

Recorder's Office Cover Sheet

Recording Requested By:

Name: Airport Manager

Department: Airport



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SHAWNYNE GARREN, RECORDER

Type of Document: (please select one)

- Agreement
- Contract
- Grant
- Change Order
- Easement
- Other

specify: _____

CONTRACT FOR PROFESSIONAL ENGINEERING SERVICES

(Minden-Tahoe Airport Engineering Services)

A CONTRACT BETWEEN

DOUGLAS COUNTY, NEVADA

AND

ARMSTRONG CONSULTANTS, INC.

FILED

NO. 2023.241

10/12/23
DATE

DOUGLAS COUNTY CLERK
MINDEN, NV

BY dB DEPUTY

This Contract for Professional Engineering Services (the "Contract") is entered into by and between Douglas County, a political subdivision of the State of Nevada (the "County" or "Owner"), and ***Armstrong Consultants, Inc.*** (NV19901025307) ("Contractor" or "Consultant"). The County and Contractor are at times collectively referred to hereinafter as the "Parties" or individually as the "Party."

WHEREAS, Douglas County, a political subdivision of the State of Nevada, from time to time requires the services of independent contractors; and

WHEREAS, County owns and operates the Minden-Tahoe Airport; and

WHEREAS, in the course of operating the airport, the County occasionally requires the services of a professional engineer, and the services may be funded by federal grants; and

WHEREAS, it is deemed that the services of Contractor herein specified are both necessary and desirable and in the best interests of Douglas County; and

WHEREAS, Contractor represents that Contractor is duly qualified, licensed, equipped, staffed, ready, willing and able to perform and render the services hereinafter described.

NOW, THEREFORE, in consideration of the mutual promises and covenants herein made, the County and Contractor mutually agree as follows:

1. TERM AND EFFECTIVE DATE OF CONTRACT. The Contract will become effective on the date it is approved and signed by representatives of both Parties ("Effective Date"). Unless earlier terminated as set forth in this Contract, the terms of this Contract shall remain in effect for a period of five calendar years, expiring on August 31, 2028. Time is of the essence in this Contract.

2. SERVICES TO BE PERFORMED. The Parties agree that the Contractor will perform services related to: professional engineering services in support of the Minden-Tahoe Airport. The Services are more particularly described in the bid solicitation document and Contractor's bid submittal, which are attached hereto as Exhibits B and C, respectively. This Contract establishes the framework for any work that will be performed by Contractor, but does

not, absent a separately executed work order, authorize Contractor to perform any work. When the County determines that professional engineering services at the Minden-Tahoe Airport are necessary, then the parties will negotiate in good faith to establish a specific scope of work and price, which will be documented in writing and signed by both parties before the commencement of any work. The document defining the scope and price may be referred to as the "Work Order," and will be subject to the terms of this "2023 Minden-Tahoe Airport Engineering Services Contract." The County may elect, for any or all projects, to contract with another contractor to provide the same or similar services as those described in this paragraph.

3. PAYMENT FOR SERVICES. As further described in Paragraph 2 above, the Parties will negotiate individual prices for each executed Work Order. Unless Contractor has received a written exemption from the County, Contractor shall submit monthly requests for payment for services performed under this Contract and its fully executed Work Orders. Requests for payment shall be submitted no later than fifteen (15) days after the end of a month and must include a detailed summary of the expenditures reported in a form that supports the approved budget. Specifically, Contractor agrees to provide, with each request for payment, a schedule of actual expenditures for the period, cumulative total expenditures for the entire contract, and a comparison of cumulative total expenditures to the maximum expected fee for the services and tasks set forth in Paragraph 2 and the respective Work Order. As a precondition to receiving any payment, Contractor shall register as a vendor with Douglas County.

4. INDEPENDENT CONTRACTOR STATUS. The Parties agree that Contractor, his associates and employees shall have the status of an independent contractors and that this contract, by explicit agreement of the parties, incorporates and applies the provisions of NRS 333.700, as necessarily adapted to the parties, including that Contractor is not a Douglas County employee and that there shall be no:

- 1) Withholding of income taxes by the County;
- 2) Industrial insurance coverage provided by the County;
- 3) Participation in group insurance plans which may be available to employees of the County;
- 4) Participation or contributions by either the independent contractor or the County to the public employees' retirement system;
- 5) Accumulation of vacation leave or sick leave;
- 6) Unemployment compensation coverage provided by the County if the requirements of NRS 612.085 for independent contractors are met.

Contractor and County agree to the following rights and obligations consistent with an independent contractor relationship between the Parties:

- a. Contractor has the right to perform services for others during the term of this Agreement.
- b. Contractor has the sole right to control and direct the means, manner and method by which the services required by this Agreement will be performed.
- c. Contractor shall not be assigned a work location on County premises.
- d. Contractor, at Contractor's sole expense, will furnish all equipment and materials used to provide the services required by this Agreement.

- e. Contractor, at Contractor's sole expense, has the right to hire assistants as subcontractors, or to use Contractor's employees to provide the services required by this Agreement.
- f. Contractor or Contractor's employees or contract personnel shall perform the services required by this Agreement, and Contractor agrees to the faithful performance and delivery of described services in accordance with the time frames contained herein: County shall not hire, supervise or pay any assistants to help Contractor.
- g. Neither Contractor nor contractor's employees or contract personnel shall receive any training from County in the skills necessary to perform the services required by this Agreement.
- h. County shall not require Contractor or Contractor's employees or contract personnel to devote full time to performing the services required by this Agreement.
- i. Contractor understands that Contractor is solely responsible to pay any federal and state taxes and/or any social security or related payments applicable to money received for services provided under the terms of this contract. Contractor understands that an IRS Form 1099 will be filed by County for all payments County makes to Contractor.

5. INDUSTRIAL INSURANCE. Contractor further agrees that, prior to the commencement of any work and as a precondition to any obligation of the County to make any payment under the Contract, Contractor will provide the County with a work certificate and/or a certificate issued by a qualified insurer in accordance with NRS 616B.627. Contractor also agrees that, prior to commencing any work under the Contract, Contractor will complete and provide evidence to the County that Contractor has made the following written request to Contractor's insurer:

Armstrong Consultants, Inc. has entered into a contract with Douglas County to perform services through approximately November 2028, and requests that an authorized insurer provide to Douglas County: (1) A certificate of coverage issued pursuant to NRS 616B.627 and (2) Notice of any lapse in coverage or nonpayment of coverage that the Contractor is required to maintain.

The certificate and notice should be mailed to:

*Douglas County
ATTN: Douglas County Manager
Post Office Box 218
Minden, Nevada 89423*

Contractor agrees to maintain all required workers' compensation coverage throughout the entire term of the Contract. If Contractor does not maintain the required coverage throughout the entire term of the Contract, Contractor agrees that the County may, at any time the coverage is not maintained by Contractor, order the Contractor to stop work, suspend the Contract, or

terminate the Contract at the sole discretion of the County. For each six-month period this Contract is in effect, Contractor agrees, prior to the expiration of the six-month period, to provide another written request to the insurer for the provision of a certificate and notice of lapse in, or nonpayment of, insurance coverage. If Contractor does not make the request or does not provide the certificate before the expiration of the six-month period, Contractor agrees that the County may order the Contractor to stop work, suspend the Contract, or terminate the Contract at the sole discretion of the County.

4. WARRANTY. Contractor agrees and hereby provides, warrants and represents each of the following with respect to any services provided under this Contract: The services will be provided in a professional and workman like manner and in conformity with the professional standards for comparable services in the industry, and shall comply with the applicable specifications or other requirements set forth in this Contract. This term shall not be construed as a limitation on any other remedies that might be available to the County.

5. TERMINATION OF CONTRACT. The County may, by written notice to the Contractor, terminate this Contract for County's convenience and without cause or default on the part of Contractor. Upon receipt of the notice of termination, except as explicitly directed by the County, the Contractor must immediately discontinue all services affected.

6. LICENSING. Contractor agrees to maintain any required licenses and registrations to perform any services for County. The failure to maintain any required license will result in immediate termination of this Contract.

7. GENERAL LIABILITY INSURANCE. Douglas County's liability coverage will not extend to the Contractor and Contractor is required to acquire and maintain general liability insurance that conforms to the specifications set forth in the bid documents. Proof of insurance must be sent to the Douglas County Manager. Such proof of insurance must be provided at least annually throughout the term of this Contract and Douglas County must be notified at least 30 days in advance of any cancellation or nonrenewal of such insurance.

8. NONAPPROPRIATION. All payments required pursuant to the Contract are contingent upon the availability of County funds. In accordance with NRS 354.626 and any other applicable provision of law, the financial obligations between the Parties will not exceed those monies appropriated and approved by the County for the Contract for the then current fiscal year under the Local Government Budget Act. The Contract will terminate and the County's obligations will be extinguished if the County fails to appropriate the necessary funding.

Nothing in the Contract will be construed to provide Contractor with a right of payment from any entity other than the County. Any funds budgeted by the County pursuant to the terms of the Contract that are not paid to Contractor will automatically revert to the County's discretionary control upon the completion, termination, or cancellation of the Contract. The County will not have any obligation to re-award or to provide, in any manner, the unexpended funds to Contractor. Contractor will have no claim of any sort to the unexpended funds.

9. CONSTRUCTION OF CONTRACT. The Contract will be construed and interpreted according to the laws of the State of Nevada. There will be no presumption for or against the drafter in interpreting or enforcing the Contract. The Contract Documents consist of this document and Exhibits A, B and C. The Parties agree to be bound by the terms, conditions and specifications set forth in all Contract Documents, except as specifically modified or amended. The terms of the Contract Documents shall, to the extent reasonably practical, be read as complimentary to one another. In the event of an irreconcilable conflict between the terms of the Contract Documents, the terms of this document shall prevail, thereafter the terms of Exhibit A, then Exhibit B, and finally the terms of Exhibit C.

10. DISPUTE RESOLUTION. In the event a dispute arises between the Parties, the Parties promise and agree to first meet and confer to resolve any dispute. If such meeting does not resolve the dispute, then the Parties agree to mediate any dispute arising from or relating to the Contract before an independent mediator mutually agreed to by the parties. The fee, rate or charge of the mediator will be shared equally by the Parties, who will otherwise be responsible for their own attorney's fees and costs. If mediation is unsuccessful, litigation may only proceed before a department of the Ninth Judicial Court of the State of Nevada in and for the County of Douglas that was not involved in the mediation process and attorney's fees and costs will be awarded to the prevailing party at the discretion of the court.

11. COMPLIANCE WITH APPLICABLE LAWS. Contractor promises and agrees to fully and completely comply with all applicable local, state and federal laws, regulations, orders, or requirements of any sort in carrying out the obligations of the Contract, including, but not limited to, all federal, state, and local accounting procedures and requirements, all hazardous materials regulations, and all immigration and naturalization laws.

12. ASSIGNMENT. Contractor will neither assign, transfer nor delegate any rights, obligations or duties under the Contract without the prior written consent of the County.

13. COUNTY INSPECTION. The books, records, documents and accounting procedures and practices of Contractor related to the Contract will be subject to inspection, examination and audit by the County, including, but not limited to, the contracting agency, the County Manager, the District Attorney, and, if applicable, the Comptroller General of the United States, or any authorized representative of those entities.

14. DISPOSITION OF CONTRACT MATERIALS. Any books, reports, studies, photographs, negatives or other documents, data, drawings or other materials prepared by or supplied to Contractor in the performance of its obligations under the Contract (the "Materials") will be the exclusive property of the County and all such materials will be remitted and delivered, at Contractor's expense, to the County by Contractor upon the completion, termination or cancellation of the contract. Alternatively, if the County provides its written approval to Contractor, the Materials must be retained by Contractor for a minimum of six years after Contractor's receipt of the final payment from County and all other pending matters are closed. If, at any time during the retention period, the County, in writing, requests any or all of the Materials, then Contractor will promptly remit and deliver the materials, at Contractor's expense, to the County. Unless the County has requested the remittance and delivery by Contractor of the

Materials, Contractor will not use, willingly allow or cause to have such Materials used for any purpose other than the performance of Contractor's obligations under the terms of the Contract without the prior written consent of the County.

Any plans, specifications or other materials prepared by the Contractor during the course of the Contract will remain the property of the Contractor, provided, however that the County may request (and the Contractor shall deliver) reproducible copies of all drawings or other pertinent data.

15. PUBLIC RECORDS LAW. Contractor expressly understands and agrees that all documents submitted, filed, or deposited with the County by Contractor, unless designated as confidential by a specific statute of the State of Nevada, will be treated as public records pursuant to NRS chapter 239 and shall be available for inspection and copying by any person, as defined in NRS 0.039, or any governmental entity. Contractor expressly and indefinitely waives all of its rights to bring, including but not limited to, by way complaint, interpleader, intervention, or any third party practice, any claims, demands, suits, actions, judgments, or executions, for damages or any other relief, in any administrative or judicial forum, against the County or any of its officers or employees, in either their official or individual capacity, for violations of or infringement of the copyright laws of the United States or of any other nation.

16. INDEMNIFICATION. Contractor agrees to indemnify, and save and hold the County, its agents and employees harmless from any and all claims, causes of action or liability arising from or related to Contractor's negligent performance pursuant to the terms of the Contract by Contractor or Contractor's agents or employees.

17. MODIFICATION OF CONTRACT. The Contract and the attached Exhibits A, B and C constitute the entire agreement and understanding between the Parties and may only be modified by a written amendment signed by both of the Parties.

18. AUTHORITY. The Parties represent and warrant that they have the authority to enter into this agreement. Each signatory individually warrants that he or she is authorized to sign on behalf of the party for whom he or she is signing.

19. STANDARD OF CARE. Contractor will perform all services in a manner consistent with that level of care and skill ordinarily exercised by other members of Contractor's profession currently practicing in the same locality under similar conditions.

20. WAIVER OF LIEN. Contractor understands and agrees that the services it will render to the County are not intended for the improvement of real property or to otherwise grant any rights to Contractor pursuant to NRS chapter 108.

21. THIRD PARTY BENEFICIARY. Nothing contained in this Agreement is intended to convey any rights or to create a contractual relationship with any third party or to otherwise allow a third party to assert a cause of action against either Contractor or County.

22. FORCE MAJEURE. Neither Party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to protests,

strikes, legal impossibility, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, emergencies or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event, the intervening cause must not be through the fault of the Party asserting such an excuse, and the excused Party is obligated to promptly perform in accordance with the terms of this Agreement after the intervening cause ceases.

23. WAIVER. The County's failure to insist upon Contractor's performance of any obligation hereunder shall not constitute a waiver of the County's right to enforce that obligation and the County may require compliance with that obligation or any other obligation at any time.

24. NOTICES. All notices, requests, demands and other communications hereunder must be in writing and will be deemed delivered when sent via certified mail, return receipt requested or by commercial courier, provided the courier's regular business is delivery service and provided further that it guarantees delivery to the addressee by the end of the next business day following the courier's receipt from the sender, addressed as follows (or any other address that the Party to be notified may have designated to the sender by like notice):

To County: Douglas County
Attn: Minden-Tahoe Airport Manager
Post Office Box 218
Minden, NV 89423

To Contractor: Armstrong Consultants, Inc.
751 Horizon Court, Suite 225
Grand Junction, CO 81506

25. **CONFLICT OF INTEREST.** By signing the Contract, Contractor agrees that any information obtained from Douglas County, in whatever form, will not be divulged to other competing interests without the permission of the County Manager. In the event of a breach of this provision, Douglas County may immediately withdraw, without penalty or any payment, from the Contract. Contractor must notify Douglas County of any other contracts or projects Contractor is working on that may impact Douglas County.

IN WITNESS WHEREOF, the Parties hereto have caused the Contract to be signed and intend to be legally bound thereby.

Armstrong Consultants, Inc.

By: Erik Vliet
Name: Erik Vliet
Title: Business / Operations Manager (Date) 10/02/2023

Douglas County

By: Jenifer Davidsen 10/10/2023
Jenifer Davidsen, County Manager (Date)

Exhibit A
(federal funding provisions)

All work performed under this Contract, including any Task Orders, shall be subject to the following requirements:

1. **Access to Records and Reports** (Reference: 2 CFR § 200.333, 2 CFR § 200.336, FAA Order 5100.38). The Contractor must maintain an acceptable cost accounting system. The Contractor agrees to provide the Owner, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.
2. **Breach of Contract Terms (Reference: 2 CFR § 200 Appendix II(A))**. Any violation or breach of terms of this contract on the part of the Consultant or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. Owner will provide Consultant written notice that describes the nature of the breach and corrective actions the Consultant must undertake in order to avoid termination of the contract. Owner reserves the right to withhold payments to Contractor until such time the Contractor corrects the breach or the Owner elects to terminate the contract. The Owner's notice will identify a specific date by which the Consultant must correct the breach. Owner may proceed with termination of the contract if the Consultant fails to correct the breach by the deadline indicated in the Owner's notice. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.
3. **Civil Rights - General** (Reference: 49 USC § 47123): Consultant agrees to comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision binds the CONSULTANT and subcontractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.
 - a. **Title VI Solicitation Notice**. The County, 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 or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, [select disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.
 - b. **Title VI Clauses for Compliance with Nondiscrimination Requirements**. During the performance of this contract, the CONSULTANT, for itself, its

assignees, and successors in interest (hereinafter referred to as the "CONSULTANT") agrees as follows:

- i. **Compliance with Regulations:** The CONSULTANT will comply with the Title VI List of Pertinent Nondiscrimination Statutes and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
- ii. **Non-discrimination:** The CONSULTANT, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The CONSULTANT will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
- iii. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the CONSULTANT for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultant or supplier will be notified by the CONSULTANT of the CONSULTANT'S obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
- iv. **Information and Reports:** The CONSULTANT will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Owner or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a CONSULTANT is in the exclusive possession of another who fails or refuses to furnish the information, the CONSULTANT will so certify to the Owner or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
- v. **Sanctions for Noncompliance:** In the event of a CONSULTANT'S noncompliance with the Non-discrimination provisions of this contract, the Owner will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
 1. Withholding payments, to the CONSULTANT under the contract until the CONSULTANT complies; and/or
 2. Cancelling, terminating, or suspending a contract, in whole or in part.
- vi. **Incorporation of Provisions:** The CONSULTANT will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The

CONSULTANT will take action with respect to any subcontract or procurement as the Owner or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the CONSULTANT becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the CONSULTANT may request the Owner to enter into any litigation to protect the interests of the Owner. In addition, the CONSULTANT may request the United States to enter into the litigation to protect the interests of the United States.

vii. **Title VI List of Pertinent Nondiscrimination Acts and Authorities.**

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest (hereinafter referred to as the "CONSULTANT") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

1. Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
2. 49 CFR part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964);
3. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
4. Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
5. The Age Discrimination Act of 1975, as amended (42 USC § 6101 et seq.) (prohibits discrimination on the basis of age);
6. Airport and Airway Improvement Act of 1982 (49 USC § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
7. The Civil Rights Restoration Act of 1987 (PL 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
8. Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and

- certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38;
9. The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
 10. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
 11. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs [70 Fed. Reg. 74087 (2005)];
 12. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681, et seq).
4. **Clean Air and Water Pollution Control (Reference: 49 CFR § 18.36(i) (12)).**
Contractor agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC §§ 7401-7671q) and the Federal Water Pollution Control Act as amended (33 USC §§ 1251-1387). The Contractor agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.
Contractor must include this requirement in all subcontracts that exceed \$150,000.
5. **Debarment and Suspension (Reference: 2 CFR part 180 (Subpart C), 2 CFR part 1200, DOT Order 4200.5)**
- a. **CERTIFICATION OF OFFERER/BIDDER REGARDING DEBARMENT**
By submitting a bid/proposal under this solicitation, the bidder certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.
 - b. **Lower Tier Contract Certification**
The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a "covered transaction", must verify each lower tier participant of a "covered transaction" under the PROJECT is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:
 - i. Checking the System for Award Management at website:
<http://www.sam.gov>
 - ii. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.

- iii. Inserting a clause or condition in the covered transaction with the lower tier contract.

If the FAA later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

6. Disadvantaged Business Enterprises (Reference: 49 CFR PART 26)

a. Bid Information Submitted as a matter of responsiveness:

The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53. As a condition of responsiveness, the Bidder or Offeror must submit the following information with its proposal on the forms provided herein:

- i. The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
- ii. A description of the work that each DBE firm will perform;
- iii. The dollar amount of the participation of each DBE firm listed under (i);
- iv. Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (i) to meet the Owner's project goal
- v. Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
- vi. If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

b. Bid Information submitted as a matter of responsibility: The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53. As a condition of responsibility, every Bidder or Offeror must submit the following information on the forms provided herein within five days after bid opening.

- i. The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
- ii. A description of the work that each DBE firm will perform;
- iii. The dollar amount of the participation of each DBE firm listed under (i);
- iv. Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (i) to meet the Owner's project goal;
- v. Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
- vi. If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor

quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

- c. **Solicitation Language (Race/Gender Neutral Means).** The requirements of 49 CFR part 26 apply to this contract. It is the policy of the County to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.
- d. **Contractor Assurance:** The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
 - i. Withholding monthly progress payments;
 - ii. Assessing sanctions;
 - iii. Liquidated damages; and/or
 - iv. Disqualifying the Contractor from future bidding as non-responsible.
- e. **Prompt Payment** The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contractor receives from County. The prime contractor agrees further to return retainage payments to each subcontractor within 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the County. This clause applies to both DBE and non-DBE subcontractors.
- f. **Termination of DBE Contracts:** The prime contractor must not terminate a DBE subcontractor listed in response to a solicitation (or an approved substitute DBE firm) without prior written consent of Owner. This includes, but is not limited to, instances in which the prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

The prime contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains written consent Owner. Unless Owner consent is provided, the prime contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.

Owner may provide such written consent only if Owner agrees, for reasons stated in the concurrence document, that the prime contractor has good cause to terminate the DBE firm. For purposes of this paragraph, good cause includes the circumstances listed in 49 CFR §26.53.

Before transmitting to Owner its request to terminate and/or substitute a DBE subcontractor, the prime contractor must give notice in writing to the DBE subcontractor, with a copy to Owner, of its intent to request to terminate and/or substitute, and the reason for the request.

The prime contractor must give the DBE five days to respond to the prime contractor's notice and advise Owner and the contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why Owner should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), Owner may provide a response period shorter than five days.

In addition to post-award terminations, the provisions of this section apply to pre-award deletions of or substitutions for DBE firms put forward by offerors in negotiated procurements.

7. **Texting While Driving** - In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, Douglas County has set the following requirements regarding Text Messaging While Driving. Contractor shall adhere to the following requirements at all times while during the performance of the Work under the Contract. Contractor shall also require any subcontractors to adhere to the same requirements and shall insert a clause that covers the substance of these requirements in any subcontracts.
 - a. There shall be no text messaging while driving or operating any motorized vehicle, whether on a public highway, upon airport grounds, or otherwise, during the performance of any work related to the project.
8. **Domestic Preference for Procurement:** The Bidder or Offeror certifies by signing and submitting this bid or proposal that, to the greatest extent practicable, the Bidder or Offeror has provided a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including, but not limited to, iron, aluminum, steel, cement, and other manufactured products) in compliance with 2 CFR § 200.322.
9. **Foreign Trade Restriction:** By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror --
 - a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);
 - b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
 - c. has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR § 30.17, no contract shall be awarded to an Offeror or subcontractor:

1. who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR; or
2. whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR list; or
3. who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

10. Lobbying Federal Employees: CERTIFICATION REGARDING LOBBYING.

The Bidder or Offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- c. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts,

subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

11. **Human Trafficking Prohibition:** Contractor and its subcontractors or any of their employees shall not, at any time during which the Contract is in effect:
 - a. Engage in severe forms of trafficking in persons
 - b. Procure a commercial sex act; or
 - c. Use forced labor in the performance of Contract.

Failure to adhere to this provision may result in public shaming and will constitute a material breach of the Contract and may result in the County's loss of Federal Grant funding, which may result in damages assessed against the Contractor, including without limitation, the amount of the federal grant

12. **Federal Fair Labor Standards Act (Minimum Wage) (Reference: 29 USC§ 201, ET SEQ.).** All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, et seq. the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers. The Consultant has full responsibility to monitor compliance to the referenced statute or regulation. The Consultant must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

13. **Occupational Safety and Health Act of 1970 (Reference: 20 CFR part 1910).** All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. The employer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The employer retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (29 CFR Part 1910). The employer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

14. **Telecommunication and Video Surveillance Services or Equipment:** Contractor and Subcontractor agree to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [Public Law 115-232 § 889(f)(1)].

15. CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (✓) in the space following the applicable response. The applicant

agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

- 1) The applicant represents that it is () is not (✓) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.
- 2) The applicant represents that it is () is not (✓) a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note:

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the Owner has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

Felony conviction: Felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

16. Termination

- a. **Termination for Convenience (Professional Service):** The Owner may, by written notice to the Consultant, terminate this Agreement for its convenience and without cause or default on the part of Consultant. Upon receipt of the notice of termination, except as explicitly directed by the Owner, the Contractor must immediately discontinue all services affected. Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete. Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

- b. **Termination for Cause (Professional Services):** Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party [7] days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

- i. **Termination by Owner:** The Owner may terminate this Agreement for cause in whole or in part, for the failure of the Consultant to:
1. Perform the services within the time specified in this contract or by Owner approved extension;
 2. Make adequate progress so as to endanger satisfactory performance of the Project; or
 3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the Consultant must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the Owner determines the Consultant was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the Owner issued the termination for the convenience of the Owner.

- ii. **Termination by Consultant:** The Consultant may terminate this Agreement for cause in whole or in part, if the Owner:
1. Defaults on its obligations under this Agreement;
 2. Fails to make payment to the Consultant in accordance with the terms of this Agreement;

3. Suspends the project for more than [180] days due to reasons beyond the control of the Consultant.

Upon receipt of a notice of termination from the Consultant, Owner agrees to cooperate with Consultant for the purpose of terminating the agreement or portion thereof, by mutual consent. If Owner and Consultant cannot reach mutual agreement on the termination settlement, the Consultant may, without prejudice to any rights and remedies it may have, proceed with terminating all or parts of this Agreement based upon the Owner's breach of the contract.

In the event of termination due to Owner breach, the Consultant is entitled to invoice Owner and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the Consultant through the effective date of termination action. Owner agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

17. **Veteran's Preference:** In the employment of labor (excluding executive, administrative, and supervisory positions), the Contractor and all sub-tier contractors must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 USC § 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

By signing below, the Consultant certifies that it has read, agrees, and to the extent applicable, testifies truthfulness of all of the provisions set forth in Exhibit A.

Armstrong Consultants, Inc.

Erik Vliek

Name (please type or print)

Erik Vliek

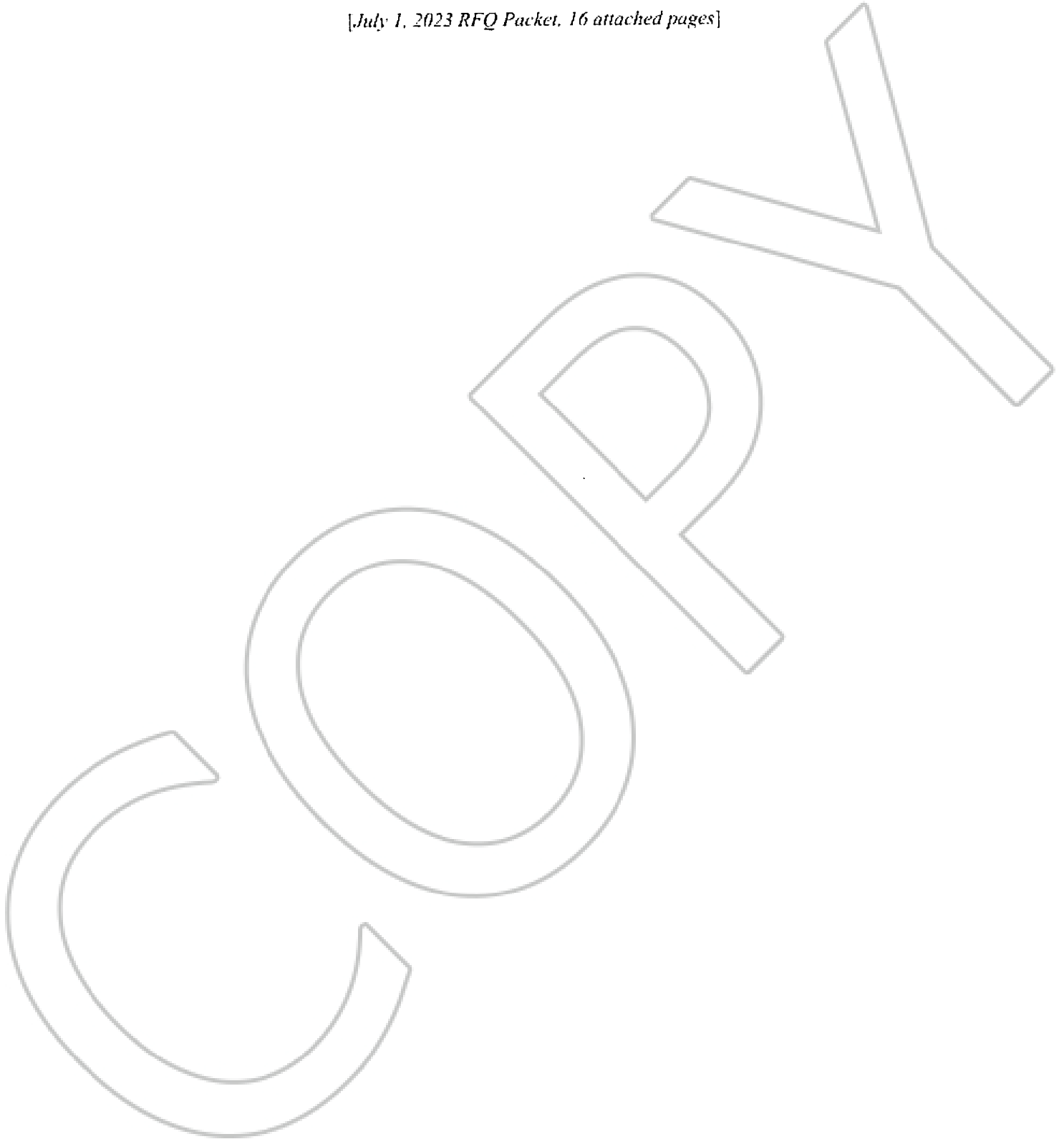
Signature

Business / Operations Manager

Title

Exhibit B

[July 1, 2023 RFQ Packet, 16 attached pages]





Douglas County Nevada
1594 Esmeralda Ave.
Minden, NV 89423
Phone: (775) 782-6202

NOTICE AND REQUEST FOR QUALIFICATIONS
FOR
AIRPORT ARCHITECTURAL AND ENGINEERING SERVICES
FOR MINDEN-TAHOE AIRPORT, DOUGLAS COUNTY, NEVADA

RFQ Release Date: July 1, 2023

1 Overview

Douglas County, Nevada (the "County") is requesting statements of qualifications for comprehensive professional engineering services, to be provided over a 5-year term for the County's Minden-Tahoe Airport in accordance with the terms, conditions and specifications set forth in the Request for Proposals.

2 Advertisement for Bids

Title & Objective	<p>Architectural & Engineering Services, Minden-Tahoe Airport</p> <p>The services consist of ongoing and comprehensive professional architectural and engineering services at the Minden-Tahoe Airport.</p>
End Date	July 24, 2023 at 10:00 a.m.
Proposal Submission	<p>Sealed proposals for Engineering Services, Minden-Tahoe Airport, will be received by Douglas County at 1146 Airport Road, Minden, Nevada 89423 until July 24, 2023 at 10:00 a.m. Proposals received after the end date and time will not be opened or considered.</p>
Pre-Bid Conference	<p>Via Zoom – July 14, 2023 at 10:00 a.m.</p> <p>https://us06web.zoom.us/j/84636590095?pwd=TUZqVUNVckQ3ZDdQWHZUcklUY2xQZz09</p> <p>Call in option: 719-359-4580 Meeting ID: 846 3659 0095 Passcode: 223708</p> <p>Attendance at the conference is encouraged, but not mandatory</p>
Site Visit	<p>An optional site visit will be available to potential proposers on July 14, 2023 at 11:00 a.m. Interested proposers must notify the Bid Contact via email by no later than 10:00 a.m. on June 14, 2023 if they intend to participate in the Site Visit.</p>
Interviews	To be Determined
Bid Contact	<p>Heather MacDonnell Airport Manager P.O. Box 218 Minden, Nevada 89423 HMacDonnell@douglasnv.us</p>
Plans and Specifications:	<p>Bid Documents, including plans and specifications can be obtained from the Douglas County Website (https://www.douglascountynv.gov/r_f_p__b_i_d_s), Bid ID Number 2023AP002.</p>

2.1 Site Visit

The Site Visit will be offered after the pre-bid conference on July 14, 2023. It is the responsibility of the proposer to visit and inspect the County's location(s) and facilities as necessary to submit a bid. By submitting a proposal, the proposer agrees that they have familiarized themselves with the nature and extent of the work, equipment, materials, and labor required.

Proposers are free to visit any publically accessible site where services are to be performed.

2.2 Bid Documents

Bid documents may be examined and obtained electronically via the Douglas County website (https://www.douglascountynv.gov/r_f_p__b__l__d__s) and will be marked with project number 2023AP002. The Bid Documents include:

- This Request for Qualifications, including Exhibits A, B, and C, and all subsequently posted Addenda
- The Sample Contract Document (See Section 4.6, below), included as Exhibit D.

2.3 Point of Contact

For information concerning clarification or procedures to submit proposals, vendors may contact Heather MacDonnell at 775-782-9871 or HMacDonnell@douglasnv.us. Questions received less than five (5) business days prior to the Bid End Date may not be answered.

3. PROJECT DESCRIPTION

3.1. Project Overview

Qualified firms will provide all labor, equipment, supplies and materials to produce and deliver documents and specifications related to necessary AIRPORT ARCHITECTURAL AND ENGINEERING SERVICES for various locally, state and federally funded projects for the Minden-Tahoe Airport. Engineering Services include services in all of the following categories:

- preliminary phase;
- design phase;
- bidding and negotiation phase;
- construction phase;
- project closeout phase

The County typically uses EJCDC construction solicitation and contract documents, but may elect to rely on the selected Engineer to prepare all technical specifications

and/or to act in the capacity of the designated “Engineer” in the administration of the construction project.

Please note that many airport projects are federally funded and must therefore meet all requirements for the use of federal funding. All work will be required to meet FAA Standards and standards established by the NDOT Aviation Department. Also, all work shall be accomplished in accordance with all Federal, State and Local guidelines and regulations including FAA Advisory Circulars, The National Environmental Policy Act (NEPA) and Nevada Environmental Statutes. Individual Projects that are federally funded will include a Disadvantaged Business Enterprise (DBE) goal where applicable.

3.2 Term of Contract & Task Orders

Douglas County anticipates entering into a contract with a term of five (5) years with the successful applicant. The final contract is subject to approval by the Board of County Commissioners. As engineering work is requested by the County over the course of the contract term, the Parties will negotiate in good faith to develop task orders, defining the project scope of work and negotiated project pricing. Depending on cost, the task orders will be subject to approval by the Douglas County Manager or Board of County Commissioners. No work shall be performed before both the contract and relevant task order have been fully executed by both parties. The County shall not be liable for any cost incurred in the absence of an executed task order.

3.3 Scope of Work

The following listed tasks/projects may or may not be assigned over the term of the five-year contract. This list may also not be all-inclusive. As engineering-related issues arise over the term of the contract, they may be assigned to the selected Engineer. Projects are generally included in the Airport’s Capital Improvement Program. The tasks are neither listed in chronological order nor by priority. The scope of work includes the categories of services identified in Section 3.1, above, as further described in the FAA Advisory Circular AC150/5100-14E(Section 1.4), and other engineering services required to complete the anticipated projects described below:

- Construct portion of Taxiway Z
- Design and Reconstruct Taxiway A3
- Rehabilitate Taxilanes (Quantity 3)
- Upgrade Terminal Building
- Design and Construct SRE Building
- Rehabilitate Taxilanes P51 Court Area
- Construct Eastside Apron
- Design and Install Taxiway A Medium Intensity Lighting System
- Significant Taxiway Rehabilitation projects
- Stormwater facility design and construction

- Any professional engineering services required to comply with federal or state regulations pertaining to the operation of a public airport

3.4 Insurance Requirements

If awarded a Contract, Contractor shall maintain Insurance as follows:

- Commercial General Liability Insurance: Insurance written on a per occurrence basis with limits not less than \$1,000,000, for bodily injury and property damage including coverage for contractual liability, personal injury, independent contractors, property in the Contractor's care, custody, or control, ongoing and products and completed operations.
- Commercial Automobile Liability: Insurance written on a per accident/occurrence basis with a single limit of liability for \$1,000,000 for bodily injury and property damage. Said policy shall include coverage for any auto, owned, non- owned, leased and hired cars that will be operated by Engineer on County property.
- Workers' Compensation: Insurance policy as required by the Labor Code or legally self-insured pursuant to Labor Code section 3700 et seq. along with employer's liability limits of \$1,000,000
- Professional Liability/Malpractice Insurance: limits of not less than \$1,000,000 per occurrence.

4. SUBMISSIONS & EVALUATION

4.1 Overview

Applicants are encouraged to organize their submissions in such a way as to follow the general evaluation criteria listed below. Information included within the STATEMENT OF QUALIFICATIONS may be used to evaluate your firm as part of any criteria regardless of where that information is found within the STATEMENT OF QUALIFICATIONS. Information obtained from the STATEMENT OF QUALIFICATIONS and from any other relevant source may be used in the evaluation and selection process. The County may, in the course of evaluating applicants, conduct independent research or contact listed references.

4.2 Cost of Preparing Statements of Qualifications

The County does not intend, and is under no obligation, to pay any costs incurred by any Applicant to prepare and submit a Statement of Qualifications. The County shall not be liable for any costs incurred in responding to this Request for Qualifications.

4.3 Changes & Withdrawals

Applicants may change or withdraw their bids at any time prior to the Opening, provided, however, that Applicants must make such changes or withdrawals by

submitting written notifications in the same manner as required for submission. No oral modifications will be allowed.

4.4 Addenda, Changes & Interpretations

Any individual or entity submitting a response to this Advertisement is responsible to ensure that it has clarified any ambiguity, conflict, discrepancy, omission or other discovered error in this solicitation. Requests for such clarification must be received at least ten (10) business days prior to Bid Opening. Questions received after this date may not be addressed. By submitting a response, the submitter agrees and warrants that its questions have been answered or that it is otherwise satisfied that the documents are clear and unambiguous.

Answers to questions that do not materially affect the scope of services or solicitation process may be provided at the Pre-bid conference or via email. Responses to questions and requests for information that may have a material impact on the scope of services or the solicitation process will only be provided in the form of a written Addendum, which will be posted on the website with the other bid documents. Other than as specifically set forth herein, no oral explanation given by a County employee or representative shall be binding upon the County and such explanations should be disregarded. Each Applicant is responsible for reviewing the website on a regular and ongoing basis to ensure that it is apprised of any and all addenda. All addenda are part of the solicitation documents and each Applicant will be bound by the addenda.

4.5 No Exclusive Contract

The Applicant agrees and understands that the contract shall not be construed as an exclusive arrangement and further agrees that the County may, at any time, secure similar or identical services from other vendors at the County's sole option.

4.6 Sample Contract

A Sample Contract can be found in Exhibit D of this document. The Applicant's execution of a contract similar to the one labeled as Exhibit D shall be required prior to beginning any work.

4.7 Evaluation & Form of Submissions

Submitters will be evaluated on their integrity, record of past performance, extent of experience with the type of services required by the Sponsor, technical resources, and accessibility to other necessary resources. To be responsive, each submission should address the criteria, below and be provided in the form set forth:

A. Cover Letter containing at a minimum:

1. Company name, contact name, address, fax number, and email address

2. Applicant's acknowledgement that it agrees with the terms and criteria in the request for proposal (including the proposed contract document), or a listing of specific disagreements & proposed changes.
3. Applicant's acknowledgement that all materials submitted to the County will become public records subject to disclosure upon the County's issuance of a recommendation to award.
4. A Statement acknowledging Applicant's capability and intent to proceed without delay if selected for this work; applicant's availability to provide ongoing services throughout the term of the contract; any scheduling restrictions

B. Qualifications Criteria:

1. General Information (failure to include this information may result in the disqualification of the applicant)

- Description of firm/team
- Company organizational structure; organization chart with names & business entity registration information (including fictitious firm name filings if applicable)
- Evidence of professional licensure to perform the work described

2. Extent of Relevant Firm Experience (30 points)

- Brief history of the Company
- Engineer's prior experience related to engineering services
- Engineer's prior experience related to federally funded capital projects
- Engineer's prior experience related to airport projects
- List and briefly describe 3-5 comparable projects completed by applicant's firm; include your firm's role, and discuss contract amendment history, if applicable. For each project, include: contract value and construction value (original value plus contract amendments, if applicable), project owner, project location, contact name and title, address, current/accurate telephone number, fax number, and email address (if available).
- Provide a minimum of three references, each correlating to a unique project or contract and each representing an Owner or Airport Sponsor.

3. Team Experience & Qualifications (30 points)

- Describe each team member's firm position; provide resumes of each proposed team member (3-page maximum for each resume; these pages will not be included in the overall limit). List professional continuing education, publications, and licensing information.

- Briefly describe each team member's anticipated role on this project.
- Describe "team" experience working together on similar projects.
- Identify proposed subconsultants/subcontractors, and your method of subconsultant/subcontractor selection, if applicable. Include in your Statement of Qualifications a proposed subconsultant/subcontractor selection plan.

4. Project Understanding and Approach (15 points)

- Identify and discuss any anticipated or potential problems during design and construction.
- Identify and discuss methods to mitigate those problems.
- Describe the work you anticipate self-performing, and the work you anticipate being performed by subconsultants/subcontractors.

5. Approach to Project Management (10 points)

- Describe your approach to construction contract amendments/change orders.
- Describe your planning, scheduling, estimating, and construction management (if applicable) tools.
- Describe your quality control plan, dispute resolution, and safety management (if applicable).

6. Other Factors (15 points)

- Current workload and ability to proceed promptly.
- Willingness to abide by the County's standard form Agreements with few or no objections or changes.
- Provide statement regarding your assurance that this engagement will not result in a conflict of interest.
- Familiarity with federal and state (FAA/ADOT/TSA) requirements for federally and non-federally funded airport projects.
- List and describe any litigation; arbitration; claims filed by or against your firm, which pertain to contract disputes or services rendered. List any for-cause contract terminations

C. Appendix:

In addition to Applicant's response packet, the Applicant shall sign and return the following Appendices:

1. Exhibit A. "Authorization for Release of Performance Information and Waiver" form shall be completed, signed and included in the STATEMENT OF QUALIFICATIONS.

2. Exhibit B. "Contract Review Statement" form shall be completed, signed and included in the STATEMENT OF QUALIFICATIONS.
3. Exhibit C. "Certifications and Notices" form shall be certified by signature and submitted with the Statement of Qualifications.

4.8 Submittal Instructions

1. Responses may not exceed 30 single-sided pages (or 15 double-sided pages) (maximum 8½" x 11") with a minimum of 12 pt. type. An Applicant's failure to adhere to the page limit may be considered evidence of the Applicant's inability to follow basic instructions or to satisfy the County's needs.
2. It is preferred if responses include a table of contents, which will not be counted against the page limit.
3. Submittals should be plastic or metal spiral-bound only, DO NOT USE BINDERS of any kind. Pages having photos, charts, and/or graphs that provide additional evaluation information, will be counted towards the maximum number of pages.
4. Responders must submit one original and 5 copies of their Statement of Qualifications.
5. Responses must be submitted in a sealed envelope with the solicitation number and the Applicant's name and address clearly indicated on the envelope. The envelope should be clearly marked with the words "SEALED BID SUBMISSION"
6. Responses should NOT include any reference to pricing. Any responses proposing a cost will be automatically disqualified.

5 SELECTION PROCESS

The County will appoint a selection committee to evaluate each Applicant's SOQ based strictly on qualifications. Using the criteria and weighting listed herein, the Selection Committee will rank the Applicants.

The Selection Committee, or any member thereof may contact and interview references provided by each Applicant.

The Selection Committee may then make a selection solely based on their collective evaluations of the Applicants' Statement of Qualifications

The Selection Committee may elect to conduct interviews regarding the project with the short-listed top-ranked Applicants. Interview invitations will be extended to the short-listed top-ranked Applicants with specific interview location and anticipated interview format. Applicants may present using any media format they choose, but the County is unable to provide material or technical support. Applicants must leave any storyboards, other presentation items, and a hard copy of any presentation materials, with the County for consideration. If an interview is conducted via Zoom or other audio-visual conferencing application, it will be recorded.

The County may enter into negotiations with the highest ranked Applicant to finalize a contract for the project. If a contract cannot be successfully negotiated with the highest ranked Applicant, then negotiations will be terminated with that Applicant(s) and the County may enter negotiations with the next highest ranked Applicant(s) until an agreement is reached or an impasse is declared. The County reserves the right to reject all applicants at any time during the solicitation process.

Applicants are evaluated on any combination of the following elements: 1) Statement of Qualifications (Statement of Qualifications) submitted in response to this RFQ; 2) Reference verification; 3) Interview performance (if conducted); and 4) available information about the Applicant, whether included in the STATEMENT OF QUALIFICATIONS or not.



Exhibit A**AUTHORIZATION FOR RELEASE OF PERFORMANCE INFORMATION AND WAIVER**

I, Erik Vliek, the undersigned, on behalf of Armstrong Consultants, Inc. (this company), do hereby consent and authorize all those companies and government entities listed in my Statement of Qualifications and any other government entity for whom this company has performed AIRPORT ENGINEERING SERVICES, to disclose and release to Douglas County, Nevada, or their representatives, information, records and opinions concerning this company's past performance. The purpose of this disclosure is to provide references to the Minden-Tahoe Airport. Armstrong Consultants, Inc. hereby waives any claim it may have against the Minden-Tahoe Airport or any company or entity providing information to the Minden-Tahoe Airport by reason of any information being disclosed or opinions provided regarding the actions or performance of this company.

This authorization for disclosure of information is effective for one year. This consent or copy of this authorization shall be as valid and effective as the original.

Dated: 10/02/2023

By: *Erik Vliek*

Exhibit B**CONTRACT REVIEW STATEMENT**

As an Applicant to Minden-Tahoe Airport for AIRPORT ENGINEERING SERVICES Contract, I hereby certify that I have reviewed the Request for Qualifications (RFQ) and have listed any objections to them below. The response shall clearly identify if the attached contract is acceptable in all respects including warranty, insurance, and document ownership and retention requirements. If the contract is not acceptable, the response shall identify the unacceptable clauses and shall provide suggested alternate language. General or vague statements or invitations to discuss further are not adequate answers. I am aware; any objections to the RFQ will be considered and included in the Airport's evaluation of my firm's qualifications. I am also aware, if I fail to list any objections to the Airport's RFQ, I will not be allowed to raise any objections later if selected as the most qualified Applicant.

Date 10/02/2023Signature of Applicant *Erik Vliet*

Specific Objections:

Exhibit C**CERTIFICATIONS & NOTICE****Title VI Solicitation Notice.**

The County, 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 or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, [select disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

CERTIFICATION OF OFFERER/BIDDER REGARDING DEBARMENT

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

Domestic Preference for Procurement

The Bidder or Offeror certifies by signing and submitting this bid or proposal that, to the greatest extent practicable, the Bidder or Offeror has provided a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including, but not limited to, iron, aluminum, steel, cement, and other manufactured products) in compliance with 2 CFR § 200.322.

Disadvantaged Business Enterprises (Reference: 49 CFR PART 26)**1. Bid Information Submitted as a matter of responsiveness:**

The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53. As a condition of responsiveness, the Bidder or Offeror must submit the following information with its proposal on the forms provided herein:

- a. The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
- b. A description of the work that each DBE firm will perform;
- c. The dollar amount of the participation of each DBE firm listed under (a);
- d. Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (a) to meet the Owner's project goal
- e. Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
- f. If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies

- of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.
2. **Bid Information submitted as a matter of responsibility:** The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53. As a condition of responsibility, every Bidder or Offeror must submit the following information on the forms provided herein within five days after bid opening.
 - a. The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
 - b. A description of the work that each DBE firm will perform;
 - c. The dollar amount of the participation of each DBE firm listed under (a);
 - d. Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (a) to meet the Owner's project goal;
 - e. Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
 - f. If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.
 3. **Solicitation Language (Race/Gender Neutral Means).** The requirements of 49 CFR part 26 apply to this contract. It is the policy of the County to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.
 4. **Contractor Assurance:** The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
 - a. Withholding monthly progress payments;
 - b. Assessing sanctions;
 - c. Liquidated damages; and/or
 - d. Disqualifying the Contractor from future bidding as non-responsible.

CERTIFICATION REGARDING LOBBYING

The Bidder or Offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or

an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (✓) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

- 1) The applicant represents that it is () is not () a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.
- 2) The applicant represents that it is () is not () a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the Owner has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which

will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

Felony conviction: Felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Date 10/02/2023

Signature of Applicant *Erik Vliek*

Name: Erik Vliek, Operations/Business Manager

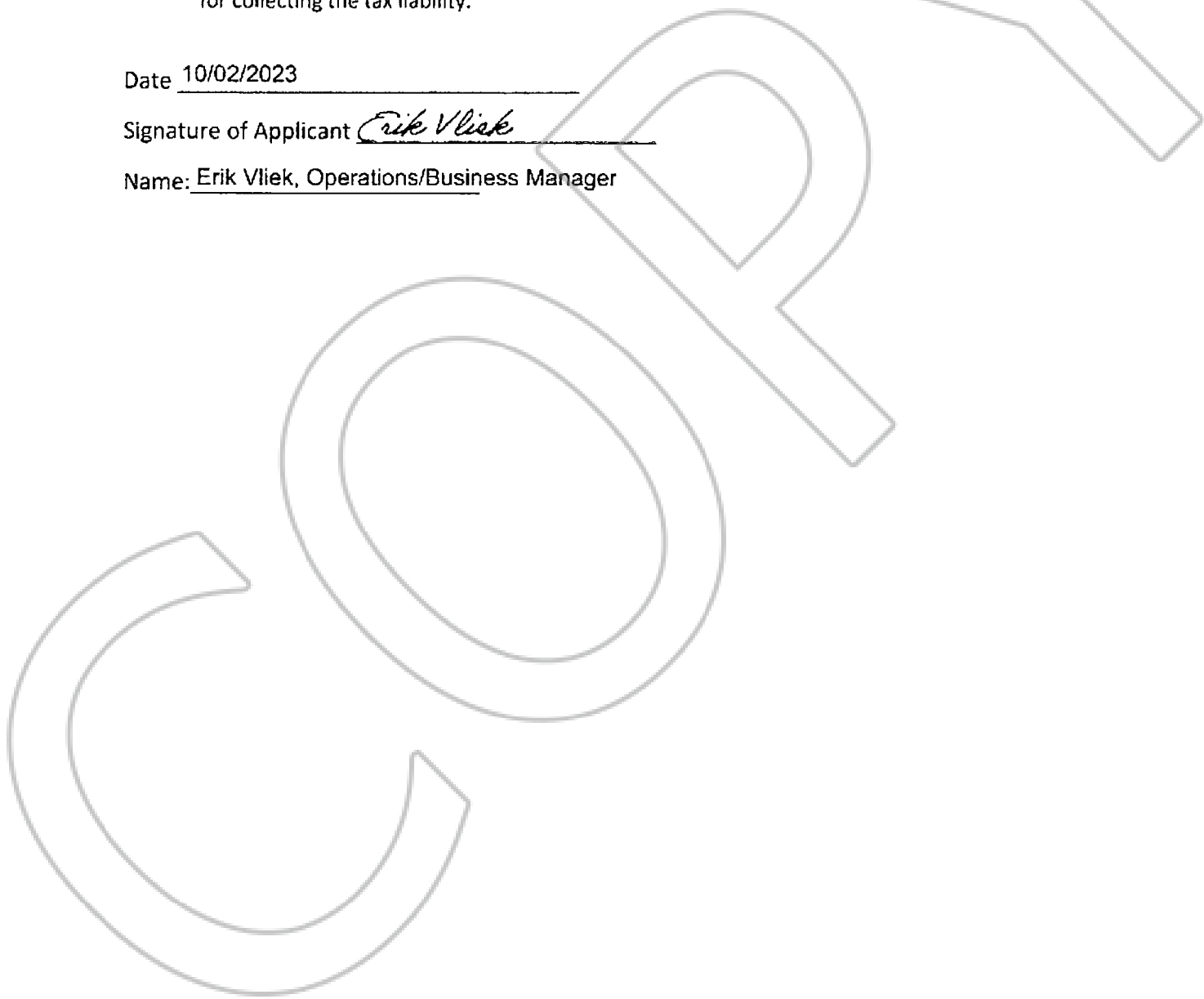
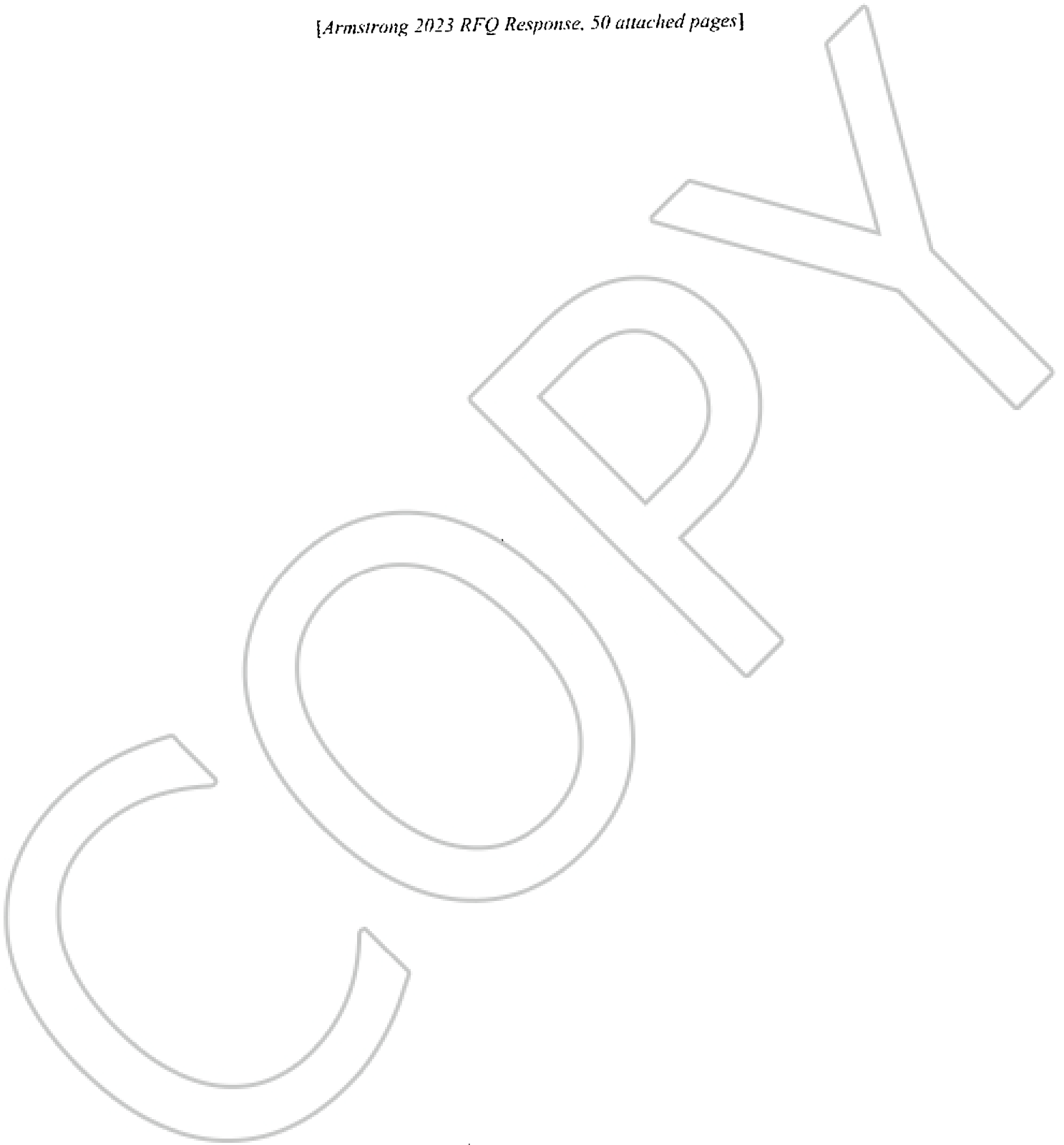


Exhibit C

[Armstrong 2023 RFQ Response, 50 attached pages]



MINDEN-TAHOE AIRPORT

STATEMENT OF QUALIFICATIONS FOR AIRPORT ARCHITECTURAL
AND ENGINEERING SERVICES

JULY 24, 2023



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Dear Selection Committee,

The next chapter for Douglas County (County) and the Minden-Tahoe Airport (MEV) will be pivotal in welcoming the next generation of aviation users, businesses, pilots, and residents that call the County home. Your future is right around the corner. To transition into your next chapter, Armstrong Consultants, Inc. (Armstrong) will continue to provide you with a full-service team of aviation experts who are dedicated to meeting your needs while supporting the many functions of your airport.

CLIENT-FOCUSED SERVICE | For 50 years, Armstrong has served our clients as an airport exclusive consulting firm, providing engineering, planning, and construction administration services. As was recently announced, Armstrong has merged with H.W. Lochner (Lochner) to provide additional resources and services; however, your Armstrong team will be consistent. You will still be served by myself, Nadine Burgard, P.E., Mike Dikun, C.M., C.A.E., Ken Moen, A.A.A.E, C.A.E., and Justin Pietz, along with support of a staff of nearly 50 airport professionals. I will serve as the Principal-in-Charge for all of your airport engineering needs, and Nadine will serve as your primary point of contact for all airport related matters, and will guide our Reno-based team throughout each project.

Having served MEV since 2013, we continue to view MEV as a vital component and asset to the County, its Stakeholders, and the Community. Our commitment is unwavering; continuing to prioritize MEV's safety and growth is of utmost importance for all of us at Armstrong. Our goal is to remain as an extension of your staff and serve your team across all aspects of your airport related needs.

A FULL-SERVICE, LOCAL TEAM | We tailor our services based on each of our client's unique needs. For MEV, we will continue to provide a high level of personalized client support and a conception-to-completion approach for all airport projects.

A key to the high-quality personalized service our firm offers is the in-house collaboration between our engineering and planning teams. Over the years, we have found that our close collaboration produces exceptional results, while always providing forward-looking, proactive service to our clients. Our planners are engaged throughout engineering projects to provide big picture and pilots' perspectives while we engage our engineers on planning projects to provide additional feasibility analysis and develop detailed project cost estimates. Our unique in-house collaboration simplifies the project processes and will ensure that all airport projects are analyzed from multiple perspectives, from concept, into design, and through construction. Not only do we develop projects from a consulting perspective, but we also have multiple pilots on our team who provide an airport user's perspective.

As you have experienced, in addition to our primary engineering, construction administration, and planning services, we provide an array of value-added services that

include airport management advisory, grant administration, DBE program and project coordination, and airport marketing services. By utilizing Armstrong, you will still have the resource of a nearly 60-person team, who have all dedicated their careers to the advancement of airports.

NEVADA AVIATION EXPERTISE | We are experts in the unique needs of Nevada's airports and currently serve 13 Nevada Airports, including MEV. In the last five years alone, we have helped our Nevada clients receive over \$38 million in FAA funding. We will still facilitate frequent face-to-face meetings with County officials and staff to present upcoming projects and development at the airports. In our experience, clear communication and well-grounded processes lead to mutually agreeable solutions and save time in project development.

Given our commitment to Nevada airports, we also stay active in the local aviation community. Ken Moen, A.A.A.E, C.A.E. currently serves as the President of the Nevada Aviation Association (NVAA) and multiple staff have served in different capacities within NVAA over the years. We are regularly in attendance at all Nevada aviation-related conferences and most recently, our team moderated and/or presented for multiple sessions at the latest NVAA conferences in Tonopah and Reno. As experts in Nevada aviation, you can rest assured that your Armstrong team will advocate for your success across the state.

The projects identified for MEV in the Request for Qualifications reflect a significant County commitment to maintaining and improving your airport, and we look forward to working with you to develop the airport with a goal of long-term sustainability and economic growth for the region. The Armstrong team looks forward to furthering the legacy of your airports in the Douglas County community.

Armstrong Consultants agrees with the terms and criteria in the request for proposal, including the proposed contract document.

Armstrong Consultants acknowledges that all materials submitted to the County will become public records subject to disclosure upon the County's issuance of a recommendation to award.

Armstrong Consultants would be honored to continue serving you with ongoing services throughout the term of the contract. Having established an in-depth understanding of your airfield, projects, and goals, we will continue to seamlessly prioritize your projects without delay. Our team looks forward to the upcoming projects slated at MEV and continuing the success in your community.

Chris Nocks, P.E.

Principal in-Charge | Engineering Operations Manager
751 Horizon Court, Suite 255, Grand Junction, CO 81506
(970) 242-0101 | Fax N/A | cnocks@armstrongconsultants.com

1. General Information

Description of Firm/Team

Armstrong Consultants, Inc. (Armstrong) has served our clients for decades as an airport exclusive consulting firm, providing engineering, planning, and construction administration services. We have over 50 people across eight office locations. Our Nevada team, located in Reno, is exceptionally qualified to continue serving the airport engineering and planning needs that Douglas County faces at the Minden-Tahoe Airport. Armstrong is a C-Corp and was acquired by H.W. Lochner in 2022. Additional information regarding a description of our firm and team's history will be presented in Section 2 and throughout this Statement of Qualifications.

Company Organizational Structure

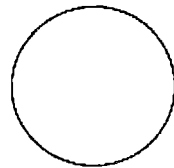
Parent Company

Subsidiary Firms

Evidence of Professional Licensure to Perform the Work Described

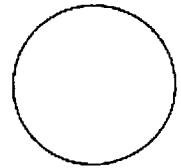
Our team is licensed to perform work across the state of Nevada, as shown below.

Armstrong Consultants
Nevada Business
License Identification
#NV19901025307



CHRIS NOCKS, P.E.
Principal Engineer II,
Operations Manager

*Nevada Professional
Engineer License
21564*



NADINE BURGARD, P.E.
Engineering Project
Manager

*Nevada Professional
Engineer License
25193*

2. Extent of Relevant Firm Experience

Brief History of the Company

- 1973** Armstrong Consultants was founded in Grand Junction, CO
- 1985** We became Aviation Exclusive, allowing us to become experts in our industry.
- 2010** Opened offices in Albuquerque, NM, and Phoenix, AZ
- 2013** Official consultant selection at MEV
- 2015** Opened an office in Denver, CO
- 2017** Opened an office in Reno, NV.
- 2021** Opened offices in Las Vegas, NV, Casper, WY, and Santa Rosa, CA
- 2022** Acquired by H.W. Lochner
- Today** Armstrong has nearly 60 team members across 8 offices, have worked in 10 states, and collaborate with 3 FAA regions and 5 ADOs.
- Future** Continuing to work with you and your airport to build your community a better future.

Our story began in 1973 when Ed Armstrong founded the firm in Grand Junction, Colorado. By 1985, we became an airport exclusive consulting firm specializing in engineering, planning, and construction administration. Since then, we have become a leading firm in our industry. These 50 years have been full of growth and dedication to airports, and we are grateful to be serving communities across the United States. Entering 2023 and looking ahead to the next 50 years, we have much to celebrate. As a newly acquired Lochner company, we will forge ahead as we combine our resources, capabilities, and expertise in the aviation industry. While we are proud of our past, we are focused on the future.

RESPONSIVE ON-SITE SERVICE

We are available when you need us. Whether discussing your pavement project scoping, monitoring investigations, gathering input from the community, or delivering an airport improvement update to stakeholders, we are here for you. Your staff is supported by a team with decades of experience.

CONTINUOUS COMMUNICATION

Ongoing communication is essential for successful projects. We will maintain continuous contact with you, the NDOT Aviation Section, and the FAA staff. We understand that communication will be the means through which we accomplish your goals.

PILOT'S PERSPECTIVE

We understand airports from the ground and from 300 feet in the air on final approach. Our team has several pilots on staff, which enables us to incorporate a pilot's perspective into every solution we develop. Our passion and enthusiasm for flying are the motivators behind our core services.

COLLABORATION

We consider not only how an airport can be utilized, but how it can be better optimized for travel. The engagement and emotional attachment someone feels towards your community begins at your airport. We will work together, combining our experience with your unique vision for MEV.

OUR BUSINESS IS AVIATION. OUR PRIORITY IS YOU.

WHY CHOOSE US?

EXPERIENCE – Our presence has grown from becoming airport exclusive in 1985, to having completed more than 3,000 projects at more than 130 airports across the western and southwestern United States. This means providing you with a team that has completed projects just like yours, at airports just like yours, dozens of times over. No surprises, no challenge that we can't solve!

EXPERTISE – Having specialized exclusively in airports for more than 35 years, we have built extensive expertise in airport planning, engineering, and construction administration serving general aviation airports, commercial service airports, and military airfields. All of our internal processes are designed to deliver airport planning and development projects in accordance with FAA and State specifications and regulations. We will apply this expertise to develop effective solutions to your challenges and to the delivery of your projects!

SERVICE – Our corporate culture is built on providing an exceptional level of client service. We will provide you with this same level of exceptional, proactive, personalized service that our current clients, some of whom have been with us for more than 30 years, have come to know and expect. This means that although our business is aviation, our priority is you...your project, your needs, your airport!

48



Dedicated Airport Professionals

35+



Years of Aviation Exclusive Experience

3,000+



Airport Projects Completed

7



States with Active Armstrong Clients

OFFICE LOCATIONS

Arizona Office
2345 S. Alma School Rd., Ste 208, Mesa, AZ 85210

California Office
3558 Round Barn Blvd Ste 200 Sarita Rosa, CA 95403

Colorado Offices
751 Horizon Ct., Ste. 255 Grand Junction, CO 81506

6855 South Havana St, Ste 635 Centennial, CO 80112

Nevada Offices
1575 Delucchi Lane, Ste 219 Reno, NV, 89502

3753 Howard Hughes Pkwy, Ste. 200, Las Vegas, NV 89119

New Mexico Office
2201 Buena Vista Dr SE, Ste. 204 Albuquerque, NM 87106

Wyoming Office
330 South Center St., Ste. 414 Casper, WY 82601



Minden-Tahoe Airport

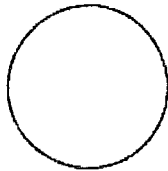
Armstrong Offices

Shaded states have current Armstrong clients

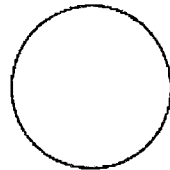
Core Services Provided

Our engineers are licensed throughout the United States, including Nevada, and are committed to engineering excellence, cost control, sponsor involvement, on-time completion, and up-to-date technology. Working with our other in-house disciplines enables the engineering team to evaluate system options in the context of the entire project, optimizing performance and minimizing cost.

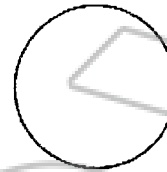
Unlike most engineering and planning firms, Armstrong has worked exclusively on airport projects for more than three decades. Our firm has vast experience, knowledge, and expertise with airport development and is eager to support you throughout your upcoming airfield paving projects. Armstrong's professional engineering portfolio provides a complete range of airport-focused design services, including:



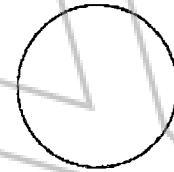
CHRIS NOCKS, P.E.
Principal / Engineering
Operations Manager



NADINE BURGARD, P.E.
Engineering Project
Manager



JUSTIN PIETZ
Principal / Planning
Director



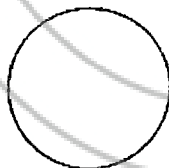
MATT TOMASSON
Planning Project Mgr.

AIRPORT ENGINEERING SERVICES

- Runways, Taxiways, and Aprons
- Perimeter Fence and Security Upgrades
- Airfield Lighting, Signage and Visual Aids
- Terminal and Landside Facilities
- Snow Removal Equipment and Buildings
- Hangar Facilities
- Navigational Aids (NAVAIDs)
- Contractor Bidding
- Aircraft Rescue and Fire Fighting (ARFF) Equipment and Facilities
- Pavement Design
- Fuel Facilities
- AGIS Obstruction Surveys
- Roadways and Parking
- Safety and Operations Plans
- Utility Design and Relocations
- Geotechnical Investigation
- Landside Development
- Grant Administration and Funding
- Drainage and Stormwater Management
- Airport Grading and Geometry

AIRPORT PLANNING SERVICES

- Airport Master Planning
- Airport Layout Plans (ALP)
- Electronic ALPs (eALP)
- Airspace Obstruction Analysis
- Airport Noise Analysis
- Analyze Thermal and Visual Plume Impacts
- Aviation Forecasting
- Benefit-Cost Analysis
- Capital Improvement Planning
- Cultural and Historical Resource Reviews
- Environmental Site Reviews
- Environmental Studies
- FAA Aeronautical Surveys
- GIS Aeronautical Data Collection
- GIS Airport Planning Tools
- Government Relations Tools
- Instrument Approach Procedure Coordination
- Land Use Compatibility Planning
- Public Involvement/Consensus Building
- Special Studies – RPZ Analysis



MIKE DIKUN, C.M., C.A.E.
Western Pacific Territory
Mgr. / Airport Mgmt. Advisor

CLIENT MANAGEMENT SERVICES

- In-person communication during onsite visits and airport meetings
- Marketing and community outreach support

ENVIRONMENTAL SERVICES

- Environmental Assessments
- Categorical Exclusions
- NEPA & State Compliance
- Noise Compatibility Studies
- SWPP/SWCC Plans
- Wetland Delineation/Mitigation

RESIDENT PROJECT REPRESENTATIVES

Armstrong provides comprehensive services to its airport clients from conceptual design through project design, construction administration, and inspection. Our firm brings unique expertise and capabilities to each project, including an excellent track record in the following service areas:

- Full-Time Resident Inspection
- Safety and Operation Plans
- Testing Requirements
- Contractor Pay Requests
- Final Reports
- Project Closeouts

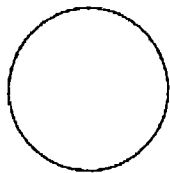
Many projects have unique design requirements because of challenging soil conditions, topography, and other constraints. These types of projects require innovative design and construction management techniques at which our engineers excel. We will pay strict attention to design and closely monitor construction activities to ensure FAA specification compliance.

The construction phase of a project requires on-site control of scheduling, costs, and quality to ensure progress and successful completion. The resident inspection team at Armstrong offers an unparalleled level of expertise and experience with FAA AIP funded projects. George Saltzman and Charles Shortman, our Field Engineering Supervisors, lead a growing team of 11 resident inspectors, who have performed inspection on hundreds of AIP projects.

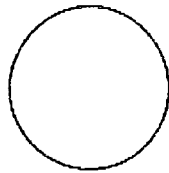
Our inspectors have a variety of technical backgrounds, including surveying, electrical, materials testing and construction, which we leverage to the maximum extent possible. All of our inspectors have the training and experience necessary to be successful on any type of AIP project, however we prioritize our inspector assignments to ensure that we put the inspector with the most direct experience on each project. For instance, if the project entails a significant amount of electrical work, we assign Jon Thompson to the project as he was a licensed electrician prior to joining the Armstrong team. Carl Rawlin was a licensed surveyor, Doug Fassbinder was previously in the construction industry, and Charles Shortman has extensive material testing experience.

In addition to our resident inspectors, who are on-site throughout all aspects of construction, our engineers and project managers are fully engaged throughout construction. Through regular and timely site visits and daily, sometimes hourly, conversations with the inspectors, our engineers and project managers provide the leadership and direction needed for project success. The result of this unique combination of experience, up-to-date knowledge of AIP processes, and direct involvement of the engineers and project managers is a project inspection team that produces high-quality, on-budget, on-time projects.

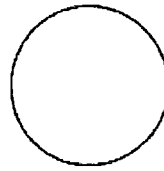
ARMSTRONG INSPECTOR	YEARS EXPERIENCE	YEARS WITH ARMSTRONG	NO. AIP PROJECTS	HIGHLIGHTED PROJECT
George Saltzman	11	5	13	Ely Airport (Ely, NV) Runway 18/36 and Taxiway A Reconstruction
Charles Shortman	12	4.5	9	Carrizozo Municipal Airport (Carrizozo, NM)- South Hangar Apron Reconstruction
Doug Fassbinder	40+	14	52	Winnemucca Municipal Airport (Winnemucca, NV)- Expand Apron
Jon Thompson	32	13	43	Hawthorne Industrial Airport (Hawthorne, NV)- Taxiway A Relocation
Carl Rawlin	40+	9.5	25	Logan-Cache Airport (Logan, UT)- Runway 17/35 Rehabilitation
Lowell Watkins	21	4.5	8	Minden-Tahoe Airport (Minden, NV) - Taxi Lanes Rehabilitation
Kara Neff	4	1	3	Blake Field (Delta, CO)- Pavement Maintenance
Anthony Novela	5	New to Armstrong	0	New to Armstrong, Nevada Project Inspection
Kandice Beerbower	3	New to Armstrong	0	New to Armstrong, Utah Project Inspection
Karson Farrell	1	New to Armstrong	0	New to Armstrong, Nevada Project Inspection
John Wright	15	New to Armstrong	0	New to Armstrong, Wyoming Project Inspection



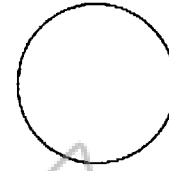
SIERRA SEGREST
Marketing Mgr



AMANDA STEPHENS
Communications Mgr



JESSICA CALLOW
Project Coordinator
DBE Specialist



COLIN STERNS, P.E.
DBE Specialist

AIRPORT MARKETING SERVICES

- Website Development
- Video & Photography
- Presentations
- Social Media Management
- Advertisement
- Branding
- Graphic Design
- Copy Write
- Earned Media
- Media Kits
- Public Involvement
- Mass Email
- Event Management
- Public Relations
- Market Research
- Surveys

Want to see what we can do for you?

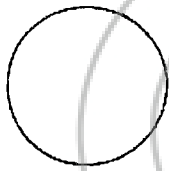
Visit our website ArmstrongConsultants.com for examples of our exceptional marketing materials. Additional examples, including drone footage and marketing videos, can be found on the Armstrong Consultants Facebook and YouTube pages.

PROJECT COORDINATION

- Edit technical specifications
- Assist in drafting grant applications
- Coordinate project advertising with Sponsor and newspaper
- Upload project information to website
- Develop and coordinate contract documents with Sponsor and Contractor
- Assist project closeout
- Assist with bidding
- Updating grant paperwork

DBE COORDINATION

- Complete yearly achievement reporting on all of our NPIAS Airports
- Regularly attend the Annual FAA Civil Rights Convention to stay on top of changes and updates to the program
- Foster a positive relationship with the FAA DBE Compliance Specialists in each Region
- Track ongoing payments to DBEs on all projects
- Identify and pursue local DBE firms for participation in design, construction, and planning projects
- Review goals and accomplishments over the past three years for FAA-funded projects
- Determine availability of DBE firms in the market area and use past award information to reflect expected DBE participation
- Break out race-neutral versus race-conscious actions. This is dependent on past years' accomplishments and records.
- Review other information sources such as the state DBE Directory



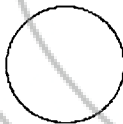
ERIK VLIEK, M.B.A.
Finance Director

GRANT MANAGEMENT

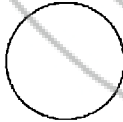
- Delphi Requests
- Submit Grant Applications
- Complete Required FAA Grant Forms
- Complete Required State Grant Forms
- Grant Troubleshooting

AIRPORT MANAGEMENT ADVISORS

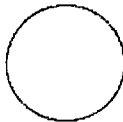
- Tenant relationships
- Airport Operations and Safety
- Comprehensive understanding of Airport Certification Manual requirements and development
- Aircraft rescue and firefighting (ARFF)
- Airport revenue generation and expenditures, other budget/finance needs
- Relationships and coordination with local, state, and federal elected officials, stakeholder outreach and managing community expectations
- Non-federal funding opportunities



MIKE DIKUN, C.M., C.A.E.
Airport Mgmt Advisor



KEN MOEN, A.A.E., C.A.E.
Airport Mgmt Advisor



JUDD HILL, C.M.
Airport Mgmt Advisor

HAWTHORNE INDUSTRIAL AIRPORT | HAWTHORNE, NEVADA

Taxiway A Rehabilitation

An important recent step towards helping the Hawthorne Industrial Airport achieve their goals for the airport was the completion of the Taxiway A reconstruction project. This project had been on the Airport Capital Improvement Plan for several years. Armstrong worked hard with Mineral County to build a strong justification for this project and we were successful in obtaining FAA Supplemental AIP funding for the project, which provided 100% FAA funding. Without this 100% funding, Mineral County would have struggled to afford their local match for the project. This project included the reconstruction of the partial parallel Taxiway A. In addition to reconstructing the failing pavement, the taxiway was shifted farther away from the runway in order to meet the current FAA design standards. The project also included extensive grading and drainage improvements, and new lighted guidance signs. In addition to the portion of the project that was constructed, the design for this project also included an additional portion of taxiway that would make Taxiway A full parallel taxiway. This portion was bid with the project that was recently constructed, however due to limited available funds, it was not awarded. This portion of the project will be carried forward and will be held in reserve until another 100% funded grant opportunity is available.

In addition to this project, we have helped the County develop a logical and impactful 5-year plan that includes pavement maintenance aimed at preserving the investments made in the airport pavement, electrical updates that include modernizing the airfield lighting vault and installing a new rotating beacon on a tip down tower, construction of a new north hangar taxiway, construction of a box hangar, and major rehabilitation of Runway 10/28. All of these projects are aimed at continuing to improve and preserve the airport to help ensure that the airport will continue to serve Mineral County and be a valuable asset to the community.

FIRM ROLE (PRIME)

Engineering & Planning Consultant

CONTRACT VALUE

Estimate: \$2,756,273

Award: \$2,859,133

Final Cost: \$2,706,743

CONTRACT SCHEDULE

Scheduled Days: 55

Actual Days: 52

PROJECT OWNER

Mineral County, NV

PROJECT CONTACT

Eric Hamrey

Public Works Director

300 O St, Hawthorne, NV 89415

775.945.3897

pwdirector@mineralcountynv.org

CALIFORNIA REDWOOD COAST - HUMBOLDT COUNTY AIRPORT | MCKINLEYVILLE, CALIFORNIA

Runway 14/32 Rehabilitation and In-Pavement Lighting System

Armstrong was selected to complete the design and perform construction period services for an \$18M runway and in-pavement lighting rehabilitation project for Runway 14/32 at California Redwood Coast - Humboldt County Airport (ACV) in McKinleyville, California. Work involves milling and overlaying the runway pavement and complete removal and reinstallation of the in-pavement touchdown zone and centerline lighting systems. The existing in-pavement lighting systems date back more than 40 years, are currently not in operation, and currently don't meet FAA standards. This project is separated into three phases; the first phase will include 60 days of nightly runway closures to allow for the removal of the existing lighting systems and the installation of new underground infrastructure for the new lighting systems. The second phase will include a 12-day full runway closure to allow for the rehabilitation of the runway pavement. The third and final phase will include 75 days of nightly runway closures to install the new lighting system components. The project is currently designed, and a construction contract is awarded. The target construction window is the Summer of 2023 to allow for optimal weather conditions and provide sufficient lead time for system components.

Two primary challenges faced by this project were the accelerated timing associated with the FAA funding, and the construction phasing required to minimize impacts to scheduled air service operations. Regarding the timing of the FAA funding, the airport was notified in the Fall of 2021 that they would be receiving FY2022 FAA discretionary funding for the runway project. While a preliminary study was underway, no other design or planning had occurred for the project. We successfully completed the entire design and bidding process within a six month window, meeting the accelerated time frame requirements and helping ensure the Airport received the required amount of funding. Regarding the construction phasing, ACV is a

primary commercial service airport with approximately 200,000 annual enplaned passengers. Runway 14/32 is the only runway available to scheduled airline operations, and therefore any closure produces significant impacts to the airline operators and passengers. Armstrong, through close coordination with the Airport staff and through consultation with the airport users, developed a very detailed phasing plan that maximizes the amount of work able to be completed without impacting scheduled operations. The full, 12-day closure will certainly cause airline impacts, but the Armstrong team, working with the different air carrier representatives, was able to find the period of time that has anticipated suitable weather conditions and minimized typical passenger load.

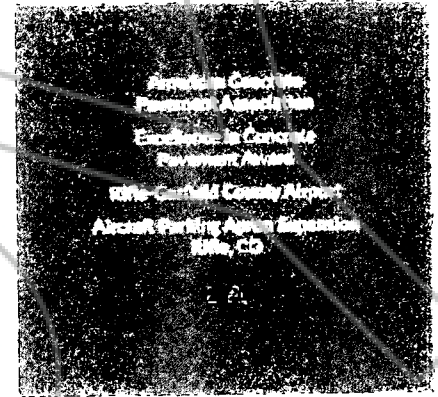
FIRM ROLE (PRIME)
Engineering & Planning
Consultant

CONTRACT VALUE
Estimate: \$16,621,337
Award: \$16,961,961
Final Cost: TBD

CONTRACT SCHEDULE
Scheduled Days: 155
Actual Days: TBD

PROJECT OWNER
Humboldt County, CA

PROJECT CONTACT
Cody Roggatz
Director of Aviation
3561 Boeing Ave
McKinleyville, CA 95519
707-839-5401
croggatz@co.humboldt.
ca.us



RIFLE - GARFIELD COUNTY AIRPORT | RIFLE, CO

Expand Aircraft Parking Apron

Armstrong is currently providing on-call engineering services to the Rifle Garfield County Airport. In this role, Armstrong assists the airport director in administering their AIP grant program, including providing design and construction period services, DBE program assistance, airspace and environmental services, airport capital improvement plan updates, airport layout plan updates, and a multitude of other professional services as needed.

Armstrong recently managed the design and construction of a 20,000 SY aircraft parking apron expansion. Rifle Garfield County Airport experiences a high volume of large corporate aircraft that reposition after dropping clients off at Aspen. As the number of aircraft operations have risen over the years, so too has the need for additional parking area. The 20,000 SY apron expansion is sized to accommodate approximately 18 large, Gulfstream G650 sized, corporate aircraft. In addition to the apron expansion, the project also included the design of a large helicopter parking pad, and the design of an additional taxiway connecting the apron to the parallel taxiway. These project elements are planned to be constructed under future funding opportunities.

The original design for the apron included asphalt pavement in order to minimize project costs, however the winning bidder proposed a low cost upgrade to concrete pavement taking advantage of the concrete batch plant they had mobilized into the area for an ongoing CDOT highway project. Armstrong

completed a modification to the design documents to permit the change to a concrete pavement section at no additional cost to the Sponsor and in a short timeframe that took advantage of the timing of the highway project. The final project cost was \$3.26M, which includes the locally funded \$100k upgrade to concrete and approximately \$4k in additional pavement maintenance work on the adjacent existing aircraft parking. The project was completed in 89 calendar days, which was 7 days longer than allowed by the contract. Towards the end of the project, the airport received a significant snow event which delayed construction. The Contractor was granted the additional 7 calendar days of contract time due to the abnormal weather conditions and no liquidated damages were assessed.

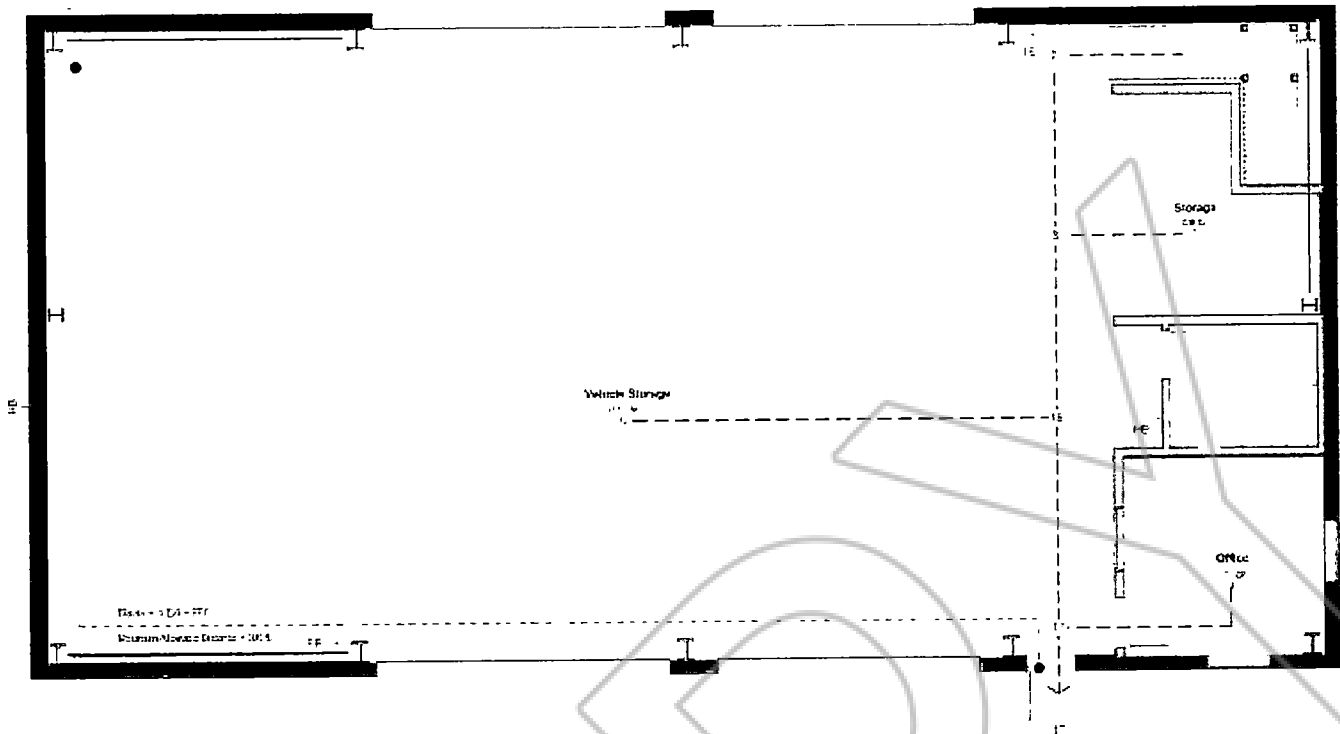
FIRM ROLE (PRIME)
Engineering Consultant

PROJECT OWNER
Garfield County, CO

CONTRACT VALUE
Estimate: \$3,498,896
Award: \$3,154,300
Final Cost: \$3,258,558

PROJECT CONTACT
Brian Condie
Airport Director
375 Co Rd 352, Rifle,
CO 81650
970-625-1091 ext. 4118
bcondie@garfield-
county.com

CONTRACT SCHEDULE
Scheduled Days: 82
Actual Days: 89 (weather)



CARSON CITY AIRPORT | CARSON CITY, NEVADA
SRE Building and Equipment (Design & Construct)

The Carson City Airport required a new storage facility to house their current and newly acquired snow removal equipment, and this project is currently underway.

The Snow Removal Equipment Building will be a 3,200 square foot, pre-engineered metal building designed to meet AC 150/5220-18A specifications. The new building is approximately 40 feet wide by 80 feet long and consists of two vehicle bays, one large storage bay, one office, one restroom, one small storage space, and a mezzanine for mechanical equipment and additional storage. The exterior improvements were designed to complement the existing architectural characteristics at the Carson City Airport and satisfy the requirements of Carson City Planning. The building has two personnel doors and three large overhead doors with exterior fenestration and a two-tone color scheme. Site improvements and considerations included space for movement of large snow removal equipment vehicles (existing and future), as well as parking for staff. Each overhead door has paved approaches with large bollards to protect the building.

Of the subconsultants we present to MEV, Armstrong has teamed with PK Electrical and Paul Cavin Architects to complete this project.

FIRM ROLE (PRIME)
 Engineering Consultant

CONTRACT VALUE
 Estimate: \$962,865
 Award: \$1,639,440
 Final Cost: TBD

CONTRACT SCHEDULE
 Scheduled Days: 120
 Actual Days: TBD

PROJECT OWNER
 Carson City Airport Authority

PROJECT CONTACT
 Corey Jenkins, ACE
 Airport Manager
 2600 College Parkway #6
 Carson City, NV 89706
 775-841-2255
 cjenkins@flycarsoncity.com

Referrals & References

The reputation of Armstrong and its staff is highly regarded among airports throughout the western United States. We are known for providing an exceptional level of client service, and for identifying and resolving complex issues before they impact the timing and budget of your airport projects. Our ongoing working relationships with NDOT and FAA representatives strengthens with the onset and completion of each project.

Consistent delivery of high quality projects and client service are key benefits of partnering with Armstrong on your airport improvement projects. Examples of our exemplary work and commitment to quality are presented throughout this Statement of Qualifications. The FAA has consistently commented on the exceptional quality of our planning documents and engineering plans. In an increasingly competitive marketplace, maintaining a strategic advantage, a strong corporate culture, and optimum client satisfaction requires top-notch talent, breakthrough ideas, and exceptional client service.

As a privately-held airport consulting firm, Armstrong takes pride in the fact the entire organization is personally invested in taking the airport you have and making it the airport you want it to be.

We encourage you to contact the following Armstrong Airports to inquire about our ability to deliver the highest level of engineering, planning, and construction administration

ERIC HAMREY | Public Works Director
Hawthorne Industrial Airport | Hawthorne, NV
775.945.3897 | pwdirector@mineralcountynv.org
Project History: Reconstruct Taxiway A, Install Wildlife Fencing, Upgrade AWOS and Install Supplementary Wind Cone, Replace PAPIs and REILs, ALP Update

BRIAN CONDIE | Airport Manager
Rifle Garfield County Airport | Rifle CO
970-625-1091 ext. 4118
bcondie@garfield-county.com
Project History: Apron, Approach Preliminary Study

COREY JENKINS | Airport Manager
Carson City Airport | Carson City, NV
775-841-2255 | cjenkins@flycarsoncity.com
Project History: Perimeter Fencing and Access Gates, Runway Rehabilitation, Construct SRE Building and Acque Equipment, Relocate AWOS, Install Approach Lighting

CODY ROGGATZ | County Dir. of Aviation
707.839.5401 | croggatz@co.humboldt.ca.us
Humboldt County Airports | Humboldt County, CA
Project History: Airport Systems Plan (6 airports), Hangar Evaluation Study, Runway 14/32 Rehabilitation and In-Pavement Lighting System

Our Experience, Familiarity, and Partnership at Minden-Tahoe Airport

Armstrong and Douglas County have had an extremely successful partnership at the Minden-Tahoe Airport (MEV) over the last ten years. *An outline of our successful partnership is presented on the following page.* Armstrong was first selected by Douglas County to provide Airport Engineering and Planning services in 2013, and over the course of two 5-year on-call contracts, this relationship has produced numerous achievements and successes at the Airport. The first two official projects that Armstrong assisted the County with have set the tone for the responsive, forward leaning approach Armstrong has employed throughout our tenure with the County.

The first project completed involved replacing the Airport's rotating beacon. The existing beacon failed unexpectedly and needed to be replaced in short order. Armstrong coordinated with the FAA and County and quickly made arrangements for the beacon to be replaced in an agreement which allowed the County to be reimbursed as soon as AIP funds were made available in the ensuing Federal fiscal year. Armstrong quickly produced a design and assisted the County through soliciting competitive proposals, a contract was awarded, and the work was completed less than 2 months after the initial failure. Additionally, the County received the first AIP grant in Nevada the following fiscal year, and Armstrong assisted the County in submitting the grant reimbursement paperwork and closing out the grant in a matter of days after award.

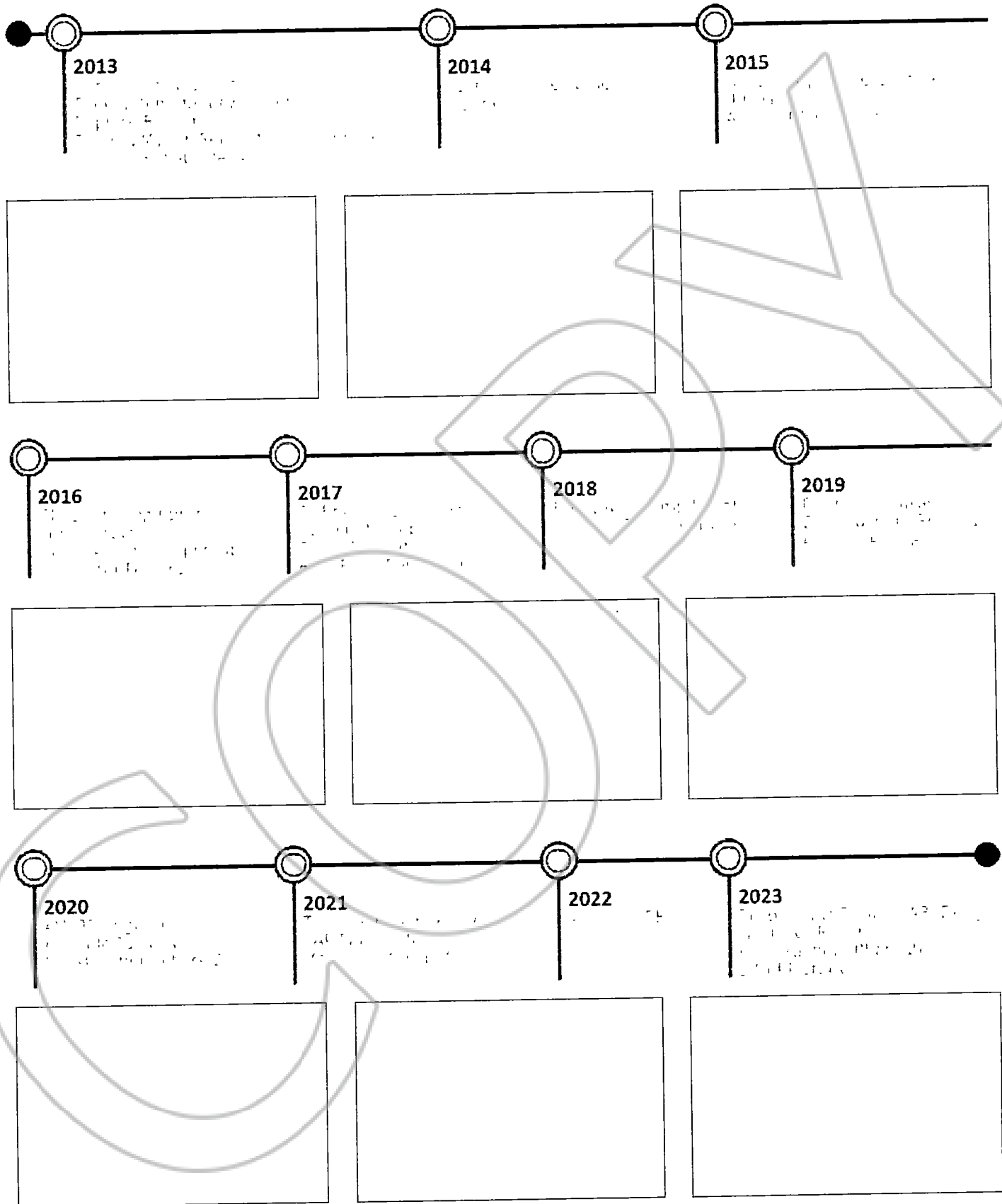
The second project involved Armstrong taking over for the Airport's previous consultant and executing the reconstruction of a section of apron and rehabilitation of an adjacent taxiway. The project had been designed by the previous consultant, and the plan was for that previous consultant to continue assisting through the bidding and construction of the project. However, the previous consultant failed to appear at the project's pre-bid meeting, and therefore the County chose to quickly change the plan and employ Armstrong for

the construction period services. Armstrong quickly developed and executed a scope of work, and the project bidding and construction continued on without missing a beat.

These two projects set the tone for the high level of service that Armstrong has continuously provided to Douglas County since our original selection. Over the last ten years, Armstrong has assisted the County in successfully completing 22 projects totaling over \$18 million in funding. In addition to our successes executing projects, we have also assisted with a variety of miscellaneous requests and provide a full suite of value-added services. The result of these additional services helped enable the Airport to continue to grow and handle certain issues quickly and efficiently prior to them evolving and becoming more problematic. Armstrong is proud that we have been able to so seamlessly integrate our services with the County and function as a true extension of staff. The success of this integration has been evident as we have served to provide continuity through the ongoing leadership transition occurring at the Airport today.

As has been the focus of our current 50-year anniversary celebration, we are proud of our past but focused on the future. There isn't a better example of this applied to real life than with our role at Douglas County and Minden-Tahoe Airport. While we are extremely proud of the results we have been a part of achieving at MEV, our ultimate focus is on continuing, and even improving upon, those successes as we look to the future. Armstrong is committed to helping the County continue to grow and improve their great airport, further enhancing the positive economic and social impacts the Airport has on the community. As demonstrated in the recently completed Nevada Airport System Plan, Minden-Tahoe Airport accounts for \$56.4 million of annual economic impact and supports 376 jobs.

Our Experience, Familiarity, and Partnership at Minden-Tahoe Airport | A History of Success



WE LOOK FORWARD TO CONTINUED SUCCESS AT MINDEN-TAHOE AIRPORT

3. Team Experience & Qualifications

Organizational Chart



Planning Support

Justin Pietz
Principal | Planning Director

Matt Tomasson
Planning Project Manager

Ken Moen, A.A.E., C.A.E.
Airport Planner

Engineering

Chris Nocks, P.E.
Engineering Ops. Mgr. | Principal

Nadine Burgard, P.E. | *Engineering Project Manager*

Colin Sterns, P.E.
Airport Engineer

Client Services

Mike Dikun, C.M., C.A.E. | *Western Pacific Territory Mgr. | Airport Mgmt. Advisor*

Ken Moen, A.A.E., C.A.E. | *Special Projects & Program Mgr. | Airport Mgmt. Advisor*

CAD Support

Danny Reed
CAD Manager

Resident Project Rep.

Karson Farrell
Resident Project Rep.

Subconsultants

We have completed a subconsultant selection plan based off your upcoming projects and have selected firms with which we have had previous success. Should additional needs arise, we will coordinate with the contractors best-suited to complete the work

Architectural Services

Paul Cavin, AIA NCARB | *Architect, Owner, Principal in Charge*

Electrical Services

Joey Ganser, P.E.
Project Manager

Steve Villanueva
Electrical Designer

Survey, Stormwater, Drainage Services

Jonathan Lesperance, P.E.
Engineering Group Manager

David Crook, P.L.S., WRS | *Professional Land Surveyor*

Geotechnical Services

Blake Carter, P.E.
President

Mitch Burns, P.E., CEM, RSO | *Materials Engineering Manager*

CHRIS NOCKS, P.E.

Engineering Principal in Charge | Engineering Operations Manager

YEARS OF EXPERIENCE

20 Industry, 13 Armstrong

EDUCATION

M.S. Engineering Systems
Civil Engineering

Colorado School of Mines
B.S. Geological
Engineering

Colorado School of Mines
USAF Civil Engineer

Officer Training
Air Force Institute of
Technology

LICENSES

Professional Engineer:
CA, CO, ID, MT, ND, NE,
NV (21564), UT, WY

AFFILIATIONS

American Society of Civil
Engineers - Member
Society of American
Military Engineers -
Member
Nevada Aviation
Association - Member

CONTACT ME

(970) 255 2015

751 Horizon Court
Suite 255
Grand Junction, CO 81506

cnocks@
armstrongconsultants.com

As your Principal-in-Charge and Engineering Operations Manager, I am responsible for providing training, guidance, and direction to our engineering staff. I ensure that our engineers' individual strengths are assigned to a team that aligns with the unique needs of our clients. Based on the County and MEV's unique needs, I have assigned Nadine Burgard, P.E. to continue serving as your project manager. Her vast experience working for airports across Nevada, including MEV, and completing projects like those upcoming in the County makes her the ideal person to manage your projects. In addition to continuous project design and oversight, I will continue to focus on your strategic planning and offer creative problem solving to MEV. For your upcoming projects, I will work closely with Nadine and our design engineers by providing quality control and quality assurance, as well as insight and support to complex projects. I have had the opportunity to serve MEV since being selected in 2013 and have worked on each of your previous airfield improvement projects during our partnership. My knowledge of your facilities, vision, and goals will allow me to continue to seamlessly guide our team and establish successful, high-quality project results. As such, I am always available to you for any requests, questions, or concerns you have about your projects.

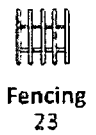
My passion for aviation began when I was a child and eventually led me to seeking a commission in the US Air Force through the ROTC program at Colorado School of Mines. In the Air Force I served as a Captain and Civil Engineer Officer. Twice during my career I deployed in support of Operations Iraqi and Enduring Freedom, my first deployment was as a Project Manager on 28 projects valued at over \$6 million at Al Dhafra Air Base, United Arab Emirates. During my second deployment, I served as the Military Construction Program Manager for U.S. Forces- Afghanistan for six months during my deployment and developed a construction program worth over \$8 billion to support current and future mission requirements in Afghanistan. Once my time in the Air Force was complete, airport consulting became the best way for me to continue to stay involved in aviation and airport design and construction.

I look forward to guiding your engineering team as we continue to strive for new heights at MEV. The projects shown in this Statement of Qualifications demonstrate our successful teaming experience, both as a core project team as well as working with the subconsultant firms presented to MEV.

Throughout my career, I have completed the following projects:



Pavement
100+



NADINE BURGARD, P.E.

Engineering Project Manager

YEARS OF EXPERIENCE

8 Industry, 2 Armstrong

EDUCATION

B.S., Civil Engineering,
University of Nevada, Reno
M.B.A. University of Nevada,
Reno

LICENSES

Professional Engineer: CA,
NV (25193)

AFFILIATIONS

Association of California
Airports
Nevada Aviation Association
(NvAA)
American Society of Civil
Engineers - Member

CONTACT ME

(775) 346 3011
1575 Delucchi Lane, Suite 219
Reno, NV 89502
nburgard@
armstrongconsultants.com

RECENT AWARD

2021
Southwest AAAE
Corporate Excellence Award
Nadine's Role: Project Manager

As your Airport Engineering Project Manager located at our Reno office, I will continue to provide high-level personalized client service to the County and MEV and will have in-depth involvement throughout each project. As shown on the organizational chart, I will continue to work in tandem with Chris Nocks, P.E. and Colin Sterns, P.E., Airport Engineer, to build upon our Teams' foundational knowledge of your goals and further ensure your needs are being met by our team throughout all your upcoming projects. Since joining Armstrong, I have had the opportunity to work on MEV projects including the recent taxilanes rehabilitation and the current Phase IV of Taxiway Z construction.

In this role, I enjoy interacting with airport managers and airport operations staff to understand their vision for the design and functionality of their facilities. It is also rewarding to see my projects advance from design through construction to completion. Having numerous clients in the area, we are fortunate to be within a few hours' drive from most of them. Our proximity to our Nevada clients not only allows us to visit on site during construction projects, it also reinforces the relationships we have developed in our local airport community. I continue to gain vast industry knowledge everyday - from the best construction materials to use while building a runway, to how evolving aircraft technology can influence the design of an airport. It is exciting to be part of this industry and contribute to the ever-evolving growth and impact on our communities.

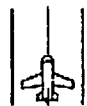
I oversee engineering design work, prepare construction project management documents, plans and specifications, build cost estimates, compile project design reports and final reports, and manage client grant applications. My experience includes project management of multi-disciplinary projects, technical engineering design, budget estimates and construction schedule management.

I look forward to managing your engineering projects as we continue to strive for new heights at MEV. The projects shown in this Statement of Qualifications demonstrate our successful teaming experience, both as a core project team as well as working with the subconsultant firms presented to MEV.

Throughout my career, I have completed the following projects:



Apron
2



Taxiway
1



Pavement
4



Fencing
3



Building
1



Equipment
2

COLIN STERNS, P.E.

Project Engineer | DBE Coordinator

YEARS OF EXPERIENCE
18 Industry, 8 Armstrong

EDUCATION
B.S., Civil Engineering,
University of Arizona

LICENSES
Professional Engineer: AZ

CONTACT ME
(602) 803 7079

2345 S. Alma School Road
Ste. 208
Mesa, AZ 85210

csterms@
armstrongconsultants.com

RECENT AWARD

2021

National Pavement Association
Quality in Construction Award
Holbrook Municipal Airport
Runway 3/21 Reconstruction
Holbrook, AZ
Colin's Role: Project Engineer

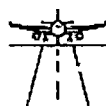
As a Project Engineer with Armstrong, I am involved in the design and construction of a variety of airport projects ranging from airport lighting replacements to multimillion dollar runway construction. After graduation from the University of Arizona, I worked as a roadway and land development engineer until 2015 when I found my calling in airports and the field of aviation.

My passion is helping my clients through the process of having their projects funded and approved by the FAA and NDOT. I will continue to provide initial project design review and advance through to approval and will coordinate with FAA staff for you. I have successfully assisted in the approval of over 53 projects in recent years. I am familiar with all FAA regulations as they relate to design and construction. I am available to you to answer any questions, explain complicated governmental nuances, and to support you through all aspects of your project, including administrative work.

As previously shown in the "Services" section of this proposal, I will also continue to be available to you as a DBE Coordinator. Armstrong is unique in that we manage DBE programs by completing your yearly achievement reporting to alleviate the workload of your staff. This is provided to you as a value-added service to ensure your goals and airport is successful.

I will assist Nadine and Chris with each upcoming engineering project. As your Project Engineer, my duties include engineering designs, preparation of construction plans and specifications, cost estimating, writing project design reports and final reports, preparation of grant applications and capital improvement programs, contract administration and construction project management. I look forward to working with you at MEV to transform your vision into reality.

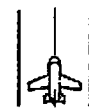
Throughout my career thus far, I have completed:



Runway
10



Apron
10



Taxiway
6



Lighting
11

JUSTIN PIETZ

Principal | Planning Director | Planning Support

YEARS OF EXPERIENCE

22 Industry, 18 Armstrong

EDUCATION

B.S., Aerospace Studies,
Embry-Riddle
Aeronautical University,
Prescott, Arizona

CERTIFICATION

Private Pilot

AFFILIATIONS

Aircraft Owners and Pilots
Association (AOPA)
Arizona Airports
Association (AZAA)
Colorado Airport
Operators Association
(CAOA)
Utah Airport Operators
Association (UAOA)
Nevada Airport Operators
Association (NvAA)

CONTACT ME

(970) 255 2014

751 Horizon Court, Ste
255
Grand Junction, CO 81506
jpietz@
armstrongconsultants.com

As Principal and Planning Director, I supervise Armstrong's planning team along with completing a diverse range of airport planning projects. My continued role as the assigned Planning Director to MEV will be to work hand in hand with your Engineering Project Manager, Nadine Burgard, P.E. and Chris Nocks, P.E. to align your needs with your projects. As you know through our 10 years of service, Armstrong is a unique firm and provides planning services in-house in tandem with our engineering team. It is crucial to have a planner involved with your engineering projects from the beginning to ensure compliance with design standards, airspace, and environmental requirements. Most importantly, I will continue to be responsible for ensuring that all of your projects will be in accordance with your FAA-approved Master Plan. I will continue to be available to MEV for any general planning request as well as providing a planning perspective to engineering design projects.

I have over 22 years of aviation experience and have completed over 100 master planning and environmental studies at more than 80 airports throughout the western United States. I was selected by Airport Business Magazine as one of the Top 40 Under 40 aviation professionals of 2013. My areas of expertise include Airport Master Plans, Site Selection Studies, Environmental Assessments, Airport Land Use Compatibility Planning, Aircraft Noise Evaluation, Airport Emergency Plans, Airport Financial Plans and Airport Certification Manuals. I produce a variety of planning studies and provide quality control and peer reviews for other planners in the firm. I am an FAA-licensed private pilot, which gives me an intimate understanding of airport user needs. My background in aviation safety ensures that safety factors are considered throughout the planning process.

I will continue bringing my planning expertise to MEV and working with the Nevada team to implement your vision for the airport.

Throughout my 22 year career, I have completed the following projects:



**Airport
Master Plans**
100+



**Airport
Layout Plans**
100+



**Environmental
Assessments**
20

RELEVANT EXPERIENCE

MINDEN-TAHOE AIRPORT | AIRPORT LAYOUT & MASTER PLAN
Minden, Nevada | Project Manager

MATT TOMASSON

Airport Planning Project Manager | Planning Support

YEARS OF EXPERIENCE

10 Industry, 7 Armstrong

EDUCATION

B.S., Aeronautical
Management Technology,
Arizona State University

LICENSES

Private Pilot

CONTACT ME

(602) 803-7079
2345 S. Alma School Road
Ste. 208
Mesa, AZ 85210
mtomasson@
armstrongconsultants.com

As an Airport Planning Project Manager at Armstrong, I am currently involved in a variety of airport planning and environmental projects ranging from airport master plan updates to environmental clearances for airport development projects. I have many years of experience and education specializing in aviation planning and management, environmental, and airport operations. As your project manager, I will be working closely with Justin Pietz and our airport planners to execute your projects at the highest quality. Not only will I be your planning project manager, I will also collaborate with your Armstrong engineers, Chris, Nadine, and Colin, throughout your engineering projects. Being able to utilize the combination of planning and engineering perspectives ensures that your projects are being considered from multiple viewpoints. I am also a FAA-licensed private pilot, which provides an additional perspective from the sky as a pilot and user of your airport.

Prior to joining Armstrong, I served within the airport and aircraft logistics department with Mesa Airlines, and as a member of the Scottsdale Airport operations and management team. My broad aviation background allows me to fully understand the needs of all airport users and stakeholders, and the ability to provide unique solutions. My duties as an Airport Project Manager include data compilation, technical writing and analysis, coordination of planning documents, and overall planning direction to the project team.

I look forward to continue serving the County as your planning project manager and collaborating with your team of Armstrong engineers to keep reaching new heights at MEV. In my career thus far, I have completed:

RECENT AWARD

2021

American Council of Engineering
Merit Award

San Luis Valley Regional Airport
Airport Master Plan
Alamosa, CO
Matt's Role: Planner



**Airport
Master Plans**

9



**Airport
Layout Plans**

13



**Environmental
Assessments**

2

SELECT RELEVANT EXPERIENCE

ALAMO LANDING FIELD | AIRPORT MASTER PLAN
Alamo, NV | Project Manager

HUMBOLDT COUNTY AIRPORTS | COUNTY SYSTEM PLAN
Humboldt County, CA | Project Manager

KEN MOEN, A.A.E., C.A.E.

Special Projects & Program Manager | Airport Management Advisor

YEARS OF EXPERIENCE

45 Industry, 2 Armstrong

EDUCATION

B.S., Professional Aeronautics,
Embry-Riddle Aeronautical
University

U.S. Army Air Traffic Control
FAA Air Traffic Control

AFFILIATIONS

NVAA Current President
SWAAAE Current Board Member

ACCREDITATIONS

Accredited Airport Executive,
American Association of Airport
Executives (AAAE)
Certified Airport Executive,
Southwest Chapter of American
Association Of Airport
Executives

Airport Certified Employee (ACE)
- Airport Operations
Airport Certified Employee (ACE)
- Airport Security/Trusted Agent
Airport Certified Employee (ACE)
- Airport Communications

CONTACT ME

(775) 346 3013
1575 Delucchi Lane, Ste 219
Reno, NV 89502
kmoen@armstrongconsultants.com

RECENT AWARD

2021

Southwest AAAE | Corporate Excellence
Award 'Ken's Role: Armstrong Airport
Management Advisor

I will continue to serve the County and MEV in two roles. First, I will serve you as an Airport Management Advisor. I am an accredited airport executive by the American Association of Airport Executives (AAAE). Less than 10% of AAAE members have achieved this designation and symbolizes the knowledge, experience, and commitment to the profession of airport management. In this role, I will provide my insights and perspective from 31 years of airport operations and air traffic control and aeronautical procedures background and experience. My airport management experience includes Reno-Tahoe Int. Airport, Reno-Stead Airport, and Carson City Airport. My experience includes managing airport properties, airport development and improvements, administration of FAA AIP Grant program, project management, enhancing airport revenues and business development, improving operational safety, and establishing positive airport/community relations.

With Armstrong providing your airport engineering services, I will also serve as an Airport Planning Project Manager to provide as-needed support to our engineers throughout these pavement projects. As the previous Airport Director at Carson City Airport (CXP) in Carson City, NV, I have managed numerous planning projects including CXP's Airport Master Plan Update, Airport Layout Plan Update, and Environmental Assessments. These planning projects coincided with the active engineering projects at the airport, allowing me to collaborate through the planning process while ensuring the success of future engineering projects. Since joining the Armstrong team, I have served as an airport planner at multiple airports. This combination of experience provides a unique perspective pairing airport management knowledge and an in-depth understanding of the airport planning process from both the consultant and end-user perspective.

I am active in the aviation community serving as a board member to both national and statewide aviation organization. I serve on the General Aviation Committee for the American Association of Airport Executives and board member to both Southwest Chapter of AAAE and President of the Nevada Aviation Association. With my involvement, I provide Armstrong clients (including MEV) industry insights, innovations, and education. I will be an extension of your staff as I serve on these committees bringing forward the needs of your community and airports. My knowledge and experience will continue to benefit MEV through any lessons learned and industry insights. I look forward to collaborating with you and dedicating my focus to prioritize your airport's growth.

MIKE DIKUN, C.M., C.A.E.

Western Pacific Territory Manager | Airport Management Advisor

YEARS OF EXPERIENCE

33 Industry, 5.5 Armstrong

EDUCATION

B.A Economics
Muhlenberg College

CERTIFICATIONS

Certified Member (C.M.)
American Association of
Airport Executives
Certified Airport Executive
(C.A.E.)
Southwest Chapter AAAE
Private Pilot

AFFILIATIONS

American Association of
Airport Executives
Association of CA Airports
Southwest Chapter AAAE
Board of Directors 2010-2016
Nevada Aviation Association
Past President 2016-2018

CONTACT ME

(775) 346 3010
1575 Delucchi Lane, STE 219
Reno, NV 89502
mdikun@armstrongconsultants.com

RECENT AWARD

2021

Southwest AAAE | Corporate
Excellence Award | *Mike's Role:*
Armstrong Airport Mgmt. Advisor

I have had the privilege of serving MEV since joining Armstrong nearly six years ago and I will continue to be available to you as Armstrong's Western Pacific Territory Manager and Airport Management Advisor.

As the Pacific Territory Manager, I will ensure you continue to receive the service, communication, and support necessary to accomplish your aviation goals. Armstrong offers support beyond engineering and planning, and I serve as the liaison to that support. Douglas County and MEV have unique needs, and I will work to ensure you continue to receive tailored services to meet your goals.

I am one of three former Airport Directors on staff providing our clients this unique value added service of Airport Management Advisory. In this role, I provide insights and support from 27 years of airport management experience working at Reno-Tahoe International (RNO), Reno-Stead (RTS), South Lake Tahoe (TVL), Adirondack Regional (SLK), and Bozeman-Yellowstone International (BZN). From providing sound advice on airport management and operations related items, to assisting with staff training and recruitment, I will continue to support your staff on finding a creative solution to any aviation related issue.

I worked with airport staff during the recent snow removal equipment procurement. Based on staff input, I worked with Armstrong and FAA staff to identify the appropriate equipment, utilize various resources to meet FAA purchasing requirements, secure the grant and complete the procurement process.

Throughout my career I have remained active in the aviation community serving as a board member to both national and statewide aviation organizations. Before Ken Moen became President of NVAA, I serve as President from 2016-2018. I lead the NVAA team in our mission to promote and support airports and aviation in Nevada. I am committed to advancing aviation in Nevada and to continue contributing to your success in the Douglas County community.

JONATHAN LESPERANCE, P.E.

Engineering Group Manager

Jonathan is a Group Manager in the Lumos Engineering Division in our Carson City Office. Over the last two years Jonathan has transitioned into the role of Eureka County Engineer, having taken over this important responsibility for Lumos COO and former Eureka County Engineer, Michael Bennett. Jonathan has 13 years of diverse engineering experience with an emphasis in public work, especially pertaining to water and wastewater systems. As County Engineer, Jonathan provides ongoing engineering consultation and oversees County projects, including projects at the Eureka County Airport, from planning through design and engineering services during construction.

PROJECT EXAMPLES

- East Line Street, Bishop, California
- Eureka County Engineer, Eureka County, NV
- Douglas County, Airport Lift Station, Douglas County, NV
- Eureka Airport Snow Plow Purchase, Eureka County, NV
- SRE Storage Building & Windssocks Project, Eureka County, NV
- Eureka County Roads and Airport Pavement Maintenance Project
- Title 22 Engineering Report- Effluent Irrigation, Bishop Area Wastewater Authority
- Inyo County Water Department, Reclaimed Water for Restoration and Community Projects in Big Pine, CA; Feasibility Report, December 2017*

* *Employee Experience, not a Lumos project.*

DAVID CROOK, P.L.S., WRS

Professional Land Surveyor

David Crook serves as one of the Project Managers in our Survey Division and acts as the Computer Systems Administrator for the company. Mr. Crook became a licensed Professional Land Surveyor in 1994 and possesses over 37 years of surveying and mapping experience. David specializes in survey mapping for land divisions, engineering design surveys and topographic mapping, digital terrain modeling and volume analysis, ALTA/ACSM Land Title Surveys, boundary resolution, cadastral retracement surveys and route surveying. David has worked on right-of-way engineering mapping for State Route 28, U.S. Highway 50, Interstate 80, Interstate 580, U.S. Highway 395 and U.S. Highway 95.

PROJECT EXAMPLES

- 2020 Eureka Road and Airport Maintenance, Eureka County, NV
- NAS Fallon, NV, Design Build P-111 Relocation of Naval Operational Support Center, Fallon, NV
- NAS Fallon, NV, P-420 Air Wing Training Facility, Construction Staking
- NAS Fallon, NV, Waste Water Treatment Plant Construction Surveying
- NAS Fallon, NV, Taxiway Golf and Taxiway Bravo Repairs Construction Surveying
- NAS Fallon, NV, P-426 Airfield Enclave Construction Staking Surveying
- NAS Fallon, NV, Apron 5 Shade Structure Topographic Mapping and Construction Staking
- NAS Fallon, NV, Maintenance and repair of Apron 1-3 and AFFF Pond Topographic Survey
- Reno/Tahoe International Airport Obstruction Mapping, Reno, NV

EDUCATION

BS, Civil Engineering, Arizona State University, 2009

PE

REGISTRATIONS:
California #84438
Nevada #22326

AFFILIATIONS

Water Environment Federation (WEF),
Member American Water Works Association (AWWA), Member

YEARS OF EXPERIENCE

37+ Industry

REGISTRATIONS:

Professional Land Surveyor:
Nevada #10836
Certified Environmental Manager:
Nevada #982

AFFILIATIONS:

American Congress on Surveying and Mapping
National Society of Professional Surveyors
Nevada Association of Land Surveyors
Lahontan Chapter – Past President
International Right-of-Way Associations

MITCH BURNS, P.E., CEM, RSO

Materials Engineering Manager

Mitch has nearly 35 years of geotechnical engineering experience. He has served as a materials technician, special inspector, project engineer, project manager, and department manager. Mitch has authored numerous geotechnical reports for schools, roadways, airports, pipelines, buildings, mines, and site developments across Nevada. Mitch also oversees the Lumos three materials testing laboratories. He has experience in slope stability analysis, fault evaluations, and a variety of roadway rehabilitation methods that include pulverizing and reusing existing roadway sections, lime and cement treatments, rock stabilization, geogrids, and geotextile fabrics.

Mitch is Nevada Alliance for Quality Transportation Construction (NAQTC) and American Concrete Institute (ACI), International Code Council (ICC) Inspector, NICET Level II Construction Materials Testing, CPN Nuclear Density Gauge Operator, CPN Radiation Safety Officer, and OSHA/MSHA certified.

EDUCATION

MS, Civil Engineering, University of Nevada, Reno, 1996 | BS, Civil Engineering, University of Nevada, Reno, 1992

REGISTRATIONS/CERTIFICATIONS

Professional Civil Engineer, NV #15001 and CA #72704
Certified Environmental Manager, NV #2292

PROJECT EXPERIENCE

- Mitch has completed Geotechnical and Materials Engineering on over 42 projects for Eurkea County, NV. This includes the Award Winning Airport Runway 18/36 to the Fire Station, School Infrastructure, and Water/Wastewater Projects.
- Mitch has also been a critical component of the success for the nearly 20 projects at the Naval Air Base in Fallon, NV.

Selected to provide Architectural Services

Paul Cavin Architect LLC is a local, Nevada business that provides Professional Architectural and Design Services within the State of Nevada and is a limited liability company with a single owner, Paul Cavin.

Paul Cavin Architect LLC was established in 2013 in Washoe County, Nevada. Paul has over 28 years of experience in the Architectural profession and comes from a diverse Architectural background with project experience in eight western states. Paul began working in professional Architecture firms in 1995; he has worked in small firms, large firms, and national sized firms. His 28+ years of experience includes work in the following categories: K-12 Education, Higher Education, Institutional, Medical, Government, Military, Multi-Family Housing, Single Family Housing, Commercial, Tenant Improvements, Industrial, Maintenance, LEED, and Historic Preservation. He is also familiar with different project delivery methods including Construction Manager at Risk (CMAR), Design-Bid-Build, Design-Build, Design-Assist, and Negotiated Construction Contracts. Paul Cavin is currently registered as an Architect in the State of Nevada and maintains reciprocity through the National Council of Architectural Registration Boards (NCARB), he is also a current, local and national member of the American Institute of Architects (AIA). Paul strives to provide outstanding customer and professional service for all clients and all projects.

Paul has provided repeat Architectural Design Services for the following entities: State of Nevada Public Works Division, State of Nevada Legislative Counsel Bureau, Washoe County Community Services, Eureka County Public Works, Douglas County Public Works, Mineral County Public Works, the City of Ely, Washoe County School District, Douglas County School District, Eureka County School District, Lyon County School District, Lander County School District, Kingsbury General Improvement District, University of Nevada Reno, Western Nevada College, and Reno-Tahoe Airport Authority. Repeat services for these public entities demonstrates that Paul Cavin Architect LLC provides outstanding professional services worthy of the high expectations of public entities.

Paul Cavin Architect LLC currently has a total staff size of 8 persons. This includes 3 licensed architects, 2 project managers, 1 draftsman, 1 intern, and 1 part-time office manager. Each licensed architect and each project manager are well versed in taking a project from inception through construction completion. Each staff member is capable of working individually and as a team leader for each of their projects.

You will find that Paul Cavin Architect LLC is committed to you and your projects, and your project goals. We will strive to provide excellent professional services and a comprehensive design process.

Paul Cavin has teamed with Armstrong on several projects across Nevada, including the previously presented Carson City Airport SRE Building project. They have also been involved in numerous projects where PK Electrical was also providing services. Our team, including subconsultants, all have experience completing highly successful projects together.

PAUL CAVIN, AIA NCARB

Architect, Owner, Principal in Charge

Paul Cavin is a Northern Nevada native who grew up in Carson City, Nevada. Upon graduation from Carson High School, Paul left the region to start and complete his architectural education. Paul returned to Northern Nevada in 2004 where he finished his architectural training and started his own firm in 2013. Paul has over 28 years of experience in the architectural profession, beginning in 1995. Since returning to Northern Nevada, Paul has performed a multitude of projects ranging from very small remodel projects, to large and complex remodels, and new buildings and structures. Paul is familiar and competent with different project delivery methods including: Construction Manager at Risk (CMAR), Design-Bid-Build, Design-Build, and Design-Assist.

EDUCATION

Bachelor of Science,
Architecture - 1998
University of Nevada, Las Vegas

Master of Architecture
2004 University of New Mexico

REGISTRATIONS/ CERTIFICATIONS

State of Nevada #6284
NCARB Certificate #66385

PROFESSIONAL AFFILIATIONS

National Council of
Architectural Registration
Boards
American Institute of
Architects (AIA) #38310017

OFFICE LOCATION

Reno, Nevada

CAREER EXPERIENCE

- 3/2013- Present | Paul Cavin Architect LLC- Reno, Nevada
- 2006- 2013 | Hershenow + Klippenstein Architects- Reno, Nevada
- 2004- 2006 | Blakely, Johnson, & Ghush, Inc.- Reno, Nevada
- 2003- 2004 | ASCG Inc.- Albuquerque, New Mexico
- 1998- 2003 | Dekker/Perich/Sabatini- Albuquerque, New Mexico
- 1995- 1998 | JMA Architecture Studios- Las Vegas, Nevada

PROJECT EXAMPLES AS ARCHITECT AND PRINCIPAL-IN-CHARGE

Paul Cavin Architects was a subconsultant to Armstrong Consultants on the Carson City Airport SRE Building project, previously discussed on page 13.

RENO-TAHOE AIRPORT AUTHORITY | RENO, NEVADA | MULTIPLE PROJECTS

- Federal Inspection Services Facility Improvements
 - Scope of Services: Design, Construction Documents, Bidding Assistance, Construction Administration
 - Project Size: 15,000 square feet
 - Project Construction Cost: \$3,000,000
- TSA Operations Space Improvements
 - Scope of Services: Design, Construction Documents, Bidding Assistance, Construction Administration
 - Project Size: 5,000 square feet
 - Project Construction Cost: \$800,000
- Air Communications Center Replacement Project
 - Scope of Services: Design, Construction Documents, Bidding Assistance, Construction Administration
 - Project Size: 5,000 square feet
 - Project Construction Cost: \$3,200,000
- Automated Exit Lane Program Study
 - Scope of Services: Design, Construction Documents, Bidding Assistance, Construction Administration
 - Project Size: 1,300 square feet
 - Project Construction Cost: \$800,000

Selected to provide Electrical Services

EXPERIENCE & QUALIFICATIONS

PK Electrical, Inc. is a woman-owned electrical engineering firm providing complete design for normal and emergency power, lighting and controls, technology/communications, and medium voltage distribution systems. Services also include utility coordination, onsite inspections and surveys of existing systems, feasibility studies, energy audits, plan reviews, construction administration, cost estimating, electrical system load, coordination and fault studies, grounding and lightning protection, site planning, special use permit and arc flash analysis.

Over the past 26 years in business, the firm has successfully completed electrical engineering and design for a vast range of both vertical and horizontal construction projects and has become adept in a variety of project delivery methods. Primary project types include airport and airfield, commercial, industrial, roadway/transportation, transit, higher education, K-12, healthcare, recreation, military, and municipal.

PK Electrical has extensive experience designing lighting and power systems for airport projects ranging from small to medium airfield and landside general aviation airport repairs and new construction to complex terminal renovation projects at large, international hubs. General aviation airside experience includes, but is not limited to, runway and taxiway lighting, guidance signage, wind cones, PAPIs, REILs, AWOS, lighting vaults, fuel systems, gate relocations, and auxiliary buildings including hangars and snow equipment removal buildings.

PK Electrical is headquartered in Reno, Nevada with a second office in Denver, Colorado. Collectively, our staff members are currently licensed in 17 states. We are staffed with approximately 40 employees consisting of professional engineers, electrical and technology designers, production staff, and administrative/support personnel. We also have in-house licensed electricians and a NICET SET certified fire alarm designer on staff. The firm is a certified DBE in Nevada, Arizona, Texas, Washington, California, and Illinois; a DBE/SBE/M/WBE in Colorado; CDOT ESB certified; and WBENC certified.

RECENT PROJECT EXPERIENCE WITH ARMSTRONG AND PK ELECTRICAL

- Hawthorne Industrial Airport | Hawthorne, Nevada
- Winnemucca Municipal Airport | Winnemucca, Nevada
- Alamo Landing Field | Alamo, Nevada
- Yuma Airfield | Yuma, Arizona
- Owyhee Airport | Owyhee, Nevada
 - SRE Building and Electrical Upgrades
- Window Rock Airport | Window Rock, Arizona
 - Airfield Electrical Lighting
- Woodhouse Field / Spanish Fork | Springville, Utah
- Minden Tahoe Airport | Minden, Nevada
- Ely Airport | Ely, Nevada
- Derby Field Airport | Lovelock, Nevada
- Silver Springs Airport | Silver Springs, Nevada
- Carson City Airport | Carson City, Nevada
- Blake Field | Delta, Colorado
- Springfield Municipal Airport | Springfield, Colorado
- Sterling Municipal Airport | Sterling, Colorado
 - New Fuel System and Electrical Upgrades
- Mineral County Memorial Airport | Creede, Colorado
- Fremont County Airport | Canon City, Colorado
- Burlington Airport | Kit Carson, Colorado
- Kremmling McElroy Airport | Kremmling, Colorado
 - Runway Rehabilitation and Electrical Upgrades
- Holyoke Airport | Holyoke, Colorado
 - Runway Rehabilitation and Electrical Upgrades

FAA KNOWLEDGE & EXPERIENCE | The past two decades of airside and landside aviation project experience has formed a strong foundation of knowledge and familiarity with FAA rules, regulations, and specifications for electrical components. PK Electrical's engineers and designers are accustomed to referencing current Advisory Circulars (ACs) during the design phase to ensure compliance with the FAA's requirements for engineering and construction standards for various airport-related equipment, facilities, and structures.

JOEY GANSER, P.E.

Project Manager

Mr. Ganser began his career as a designer and estimator for a large electrical contractor. In 2007, he joined PK Electrical as an electrical designer. Joey was first promoted to Engineering Operations Manager, and now serves as the Principal of Engineering for the firm. In this role Joey provides QA/QC services, stamps and signs electrical engineering drawings, and designs and manages his own projects.

EMPLOYMENT

PK Electrical, Inc.
Principal of Engineering
2007- Present

EDUCATION

B. S. Electrical Engineering
Rochester Institute of
Technology, 2007

PROFESSIONAL EXPERIENCE

16 Years

PROFESSIONAL REGISTRATIONS

NV, 21011
CA, 19761
MT, 31023
UT, 8984945-2202

AFFILIATIONS

Illuminating Engineering
Society of North America,
Member

Associated General
Contractors, Member

RELEVANT EXPERIENCE

CARSON CITY AIRPORT | CARSON CITY, NV

Snow Removal Equipment Building (*Subconsultant to Armstrong Consultants*)

PK Electrical is currently performing electrical engineering services for a new 3,200 sq ft prefabricated metal Snow Removal Equipment (SRE) Building at the Carson City Airport. The building includes one small office, a single use restroom, a mezzanine above the office for storage, a heated shop, a one bay drive through. PK Electrical's scope includes interior and exterior lighting compliant with IECC 2018, a new service entrance and meter fed from a nearby utility transformer as coordinated with NV Energy, power distribution, branch circuiting, a fire alarm system, and voice and data systems design. The estimated construction value is \$909,000.

RENO-TAHOE INTERNATIONAL AIRPORT | RENO, NV

Snow Removal Equipment Building | PK Electrical provided electrical engineering design and specifications for a 22,000 sq ft snow removal equipment building and associated site work. The project included an extension of 15 feet to the roof of an existing "lean to" structure to accommodate covered storage of snow removal equipment; material storage site and structures; and site development that included site lighting, electrical and communications. The industrial facility required capacity to store 17 vehicles, thus a new electrical system was designed to supply power for the vehicles, convenience outlets, high bay lighting, light reels, and a complete fire alarm system. Bid assistance and construction administration were also provided. Construction cost was estimated at \$6 million.

RENO-TAHOE INTERNATIONAL AIRPORT | RENO, NV

Taxiway C Reconstruction | This project was for the reconstruction of Taxiway C at the Reno-Tahoe International Airport. PK Electrical's scope included the electrical design for the removal of the existing edge lighting and signage, removal and reinstallation of the runway guard lights, and an assessment of the existing conditions. Design also included new elevated and in-pavement lights and signs with LED lamps. Existing circuiting was taken into consideration, and extra cabling was removed from the conduit throughout the different phases of construction.

RENO-TAHOE INTERNATIONAL AIRPORT | RENO, NV

16R Airfield Lighting Vault Building | This project consisted of a new Airfield Lighting Vault Building for the Reno-Tahoe International Airport 16R Runway Project. PK Electrical provided complete lighting, controls, power, and communications design including utility service, back-up power, HVAC, normal and emergency power, lighting systems, fire alarm, access control, and security systems. Communications systems were integrated into the Airport campus systems. Scope also included design vault equipment, conduits cables, grounds, and supports. Design was completed in accordance with RTIA standards, NEC and local code AHJ, and as contained within AC 150/5370-10, Item L-109. It was required that the lighting vault building be in compliance with NEC Article 110.31, Enclosure for Electrical Installations, Item (A) Electrical Vaults.

STEVE VILLANEUVA

Electrical Designer

Steve spent 15 years in the field as an electrical apprentice, journeyman, foreman, and general foreman as well as spent two years estimating and project managing. He transitioned into design in 2012 where his primary experience lies in healthcare, commercial, industrial, K-12, higher education, military, and residential projects.

EMPLOYMENT

PK Electrical, Inc.
Electrical Designer
2012 – 2016 | 2019 –
present

EDUCATION

IBEW Journeyman Wireman

PROFESSIONAL EXPERIENCE

27 Years

PROFESSIONAL REGISTRATIONS

NV Journeyman Inside
Wireman

RELEVANT EXPERIENCE

MINDEN-TAHOE AIRPORT | MINDEN, NV Fencing Project (*Subconsultant to Armstrong Consultants*)

This airport fencing project involved the installation of new security fencing around the perimeter of the airport, including 11 vehicle gates and 5 pedestrian gates. Design for increased access control of the vehicle gates included new card readers, VOIP intercoms with integrated CCTV cameras, illuminated directory signs, vehicle detection loops and lighting. The card access control systems installed on the pedestrian gates were equipped with control panels, fiber network switches, head-end servers, software and smart card printers.

MINDEN-TAHOE AIRPORT | MINDEN, NV Apron Lighting System (*Subconsultant to Armstrong Consultants*)

This project included the replacement of existing apron lighting with new LED technology. PK Electrical provided the lighting and power design for demolition, new apron lighting, lighting controls, conduit and wire, circuiting, panel schedule(s), electrical details, and both lighting and load drop calculations. The equipment was designed to meet Buy-America standards.

RENO-TAHOE INTERNATIONAL AIRPORT | RENO, NV Jet Bridge Power and Metering Upgrade

PK Electrical is serving as the electrical and power design engineer for the electrical upgrades and equipment modifications/replacements of all 23 jet bridges at the Reno-Tahoe International Airport. The Ground Power Unit (GPU) for each jet bridge will be replaced and existing Point-of-Use PCAir units providing aircraft HVAC will be replaced with new bridge mounted units. PK Electrical will provide electrical metering systems for each jet bridge. Design is being completed to ensure the most efficient system, minimizing low voltage wiring lengths and connection points, and connecting to the RTAA network for remote metering. Design is being completed to RTIA standards.

NEVADA DEPARTMENT OF TRANSPORTATION | LOVELOCK, NV Lovelock Maintenance Station

This project is for a new NDOT maintenance station inclusive of a 14,000 sq ft vehicle maintenance and administration facility, site utilities, site structures and well head, tank, and booster pump. The site structures include a 4,800 sq ft vehicle storage facility, 9,600 sq ft combined sand/salt storage facility, covered vehicle storage, a radio tower, brine mixing, entry gates, electric vehicle charging stations, and construction trailer pads. Scope includes interior and exterior lighting and controls, site lighting and controls, power distribution and branch circuits, electrical connections to HVAC and other equipment, electrical service, emergency generator system, UPS power, and electrical power to the pump systems. Design also includes install of underground conduits from the main electric room to the overhead vehicle storage for a potential future roof-mounted PV system. PKE is also responsible for the design of data/voice, security/CCTV video surveillance, access control, and fire alarm systems as required by IFC. PKE coordinated with NV Energy, NDOT, and other communication service providers for service requirements.

Selected to provide Geotechnical Services

FIRM BIO

Westex Consulting Engineers (Westex) was founded in 2020 to provide professional engineering services including Geotechnical Investigation Reports, Special Inspections, Construction Materials Quality Control, and consulting services for land development and various civil engineering and transportation projects in Nevada and California. Our company prides itself on knowledge of building codes, published standards, local regulations, and ability to apply specifications to projects and properly document compliance with project specifications during construction.

PAST PERFORMANCE

Westex has completed several roadway field investigations together while upholding the stringent of field standards. A large portion of our workload over the past two years has been geotechnical investigations at airport facilities across the State of Nevada. Federal Aviation Administration (FAA) standards are very strictly followed during the planning, execution, and laboratory analysis of supporting pavement and foundation soils. For this reason, our cost control of budget commitments has remained 100% on budget. Our approach is "bad news travels fast". For instance if our drillers and field engineers experience unforeseen or unexpected soil or groundwater conditions, they have a direct line to the Project Manager and Special Consultant to discuss any major shifts in the plan, while on the job site. This is a display of our teams commitment to one another's success.

Our internal QA/QC processes allow our project team to communicate logically via a clear itemized scope of work including field hours, exploration depths, planned sampling intervals, and laboratory program. Compliance with the project specifications is also an 'easier' target to meet because standards are written so clearly. Cleanliness is an absolute necessity while performing soil borings within existing pavements at airfields. Foreign Object Debris (FOD) including sand and light gravel from soil boring cuttings, must be thoroughly removed and the pavements cleaned upon patching boreholes. Our repeat experience on airfields across Nevada demonstrates our teams' approach and execution in following project (and exploration) specifications.

PROJECT KNOWLEDGE

Our knowledge of local geology across Nevada, but specializing in Northern Nevada has lead us to performing several Aggregate Source Acceptances for several existing and new rock mines, concrete and asphalt mix designs. Having hands-on experience provides our group the confidence to understand a range of various design properties and ability to raise the red flag within results appear to be an anomaly. Our approach is founded on the principle of "relentless research", meaning that our team will not quit until we are confident in the engineering recommendations and professional communications we transmit. Our Project Manager has attended design review courses and qualification standards set forth by NDOT, namely NHI Course No. 132094 LRFD Seismic Analysis and Design of Transportation Geotechnical Features and Structural Foundations and participated in DFI drilled shaft national competition while at UNR. Our knowledge of the FAA and other Codes is highlighted by our experiences with geotechnical engineering, material qualifications and concrete and asphalt mix designs.

PROJECT APPROACH

Our project approach is detailed in our internal QA/QC Plan, which discusses a checklist of pre-design questions for our team to coordinate with the available Agency representatives and Contractors (if applicable). Our foundation stems from "it is not about what you think, it is what you and the group you are working with know". This motto drives our Project Team to ask the necessary questions rather creating assumptions, i.e. allowable settlements, and expectations of performance. Even if standard design practices are driven to produce typical reactions, our approach is to confirm each and every design assumption. Another strong suit of our approach is to request any meeting with construction staff or management to allow our team to develop grading recommendations to meet the project demands. We find this approach lessens the opportunities for unexpected and costly change orders during construction.

We reference each and every Code and Design Reference that is used on each and every design project. Our goal is to link the Design Codes to the applicable nature of the earth with regard to Standard Specifications and recommendations to produce a reasonable plan for the Contractor to achieve.

Our proximity to the Airport provides a benefit in the fact that when/if construction issues occur, we are capable of sending key staff and Engineers to the property within minutes. This also provides intangible opportunities for sample transfer, technician and inspector support.

BLAKE D. CARTER, P.E.

President

Blake Carter has 16 years experience in Geotechnical Engineering, Special Inspection, and Materials Testing. He also has experience as a project manager with grading and general contractors building new industrial buildings and facility remodel and startup, subcontractor experience with utility installation, site and grading work, and aggregate supplier quality control management. He specializes in geotechnical engineering of structural foundations, geologic hazard identification, and quality control management throughout construction. He has completed the NHI Course No. 132094 LRFD Seismic Analysis and Design of Transportation Geotechnical Features and Structural Foundations and participated in DFI drilled shaft national competition while at UNR. His current duties and responsibilities include managing Geotechnical Investigations, providing supervision of special inspectors, laboratory operations, and building and Public Works department coordination. He serves as a senior operation leader for business development and technical advancement. Mr. Carter provides mentorship, guidance, and support to our technical staff.

EDUCATION

Master of Science, Civil Engineering, University of Nevada Reno, 2014

Bachelor of Science, Civil and Environmental Engineering, University of Nevada Reno, 2008

EXPERIENCE | 16 Years

PROFESSIONAL CERTIFICATIONS

Registered NV Professional Civil Engineer #22331

Registered CA Professional Civil Engineer #C82175

NAQTC Sampling and Density; Aggregates; Asphalt Extended #NV001405

ICC Certified Special Inspector

Soils No. 8077939-EC

Reinforced Concrete No. 8077939-49

Structural Masonry No. 8077939-84

Structural Steel & Bolting No. 8077939-S1

Fireproofing No. 8077939-86

ACI Concrete Field Testing Technician - Grade 1 #01197634

NRMCA Concrete Batch Plant Inspector #851038

Radiation Safety Technician

RELEVANT EXPERIENCE

MINDEN-TAHOE AIRPORT | MINDEN, NV

Hangar Pavement Evaluation (*Subconsultant to Armstrong Consultants*)

Mr. Carter provided asphalt pavement evaluation, including coring, assessment of pavement section thickness and surface conditions, in an effort to develop project specifications and surfacing recommendations consistent with Federal Aviation Administration requirements for airfield expansion projects.

LINCOLN COUNTY AIRPORT | PANACA, NV

Airfield Pavement Overlay (*Subconsultant to Armstrong Consultants*)

Mr. Carter provided geotechnical investigation and laboratory testing to support pavement design and project specifications consistent with Federal Aviation Administration requirements for runway reconstruction including airfield expansion projects including taxiways, aprons and hangars. Appurtenant improvements include underground utilities, site drainage recommendations and pavement evaluation.

DERBY FIELD LOVELOCK AIRPORT | LOVELOCK, NV

Construct Partial Parallel Taxiway (*Subconsultant to Armstrong Consultants*)

Westex provided geotechnical investigation and laboratory testing to support pavement design and project geotechnical specifications consistent with Federal Aviation Administration requirements for airfield expansion projects including taxiways and aprons.

WINNEMUCCA MUNICIPAL AIRPORT | WINNEMUCCA, NV

Reconstruct Heavy Ramp (*Subconsultant to Armstrong Consultants*)

Westex provided Quality Assurance testing including soil qualifications, compaction testing, laboratory testing of soils and concrete pavements, and miscellaneous construction inspections and geotechnical recommendations per the project specifications. Westex also provided geotechnical investigation and laboratory testing to support pavement design and project geotechnical specifications consistent with Federal Aviation Administration requirements for airfield expansion projects including taxiways and aprons.

4. Project Understanding & Approach

Armstrong Consultants has been serving the County and MEV since 2013, and as such, we have an unparalleled understanding of your facilities, airfield, and goals. We will build on our past success to continue executing your projects at the highest quality, while continuing to provide you with personalized client service. Below is our understanding of your upcoming projects, the potential challenges, and our methods to mitigate problematic impact.

CONSTRUCT PORTION OF TAXIWAY Z

Armstrong completed the design of the Taxiway Z (Zulu) project in April 2019 and it included three planned stages for construction. The first stage of construction was completed in April 2020 and the second stage was completed in March 2021, throughout which Armstrong facilitated all construction administration and inspection services. The final portion of Taxiway Zulu is currently pending construction and the most notable factor in the timing of construction completion is funding availability. Even so, Armstrong has assisted the County in pursuing all available funding opportunities with the FAA. The remaining construction work area of the taxiway falls within a FEMA Special Flood Hazard Area which typically requires a hydrology and hydraulics study to show the construction will not cause adverse impacts to the floodplain. In order to identify any potential impacts to the Airport and the project's timely completion, Armstrong has partnered with Lumos & Associates to conduct all necessary floodplain analyses and reporting for the County. The completion of this taxiway and its connectors will allow for future airside infrastructure to the Eastside Development area, a current and ongoing high priority for the Airport.

DESIGN AND RECONSTRUCT TAXIWAY A3

This design will involve evaluation of the existing asphalt on Taxiway A3 and along a portion of Taxiway D. Initial observation of these areas conclude that the pavement is in extremely poor condition, with substantial unraveling on Taxiway A3 and severe rutting on Taxiway D. These areas are frequently used by heavy aircraft, thus the reconstruction is an urgent priority of the Airport. Additionally, because these taxiways see a consistent high volume of traffic, one challenge we will face during the design phase involves closing the taxiways for the geotechnical investigation and land surveying activities. To relieve some stress of closing these areas, Armstrong will work with each subconsultant to ensure clear communication to the Airport on scheduling as well as timely execution and completion of these activities. During construction, the closing of Taxiway A3 and Taxiway D areas will undoubtedly hinder the normal routes for users of the Airport. Armstrong understands the importance of completing the project efficiently and will coordinate with the Airport on the most appropriate alternate routes for aircraft during this time and will implement a comprehensive phasing plan for the contractor to follow.

REHABILITATE F & G TAXILANES AND P-51 COURT TAXILANES

The design for rehabilitation of the Taxilanes was completed by Armstrong in April 2021 and the initial construction effort commenced in September of the same year. The remaining construction work is anticipated to occur over the next 6-12 months. One notable challenge was creating a phasing plan that could accommodate all affected hangar tenants and accurately outline when and where a hangar's access was prevented at any given time in the project schedule. Creating this plan took extensive coordination with the Airport Manager and Operations staff. In the impending construction phases of this project, a similar approach will be taken in which Armstrong coordinates with the Airport to create an updated phasing plan and schedule for the Contractor to adhere to and one that is agreeable to all Airport users. As part of the design effort to rehabilitate the Airport's taxilanes, Armstrong has partnered with Westex Consulting Engineers to provide geotechnical services.

DESIGN AND CONSTRUCT SRE BUILDING & UPGRADE TERMINAL BUILDING

With the recent acquisition of snow removal equipment (SRE), the Airport needs a new snow removal equipment building. The SRE building will provide for storage and protection of the equipment and its accessories. Armstrong understands the importance of constructing a building which will help increase the longevity of the Airport's investment in equipment. On this project and any other potential building design projects such as the Terminal Building, Armstrong is partnering with Paul Cavin Architect. The Airport's terminal building is in need of many upgrades in order to meet current ADA and NFPA code standards. Paul Cavin has previous experience in both terminal building and SRE building design for other airports in northern Nevada, and so the architectural design will incorporate all structural, electrical and mechanical components needed to meet these safety requirements as well as the Airport's and FAA standards.

5. Approach to Project Management

Armstrong typically completes 30 to 40 FAA Airport Improvement Program funded planning, design and construction administration projects a year. Our decades of experience have led to a perfected project approach, starting from project conception through to completion.

The annual AIP process begins with ACIP meetings between February and March. It is at these meetings where the County would identify the projects they would like to see over the next five years and identify their top priority for the following year. This meeting involves NDOT's Aviation Planning Section which supports the County's ACIP by providing frequent inspection data and keeping the Airport's 5010 current. Once completed, the ACIP gets printed, signed, and forwarded to the FAA for the file. The ACIP process is complete after submission to the FAA. Starting in 2022 we are also including and addressing the infrastructure bill requirements to the ACIP.

After the ACIP meeting, the next deadline is for environmental clearance in October. Every FAA-funded project must be cleared for environmental concerns before a grant is issued. Armstrong will prepare the documentation and send it to the County for review and signature. Once the document is executed, we will forward the document to the FAA and get concurrence to proceed. The projects identified on your ACIP should be cleared environmentally via a Categorical Exclusion though the Environmental Protection Specialist and the FAA may want cultural and biological investigations done to ensure nothing of significance is found.

The next step in this process is submitting the grant application, which must be submitted to the FAA before the end of the calendar year. Armstrong will prepare each grant application for the County to expedite the signing and submission to the FAA.

The type of project determines if design work will begin after the grant application or before the grant application. Typically, if the project is a design only, work won't begin until the grant is in place. However, if the project is a design and construct-in-one-year, such as a fog seal or LED lighting replacement for your runway, it's likely that the design could get started in November. Once we enter the design phase, the project proceeds with project formulation, the scope of work is finalized, the project proceeds to initial design phase, and then final design phase.

After design is complete, the project enters the construction phase. Armstrong will coordinate with Lumos Engineering and any additional subconsultants to establish a contract and facilitate the Notice to Proceed. After Notice to Proceed, Armstrong will administer construction administration and inspection duties. We will monitor construction progress and ensure contractors are constructing the project as intended. After construction we will conduct a final inspection, then assist you in closing out the project. Our approach process is outlined to the right.



PHASE 1: PROJECT FORMULATION

- 1 Prepare/Coordinate annual Airport Capital Improvement Plan to review projects against ALP and grant requirements
- 2 Prepare Scope of Work and fees
- 3 Prepare initial cost estimates, designs, and safety plan checklist
- 4 Coordinate with environmental firm for environmental clearances
- 5 Prepare subcontracts and perform survey and soil investigations



PHASE 2: INITIAL DESIGN

- 1 Receive and utilize survey and geotechnical investigations
- 2 Create Disadvantage Business Enterprise (DBE) plan
- 3 Prepare preliminary project documents (Plans, Specifications, and Engineers Design Report)
- 4 Prepare preliminary project documents (Plans, Specifications, and Engineers Design Report)



PHASE 3: FINAL DESIGN

- 1 Adjust project documents based upon review comments
- 2 Prepare 100% and final project documents, cost estimates, and CSPP
- 3 Submit final project documents



PHASE 4: CONSTRUCTION

- 1 Advertise project for bids, attend prebid and bid opening
- 2 Review bid against project requirements and solicit recommendation from award from Sponsor, FAA, & NDOT
- 3 Process award documentation and coordinate contract with contractor
- 4 Administer construction process with the contractor on behalf of the County
- 5 Facilitate final inspection, prepare testing summary and final report
- 6 Assist with grant closeout

Project Management Approach | Meeting Schedules and Budgets

Budget and schedule are the two most critical factors associated with any airport construction project. The ability to effectively manage both is vital to achieving successful results, and Armstrong is proud of our results managing on-budget/on-schedule project completions over the last few decades. While our stats speak for themselves, our in-house processes behind the results are important differentiators between us and our competitors. *You will find examples of our project budgets on pages 9-13.* Below are some key items that we have mastered that have led to our tremendous success on this front:

ROBUST DESIGN PROCESS | Nothing has a greater impact on cost and schedule during construction than “unforeseen” conditions that drive costly change orders and cause schedule slippage. Our design process, which starts with a detailed site investigation, includes multiple trips to the field by our design staff, and culminates in a thorough, in-house quality control program, produces designs that are clear, concise and highly accurate. Our plan quantities undergo a three-level review to ensure accuracy, which virtually eliminates uncertainties concerning quantities during construction. Our time tested design techniques are frequently lauded by Contractors because we have evolved these techniques to produce high quality results with minimized complexity. In a low price, technically qualified bid environment, these design techniques are critical in ensuring the Sponsor gets the results they expect in every project. Finally, we implement the latest in CAD and design software, and our staff are expert technicians in the software’s use.

CONSTRUCTIBLE PLANS | Through experience gained from decades of airport construction projects, as well as numerous staff members with past construction industry experience, our construction plans are thoroughly vetted for constructability. Our engineers never utter the words “Well it worked on paper.” While we are constantly developing innovative designs, we do not tweak designs just to try something different. We take a very conservative approach to implementing new design alternatives. While we are constantly looking for ways to improve project outcomes and finished product longevity, we undergo a multi-level review of any new/ untested design techniques to ensure the technique is constructible, and, if it is constructible, it can be accomplished in a more timely manner than the original technique. Having constructible plans provides a very sound assurance policy against schedule and budget slippage.

EFFECTIVE PHASING PLANS | In addition to our engineers and planners, we have recently added experienced former airport managers to our staff to help us improve a variety of the services that we offer as a firm. One of those services is developing very thorough and effective Construction Safety and Phasing Plans (CSPP). Our design staff works closely with our on-staff airport managers to develop CSPPs that strike the perfect balance between minimizing impacts to airport operations and maximizing construction output. By providing a CSPP that has been thoroughly reviewed and vetted by experienced airport managers and engineers, Armstrong hopes to reduce the time required for full review and approval of the final plan. Our CSPPs leave nothing to the imagination and provide exacting detail work phasing and work area delineation. Not only does this maximize operational safety during construction, but it also eliminates Contractor uncertainty and provides a solid foundation for the Contractor to base their detailed work schedule on. These efforts result in on time completions with no Contractor or Sponsor surprises. A thorough CSPP also provides information to inform airport tenants of all potential impacts of the project on airport operations.

REAL TIME CONSTRUCTION PROGRESS MONITORING | Our Project Managers and on-site Resident Project Representatives (RPR) are continuously monitoring the progress of construction projects to ensure that the contractor is staying on-track with quantities and schedule. Our RPRs check in with the Contractor’s on-site superintendent daily to track quantity progress and to ensure the Contractor is staying on schedule with the day’s planned work. Our staff conducts weekly meetings with the Contractor and Sponsor to go over the progress over the past week and look forward at the upcoming scheduled milestones. Through this robust process, we are able to detect any issues that may cause schedule and/or budget slippage and proactively address these issues before passing the point of no return. By getting out in front of these potential issues, our Project Managers and RPRs are able to develop alternative strategies and avoid budget and schedule impacts.

Internal Quality Control Plan, Dispute Resolution, Safety Management

At Armstrong, we have procedures, plans, and policies in place to ensure that our firm operates as efficiently and effectively as possible. These processes are designed to minimize errors, authenticate accurate plans, and maintain schedule and budget. These internal processes not only guides our engineering activities but encompass administrative, planning, and financial operations to maintain quality control.

COMMUNICATION

We believe communication and mutual understanding are paramount to success. We will facilitate frequent face-to-face meetings with your staff, coordinate presentations, and make sure all questions have been addressed. All meetings will be documented and memos distributed to key participants. Clear communication and well-grounded processes lead to mutually agreeable solutions and save time in project development. We strive to seek a common ground and develop achievable results through collaboration, communication, and shared goals. Our priority is to continue to work with you to express your vision for MEV and listen to the concerns of stakeholders.

PLANS, SPECIFICATIONS, AND ESTIMATE REVIEWS (PS&E)

Our team has a long-standing reputation for the delivery of quality airport design products which result in construction cost savings. We are just as committed to ensuring your project teams are developing projects as we are to the quality of the projects we design in-house. Quality Control of our in-house projects is provided by Chris Nocks, P.E. and Nadine Burgard, P.E. Their efforts on many projects each year, gives them a strong sense of what each project will need and what to expect. With their established experience at MEV, they are well-suited to continue providing this service for your projects and will review and evaluate each deliverable.

High-quality designs eliminate misunderstandings of contract documents, plans, specifications, and estimates (PS&E). When plans and specifications are easy to read, accurate, and complete, contractors can provide a more firm and competitive bid. An established quality control program helps eliminate construction pitfalls and, ultimately, change orders.

Typically, our PS&E reviews are performed at the 50 and 90 percent stage, prior to submittal to the agencies and after the agency review comments are received and incorporated into the project documents. A final review will be performed just prior to 100 percent submittal. Performance of these reviews by staff members not involved in the daily aspect

of project development provides a fresh look at the project documents. As a result of Chris and Nadine's history of successfully performing Quality Control on many high-quality projects each season, they will ensure plans completed for MEV projects match the initial goals and objectives of each project and any additional requirements developed throughout the process.

PEER REVIEW

We consistently perform peer evaluations of our project designs. Peer reviews are learning opportunities for both the Project Manager and the reviewing engineer. It is a collaborative and communicative approach; the reviewing engineer performs an independent analysis of the structure and then constructively communicates any concerns, questions, or discrepancies to the design engineer. Each staff member performing peer reviews are experienced Professional Engineers with years of airport engineering expertise. This review enhances public safety by verifying that there are no errors in the engineering design. Quality assurance, risk management, constructability, cost, or code compliance are all monitored throughout this process. We will bring this same process to your projects as it is relevant for CIP development, scope development, and project decision making.

DESIGN CHECKLIST

Our design checklist is used to reduce failure by ensuring consistency and completeness in carrying out a task. This checklist encompasses each action item required in prebid, during bid, before award, award of project, and project closeout. Each engineer is responsible to maintain and review the checklist throughout the project ensuring that nothing has been left out. This checklist will be used as we manage your projects and will allow us to remind project designers and engineers of the tasks that need to be completed as the project proceeds. This process helps eliminate the last minute realization that something needed to be completed and prevents delays to the start of construction.

CONTRACTOR REVIEW

Armstrong has strong relationships with local contractors, and as a team we are committed to executing projects that meet your schedule and budget. We often send our designs to our contractors to verify project constructability and allow them the opportunity to provide input. Contractors are on the front lines of making projects reality and we make an effort to communicate with them regarding industry trends and changes. Since contractors directly purchase and use construction materials, we will reach out to them for pricing and market trends such as expected changes in pricing and availability for steel, concrete, or other materials. Recently, these conversations have revealed difficulties in procuring electrical conductors for projects. Our communication and partnership with contractors helps us develop realistic estimates. This partnership is key to ensure projects are completed on time and on budget by incorporating an array of knowledge that is dedicated to your airport.

FAA KNOWLEDGE

We have staff assigned to review any updates published by the FAA regarding design and construction. This information is used to update our standard documents for construction to adhere to those new requirements. As a firm focused exclusively on Aviation, our staff is aware of industry and agency changes and how they effect your project. This allows us to make revisions and ensure your documents meet requirements quickly and efficiently. Chris and Nadine are both a part of that process and can be relied on to know what has changed and how it will impact you and your projects.

CIP PEER & CLIENT CHECK

As a core service provided by Armstrong, we complete annual CIP updates for each of our clients. Therefore, we understand the diverse needs of airports. This is a yearly process and is a core service we provide to all of our clients. Our Nevada team, based in Reno, is responsible for the CIPs of our Nevada clients and works with our internal staff to refine project lists and estimates based on current needs and expectations.

COMMITMENT TO SAFETY MANAGEMENT

There is no denying the inherent safety risks associated with both the aviation industry and the design/construction industry. Armstrong is uniquely positioned between each industry, providing a unique perspective that not many other organizations are exposed to on a daily basis. Everyone on our team has a daily impact on safety. From planning through construction, our designs and our plans ultimately become an infrastructure that impacts actual lives and must be designed in a manner that does not compromise the safe operation of aircraft and airport users. When our inspectors and staff are in the field at construction sites, we must be operating in a manner that minimizes harm to ourselves and those around us, especially in dynamic and hazardous conditions. Even when our team is traveling between sites, meetings, or our offices, it is important to recognize the surrounding conditions and avoid placing ourselves in harm's way. Safety demands prioritization on everyone's part, and is one of our corporate values.

Our health and safety program, and specific individual programs, have been developed to ensure compliance with federal, state, and local regulations. Health and safety are of vital interest to everyone in the company. Each level of our organization is accountable for safe performance. That is why we created the Commitment to Safety Program for our Workplace Health and Safety Program. Program Areas Include:

- Employee Handbook | Company Policies | Onboarding
- Resident Project Representative Manual
- Company Culture: Purpose, Vision, and Values
- General Workplace Health and Safety: Drug Free Workplace, Workplace Violence Prevention, Lifting and Ergonomic, etc.
- Vehicle Operation and Procedures: Driving Safety, Distracted Free Driving, Auto Accident and Incident Reporting, etc.
- Airports Safety Level One: Runway Layout, Traffic Patterns, Personal Protective Equipment, Radio Procedures, Site Visit Safety, etc.
- Airport Safety Level Two: Construction Health Hazards, Cranes, Electrocutation, Evacuation Safety, Steel Erection, Heavy Equipment, etc.

6. Other Factors | Current Workload and Ability to Proceed Promptly

The table below is a summary of our team's current workload. Each project reflects the associated personnel and current phase. Although not shown below, Erik Vlieg, MBA, performed grant administration for each project listed; Jessica Callow and Colin Sterns, P.E. provided project and DBE program coordination; and Danny Reed, supported by a team of CAD Technicians, provided all CAD design services. Having served the County and MEV since 2013, we have the ability to promptly continue serving you throughout each project during our partnership

Airport	Project Title	Start Date	Complete	End Date	Key Personnel	Project Phase Status
Red Bluff Municipal Red Bluff, CA	Rehab Apron (Bidding & Const Phase)	Jan 2023	30%	Oct 2023	Chris Nocks, P.E. Nadine Burgard, P.E.	Bidding
Corning Municipal Corning, CA	Rehab Airfield Pavements	Dec 2022	25%	Sept 2023	Chris Nocks, P.E. Nadine Burgard, P.E.	Design
California Redwood Coast- Humboldt County Airport, CA	Runway Rehab, Lighting Improvements	Nov 2021	50%	Oct 2023	Chris Nocks, P.E. Mike Dikun, CM, CAE	Design Complete (awaiting Summer 2023 Construction)
CA Redwood Coast - Humboldt County Airport, CA	Reconfigure/Rehab Terminal Parking Lot	June 2022	50%	Aug 2023	Chris Nocks, P.E. Eric Rivera, P.E. Colin Sterns, P.E.	Design
Multiple Airports, Humboldt County, CA	Hangar Repairs/ Replacement	Jan 2023	5%	Jun 2024	Chris Nocks, PE Justin Prietz Mike Dikun, CM, CAE	Design
Minden-Tahoe Airport, Minden, NV	Rehab Taxiways (Bidding & Const Phase)	Feb 2023	30%	Oct 2023	Chris Nocks, P.E. Nadine Burgard, P.E.	Bidding
Carson City Airport Carson City, NV	Construct SRE Building (Bidding and Const Phase)	Jan 2023	25%	May 2024	Chris Nocks, P.E. Nadine Burgard, P.E.	Bidding
Carson City Airport Carson City, NV	Install Approach Lighting System	Aug 2021	50%	Apr 2024	Chris Nocks, PE Nadine Burgard, P.E.	Design
Winnemucca Municipal, Winnemucca, NV	Reconst Heavy Aircraft Parking Apron (Design Phase)	Aug 2022	75%	Jun 2023	Chris Nocks, P.E. Paul Kastler, P.E.	Design
Ely Yeland Field, Ely, NV	Reconst Terminal Apron	Feb 2023	5%	Dec 2023	Chris Nocks, P.E. Nadine Burgard, P.E.	Scoping
Corning Municipal Airport	Replace PAPI's (BIL Funded)	Jan 2023	5%	Dec 2023	Chris Nocks, PE Nadine Burgard, PE	Scoping
McClellan Airport Sacramento, CA	Pavement Maint. Management Plan	Feb 2023	20%	Jul 2023	Chris Nocks, P.E.	Design
Murray Field Eureka, CA	Rehab Runway and Taxiways (BIL Funded)	Mar 2023	5%	Nov 2023	Chris Nocks, PE Eric Rivera, P.E.	Scoping
Hawthorne Industrial, Hawthorne, NV	Airfield Lighting Improvements	Jul 2022	50%	Dec 2023	Chris Nocks, P.E. Paul Kastler, P.E.	Design
Murray Field & Rohnerville Airport, Humboldt County, CA	Electrical System Study	Aug 2022	50%	Jun 2023	Chris Nocks, P.E. Eric Rivera, P.E.	Design
Wells Municipal, Wells, NV	Reconstruct and Expand Apron	May 2020	95%	May 2023	Chris Nocks, P.E. Nadine Burgard, P.E.	Construction

Armstrong Consultants, a Lochner Company, is willing to abide by the County's standard form agreements with few/no objections and assures that continuing our engagement with the County at Minden-Tahoe Airport will not result in any conflict of interest.

Familiarity with FAA & NDOT Requirements for Airport Projects

Armstrong typically completes 30 to 40 FAA Airport Improvement Program (AIP) funded projects each fiscal year, including planning, environmental, design, and construction administration projects. We currently work within three FAA regions and seven Airports District Offices (ADOs), this includes nearly three decades in the Western Pacific Region. Our firm has cultivated strong relationships with each office's personnel and understand their expectations and requirements.

Armstrong staff communicates regularly with Kurt Haukohl, State Aviation Manager for Nevada, to stay abreast of current issues within the state. Our solid relationships with NDOT and the FAA have contributed to funding granted in excess of entitlements at many of our client airports. In addition to our relationship with NDOT, we also maintain close relationships with the Phoenix ADO staff. With the close proximity of our Phoenix office, and our unrivaled market share of Nevada airports, we are in near-daily contact with the ADO. This relationship has allowed us, over the last five years, to successfully execute over \$38 million worth of AIP projects in Nevada. Our frequent meetings with the Phoenix staff will allow us to express your needs and priorities at MEV.

Armstrong team members are well-versed in the grant process and will present the County with the best opportunities for securing Federal funding. Any required documents, including grant applications, reimbursement requests, and environmental clearances will be prepared by Armstrong, allowing your staff to attend to other duties.

INFRASTRUCTURE BILL | In late 2021 Congress passed the Bipartisan Infrastructure Law, and this \$1.2 trillion bill includes \$5 billion per year over the next five years for a total of \$25 billion additional funding for airports. Of the \$25 billion, \$15 billion is going to the Airport Improvement Program (AIP), which is the program which funds all of your FAA airport grants, \$5 billion to FAA Facilities & Equipment (F&E) and \$5 billion for Airport Terminal Development.

The \$15 billion for airports will be appropriated at \$3 billion per year from 2022-2026 (essentially doubling AIP). Each year \$2.5 billion will be allocated to Primary Commercial Service Airports based on their enplanements, and \$248 million per year will be allocated to General Aviation and Non-Primary Commercial Service airports based on their Role in the national airport system plan (otherwise known as the NPIAS), broken down as shown below. \$20 million will be also allocated annually to the contract tower program.

FY 2022 AIP GRANTS TO NV GA AIRPORTS			
Airport	LDC D	Project Description	CRFA Total
Austin Airport	TMT	Rehabilitate Apron, Rehab State Taxiway, Expand Apron	\$150,000
John Sorenson Aviation Center	QUT	Seal Runway Pavement Surface, Pavement Joint Seal, Runway Pavement Surface Pavement Joints	\$200,000
Mesquite Municipal	EM	Reconstruct Taxiway, Install Taxiway Lighting	\$300,000
Winnemucca Municipal	WMC	Rehabilitate Apron	\$150,000
Bratty Airport	BT	Update Airport Master Plan or Study	\$412,500
Boulder City Municipal	EVU	Reconstruct Apron, Lighting	\$2,459,115
Carson City	CYF	Install Instrument Approach Aid	\$421,675
Eureka Airport	ESU	Update Airport Master Plan or Study	\$150,000
Hawthorne Industrial	HTH	Reconstruct or Replace Airport Lighting Vault	\$59,878
Wells Municipal, Harnett Field	IWI	Reconstruct Apron	\$235,955
Battle Mountain	BMT	Construct Taxiway	\$421,675
Boulder City Municipal	BWU	Conduct Airport Related Environmental Assessment/Plan Study	\$261,450
Carson City	CYF	Install Weather Reporting Equipment	\$281,250
Elko Regional	ESJ	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Aircraft Rescue & Fire Fighting Vehicle, Reconstruct Apron	\$1,600,000
Ely/Trinidad Field	ELY	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway	\$750,000
Fallen Municipal	FLY	Reconstruct Taxiway, Shift or Remove Old Existing Taxiway	\$42,459
Gabbs Airport	GAJ	Rehabilitate Runway	\$242,750
Orwince Airport	ORU	Install Weather Reporting Equipment	\$187,500
Springton Municipal	SPR	Install Runway Vertical Visual Guidance System	\$300,000
Total of \$2,085,459 in FAA FY 2022 Funding for Armstrong Nevada Client Grants			
Total FY2022 FAA Funding for GA Airports (outside of CCDOA & RTAA) in Nevada \$8,641,212. Armstrong clients received 24% of Nevada GA Grant Funding			

Armstrong Nevada Clients and Grants

What does this mean for you? MEV is classified as Regional Airport in the system and will be receiving up to \$295,000 additional AIP funding per year for the next five years. This is in addition to your annual FAA entitlement funds and any FAA State Apportionment or Discretionary funding. We have already begun conversations with the FAA on the timing and implementation of this new program and we will be reaching out to you to discuss your project needs and funding priorities.

Airport Type	2022 Funding	2023 Funding
Basic Airport	\$110,000	\$113,000
Local Airport	\$159,000	\$145,000
Regional Airport	\$295,000	\$292,000
National Airport	\$763,000	\$644,000
Primary Airport	\$1,000,000+	\$1,000,000+

We look forward to continue working with you to help you accomplish your vision and to complete projects to enhance the safety, efficiency and utility of MEV.

Litigation, Arbitration, Claims Filed By or Against Armstrong Consultants, For-Cause Contract Terminations

There are no litigation; arbitration; claims filed by or against Armstrong Consultants that pertain to contract disputes or services rendered. For-cause contract terminations: N/A

THANK YOU FOR YOUR CONSIDERATION

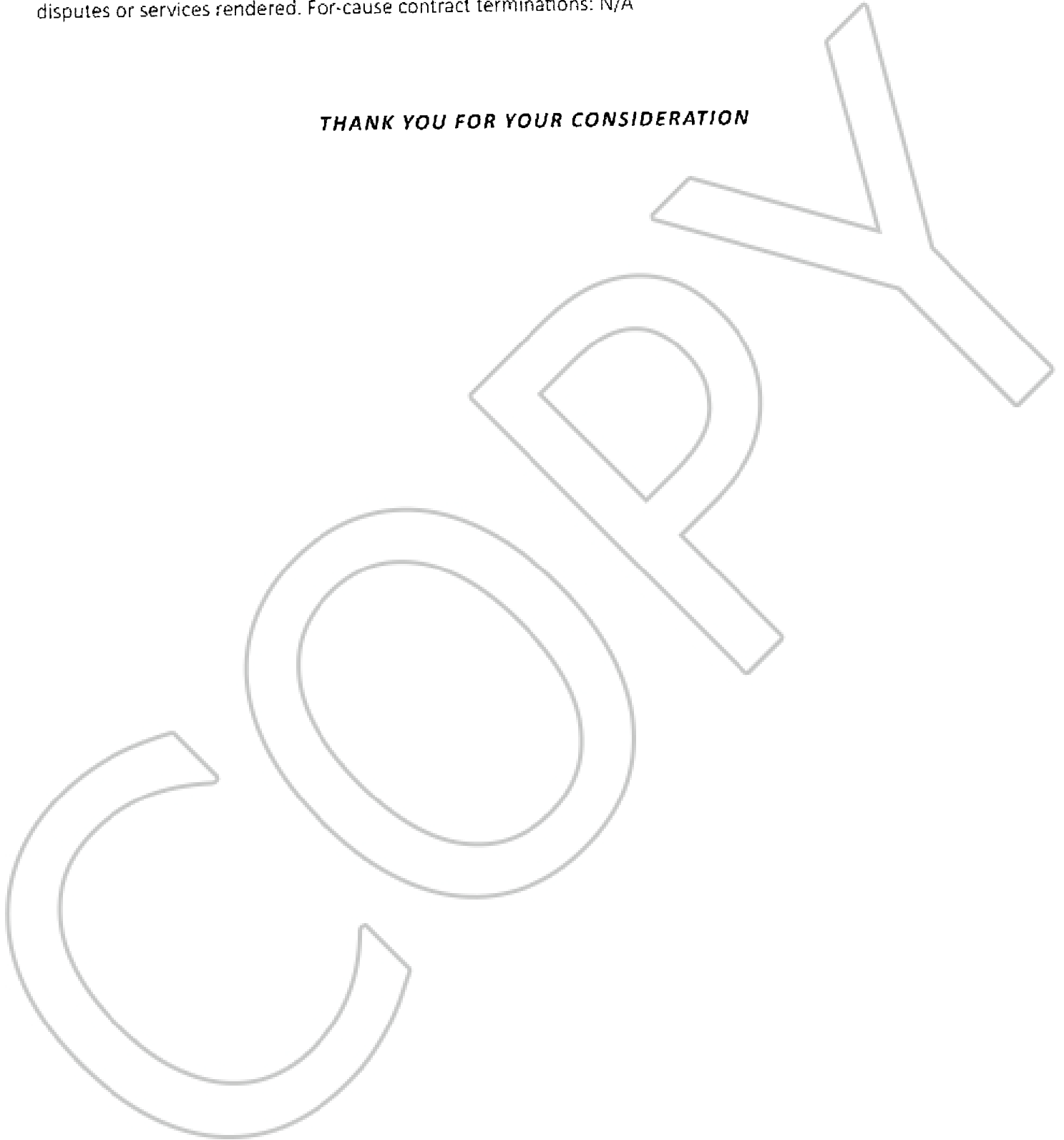


Exhibit A

AUTHORIZATION FOR RELEASE OF PERFORMANCE INFORMATION AND WAIVER

I, Chris Nocks, P.E., the undersigned, on behalf of Armstrong Consultants (this company), do hereby consent and authorize all those companies and government entities listed in my Statement of Qualifications and any other government entity for whom this company has performed AIRPORT ENGINEERING SERVICES, to disclose and release to Douglas County, Nevada, or their representatives, information, records and opinions concerning this company's past performance. The purpose of this disclosure is to provide references to the Minden-Tahoe Airport. Armstrong Consultants hereby waives any claim it may have against the Minden-Tahoe Airport or any company or entity providing information to the Minden-Tahoe Airport by reason of any information being disclosed or opinions provided regarding the actions or performance of this company.

This authorization for disclosure of information is effective for one year. This consent or copy of this authorization shall be as valid and effective as the original.

Dated: July 13, 2023

By: _____

Exhibit B

CONTRACT REVIEW STATEMENT

As an Applicant to Minden-Tahoe Airport for AIRPORT ENGINEERING SERVICES Contract, I hereby certify that I have reviewed the Request for Qualifications (RFQ) and have listed any objections to them below. The response shall clearly identify if the attached contract is acceptable in all respects including warranty, insurance, and document ownership and retention requirements. If the contract is not acceptable, the response shall identify the unacceptable clauses and shall provide suggested alternate language. General or vague statements or invitations to discuss further are not adequate answers. I am aware; any objections to the RFQ will be considered and included in the Airport's evaluation of my firm's qualifications. I am also aware, if I fail to list any objections to the Airport's RFQ, I will not be allowed to raise any objections later if selected as the most qualified Applicant.

Date July 13, 2023

Signature of Applicant _____

Specific Objections:



Exhibit C**CERTIFICATIONS & NOTICE****Title VI Solicitation Notice.**

The County, 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 or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, [select disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

CERTIFICATION OF OFFERER/BIDDER REGARDING DEBARMENT

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

Domestic Preference for Procurement

The Bidder or Offeror certifies by signing and submitting this bid or proposal that, to the greatest extent practicable, the Bidder or Offeror has provided a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including, but not limited to, iron, aluminum, steel, cement, and other manufactured products) in compliance with 2 CFR § 200.322.

Disadvantaged Business Enterprises (Reference: 49 CFR PART 26)**1. Bid Information Submitted as a matter of responsiveness:**

The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53. As a condition of responsiveness, the Bidder or Offeror must submit the following information with its proposal on the forms provided herein:

- a. The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
- b. A description of the work that each DBE firm will perform;
- c. The dollar amount of the participation of each DBE firm listed under (a);
- d. Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (a) to meet the Owner's project goal
- e. Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
- f. If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies

- of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.
2. **Bid Information submitted as a matter of responsibility:** The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53. As a condition of responsibility, every Bidder or Offeror must submit the following information on the forms provided herein within five days after bid opening.
 - a. The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
 - b. A description of the work that each DBE firm will perform;
 - c. The dollar amount of the participation of each DBE firm listed under (a);
 - d. Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (a) to meet the Owner's project goal;
 - e. Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
 - f. If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.
 3. **Solicitation Language (Race/Gender Neutral Means).** The requirements of 49 CFR part 26 apply to this contract. It is the policy of the County to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.
 4. **Contractor Assurance:** The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
 - a. Withholding monthly progress payments;
 - b. Assessing sanctions;
 - c. Liquidated damages; and/or
 - d. Disqualifying the Contractor from future bidding as non-responsible.

CERTIFICATION REGARDING LOBBYING

The Bidder or Offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or

an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (✓) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

- 1) The applicant represents that it is () is not (✓) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.
- 2) The applicant represents that it is () is not (✓) a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the Owner has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which

will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

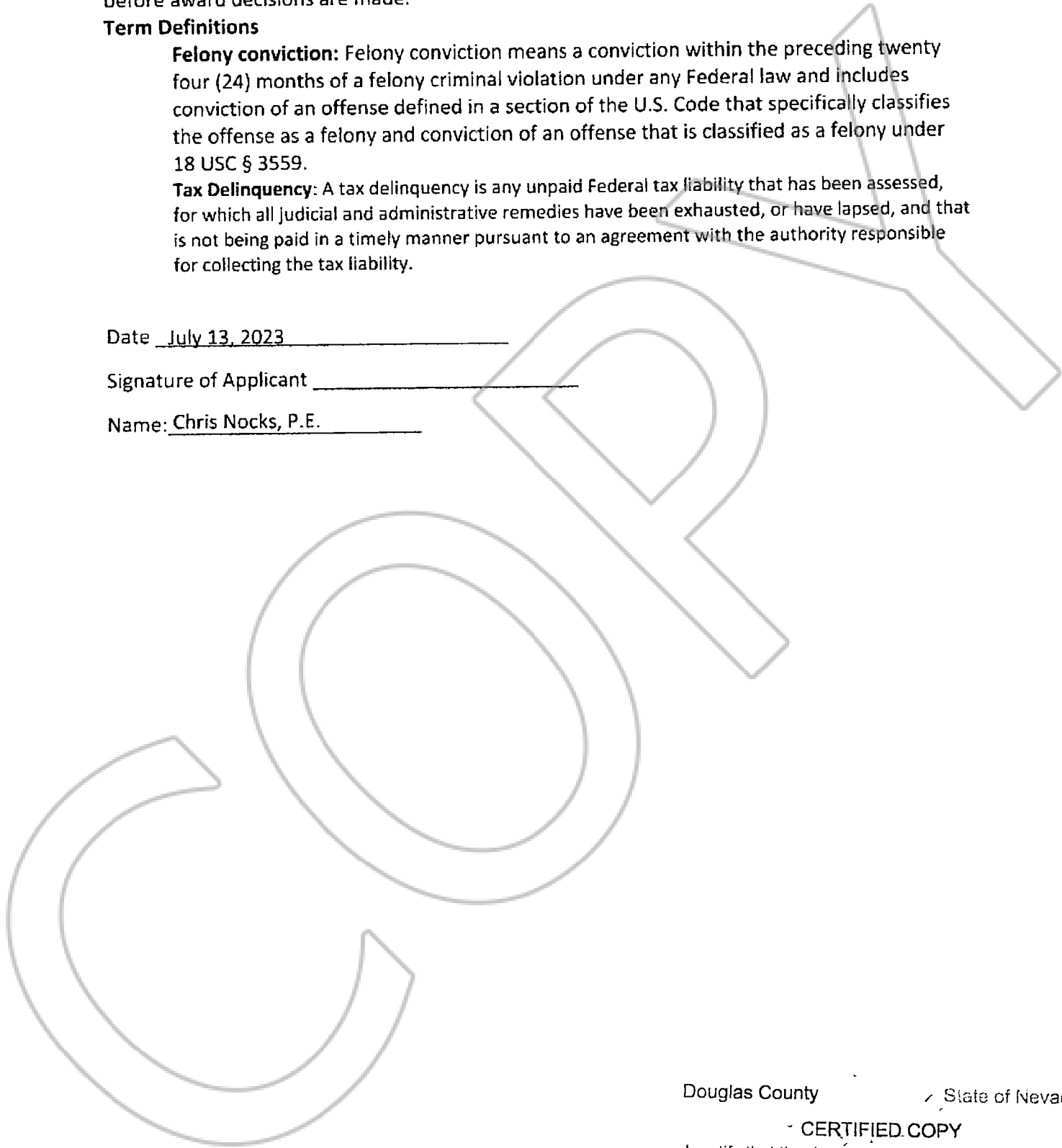
Felony conviction: Felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Date July 13, 2023

Signature of Applicant _____

Name: Chris Nocks, P.E.



Douglas County / State of Nevada

- CERTIFIED COPY

I certify that the document to which this certificate is attached is a full and correct copy of the original record on file in the Clerk-Treasurer's Office on this

12th day of October, 20 23

By Laura Balala Deputy