

**WA00 – Department of State Police
FY 19 Capital Budget Response
March 6, 2018**

Summary of Issues

Flight Training Device Facility - The Department of State Police (DSP), the Department of General Services (DGS), and the Department of Budget and Management (DBM) should brief the committees on the status of the FTD construction project and the anticipated timeline for having the new device available for use by MSPAC personnel. The agencies should explain why the project encountered such significant delays and cost increases and whether the contributing factors were truly unforeseeable. In addition, the agencies should address why additional Construction Contingency Fund (CCF) funding was not originally anticipated and should comment on lessons learned for future DSP construction projects, as the department has four capital projects programmed in the 2018 Capital Improvement Program (CIP).

Department of State Police Response: On February 14th, 2018 the Department of General Services began the process of identifying the remaining work list for the contractor's substantial completion of the Aircrew Training Facility. Engineers from Leonardo Helicopters are on site at MSPAC HQ installing the Flight Training Device (FTD) and anticipate project completion by the final week in March, 2018. MSPAC Maintenance Technicians and Instructor Pilots will receive training on the FTD at the beginning of April, 2018. The Federal Aviation Administration's National Simulator Certification Team is scheduled to arrive the 2nd week of May to certify the device for use in pilot training. The FTD will increase pilot proficiency while simultaneously reducing flight time on the aircraft fleet. In 2017, the Aviation Command flew 746.2 flight hours for training.

The FTD installation schedule was dependent upon construction of the room designated for its installation. The DSP, while a critical member of the construction team, did not have the architecture, engineering, or construction expertise during the facility design phase and through much of the initial construction. The DSP currently employs a Senior Capital Construction Engineer and Architect who has effectively represented the DSP on this project since February 2017.

The required elevator ultimately changed the building height, as well as required ventilation; both of which were not part of the original plan.

Department of General Services and Department of Budget and Management Response: Significant delays and cost increases to the project include the addition of an elevator and firewall, plus differing site conditions from the existing site plans. These conditions had to be addressed to provide a complete and functional project for the MSP. The first time the construction contingency fund was utilized, the approved amount was based on the change orders that were needed at that time, plus a standard 10 percent contingency. The CCF statute does not permit its use for hypothetical undetermined future costs. The additional cost issues related to additional utility lines and hazardous materials which were revealed after the initial CCF allocation.

Additionally, the awarded contractor has experienced delays due to internal issues. The State has not approved additional time or funding for these issues. In future projects, there will be additional up front coordination between involved agencies.

Summary of Recommended Bond Actions

Agency Response: The Department concurs with the recommended budget language.

Budget Overview

DSP should provide an update on the status of beginning design and the accuracy of the estimated timeline.

Agency Response: The project is on schedule for the design development. In October 2017, the architecture firm of Manns Woodward Studios was awarded the design contract for the new Cumberland Barrack. Since that time, the DSP has aggressively pursued design collaboration with the Department of General Services (DGS) and Manns Woodward Studios. All parties routinely meet and on January 26, 2018 the architect submitted the Schematic Design to DBM for review.

During schematic design it was learned that the initial plan to allow the Cumberland Barrack to remain in operation during new construction and demolition is other than optimal. This project expectation requires new construction and demolition to take place in two phases and only 10 feet from daily police operations. To that end, Manns Woodward Studios provided the DSP documentation outlining the advantages of moving barrack operations offsite and allowing for “non-phased” construction. Additionally, the firm noted that allowing the new barrack to be constructed closer to the existing barrack foot print provides for a better construction environment and optimal use of the property as a whole. It is believed that as much as 3 months of construction time may be saved with a simple project of demolishing the barrack first and starting with an open site. The DSP is currently evaluating this information and researching its options in response.

On January 16, 2018 the DSP submitted a program modification request to DBM wherein it requested additional space for the Office of the State Fire Marshal (OSFM), security fencing and replacement of an above-ground gasoline tank and dispensers to the program. This modification request was approved and has been accounted for in the submitted budget request.