. A copy of each addendum will be posted on the JAC website and provided to firms registered on the RFP holder's list. Any addenda so issued are to be considered a part of the RFP document.

All questions and correspondence related to this RFP shall be emailed to the Authorized Representative designated below:

Anna Valsing
Jackson Hole Airport
anna.valsing@jhairport.org

PROPOSAL CONTENT

Proposals shall include, **at a minimum**, the following:

a) A cover letter signed by the submitting firm's primary contact person outlining capability and resources to perform the work.

b) Firm Information - Firm name, address of the primary place of business, firm type (e.g. single source, joint venture, etc.), legal organization, contact person, professional and contractor licenses, corporate structures, years in business, location of the primary place of business, office locations, and other relevant information regarding the firm.

c) Organizational Chart – depicting key project personnel and team members, areas of responsibility, and lines of communication for this Project.

d) Project Personnel – identify and outline project assignments for key personnel consistent with the Organizational Chart and provide their resumes. Identify the Project Manager, Superintendent, Quality Control Manager, Project Controls personnel, and Safety Officer assigned to the project. Resumes shall state project type and years of experience, years with

the firm, professional and industry qualifications, education, and CMAR experience. ***Specifically highlight any Project Personnel specific CMAR project experience, Part 139 Airport Experience, or experience with baggage handling system installations. Additionally, highlight any project experience in Jackson, WY or other similar locations in terms of climatic conditions and remoteness.***

e) Similar Project Experience – provide project title, location, description of work, role of the firm, initial contract value, final contract value, schedule performance, project delivery method (CMAR, Design/Build, Design/Bid/Build, etc.), contract type (Lump Sum, GMP, Unit Price, etc.), client references, and contact information for up to five (5) relevant projects. ***Specifically highlight any Firm specific CMAR project experience, Part 139 Airport Experience, or experience with baggage handling system installations. Additionally, highlight any project experience in Jackson, WY or other similar locations in terms of climatic conditions and remoteness.***

f) Qualifications – Demonstrate possession of the **REQUIRED MINIMUM CMAR QUALIFICATIONS** listed above.

g) Compliance – Describe your firm's ability to protect the interests of the public and the JAC Board during the project. Describe your firm's ability to meet project budget and time schedule requirements. Describe your firm's program to assure that both CMAR work and all subcontracts comply with W.S. 16-6-101 through 16-6-107, residency and material preference requirements.

h) Design & Pre-Construction Phase Services Plan – Describe your firm's approach to coordinating with JAC staff and consultants during the design, pre-construction, and procurement phases of the project. Detail your process for scheduling, cost estimating, and subcontract procurement.

i) Construction Phase Services Plan – Outline your firm's approach to managing subcontractor prequalification, subcontract bidding, open book methodology, construction management & administration, project controls, quality control, and project close out, as well as your approach to meeting the project budget and time schedule.

j) Project Management Software - The Airport is familiar with Procore, and previous contractors have used it successfully on Airport projects to improve communication, transparency, and long-term facility management. Describe the project management software your firm is familiar with and would propose to use on this Project. Explain how it would be used to manage RFIs, submittals, change orders, schedules, cost tracking, and closeout documentation, and how project records, as-builts, warranties, and O&M information would be turned over to support the Airport's long-term facility management.

k) Safety – Describe your Safety Program and Safety Performance Record.

l) Fee Proposal – Outline your firm's approach to structuring the CMAR fees for the Design and Pre-Construction services contract and the GMP Task Orders for the cost of work for project work elements. List all CMAR fees and fee elements, including for example and without limitation service fees, overhead (general and site), general conditions fees, insurance, bonding, and profit percentages. Explain in detail any CMAR costs that are not included in the fees.

m) Insurance & Bonding – Demonstrate that your firm has obtained or can obtain customary insurance coverages, and payment and performance surety bonding for the full contract price.

n) Non-Discrimination Policy - Acknowledge compliance with the Non-Discrimination Policy of Jackson Hole Airport in conjunction with the mandatory Federal Aviation Administration Non-Discrimination Clauses.

Proposers must label any information in their submittal that they consider confidential or proprietary. Marking the entire Proposal as confidential is insufficient. The Board is a governmental entity subject to the open records requirements under the laws of the State of Wyoming and may be obligated to disclose information contained in a Proposal as required by law.

SUBMITTAL REQUIREMENTS

Interested CMAR's shall submit one (1) hard copy of their complete proposal package and one PDF copy on a thumb drive. Proposals shall be delivered in a sealed envelope marked on the exterior with "Proposal for CMAR Services for Baggage Handling System and Building Modifications". Emailed submissions will not be accepted. Proposals should be sent via FedEx or UPS and addressed to:

Anna Valsing
Jackson Hole Airport Board
Administration Office
1215 East Airport Road
Jackson, Wyoming 83001

Proposals shall be submitted no later than **3:00 pm (MST) on December 11, 2026**. No Proposals will be opened prior to the proposal due date.

Proposals received after the deadline shall remain unopened and will not be considered.

SCHEDULE OF KEY EVENTS, DATES, AND TIMES

Publish RFP	November 4, 2026
Optional Pre-Proposal Meeting and Site/Project Visit	November 16, 2026 at 1:00 pm
Questions Due	November 24, 2026

Addendum Answering Questions Published	December 2, 2026
Proposals Due	December 11, 2026
Board Approval of CMAR Agreement	January 2027

If interviews are determined necessary during the evaluation process, identified Proposers will be contacted individually with a date and time for any such interview.

OPTIONAL PRE-PROPOSAL MEETING

An optional Pre-Proposal Meeting and Site/Project visit will be held on November 16 at 1:00 pm MST in person at the Board Room of the Jackson Hole Airport administration offices.

Respondents will be able to tour the project site. Respondents are strongly encouraged to attend the non-mandatory pre-proposal meeting.

EVALUATION CRITERIA AND PROCESS

An Evaluation Committee shall be formed for the purpose of reviewing submitted Proposals and making recommendations to the Board. In evaluating the Proposals, the Evaluation Committee shall use the following criteria:

Category	Weight
Key Personnel Experience	40
Proposed Approach	35
Firm Experience	20
Fee Proposal	5

Evaluation Criteria Category Descriptions:

Key Personnel Experience: Evaluates experience of Key Personnel Proposer has identified for this CMAR Agreement, including the Project Manager, Superintendent, and other key roles. Evaluate resumes submitted including years of experience, years with the firm, professional and industry qualifications, education, CMAR experience, Part 139 Airport experience, experience with work in mountainous climates and with inclement weather, and experience on federally funded projects (preferably FAA or TSA).

Proposed Approach: Evaluates Proposers approach to coordinating with JAC staff and consultants during the design, pre-construction, and procurement phases of the project, including the Proposers process for scheduling, cost estimating, and subcontract procurement. Evaluates Proposers approach to managing subcontractor prequalification, subcontract bidding, open book methodology, construction management & administration, project controls, quality control, and project close out, as well as Proposers approach to meeting the agreed upon project budget and schedule. Evaluates Proposers approach to ensuring compliance with W.S. 16-6-101 through 16-6-607.

Firm Experience: Evaluates Proposers overall Firm experience and qualifications, including, but not limited to Firm's experience performing under the CMAR project delivery method, work at Part 139 Airports, and work in mountainous climates with inclement weather. Evaluates Proposers similar project experience including initial contract value, final contract value, schedule performance, references and work on federally funded projects (preferably FAA or TSA). Evaluates Proposers Safety Program and Safety Performance Record.

Fee Proposal: Evaluates Proposers approach to structuring the CMAR fees for the Design and Pre-Construction services contract and the GMP Task Orders for the cost of work for project work elements. All CMAR fees and fee elements, including for example and without limitation service fees, overhead (general and site), general conditions fees, insurance, bonding, and profit percentages will be considered. Proposer shall also explain in detail any CMAR costs that are not included in the fees.

Evaluation Process:

The Evaluation Committee will score and rank each proposal. The Board reserves the right to hold interviews, discussions and/or negotiations with CMAR's. If there is no need to conduct demonstrations, discussions or negotiations, the Board may move forward with award of an Agreement. If there is a need to conduct interviews, discussions or negotiations, the Evaluation Committee will determine which CMAR's in the competitive range will participate. CMAR's may be afforded the opportunity to submit a best and final offer.

Whether or not discussions or negotiations are held, award of an Agreement may be made to the CMAR whose proposal is deemed most advantageous to the Airport, considering all evaluation factors. The Board shall be the sole judge of this determination. A copy of the firm's Proposal may be attached to the Agreement. However, in the event of any ambiguity with any attachments, the Agreement will prevail.

The Board and the Evaluation Committee reserve the absolute right to conduct such investigations as they deem necessary to assist in the evaluation of CMARs and to establish the experience, responsibility, reliability, references, reputation, business ethics, history and financial ability of the CMAR. Such investigations could include a virtual or on-site interview with one or more CMARs. The purpose of such investigation is to satisfy the Board that the CMAR has the experience, resources and commercial reputation necessary to perform its obligations under the terms of the Agreement. Any incomplete, false or misleading information provided by or through the CMAR shall be grounds for non-consideration.

FORM OF AGREEMENT

The Board historically has used ConsensusDocs 500 Series: CM At-Risk as the form of agreement and plans to do so for this project. The Agreement shall include the standard provisions on civil rights and other matters as required by the Federal Aviation Administration and Transportation Security Administration.

GENERAL TERMS AND CONDITIONS

General Conditions
Any changes or clarifications to this RFP will be issued by written addendum which will be published on the Airport website and sent to those parties registered on the RFP Holders List.

The Board shall not be responsible for any verbal communication or to deliver addenda to firms not registered on the RFP Holders List.

The Board shall not be responsible for the costs incurred in responding to this RFP or any costs incurred prior to award by the Board and execution of the Agreement.

The Board reserves the right to reject any or all Proposals and to be the sole judge of the qualifications of the respective Proposals received.

Influencing the Process
CMAR's or their agents (including the firm's employees, representatives, agents, lobbyists, attorneys, and sub-consultants) are instructed not to contact evaluation committee members, JAC employees, or the Board for the purposes of influencing the Board's decision, creating bias in the evaluation process, or influencing the procurement process in any way beginning on the Date of Release of this RFP through actual Award Date By the Board. The Board, in its sole discretion, may disqualify CMAR's for any violation of the requirements of this section.

This policy is intended to create a level playing field for all potential firms and to protect the integrity of the evaluation process. All contact during this evaluation process should be addressed only to the Authorized Representative identified in the Process for Questions section of this RFP.

Title VI Solicitation Notice
The Board, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, creed, age, or disability in consideration for an award.

Non-Collusion
By submitting a proposal, the CMAR shall certify that such proposal is genuine and not collusive or sham; that said CMAR has not colluded, conspired, connived, or agreed, directly or indirectly with any responder or person, to put in a sham response, or that such other person shall refrain from offering and has not in any manner, directly or indirectly sought by agreement or collusion, or communication or conference, with any person to fix the submittal of affiant or any other responder or to fix any overhead, profit or cost element of said proposal or of that of any other responder or to secure any advantage against the Board by any person interested in the proposed Agreement; and that all statements in said proposal are true; and further, that such CMAR has not, directly or indirectly submitted its proposal, or the contents thereof, or divulged information or data relative thereto to any other CMAR making a proposal.

Assignment
No Agreement awarded under this RFP may be sold, transferred, or assigned without the written approval of the Board.

Independent CMAR Status
The successful CMAR shall not, by entering into an Agreement, become a servant, agent, or employee of the Board, but shall remain at all times an independent CMAR. The Agreement resulting from this RFP, if any, shall not be deemed to create any joint venture, partnership, or common enterprise between the CMAR and the Board.

Confidentiality
CMAR's must label any information in their submittal that they consider confidential or proprietary. The Board is a governmental entity subject to the public records requirements under the laws of the State of Wyoming and may be obligated to disclose information contained in a proposal as required by law.

Changes to this RFP
The Board reserves the right at its sole discretion, to extend the proposal Due Date or other deadlines, modify or amend any and all provisions herein, and to make changes to this RFP. Any changes and clarifications will be made by written addendum, which will be published on the Airport website and sent to those parties registered on the RFP Holders List. It is the responsibility of each CMAR to be properly recorded as a CMAR of record with the Board, for purposes of receiving clarifications, addenda or other pertinent information

Withdrawal of Proposal
Proposals may not be withdrawn after the proposal Due Date. In submitting the proposal, the CMAR agrees that the proposal will remain valid for 180 calendar days after the proposal Due Date and may be extended beyond that time by mutual agreement.

Reservation of Rights
There is no guarantee that a CMAR will be interviewed and no guarantee that those interviewed will be awarded an Agreement. The Board reserves the right to reject any and all Proposals; to waive any informalities or irregularities in any proposal received; to withdraw this RFP at any time; to extend the time for submittal of Proposals; to conduct or not conduct interviews; to reschedule interviews scheduled; or to recommend no CMAR's for an award.



Jackson Hole Airport

CBIS Replacement

10/21/26

BNP ASSOCIATES, INC.

Meeting Agenda

1. System Recap
2. Oversize Screening
3. Phasing – Temporary System

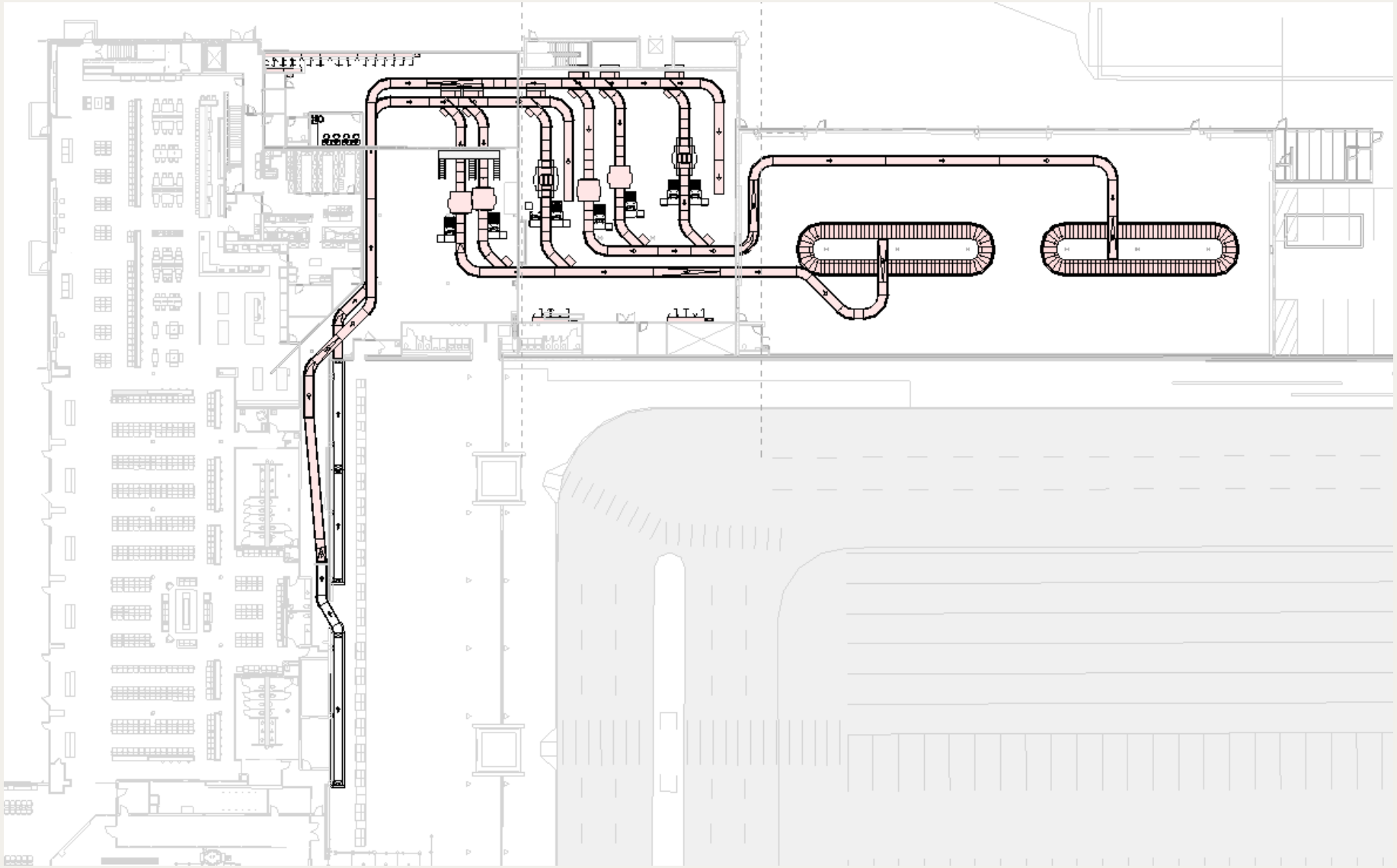




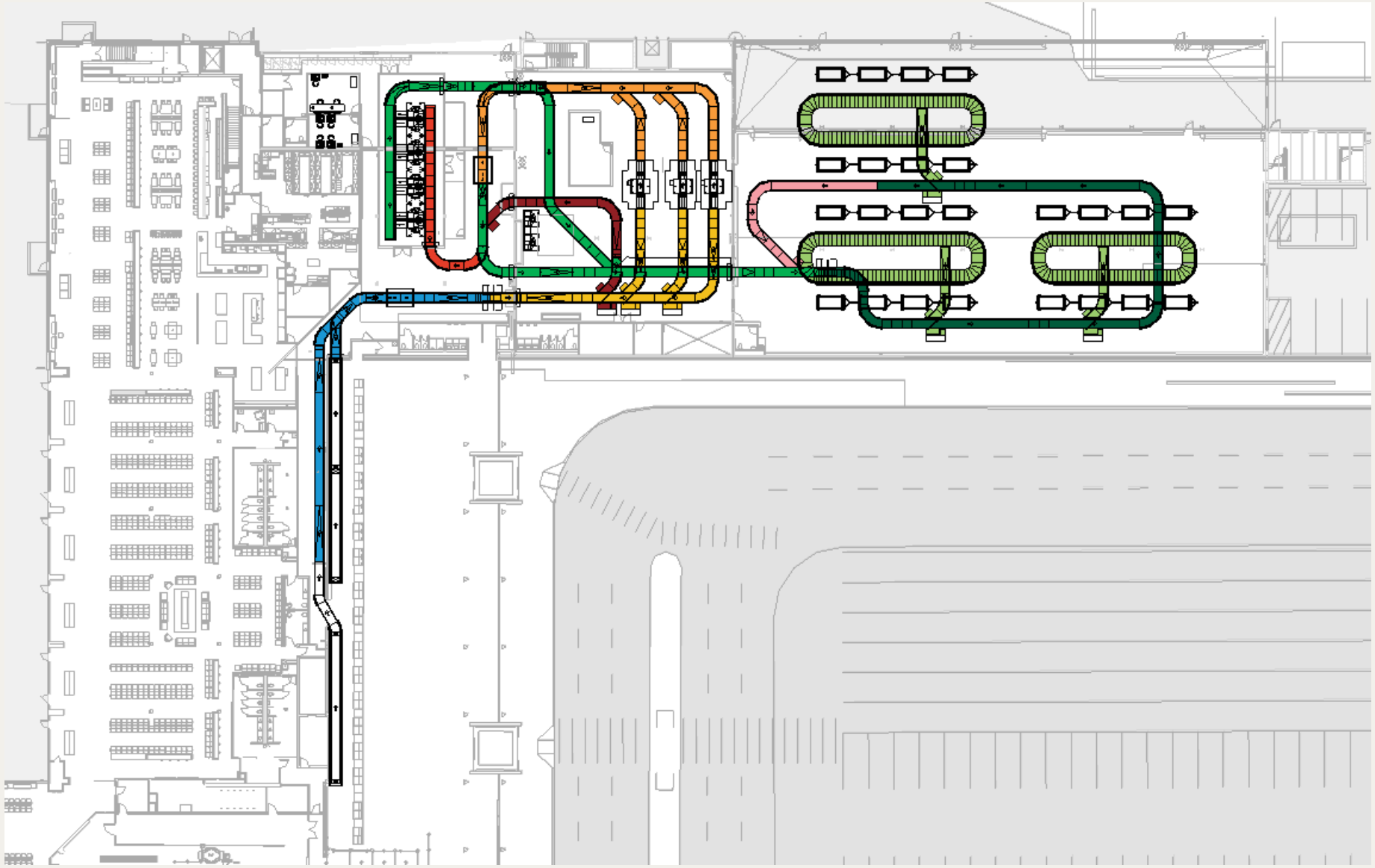
Design Recap



Existing System



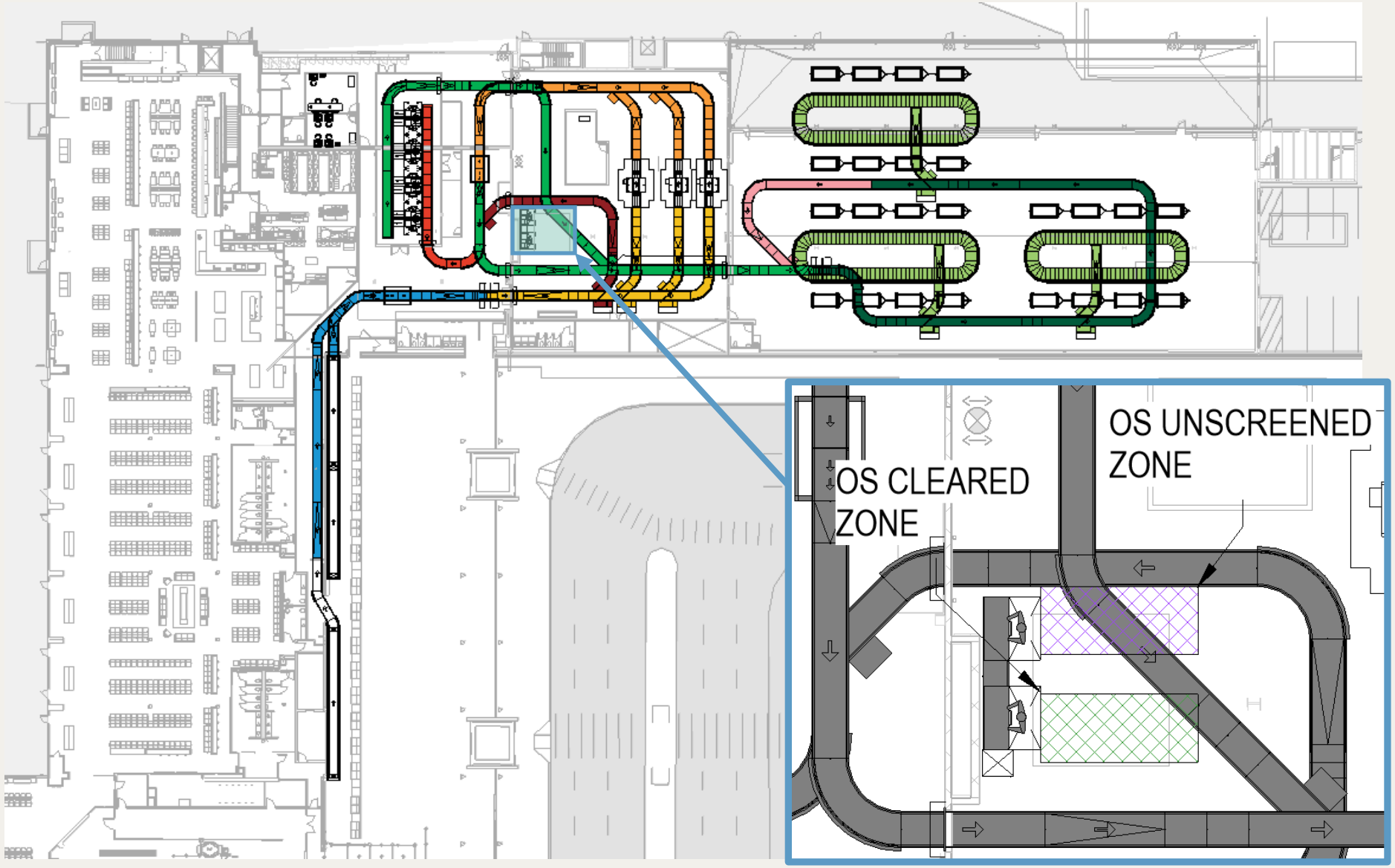
Current Design



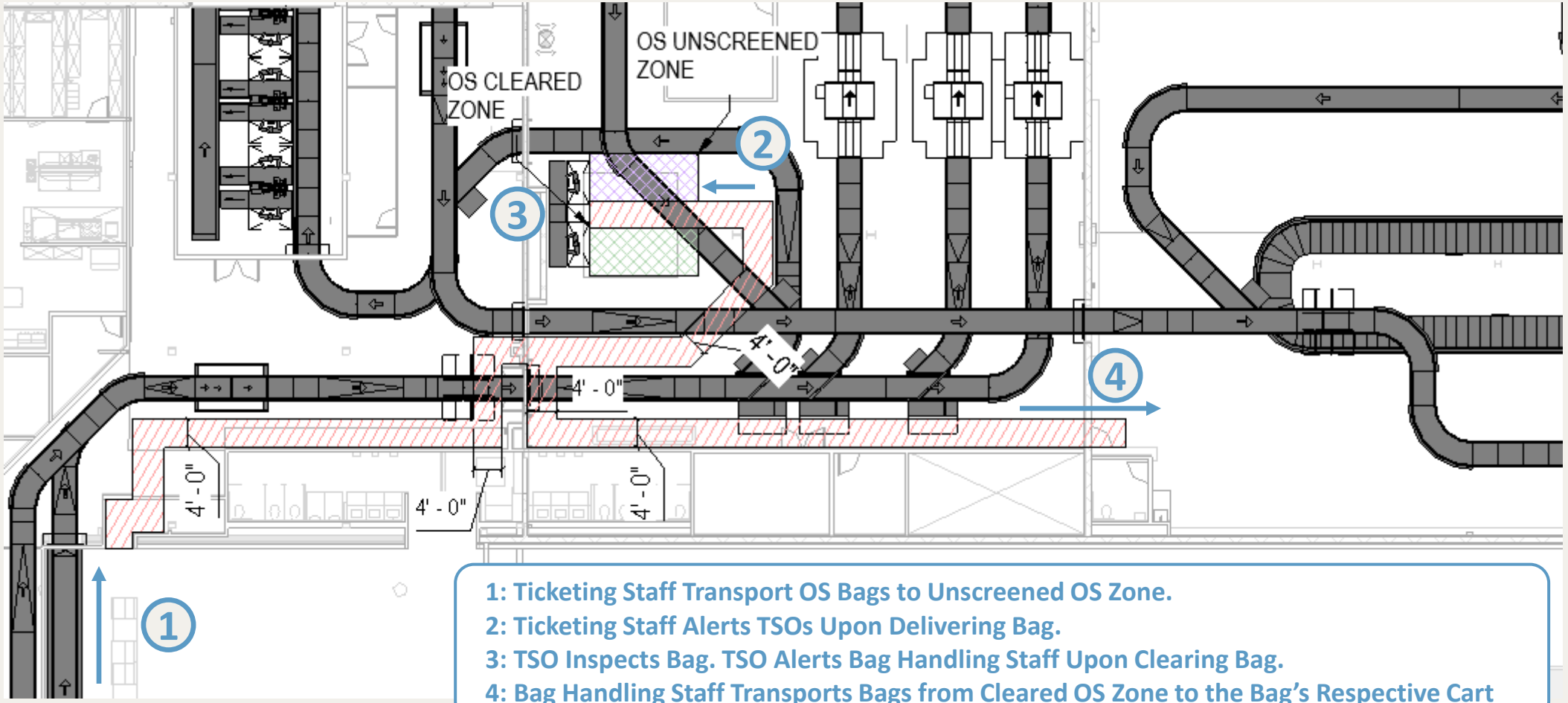
Oversize Operations



Oversize Screening Area



Oversize Screening Pathway and Operations



1: Ticketing Staff Transport OS Bags to Unscreened OS Zone.
2: Ticketing Staff Alerts TSOs Upon Delivering Bag.
3: TSO Inspects Bag. TSO Alerts Bag Handling Staff Upon Clearing Bag.
4: Bag Handling Staff Transports Bags from Cleared OS Zone to the Bag's Respective Cart

OS Screening – Proposed Notification Process

Ticketing Operations:

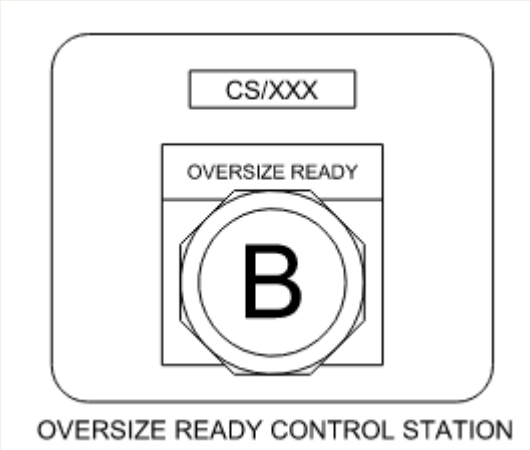
Upon transporting an OS bag to the unscreened OS zone, ticketing staff will depress an Oversize Ready control station, illuminating a visual beacon in CBRA. (White or Amber)

TSO Operations:

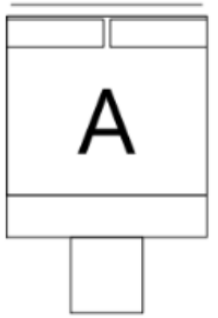
Upon scanning the bag(s) with a hand-held scanner at an OS BIS, the Oversize Ready visual beacon in CBRA will extinguish. After the inspection and clearing of an OS bag, the OS bag will be placed in the screened OS zone. The screened OS zone will have a console so that bags may be scanned or manually selected for flight mode. The Oversize Ready Audio/Visual Alarm will then illuminate and sound at the respective make-up device, as well as a notification on the associated make-up devices BIDs display. An Oversize Ready A/V Alarm and BIDs display will be located at each make-up device.

Bag Handler Operations:

A bag handler will scan the cleared OS bag(s), extinguishing the Oversize Ready Alarm at the respective make-up devices. The bag(s) will then be transported by the bag handler to the respective cart.



OVERSIZE READY CONTROL STATION

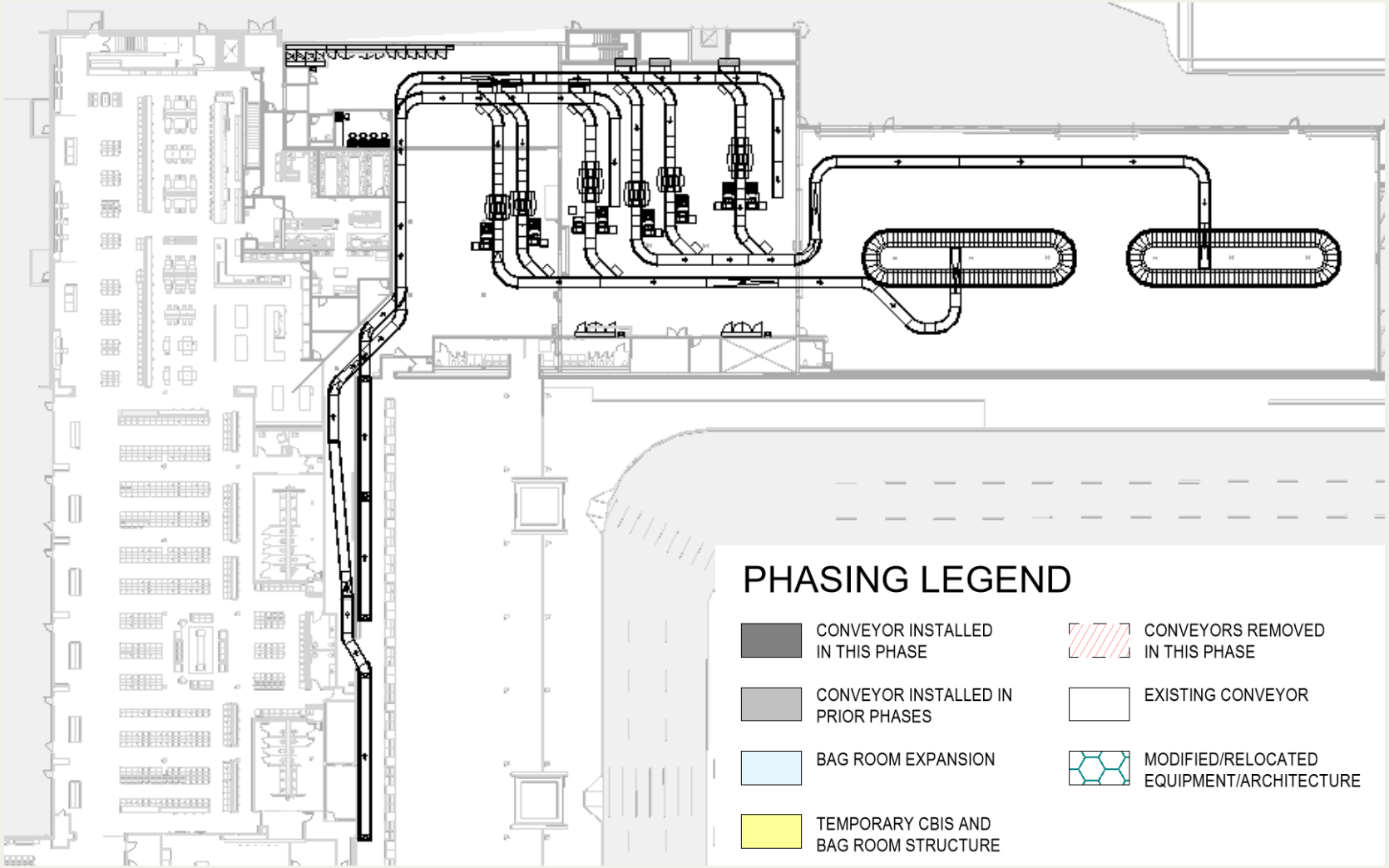


OVERSIZE READY VISUAL ALARM LOCATED IN CBRA

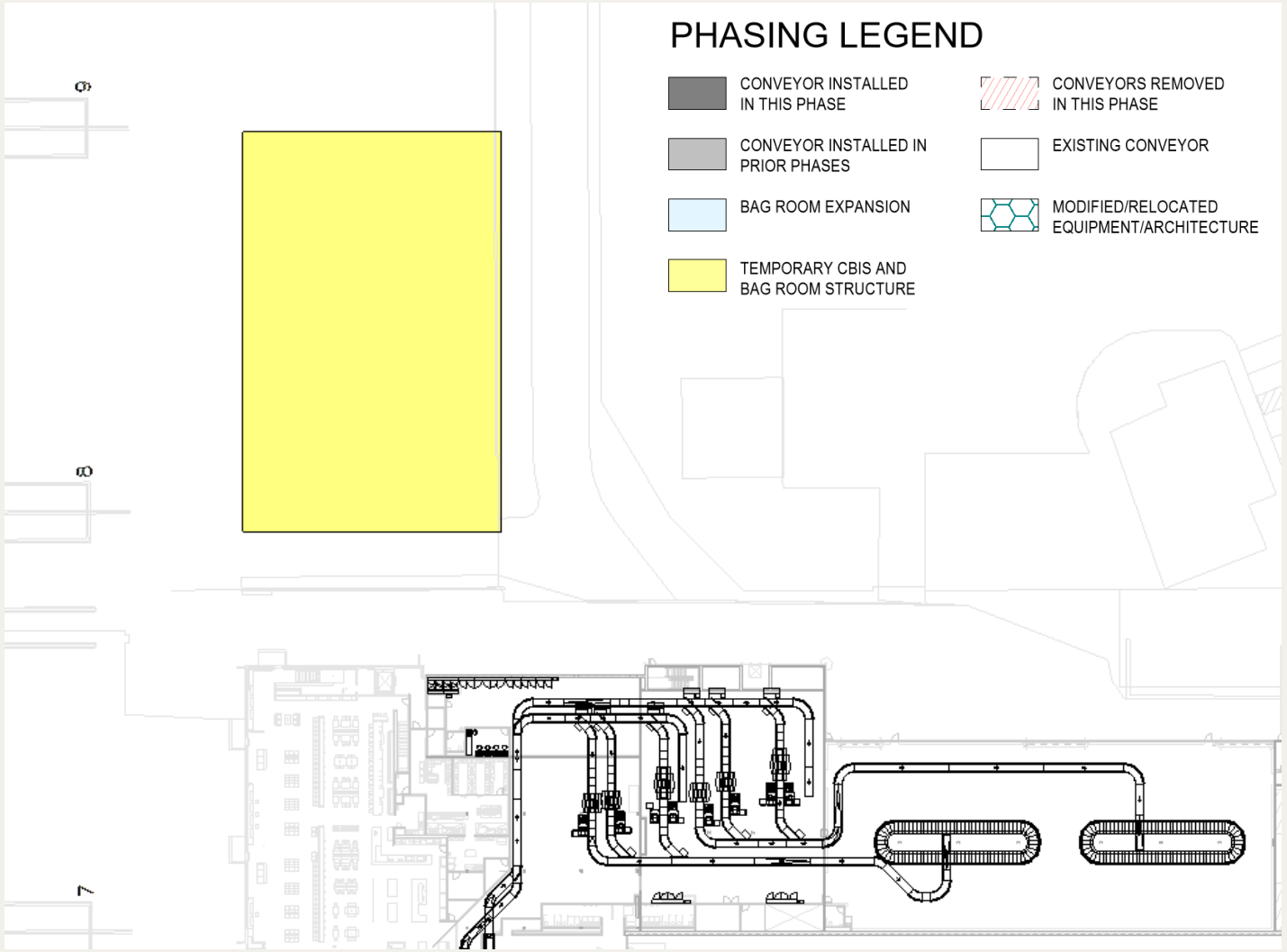
Phasing – Temporary System



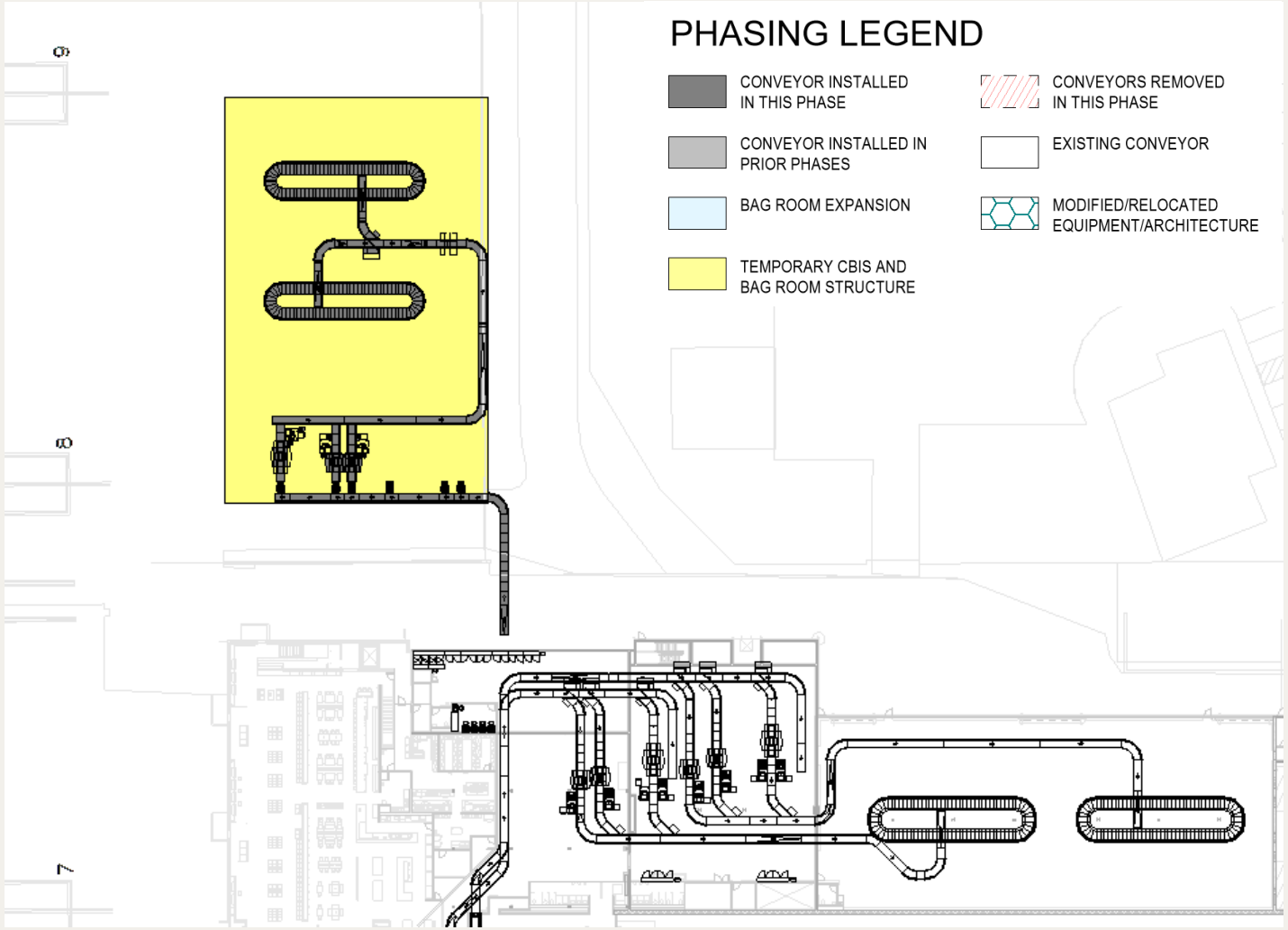
Existing System



Phase 1 – Temporary System Structure Construction



Phase 2 – Temporary System Construction and Commissioning

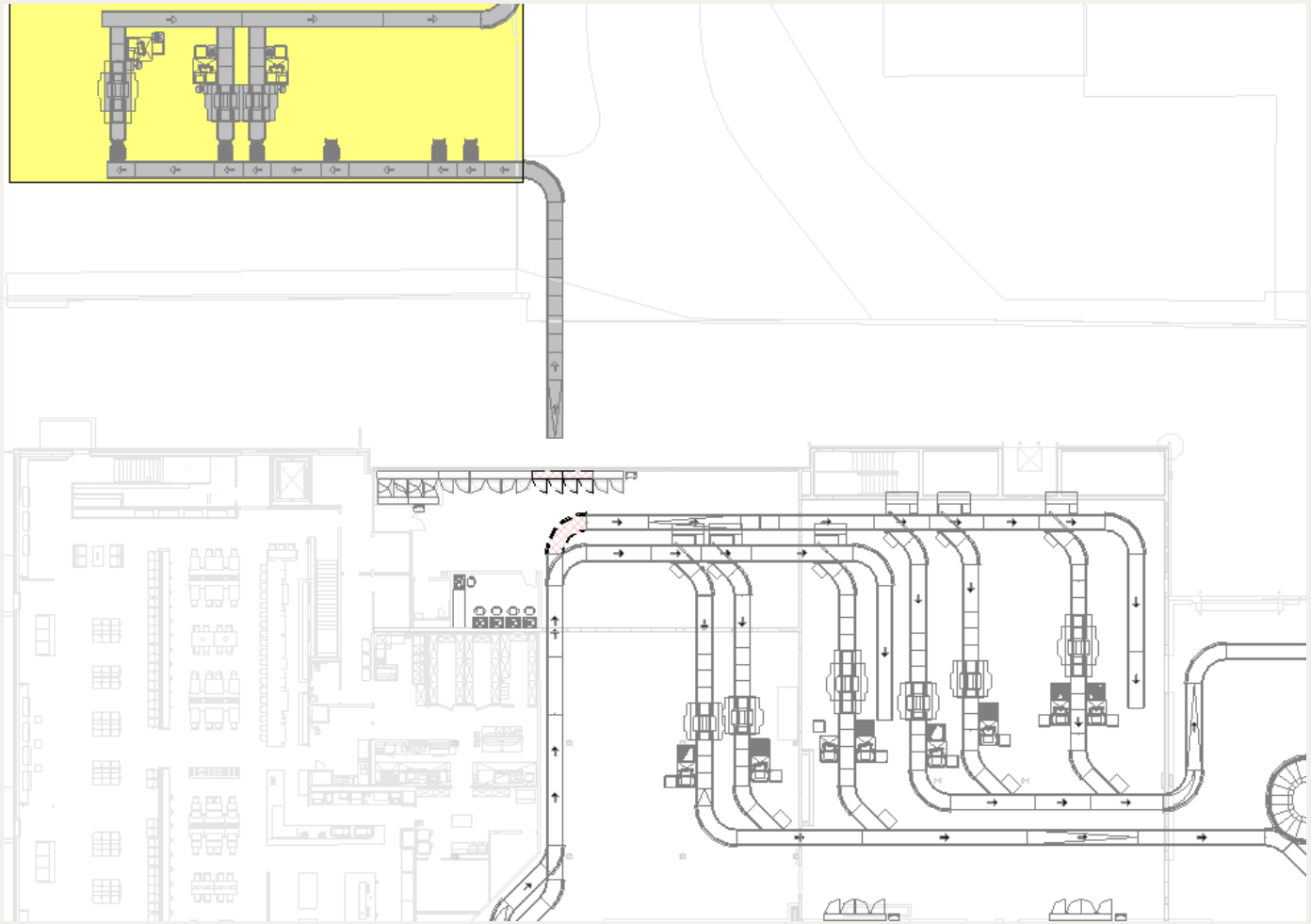


Estimated Install and Commissioning Time: 7-8 weeks.

Existing BHS remains untouched and operational.

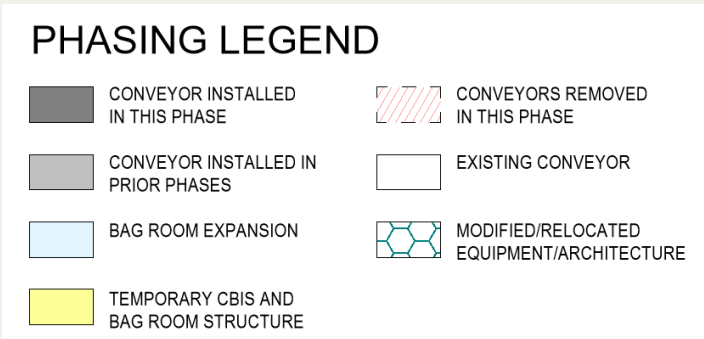
Phase 3 – Temporary System Tie-in

Demo



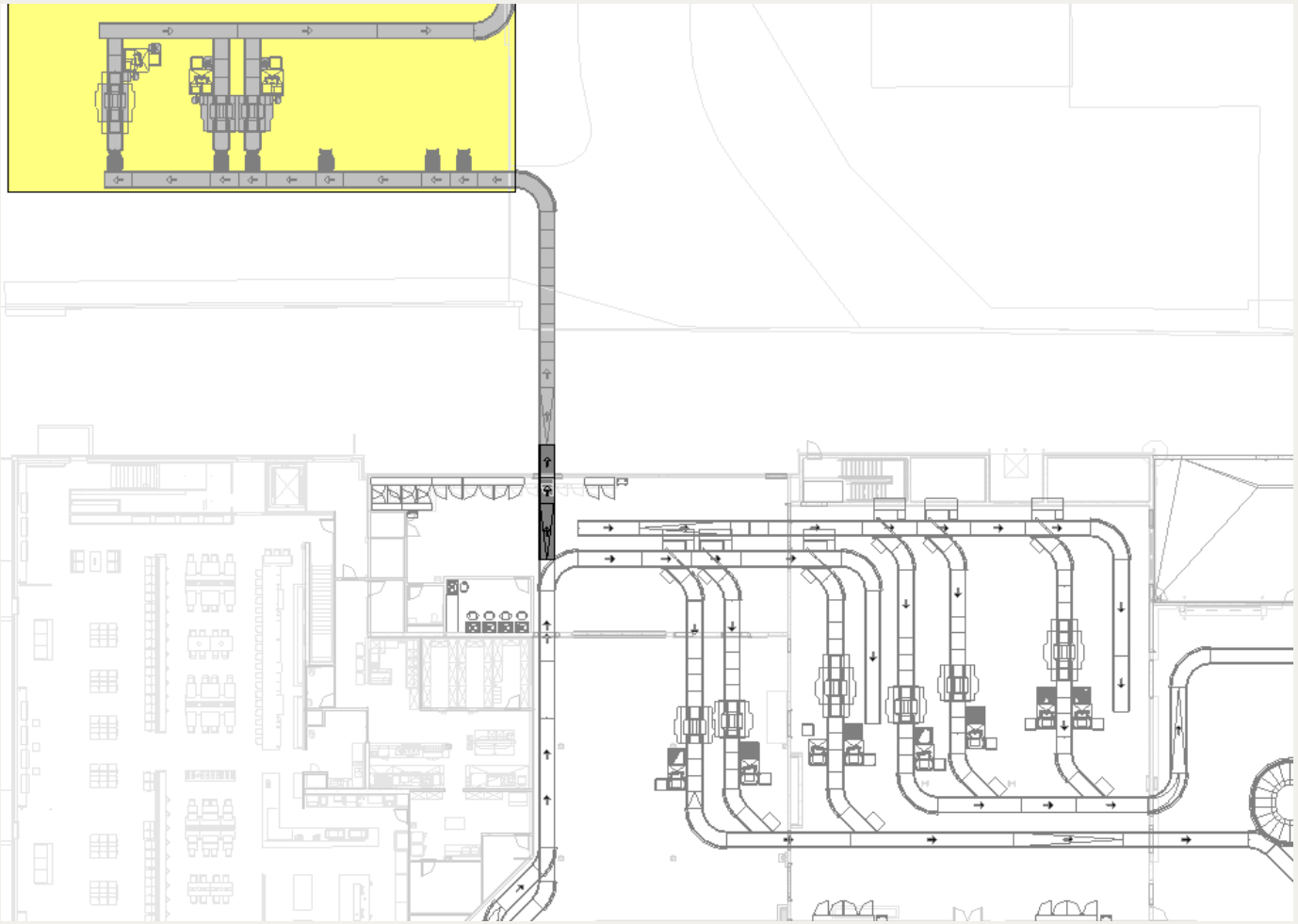
Estimated Demo Time:
1 day.

One Operational Screening Pod



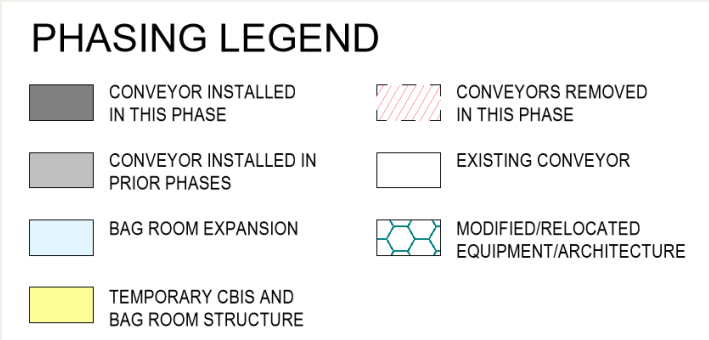
Phase 3 – Temporary System Tie-in

Install



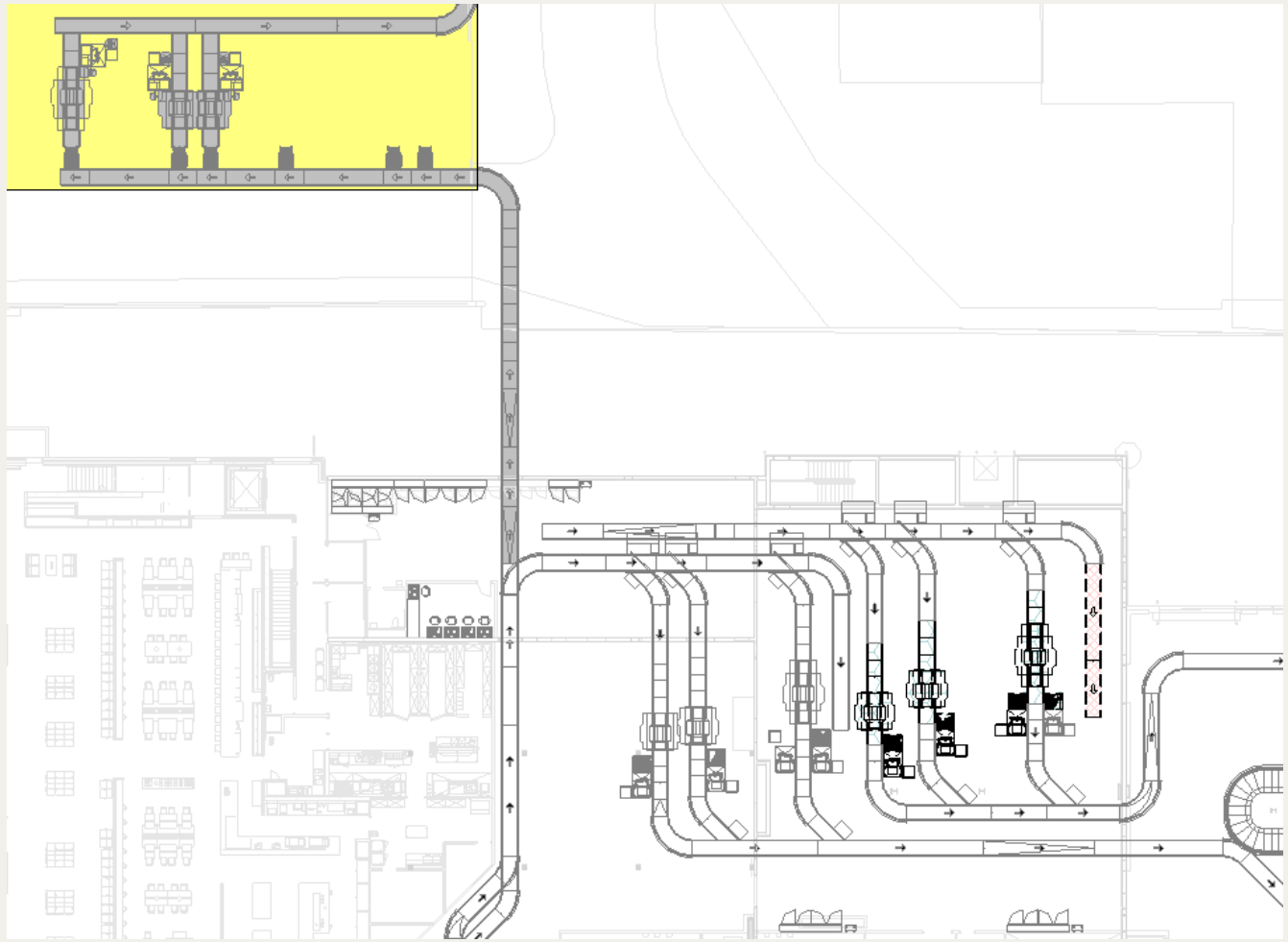
Estimated Install and Commissioning Time:
4 days.

All Bags Will Begin Screening Through Temporary System.



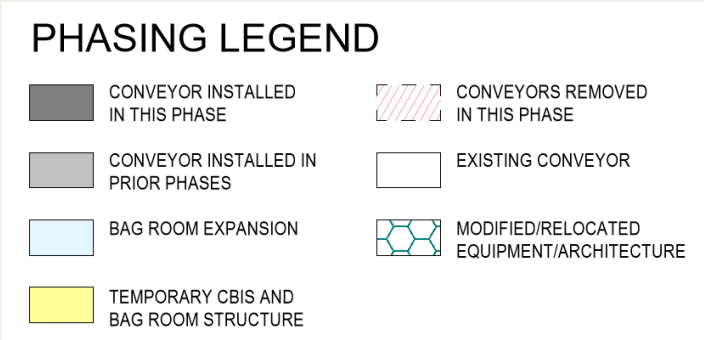
Phase 4 – Existing EDS Relocation

Demo



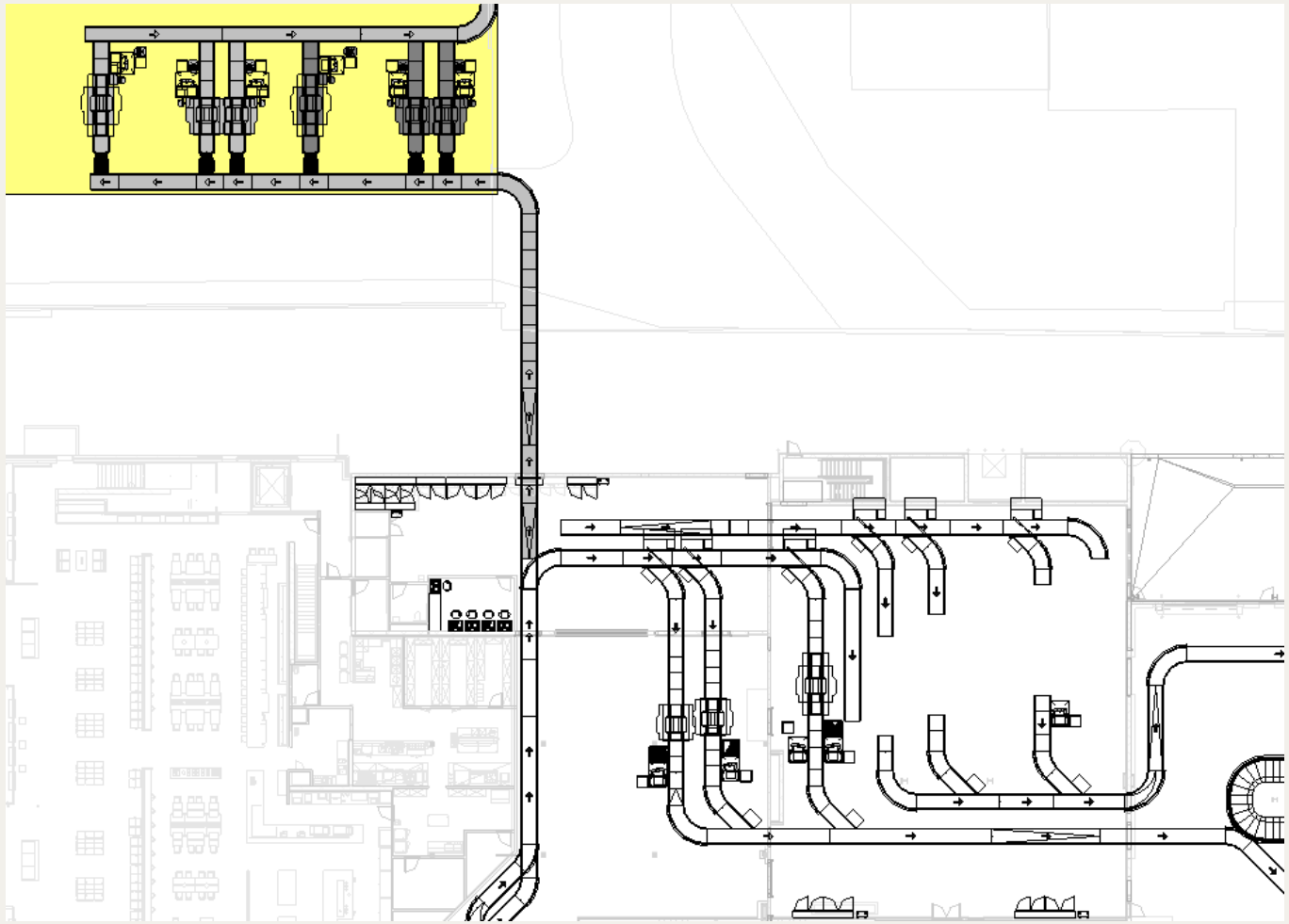
Estimated Demo and Relocation Time:
4 days.

Existing OOG Line Demolished To Make Way Of Existing EDS Removal.

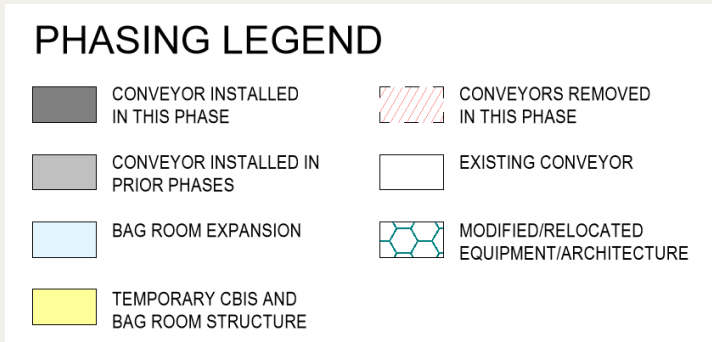


Phase 4 – Existing EDS Relocation

Install

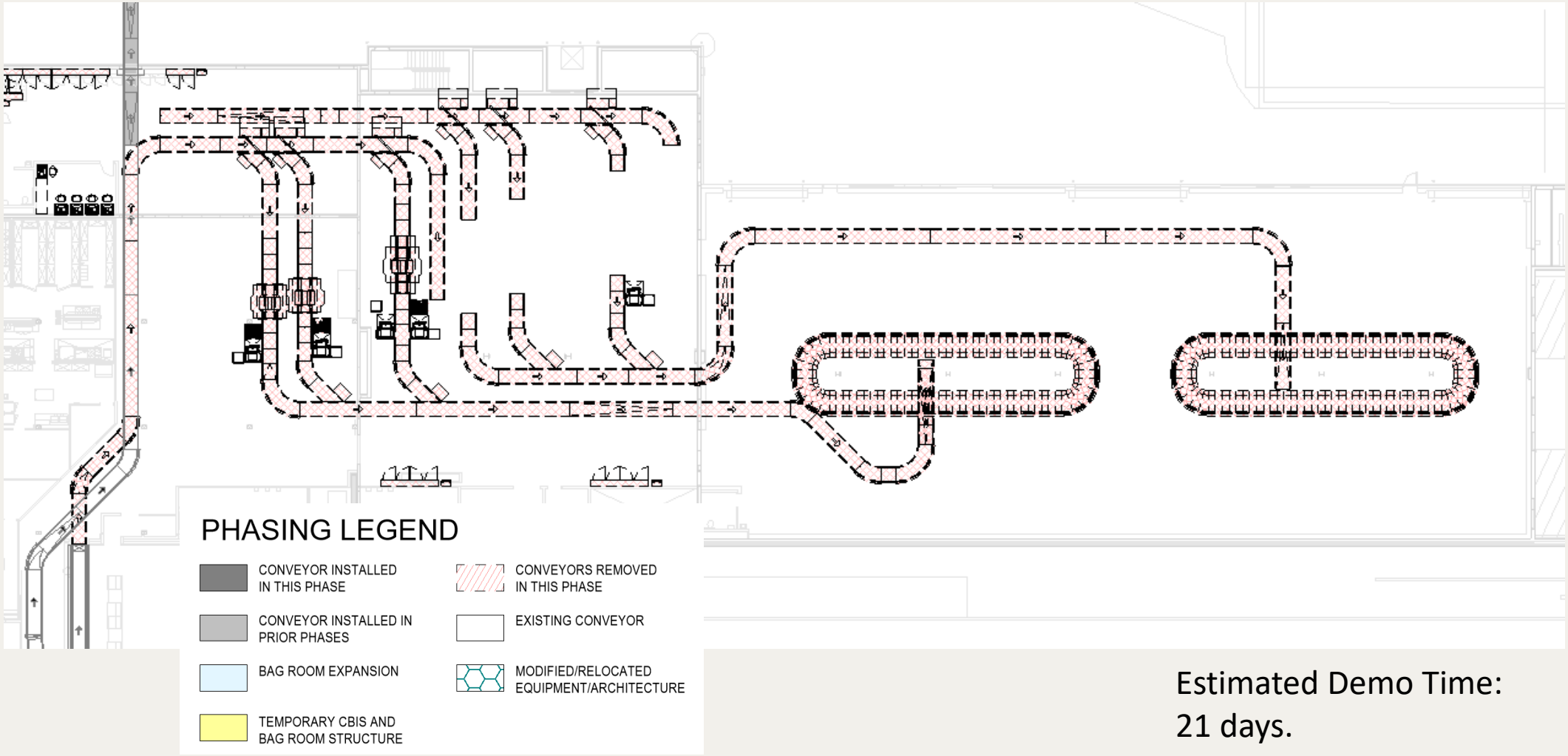


Estimated Install and Commissioning Time: 16 days.



Phase 5

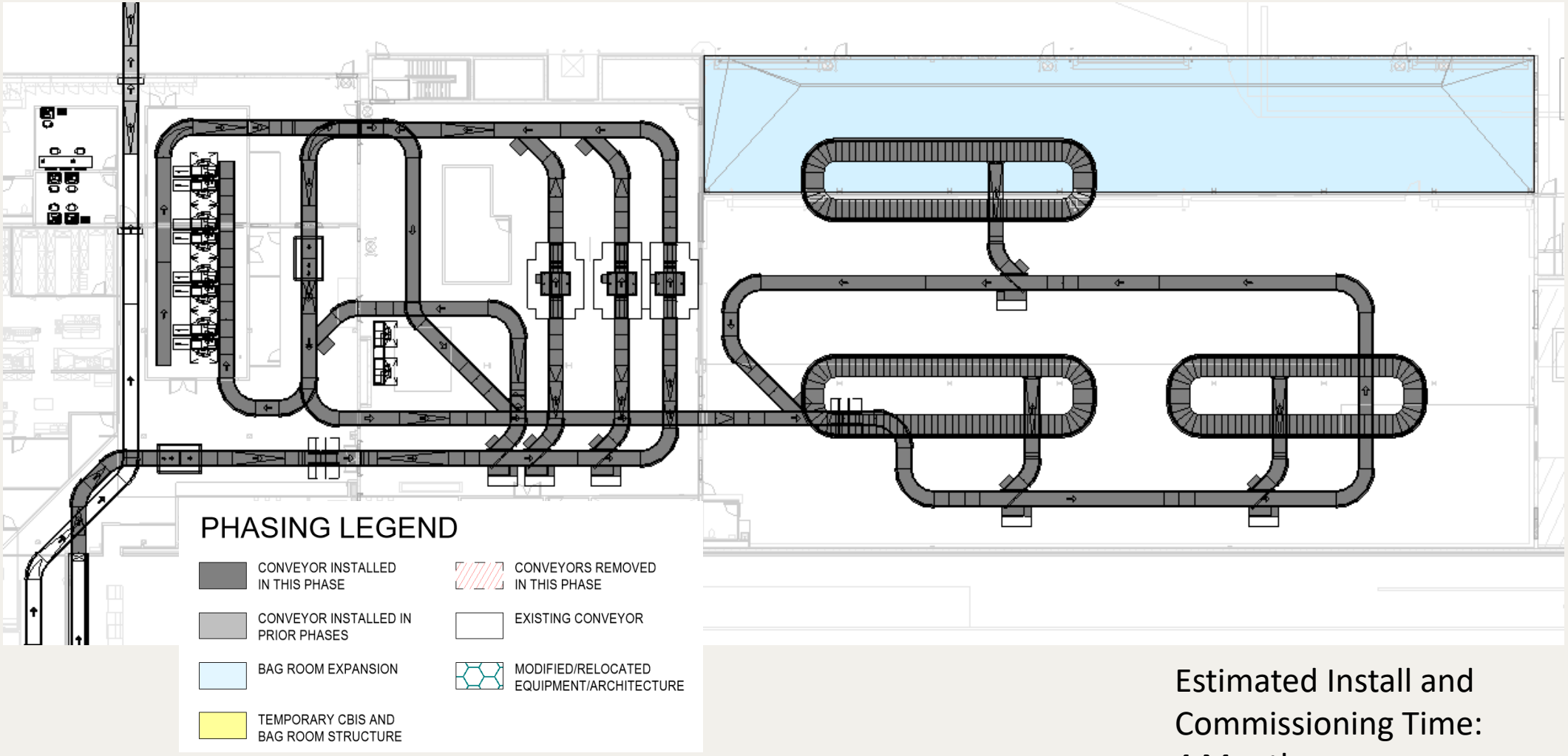
Demo



Estimated Demo Time:
21 days.

Phase 5

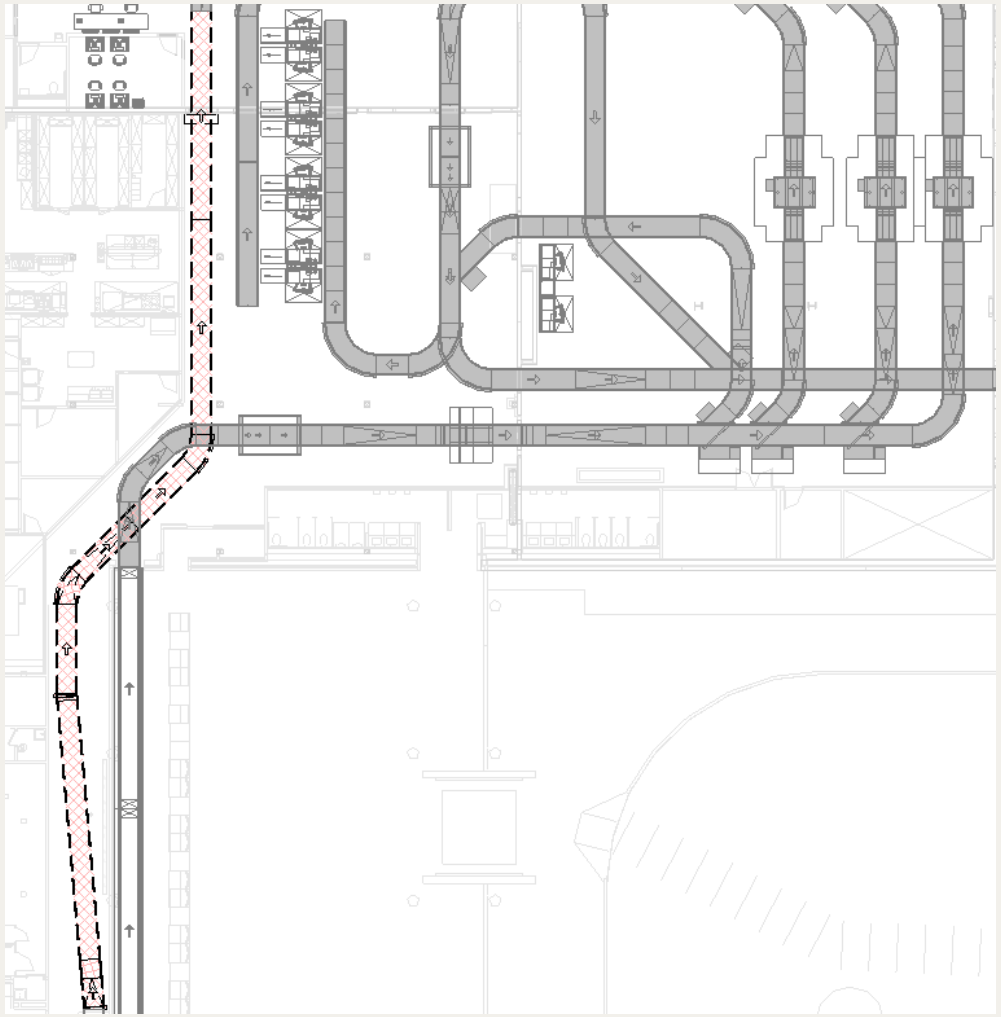
Install



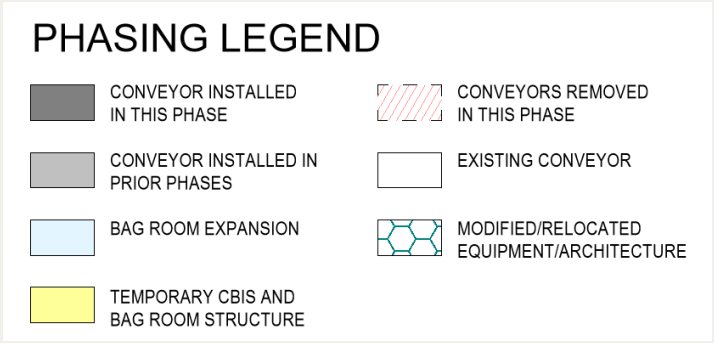
Estimated Install and Commissioning Time: 4 Months.

Phase 6

Demo

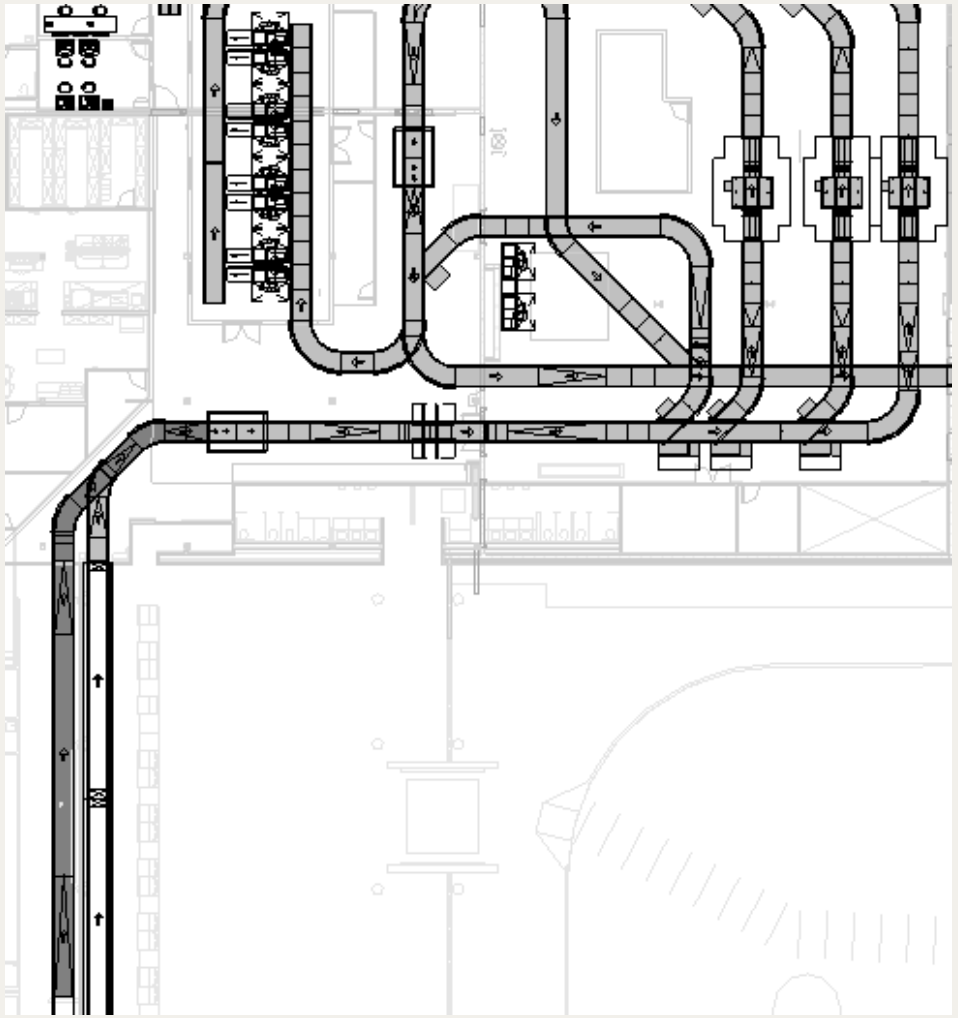


Estimated Demo Time:
2 days.



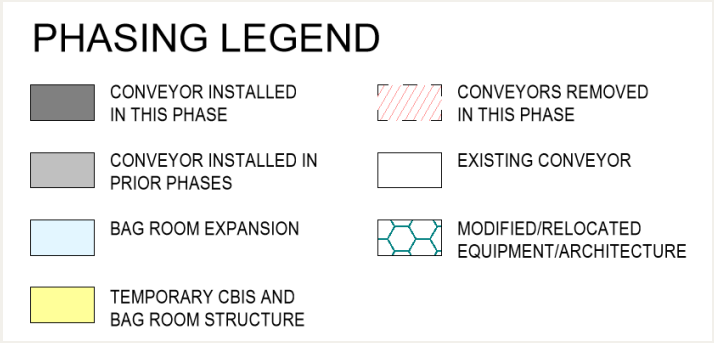
Phase 6

Install



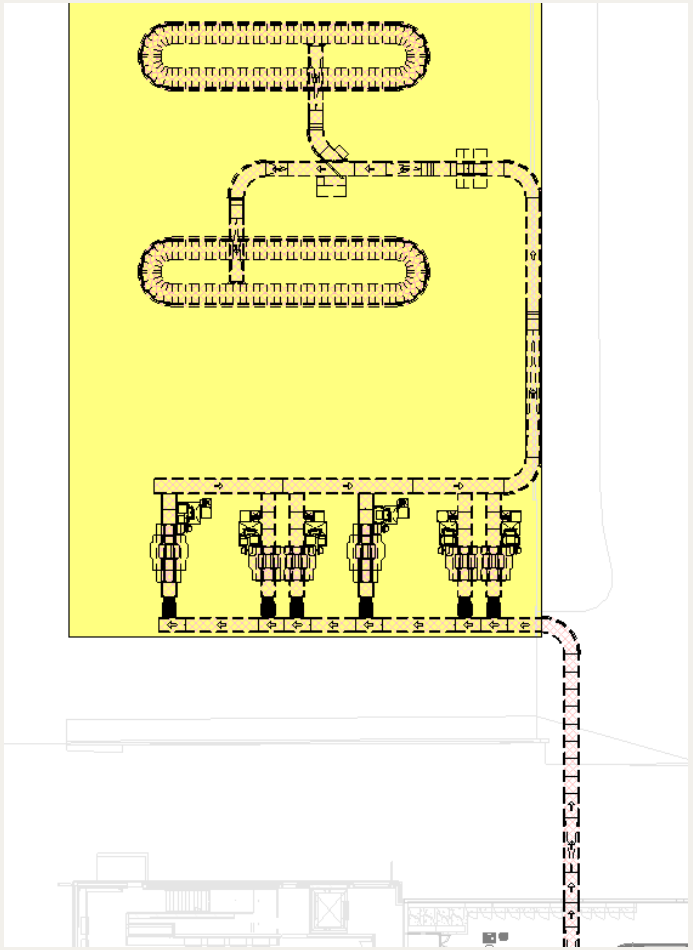
Estimated Install Time:
5 days.

New BHS Fully Operational

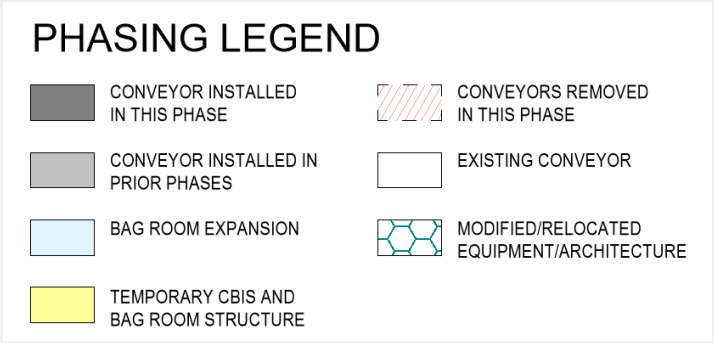


Phase 7 – Temp System Demo

Demo



Estimated Demo Time:
16 days.



TERMINAL BUILDING

POTENTIAL SITE ACCESS ROUTE

CONTRACTOR STAGING/MATERIAL STORAGE AREA

WTR

WTR

DEVELOPMENT SUBZONE LIMIT

POTENTIAL TEMPORARY BAGGAGE MAKEUP FACILITY SPRUNG STRUCTURE.

AREA OF POTENTIAL EXISTING CONCRETE REPLACEMENT

PROPOSED REALIGNED ELECTRIC LINE

EXISTING FENCE (MAY NEED TO REPLACE)

SS

SS

SS

SS

EXISTING GENERATOR & TRANSFORMER

AREA OF NEW CONCRETE

NEW PERIMETER FENCE

AREA OF EXPANDED BUILDING (EXISTING CONCRETE PAVEMENT)

EXISTING HELITAC BLDG.

AREA OF EXPANDED BUILDING (UNDISTURBED GROUND)

POTENTIAL NEW SAN SEWER

PROPERTY LEASE BOUNDARY

AREA TO BE REGRADED AND REVEGETATED / LANSCAPED OR MAY BE PAVED (PENDING DISCUSSIONS WITH NPS). EXISTING TREES

POTENTIAL HAUL ROUTE

TREE REMOVAL IN THIS AREA

AREA OF POTENTIAL EXISTING CONCRETE REPLACEMENT

N

25 0 25 50

HORIZ SCALE 50 UNITS 1 INCH = 50 FEET

PROJECT NO.

DATE

DR.

SHT. NO. 1

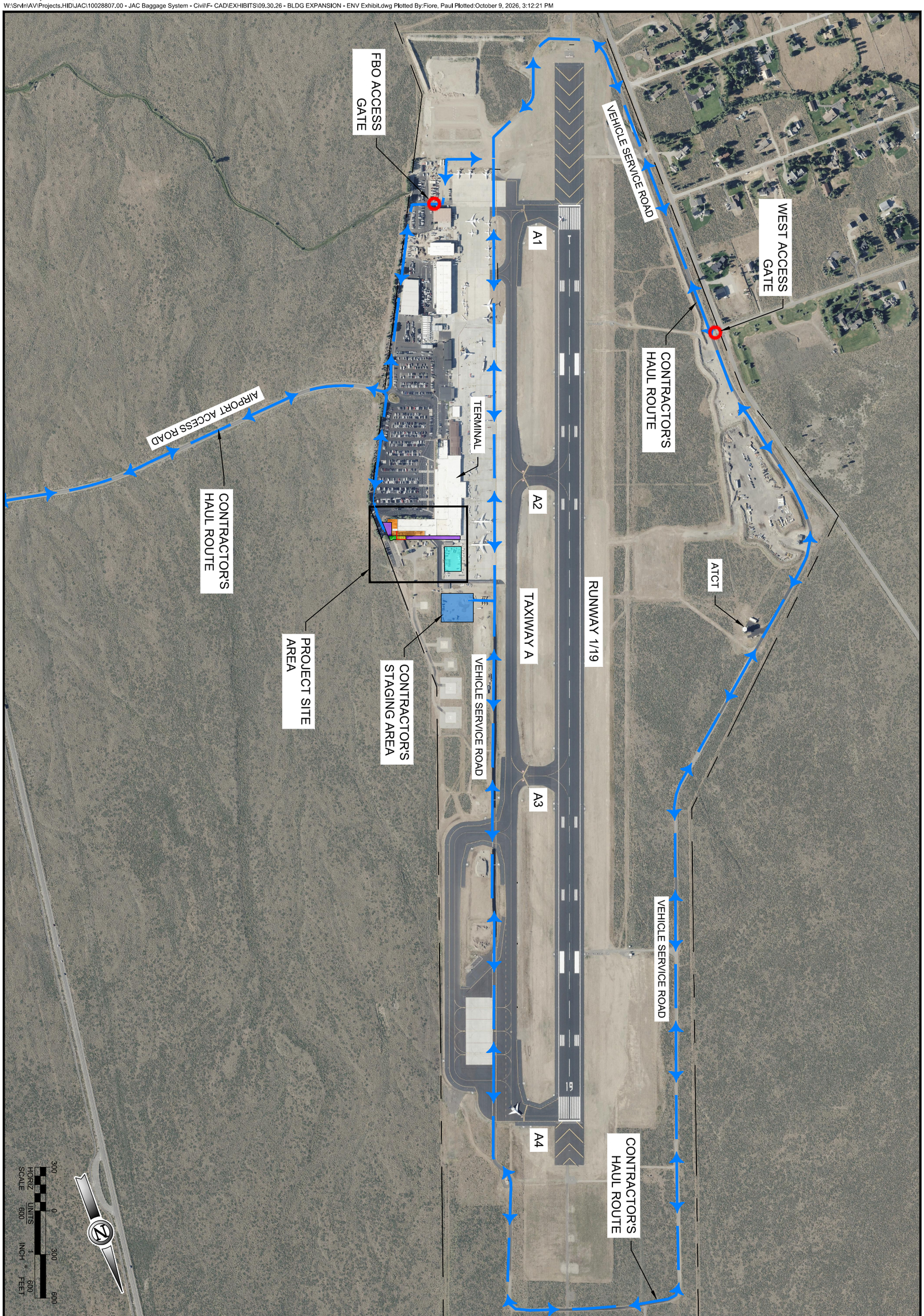
720 South Colorado Boulevard
SUITE 120-A
Glendale, CO 80246
303.524.3030

WOOLPERT

JACKSON HOLE AIRPORT
JACKSON, WY.
JAC CBIS REPLACEMENT ENVIRONRMENTAL EXHIBIT
SEPTEMBER 30, 2026

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JACKSON HOLE AIRPORT
JACKSON, WY.

JAC CBIS REPLACEMENT OVERALL HAUL ROUTES
SEPTEMBER 30, 2026

WOOLPERT
720 South Colorado Boulevard
SUITE 120-A
Glendale, CO
80246
303.524.3030

PROJECT NO.
DATE
DR.
SHT. NO. 1