CITY OF NAPLES AIRPORT AUTHORITY (NAA)  
Board of Commissioners  
Notice of Consultant Selection Committee Meeting  

Naples AIRPORT AUTHORITY  

FINAL AGENDA  
Airport Office Building, 2nd Floor Conference Room  
200 Aviation Drive North  
Naples, Florida  

Tuesday, March 5, 2019  
9 a.m.  

Commissioner Donna M. Messer – Chair and NCC Liaison  
Commissioner Michael Lenhard – Vice Chair and Consultant Selection Committee Chair  
Commissioner James Rideoutte – Audit Committee Chair, Consultant Selection Committee Member  
Commissioner Ted Brousseau – Legal Liaison  
Commissioner Kerry C. Dustin, Audit Committee Member  
Executive Director: Christopher A. Rozansky  
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC  

Welcome. If you wish to address the Consultant Selection Committee regarding an item listed on the Agenda, please complete a Speaker Registration form and hand it to the Executive Assistant prior to consideration of that item. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.  

NOTICE  

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses.  

Any person who decides to appeal a decision of this Committee with respect to any matter considered at this meeting (or hearing) will need a record of the proceeding and may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be heard.  

Any person with a disability requiring auxiliary aids or services in order to participate in this proceeding for meetings at the City Council Chamber may call the City Clerk’s Office at 213-1015, or for meetings at the Airport Office Building, the NAA Executive Assistant’s Office at 643-0733, with requests at least two business days before the meeting.  

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.
A. **ROLL CALL**

B. **PLEDGE OF ALLEGIANCE**

C. **AGENDA (Add, delete or re-sequence items)**

D. **DISCUSSION ITEM**

   1. Interviews and Rankings of Qualified Respondents to On-Call General Engineering Consultant - Request For Qualifications

      a. Hole Montes, Inc.
      b. Hanson Professional Services Inc.
      c. EG Solutions, Inc.

E. **PUBLIC COMMENTS (Public comments accepted for items not otherwise listed on the Agenda; 5 minute limit)**

F. **CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS**

G. **ADJOURN**

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Information on Discussion Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

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**NOTE:** The Consultant Selection Committee is comprised of Vice Chair Lenhard and Commissioner Rideoutte. All NAA Commissioners are welcome to attend and can “opt in” to participate and vote.
To: Honorable Chair of the Consultant Selection Committee and Commissioners

From: Christopher A. Rozansky, Executive Director

By: Kerry Keith, Senior Director of Airport Development and Facilities

Meeting Date: March 5, 2019

Re: DISCUSSION ITEM

1. Interviews and Ranking of Responses to On Call General Engineering Consultant - Request for Qualifications (RFQ)

ACTION REQUESTED: Interview the three (3) responding firms and make a rank-order recommendation to the full Board for their meeting on March 21, 2019.

BACKGROUND: In compliance with State of Florida requirements, an RFQ for the on call general engineering consultant was issued on January 11, 2019. The RFQ was advertised and posted to our website.

Respondents had until February 11, 2019 to submit their response. Three (3) submittals were received and determined to be responsive to the RFQ. They included: Hole Montes, Inc., Hanson Professional Services Inc., and EG Solutions, Inc. The submittals are attached.

The first 10 minutes of the meeting will allow time for Commissioner comments and questions for staff regarding the RFQ and selection process followed by consultant presentations, Commissioner questions and presentation discussion.

After all presentations, the Committee will be asked to provide a ranking of the firms interviewed. With Board approval, staff will work with the selected firm and Authority legal counsel to finalize a contract. The results of the Consultant Selection Committee will be presented to the full Board for approval on March 21, 2019.

COMMUNICATIONS PLAN: The firms will be notified of the final ranking, and the results will be posted on our web site.
REQUEST FOR QUALIFICATIONS
On-Call General Engineering Consultant Services

City of Naples Airport Authority
160 Aviation Drive North
Naples, FL 34104

RFQ Issue Date: January 11, 2019
RFQ Submittal Date: February 11, 2019
ADVERTISEMENT

Request for Qualifications
January 11, 2019

On Call General Engineering Consultant

In accordance with Florida Statute 287.055, Title 49, United States Code, section 47105(d), Title 49, Code of Federal Regulations (CFR) Part 18, and FAA Advisory Circular 150/5100-14e, the City of Naples Airport Authority (NAA) invites the submission of Letters of Interest and Statements of Qualifications from all interested and qualified parties with demonstrated expertise in ON CALL GENERAL ENGINEERING CONSULTANT SERVICES at Naples Airport. A copy of the detailed Request for Qualifications and instructions for submittal may be obtained from the Naples Airport Authority online at https://flynaples.com/doing-business-with-the-authority/open-bids/ beginning January 10, 2019. Responses are due no later than 2:00 p.m., February 11, 2019.

The NAA reserves the right to accept or reject any or all proposals and to waive any formalities or irregularities in the best interest of the Authority and is not liable for any costs incurred by the responding parties. All Respondents must be licensed in accordance with Florida Laws. The Authority recognizes fair and open competition as a basic tenet of public procurement. Respondents doing business with the Authority are prohibited from discriminating on the basis of race, color, creed, national origin, handicap, age or sex. The NAA has a progressive Disadvantaged, Minority, and Women-Owned Business Enterprises Program in place and encourages Disadvantaged, Minority, and Women-Owned Business Enterprises to participate in its RFQ process.

PROSPECTIVE RESPONDENTS SHALL NOT CONTACT ANY CITY OF NAPLES AIRPORT AUTHORITY OFFICIALS OR STAFF REGARDING THIS REQUEST FOR QUALIFICATIONS, OTHER THAN THE SPECIFIED CONTACT PERSON LISTED IN THE RFQ.

City of Naples Airport Authority
160 Aviation Drive North
Naples, FL 34104
www.flynaples.com
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I. INTRODUCTION

The City of Naples Airport Authority (“Authority”) is soliciting Letters of Interest and Statements of Qualifications and Experience from qualified firms interested in providing professional **On Call General Engineering Consultant Services** at the Naples Airport through an initial term of one-year and an option to renew for three additional one-year terms (the “contract period”). The firm will function as a direct extension of the Airport Staff on an As Needed basis. Projects may include environmental studies, permitting and mitigation, cost and revenue estimates, surveying, airspace studies, GIS program, grant administration, design work for site and utility development, stormwater improvements, and other “Small Projects” in accordance with Florida Statute, Chapter 287.055.

II. TIMELINE

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<td>Request for Qualifications (RFQ) Issue Date</td>
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<td>Professional Service Agreement Approval by NAA Board</td>
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III. CITY OF NAPLES AIRPORT AUTHORITY

The Authority was created under Chapter 69-1326 Laws of Florida, as amended, as an independent Authority responsible for the operation of the Naples Municipal Airport. It is governed by a five (5) member volunteer Board of Commissioners who are appointed by the Naples City Council. Under their direction, an Executive Director manages the airport and its programs.

The Authority financially supports itself directly from aviation fuel sales and airport user fees, and indirectly by airport user taxes. No local, state or federal general taxes, such as property, utility, sales, intangible or income taxes directly support the Authority. The Authority receives, for certain capital projects, state and federal financial funds.

General information regarding the Authority can be obtained from our official website http://www.flynaples.com/.
IV. SCOPE OF SERVICES AND FUNDING

It is anticipated that Authority projects will be funded by the Authority, federal grants from the Federal Aviation Administration (FAA) under its Airport Improvement Program and by state grants from the Florida Department of Transportation (FDOT). Other non-aviation federal and/or state grants may be used from time to time. Consultant will provide input and guidance to the Authority about said programs and ensure the Authority’s compliance with all applicable standards, circulars and regulations of the FAA, State of Florida, the City of Naples, and Collier County.

“Small Projects” in accordance with Florida Statute, Chapter 287.055 may include the following:

- Environmental Studies, Permitting and Mitigation
- Stormwater Improvements
- GIS Program and Surveying
- Site and Utility Development
- Facility Protection from Hurricanes
- Ramp and Hangar Area Development
- Airport Fencing
- Vegetation and Wildlife Management
- DBE Program
- Any other consulting service required for proper maintenance, planning, and development at the Naples Airport.

This list is not inclusive and is subject to change as priorities and funding change. Should any project that is active extend past the contract termination date, that contract shall be extended until completion of such project.

V. CONTENT OF RESPONSES

The following sections and contents are required:

A. A statement of qualifications, to include any applicable certificates, registrations, and licensing pertinent to the work to be performed. This should be accompanied by a one-page transmittal letter prepared on the respondent’s company letterhead, with firm name, including any alias, years in business, contact person, address, telephone number and email address, and which is signed by an individual who is authorized to commit the firm to the services and requirements of the RFQ and consequent task orders. The transmittal letter shall also acknowledge any addenda pertaining to this RFQ. Any exceptions to the terms and provisions of the Professional Services Agreement (Exhibit A) must be noted in the transmittal letter. The Authority maintains the right to reject the respondent’s exceptions.

B. Provide a narrative describing the role of and introducing the Project Manager/Engineer to be assigned to the Naples Airport Authority. In addition, list key project team members and responsibilities. Provide an organization chart showing the lines of communication, authority and assigned responsibility. Provide a brief resume for each person outlining their credentials and experience. The proposer shall identify the location of the office from which the Project Manager/Engineer will operate. Include work product capabilities of that office, personnel permanently assigned to that office and their relationship to the work performed under this contract. The Proposer shall provide three (3) airport references (contact and telephone number required) for each person listed.
C. For the last five (5) year period, list all Orlando ADO FAA Grants and FDOT Joint Participation Agreement dollar amounts procured and airport recipients. Highlight two specific projects and describe how your firm controlled costs to make sure the project was completed on time and under budget. Include names of the individuals at the District Offices that are most familiar with the referenced grants.

D. Confirm the firm’s ability to take on additional work, and the ability to offer the breadth and quality of services required for this project.

E. Provide your general understanding of the Naples Airport, community, projects and issues regarding the identified projects. Identify any potential challenges or special concerns that may be encountered and how they will be addressed.

F. DBE Commitment. Indicate whether the firm is certified under the Florida Unified Certification Program as a disadvantaged business enterprise under the federal program. Also indicate the firm’s willingness to assist the NAA in accomplishing established DBE goals. DBE participation of 8.95% of total contract values is desired. All goals shall be obtained through 2.25% Race-Neutral and 6.7% Race-Conscious means. Submittal of the Demonstration of Good Faith Efforts form in Appendix A is required.

G. Describe the firm’s experience with airport environmental resource permits, environmental studies, permitting and mitigation. Include a list of the specific regulatory agencies with whom the firm has worked.

H. Include required forms from Appendix A:
   A. Good Faith Efforts
   B. Statement of Drug-Free Workplace
   C. Scrutinized Companies Certification
   D. Non-Collusion Affidavit

I. Provide a Certificate of Insurance which meets the insurance requirements contained in the attached Professional Services Agreement.

The response to this RFQ should be organized in the order set forth above. If subcontracting or joint proposals are to be submitted, that fact, and the name of the proposed subcontracting firms, must be clearly identified in the proposal. Following the award of the contract, no additional subcontracting will be allowed without the express prior written consent of the Authority.

VI. SUBMISSION INSTRUCTIONS

Respondent shall carefully review and address all of the evaluation criteria outlined in this request. In order to be considered, respondent shall demonstrate the firm’s ability to provide the required services as listed in this RFQ. A copy of the Consultant Selection Committee Submittal Review Guidelines to be used in assessing each submittal, including guidance as to the relative importance placed on each evaluation factor, is attached for your information (Exhibit B). Any data furnished by the Authority is
for informational purposes only. The full response shall not exceed thirty (30) pages and shall include all resumes requested in section V, the forms from Appendix A and the Certificate of Insurance. Blank tabs may be used to delineate sections and will not count towards the thirty page limit, however, they are not required.

A. All responses to this RFQ must be submitted to:

Kerry Keith  
Senior Director of Airport Development and Facilities  
City of Naples Airport Authority  
160 Aviation Drive North  
Naples, FL 34104  

**No later than February 11, 2019 at 2:00 PM.**

B. Submittals shall be sealed and clearly marked on the outside “**On-Call General Engineering Consultant – Naples Airport Authority**”. The delivery of the response to the Authority prior to the deadline is solely and strictly the responsibility of the responder.

C. One (1) unbound, one-sided, printed original submittal is required, along with six (6) unbound two-sided copies, and one (1) USB flash memory card scanned in advance for viruses (USB flash drive), containing the submittal, exactly like the unbound printed original, in Adobe Acrobat PDF format. Electronic format copy shall be one continuous file. Submissions via facsimile or email will not be accepted.

D. Responding to this RFQ shall in no way be construed as a commitment on the part of the Authority. The Authority reserves the right to reject any or all responses. The Authority may waive any irregularities in this RFQ or the submitted responses and may cancel, re-advertise, postpone or modify the RFQ schedule at any time. The Authority is not responsible for any costs incurred by the responding parties prior to the issuance of an executed agreement.

E. All submittals will become the property of the Authority. The Authority adheres to open records requirements of Florida State Statute Chapter 119, and as such, all materials submitted by the Respondent to the Authority are subject to public disclosure. The Respondent specifically waives any claims against the Authority related to the disclosure of any materials.

F. Questions concerning this RFQ shall be submitted in writing via email, in Microsoft Word format to Kerry Keith, Senior Director of Airport Development and Facilities at kkeith@flynaples.com no later than **5:00 p.m. on Monday, January 28, 2019**. Respondents are encouraged to verify receipt of questions emailed to the NAA. Questions will be answered and posted online as an addendum on the NAA’s website: [https://flynaples.com/doing-business-with-the-authority/open-bids/](https://flynaples.com/doing-business-with-the-authority/open-bids/). Responders are strongly advised to monitor this site for any additional information and/or addenda regarding this solicitation. Only emailed questions will be addressed and answered as an addendum. The issuance of such posted responses is the only official method by which interpretation, clarification or additional information will be given by the Authority. Only requests answered by formal written responses will be binding. Oral and other interpretations or clarifications will be without legal effect.
G. In order to protect the professional integrity of this procurement process by shielding it from undue influences prior to the recommendation of contract award, responders shall not contact any City of Naples Airport Authority Employees, Agents, City of Naples Elected Officials, City of Naples Employees, Naples Airport Authority Board Members or the Naples Airport Authority Noise Compatibility Committee Members regarding this RFQ from advertisement date through Consultant Selection Committee Recommendation to the NAA Board, other than the designated contact person listed above.

H. The Authority reserves the right to request any supplementary information it deems necessary to evaluate responder’s experience, qualifications, or clarify or substantiate any information contained in the responder response.

I. The Authority recognizes fair and open competition as a basic tenet of public procurement. Respondents doing business with the Authority are prohibited from discriminating on the basis of race, color, creed, national origin, handicap, age or sex. The Authority has a progressive Disadvantaged, Minority, and Women-Owned Business Enterprises Program in place and encourages Disadvantaged, Minority, and Women-Owned Business Enterprises to participate in its RFQ process. All responding parties are required to make all efforts reasonably necessary to ensure that Disadvantaged, Minority and Women-Owned Business Enterprises have a full and fair opportunity to compete for this contract. Information pertaining to the DBE Certification requirements can be obtained by calling the Authority DBE Liaison Officer at 239-643-0733.

J. The Authority adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to Airport services, programs and activities. Please call (239) 643-0733 for further information. Requests must be made at least 48 hours in advance of the event in order to allow the Authority time to provide the requested services.

VII. SELECTION OF THE CONSULTANT

Airport staff will evaluate responses to this RFQ and short-list no more than four firms for formal presentations and further evaluation by the NAA Board Consultant Selection Committee. A copy of the Submittal Review Guidelines is attached (Exhibit B). Publication of the short-listed firms will be available on our website.

Short-listed firm presentations and evaluations by the NAA Board Consultant Selection Committee are currently scheduled to occur March 4 - 8, 2019. The presenters for each firm will be limited to three (3) individuals, to include at least the proposed Project Manager and Principal in Charge. You may take up to 25 minutes for your presentation to the NAA Board Consultant Selection Committee, which should focus on your understanding of the Naples Airport Authority and how you are going to ensure delivery of quality projects on time and within budget. We would like to hear from your proposed Project Manager and he/she will respond to all questions asked. After your presentation, there will be a 20 minute question and answer period.

Upon conclusion of presentations by all short-listed firms, the NAA Board Consultant Selection Committee will rank the presenting firms and submit the final ranking to the NAA Board of Commissioners at the March 21, 2019 Board meeting for approval. Contract negotiations will be conducted by staff with the highest ranked firm. If successful negotiations with the highest ranked firm are not possible, staff will begin negotiations with the second ranked firm and continue, as such, until satisfactory negotiations are accomplished.
We will NOT consider any request for a “de-brief” until after the contract is awarded and signed. A copy of our Standard Professional Services Agreement is attached for your information. We will assume that if you respond to the RFQ that you accept the terms and conditions of our standard agreement.

VIII. ASSURANCES

By responding to this RFQ, the firm assures the Authority that, if selected, it will:

A. Not assign or transfer the Authority’s account, or any portion of the Authority’s business, without the Authority’s prior written approval.

B. Act in the Authority’s best interest at all times.

C. Sign the Authority’s Professional Services Agreement for the agreed-upon work.

IX. GENERAL CONDITIONS

Submission of a proposal indicates acceptance by the Respondent of the conditions contained in this RFQ.

A. Definitions

Unless otherwise indicated, the terms used in this solicitation shall have the following meanings:

*Request for Qualifications (RFQ)* – A procurement method used to obtain statements of qualifications from suppliers for a qualifications-based selection process.

The terms *Professional, Consultant, Contractor, Offeror, Respondent* and *Vendor* and are used interchangeably and shall have the same meaning.

All words used herein in the singular form shall extend to include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

B. The successful firm must supply the following certificates, as mandated by the State of Florida, in order for the Authority to ultimately enter into a contract with the firm.

i. A certificate that states that the firm is not participating in a boycott of Israel, on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or that it does not have business operations in Cuba or Syria.

ii. A truth-in-negotiation certificate that states that the wage rates and other factual unit costs supporting the compensation are accurate, complete, and current at the time of contracting and the original contract price and any additions thereto will be adjusted to exclude any significant sums by which the firm determines the contract price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs.
C. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a response on a contract to provide any goods or services to a public entity; may not submit a response on a contract with a public entity for the construction or repair of a public building or public work; may not submit a response on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Florida Statutes, Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

D. The firm warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the firm to solicit or secure this agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the firm any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this agreement. For the breach or violation of this provision, the Authority shall have the right to terminate the agreement without liability and, at its discretion, to deduct from the contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift, or consideration.

E. Pursuant to applicable Florida law, the Contractor’s records associated with this Contract may be subject to Florida’s public record laws, Florida Statutes 119.01, et seq, as amended from time to time. Contractor shall comply with all public records obligations set forth in such laws, including those obligations to keep, maintain, provide access to, and maintain any applicable exemptions to public records, and transfer all such public records to the Authority at the conclusion of this Contract, as provided for in Section 119.0701, Florida Statutes.

Upon request from the Authority, the Contractor shall provide the Authority with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law. Specifically, if the Contractor is acting on behalf of the Authority, the Contractor shall:

1. Keep and maintain public records that ordinarily and necessarily would be required by the Authority in order to perform the services provided by the Contractor.

2. Provide the public with access to public records on the same terms and conditions that the Authority would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.

4. Meet all requirements for retaining public records and transfer, at no cost, to the Authority all public records in possession of the Contractor upon the termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the Authority in a format that is compatible with the information technology systems of the Authority.
Failure by the Contractor to grant such public access shall be grounds for immediate unilateral cancellation of any agreement and/or contract by the Authority. The Contractor shall promptly provide the Authority with a copy of any request to inspect or copy public records in possession of the Contractor and shall promptly provide the Authority a copy of the Contractor’s response to each such request.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR’S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (239) 643-0733, DTERRILL@FLYNAPLES.COM OR CITY OF NAPLES AIRPORT AUTHORITY, 160 AVIATION DRIVE NORTH, NAPLES, FLORIDA, 34104.

F. The Respondent 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. If the Respondent transfers its obligation to another, the transferee is obligated in the same manner as the Respondent.

This provision obligates the Respondent for the period during which the property is owned, used or possessed by the Respondent and the airport remains obligated to the Federal Aviation Administration. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

G. The Authority, 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, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this RFQ and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

H. The successful Respondent, prior to the execution of a contract or agreement related to this procurement action, will be required to provide and maintain insurance coverages that are acceptable to the Authority, which requirements are set forth in the agreement. The policies of insurance shall be primary and written on forms acceptable to the Authority, and naming the City of Naples Airport Authority as additional insured.

I. An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity.

J. More than one response from the same Respondent under the same or different names will not be
considered. Reasonable grounds for believing that a Respondent is submitting more than one response will cause the rejection of all responses in which the Respondent is involved. Responses will be rejected if there is reason for believing that collusion exists among Respondents, and no participant in such collusion will be considered in any future solicitations for a period of six months following the submittal deadline.

K. The firm warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the firm to solicit or secure this agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the firm any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this agreement. For the breach or violation of this provision, the Authority shall have the right to terminate the agreement without liability and, at its discretion, to deduct from the contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift, or consideration.

X. EXHIBITS

Exhibit A: Sample Professional Services Agreement
Exhibit B: Submittal Review Guidelines
Exhibit C: FAA Legally Required Provisions for Solicitations
Exhibit D: Florida Required Provisions for Solicitations
Exhibit A

Sample Professional Services Agreement
PROFESSIONAL SERVICES AGREEMENT

THIS PROFESSIONAL SERVICES AGREEMENT (this “Agreement”) is made effective as of the ___ day of _____________, 2018 (the “Effective Date”), by and between the CITY OF NAPLES AIRPORT AUTHORITY, a political subdivision of the State of Florida (the “Authority”), and ______________ ________________, a Florida Corporation authorized to transact business in the State of Florida (“Professional”) (the Authority and Professional each individually a “Party” and collectively the “Parties”).

RECITALS

A. The Professional is a(n) (type of firm) firm, licensed by the (licensing agency(ies)) (License Numbers: ________________).  
B. The Professional maintains insurance coverage as required under Paragraph 8 of this Agreement and has provided certificates of insurance evidencing all such insurance to the Authority.  
C. The Authority anticipates instructing Professional to perform and provide the specific services and work for the On-Call General Engineering Consultant Services described in Exhibit A attached hereto and made part of this Agreement (the “Services”).  
D. Professional represents and warrants it is willing and fully competent to perform the Services pursuant to the terms and conditions set forth in this Agreement.

NOW, THEREFORE, in consideration of the representations, warranties, covenants and agreements set forth under this Agreement, and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged by the Parties, the Authority and Professional agree as follows:

TERMS

1. Services. This Agreement sets forth the general terms and conditions under which Professional shall perform and provide the Services for the Authority as the Authority instructs from time to time. The precise Services to be performed by Professional for the Authority, and the term of this Agreement or deadline for satisfactory completion of all of the Services by Professional (the “Deadline for Satisfactory Completion”) are fully described and set forth in Exhibit A.

2. Term. The term of this Agreement is from the Effective Date until terminated as provided herein. Notwithstanding anything in this Agreement to the contrary, the Authority shall have the exclusive right to terminate this Agreement, without charge or penalty, at any time and for any reason without charge or penalty, in its sole discretion, upon thirty (30) days written notice to Professional. In the event of such termination by the Authority, (a) Professional shall be entitled to a pro-rata amount of any compensation earned under this Agreement but not paid prior to the date of termination and (b) the Authority shall be entitled to a pro-rata refund of any unearned compensation subsequent to the date of termination paid in advance to Professional hereunder.

3. Termination Event. Notwithstanding anything in this Agreement to the contrary, upon the occurrence of any of the following events (each individually a “Termination Event”), all of the rights and
privileges of Professional hereunder shall, at the Authority’s sole option, cease to exist and this Agreement shall automatically terminate:

a. Professional fails to strictly comply with, fulfill, perform, keep or observe any of Professional’s obligations, covenants or conditions under this Agreement within five (5) days after written demand from the Authority, time being of the essence;

b. Professional makes any (i) intentional misrepresentation or (ii) unintentional yet material misrepresentation under this Agreement or other instrument or document delivered pursuant hereto;

c. The loss of any of Professional’s licenses, registrations or permits necessary to perform the Services or other obligations under this Agreement;

d. The appointment of a receiver to take possession, or the attachment, execution, or other judicial seizure, of all or any part of Professional’s assets or business;

e. The Authority determines, in its reasonable discretion, that Professional is or will be unable to pay its debts as they become due in the ordinary course of Professional’s business; or

f. Any voluntary or involuntary petition, or similar pleading, under any bankruptcy act, filed by or against Professional, or any other voluntary or involuntary proceeding in any court instituted to declare Professional insolvent or unable to pay its debts. In the event that under applicable law the trustee in bankruptcy or Professional has the right to affirm this Agreement and continue to perform the obligations of Professional hereunder, such trustee or Professional shall, in such time period as may be permitted by the applicable court having jurisdiction, cure all defaults of Professional hereunder outstanding as of the date of the affirmance of this Agreement and provide to the Authority such adequate security and assurances as may be necessary to ensure the Authority the continued performance of Professional’s obligations under this Agreement. Further, the Authority shall receive all of the protections available to creditors under the United States Bankruptcy Code including, but not limited to, section 365 thereof, as amended from time to time.

No right, power or remedy conferred upon or reserved to the Authority under this Agreement is intended to be exclusive of any other right, power or remedy, but each and every such right, power and remedy shall be cumulative and concurrent and shall be in addition to any other right, power and remedy given hereunder or now or hereafter existing at law or in equity or by statute.

Notwithstanding anything in this Agreement to the contrary, upon a Termination Event, the Authority may retain all payments due to the Professional at the date of termination until all of the Authority’s damages have been established and deducted from payments due.

4. Duties of Professional. Professional shall perform and complete all of the Services on or before the Deadline for Satisfactory Completion to the satisfaction of the Authority in a good and professional manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances. In addition, Professional shall:

a. Furnish all of the expertise, management, information, assistance and other requirements necessary to perform the Services to the Authority’s satisfaction;

b. Furnish such professional and support staff, equipment and supplies, if any, as may be specifically required to perform the Services to the Authority’s satisfaction;

c. Deliver to the Authority all memoranda, reports, notes, analyses, documents and other instruments as may be reasonably requested from time to time by the Authority relating to the performance of the Services and Professional’s other obligations under this Agreement;
d. Provide the Authority with prompt notification of any anticipated delays or difficulties in the performance of the Services;

e. Designate one or more individuals to act on behalf of Professional with respect to the Services and with whom the Authority may confer with respect to the Services; and

f. At all times conduct itself in a professional and cooperative manner in the discharge of its obligations under this Agreement.

Professional covenants and agrees with the Authority that should Professional at any time become aware of any act, occurrence or omission on the part of the Authority or the Authority’s commissioners, officers, employees, insurers, attorneys, agents, lessees, licensees, invitees, successors and assigns which Professional believes or has reason to suspect may give rise to a claim by Professional of bad faith, negligence, fraud or any other form of liability against the Authority, Professional shall advise the Authority in writing of such claim or potential claim within a reasonable period of time not to exceed thirty (30) days of its discovery, or Professional shall be deemed to have waived the claim and be forever barred from asserting that claim or a related claim against the Authority. The purpose of this provision is to promptly advise the Authority of any potential claim and to allow the Authority to immediately investigate, and, if necessary, remedy the allegation. Professional agrees that its failure to notify the Authority of a claim or potential claim within a reasonable period of time of its discovery, not to exceed thirty (30) days, shall be a complete bar to the pursuit of such claim against the Authority and the Authority’s past and present commissioners, officers, employees, insurers, attorneys, agents, lessees, licensees, invitees, successors and assigns, in their individual and representative capacities.

5. Work Made for Hire, Assignment. All work product, research, notes, drawings, blueprints, models, reports, analyses, documents, instruments, data and other information prepared by Professional in connection with the Services (collectively the “Work”) shall be deemed work made for hire and made in the course of the Services rendered under this Agreement. To the extent that the Work may not be considered work made for hire, all right, title and interest in the Work is hereby irrevocably assigned to the Authority by Professional. As such, the Work shall belong exclusively to the Authority.

6. Compensation and Written Invoices.

a. Subject to the terms and conditions of this Agreement, the Authority shall pay Professional for the performance and completion of the Services at the rates and in the manner set forth in Exhibit A. Upon completion and acceptance of the Services in accordance with the terms and conditions of this Agreement to the satisfaction of the Authority, Professional shall send the Authority a written invoice detailing the time and authorized charges for such Services. All such written invoices are payable within sixty (60) days of receipt by the Authority.

b. Notwithstanding anything in this Agreement to the contrary, should Professional fail to commence, provide, perform or complete any of the Services in a timely and diligent manner, in addition to any other rights or remedies available to the Authority, including the rights specified under Paragraphs 2 and 3 herein, the Authority, in its sole discretion, may withhold any and all payments due and owing to Professional until such time as Professional resumes performance of its obligations in such a manner so as to satisfy the Authority.

c. After being paid by the Authority, Professional shall immediately pay all subcontractors who have submitted invoices for work already performed. If applicable, Professional shall strictly comply with the provisions of Florida Statute sections 255.071 through 255.078. Failure of Professional to pay any subcontractors shall, at the Authority’s option, be considered a material breach of this Agreement and, therefore, a Termination Event hereunder.

7. Licenses. Professional represents and warrants to the Authority that it has the resources and expertise necessary to complete the Services in accordance with the terms and conditions of this Agreement. Professional agrees to obtain and maintain throughout the entire term of this Agreement all licenses, registrations
and permits as are required to transact business in the United States, State of Florida, Collier County and the City of Naples, including, but not limited to, all licenses and permits required by the respective federal and state boards and other governmental agencies responsible for regulating and licensing the Services to be provided by Professional. The employees, personnel, subcontractors and agents assigned by Professional to perform the Services shall be qualified to perform the assigned duties and shall be individually licensed, registered and permitted to perform such duties if required by applicable law. Upon request of the Authority, Professional shall provide the Authority with copies of all applicable licenses, registrations and permits of Professional and Professional’s employees, personnel, subcontractors and agents required under this Paragraph 7.

8. **Insurance.** Professional shall maintain all of the insurance coverage set forth in this Paragraph 8 uninterrupted at all times while Professional is providing Services under this Agreement. In the event Professional becomes in default of any of the insurance requirements hereunder, the Authority reserves the right to take whatever legal actions are deemed necessary to protect its interest. Professional agrees that, to the fullest extent available, all insurance policies required hereunder shall provide that the Authority is an additional insured.

a. **Workers’ Compensation / Employer’s Liability.** Professional shall maintain workers’ compensation / employer’s liability insurance, and the maximum limits of such insurance, inclusive of any amount provided by an umbrella or excess policy, shall be:

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<thead>
<tr>
<th>Part One:</th>
<th>“Statutory”</th>
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<tr>
<td>Part Two:</td>
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<tr>
<td>Each Accident</td>
<td>$ 100,000</td>
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<td>Disease – Policy Limit</td>
<td>$ 500,000</td>
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<tr>
<td>Disease – Each Employee</td>
<td>$ 100,000</td>
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b. **Commercial General Liability.** Professional shall maintain commercial general liability insurance (or broad form property damage covering all Services and other work performed by Professional pursuant to this Agreement), and the minimum limits of such insurance, inclusive of any amounts provided by an umbrella or excess policy, without exclusion for independent contractors, shall be:

   | General Aggregate | $ 1,000,000 |
   | Each Occurrence   | $ 1,000,000 |
   | Personal and Advertising Injury | $ 1,000,000 |
   | Products and Completed Operations | $ 1,000,000 |

   The insurance required under this Paragraph 8(b) shall include coverage for liability resulting out of, or in connection with, ongoing operations performed by, or on behalf of, Professional under this Agreement or the use or occupancy of the Authority premises by, or on behalf of, Professional in connection with this Agreement.

c. **Business Auto Liability.** Professional shall maintain business auto liability insurance (for all owned, hired and non-owned vehicles), and the minimum limits of such insurance, inclusive of any amounts provided by an umbrella or excess policy, shall be:

   | Each Occurrence – Bodily Injury and Property Damage Combined | $ 1,000,000 |

d. **Professional Liability / Malpractice.** Professional shall maintain professional liability / malpractice insurance, and the minimum limits of such insurance, inclusive of any amounts provided by an umbrella or excess policy, shall be:

   | Each Occurrence | $ 1,000,000 |
   | Annual Aggregate | $ 2,000,000 |
The insurance required under this Paragraph 8(d) shall (i) include coverage for all Services and other work of Professional, including, but not limited to, areas with possible environmental impact, without any exclusions unless approved in writing by the Authority’s Executive Director, and (ii) notwithstanding anything herein to the contrary, be maintained and continued for a minimum uninterrupted period of four (4) years following the later of completion of all of the Services by Professional or termination of this Agreement.

e. General Requirements. Renewal certificates evidencing all of the insurance required under this Paragraph 8 shall be sent by Professional to the Authority thirty (30) days prior to the expiration date of each applicable insurance policy. Each insurance policy required under this Paragraph 8 shall provide that the Authority shall receive at least thirty (30) days prior written notice in the event of any cancellation or modification of any insurance coverage. No insurance coverage required hereunder shall have a deductible amount in excess of $50,000 without the prior written approval of the Authority’s Executive Director. All insurance coverage of Professional shall be in addition to, and shall in no way be construed or interpreted to be a limitation of, Professional’s indemnification and other obligations to the Authority under Paragraph 9 of this Agreement. It is expressly agreed that Professional’s policies of insurance required under this Paragraph 8 shall be primary over any insurance which the Authority may maintain or carry, and that Professional shall obtain from its insurers an endorsement waiving any other insurance clauses which may be in conflict with this provision, and evidence of such waiver shall be indicated on all insurance policies or certificates of insurance furnished to the Authority. Professional shall be responsible and liable for insuring that all of Professional’s employees, personnel, subcontractors, agents, licensees or invitees who perform any of the Services carry and comply with the same insurance coverage and requirements required of Professional under this Paragraph 8. Upon the request of the Authority, Professional shall deliver to the Authority copies of all insurance policies required hereunder.

9. Indemnification. To the fullest extent permitted by applicable law, Professional shall indemnify, defend and hold harmless the Authority and the Authority’s past and present commissioners, officers, employees, insurers, attorneys, agents, lessees, licensees, invitees, successors and assigns, in both their individual and representative capacities, from and against any and all liabilities, damages, losses, penalties, causes of action, claims, demands and costs, including, but not limited to, reasonable attorneys’ fees and expenses of defense (through all appeals), arising out of or in connection with (a) the Services or other work performed by Professional pursuant to this Agreement, (b) the failure to fulfill any and all responsibilities, covenants and obligations of Professional under this Agreement and (c) any act or omission of Professional or Professional’s employees, personnel, subcontractors, agents, licensees or invitees. Nothing contained herein will be construed as a waiver of any immunity or limitation of liability the Authority may have under the doctrine of sovereign immunity under Florida Statute section 768.28 or otherwise. The Authority reserves the right, at its option, to participate in the defense of any suit, without relieving Professional of any of its obligations hereunder. The obligations of this Paragraph 9 will survive termination of this Agreement and will not be limited by the amount of any insurance required to be obtained or maintained under this Agreement. If the provisions of this Paragraph 9 are found to conflict in any way with Florida or other governing law, then this Paragraph 9 will be considered modified by such laws to the extent necessary to remedy the conflict.

This Paragraph 9 shall also pertain to any claims brought against the Authority by any of Professional’s employees, personnel, subcontractors, agents, licensees and invitees and any other party claiming by or through Professional. Professional’s obligations under this Paragraph 9 shall not be limited in any way by Professional’s limit or lack of sufficient insurance protection.

10. Rules and Regulations. In performing the Services, Professional shall comply with each of the following:

   a. Any and all of the Authority’s (i) Rules and Regulations of the Naples Municipal Airport, Naples, Florida, as amended, (ii) regulatory and compliance regulations, as amended, and (iii) procedures, rules and other requirements on file in the offices of the Executive Director of the Authority or a hereafter promulgated, established or amended from time to time by the Authority in its sole discretion (collectively the “Airport Rules and Regulations”). The Airport Rules and regulations are incorporated herein by reference and made part of this
Agreement. Upon request, Professional shall have the right to review any of the Airport Rules and regulations during regular business hours at the offices of the Executive Director of the Authority; and

b. Any and all applicable laws statutes, ordinances, codes, rules, regulations, orders, and governmental permits and requirements.

11. **No Waiver.** The failure of the Authority to enforce at any time, or for any period of time, any one or more of the provisions of this Agreement shall not be construed to be, and shall not be, a waiver of any such provision or provisions or of its right thereafter to enforce each and every such provision. The waiver by the Authority of a breach of any provision of this Agreement shall not be deemed a continuing waiver, or a waiver of any subsequent breach of the same or any other provision hereof.

12. **Severability.** The invalidity of any one or more of the provisions of this Agreement shall not affect the enforceability of any or all of the remaining provisions hereof, all of which are included conditionally upon being valid in law, and, in the vent that any one or more of the provisions of this Agreement shall be declared invalid, this Agreement shall be construed as if such invalid provisions had not been included.

13. **No Assignment.** Professional shall not voluntarily, involuntarily or by operation of law assign, transfer or otherwise encumber this Agreement, or any rights or privileges of Professional hereunder, in whole or in part, without first obtaining in each and every instance the prior written consent of the Authority, which consent may be granted or withheld in the Authority’s sole discretion for any reason whatsoever. Any assignment, transfer or encumbrance contrary to the foregoing shall be a material default and, therefore, a Termination Event under this Agreement.

14. **Independent Professional.** Neither Professional nor Professional’s employees, personnel, subcontractors, agents, licensees and invitees shall be deemed to be a servant, employee, partner or joint venturer of the Authority. Professional shall perform the Services and its obligations under this Agreement as an independent contractor. Neither Professional nor Professional’s employees, personnel, subcontractors, agents, licensees and invitees shall hold themselves out as having the power or authority to bind or create liability for the Authority. Professional shall not be treated as an employee for purposes of FICA, FUTA, federal, state or local income tax, and Professional shall be responsible for its own employment, social security and other tax payments, as well as any other statutorily required coverage, including insurance.

15. **Notices.** All notices and Communications under this Agreement shall be in writing and shall be delivered by hand, by nationally recognized overnight courier or by certified United States mail, return receipt requested, to the perspective Parties as follows:

As to the Authority:  
City of Naples Airport Authority  
Attention: Christopher A. Rozansky, Executive Director  
160 Aviation Drive North  
Naples, FL 34104

With Copy to the Authority’s Attorney:  
William L. Owens, ESQ.  
Bond, Schoeneck & King, PLLC  
4001 Tamiami Trail North, Suite 250  
Naples, FL 34103

As to Professional:  
Company Name: ________________________________  
Attention: ________________________________  
Address: ________________________________  
City, State, ZIP: ________________________________
Notice shall be deemed conveyed upon personal delivery or receipt confirmation. Either Party may change its mailing address by giving written notice to the other Party in accordance with the requirements of this Paragraph 15.

16. **Attorneys’ Fees.** In the event of any controversy, claim, dispute or litigation relating to this Agreement, or the breach hereof, the prevailing Party shall be entitled to recover from the non-prevailing Party the prevailing Party’s costs and expenses, including, without limitation, reasonable attorneys’ fees (through all appeals).

17. **Governing Law and Venue.** This Agreement shall be interpreted under, and its performance governed by, the laws of the State of Florida (excluding any conflict of law rule or principle that would refer to the laws under jurisdiction). Each Party irrevocably submits to the jurisdiction of the Circuit Court of the State of Florida, Collier County, in any action or proceeding arising out of or relating to this Agreement, and each Party hereby irrevocably agrees that all claims with respect to any such action or proceeding must be brought and defended in such court; provided, however, that matters which are under the exclusive jurisdiction of the Federal courts shall be brought in the Federal District Court for the Middle District of Florida. Each Party consents to service of process by any means authorized by the applicable law of the forum in any action brought under or arising out of this Agreement, and each Party irrevocably waives, to the fullest extent each may effectively do so, the defense of an inconvenient forum to the maintenance of such action or proceeding in any such court. PROFESSIONAL AND THE AUTHORITY HEREBY IRREVOCABLY AND UNCONDITIONALLY WAIVE, TO THE FULLEST EXTENT IT MAY LEGALLY AND EFFECTIVELY DO SO, TRIAL BY JURY IN ANY SUIT, ACTION OR PROCEEDING ARISING UNDER THIS AGREEMENT.

18. **Paragraph Headings.** None of the Paragraph headings of this Agreement shall be construed as a limitation upon the provisions hereof. Paragraph headings having been inserted as a guide and partial index and not as a complete index of the contents of any Paragraph or other provision of this Agreement. Whenever the singular or plural number, or the masculine, feminine or neuter gender is used in this Agreement, it shall include the other.

19. **Counterparts.** This Agreement may be executed in any number of counterparts, each such counterpart being deemed to be an original instrument, and all such counterparts shall together constitute the same Agreement. Delivery of an executed signature page by facsimile or electronic mail shall be as effective as delivery of a manually signed counterpart.

20. **No Modification.** No modification or change to this Agreement shall be valid or binding upon the Parties unless in writing and executed by the Party or Parties intended to be bound by it.

21. **Encumbrances.** Professional hereby covenants and agrees that all of Professional’s rights and privileges under this Agreement are subject and subordinate to any and all rights, liens, licenses, leases, tenancies, mortgages, uses, encumbrances and other restrictions which may now or hereafter bind the Authority or encumber the Naples Municipal Airport, and to all renewals, modifications and extensions thereof. In addition, this Agreement shall be subject and subordinate to all of the provisions and obligations of the Authority under any existing or future laws, regulations, grant assurances, requirements or agreements, by, from or with the United States Government or other governmental authority compliance with or the execution of which has been or will be required as a condition precedent to the operation (or granting of Federal or other governmental funds for the development) of the Authority or Naples Municipal Airport. Professional shall, upon request of the Authority, execute any subordination documents which the Authority may deem necessary, but no such documents shall be required to effectuate the subordination by Professional under this Paragraph 21.

22. **Further Assurances.** From and after the execution and delivery of this Agreement, Professional shall cooperate with the Authority in taking such actions, executing such instruments and granting such rights as may be reasonably necessary or requested by the Authority to effectuate the purposes of this Agreement or to evidence or perfect the rights and privileges granted and the obligations assumed hereunder.
23. **No Third Party Beneficiary Intended.** This Agreement is made solely for the benefit of Professional and the Authority, and their respective successors and assigns permitted hereunder, and no other person or entity shall have or acquire any right by virtue of this Agreement.

24. **FAA Required Contract Provisions.** See Exhibit B

25. **Florida’s Public Records Laws.** See Exhibit C.

26. **Florida Procurement and Department of Transportation Laws.** See Exhibit C

27. **Entire Agreement.** This Agreement represents the entire Agreement between Professional and the Authority and supersedes all prior agreements, oral or written, and all other communications relating to the subject matter hereof. Each Party has had the opportunity to review with counsel the terms of this Agreement and to negotiate the same. Therefore, any ambiguity in this Agreement shall not be construed against either Party by virtue of having drafted this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

**AUTHORITY:**

**CITY OF NAPLES AIRPORT AUTHORITY,**
a political subdivision of the State of Florida

**ATTEST:**

By: ___________________________

______________________________, Chairman

Christopher A. Rozansky
Executive Director

Approved as to form and legal sufficiency by:

**William L. Owens, Esq.**
Counsel to the Authority

**PROFESSIONAL:**

**COMPANY NAME**
a (STATE) Corporation

By: ___________________________

Print Name: _______________________
Print Title: ________________________
AGREEMENT: EXHIBIT A

Description of Services: In addition to all of the obligations of Professional hereunder, the Services to be performed and provided by Professional pursuant to this Agreement are described in Schedule 1 (titled “_________”) attached hereto and made a part of this Agreement.

Deadline For Satisfactory Completion: Except as otherwise provided in this Agreement, the Deadline For Satisfactory Completion of all of the Services by Professional is___________. The Agreement may be renewed for either the length of the initial term or three years, with any such renewal, or no renewal at all, being in the Authority’s sole discretion. Renewals are contingent upon satisfactory performance evaluations by the Authority and subject to the availability of funds.

Rates and Manner of Compensation: Notwithstanding anything in this Agreement to the contrary, the total compensation due Professional from the Authority for the performance and completion of all of the Services in accordance with the terms and conditions of this Agreement to the satisfaction of the Authority is $_________. A description and breakdown of the tasks and expense categories are described in Schedule 2 (titled “___________”) attached hereto and made a part of this Agreement.

Other Provisions and Obligations of Professional: In addition to the Professional’s obligations set forth herein and all common law duties, Professional shall:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________
AGREEMENT: EXHIBIT B


(a) Civil Rights – General. Professional 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 Professional and subtier contractors from the bid solicitation period through the completion of this Agreement. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

(b) Civil Rights – Title VI Assurances - Compliance with Nondiscrimination Requirements. During the performance of this Agreement, Professional, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor” in this Paragraph (b) agrees as follows:

   (i) Compliance with Regulations: Professional (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts 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: Professional, with regard to the work performed by it during this Agreement, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. Professional will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, 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 Professional for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Professional of the Professional’s obligations under this Agreement and the Nondiscrimination Acts And Authorities on the grounds of race, color, or national origin.

   (iv) Information and Reports: The Professional 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 Authority or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts And Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Authority 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 Professional’s noncompliance with the Non-discrimination provisions of this Agreement, the Authority will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

      (A) Withholding payments to the Professional under this Agreement until the Professional complies; and/or in whole or in part.
(v) Incorporation of Provisions: The Professional will include the provisions of Paragraphs 24(c)(i) through (vi) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Professional will take action with respect to any subcontract or procurement as the Authority or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Professional becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Professional may request the Authority to enter into any litigation to protect the interests of the Authority. In addition, the Professional may request the United States to enter into the litigation to protect the interests of the United States.

(c) Title VI List of Pertinent Nondiscrimination Acts and Authorities. During the performance of this Agreement, Professional, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor” in this Paragraph (c) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

• Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);

• 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);

• The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

• Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;

• The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);

• Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);

• The Civil Rights Restoration Act of 1987, (PL 100-209), (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);

• Titles II and III of the Americans with Disabilities Act of 1990, which 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 (42 U.S.C. §§ 1213112189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;

• The Federal Aviation Administration’s Non-discrimination statute (49 3) (prohibits discrimination on the basis of race, color, national origin, and sex);

• Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination 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;
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. at 74087 to 74100); and

- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

(d) Federal Fair Labor Standards Act. All contracts and subcontracts that result from this solicitation (including this Agreement) incorporate by reference the provisions of 29 CFR part 201, 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. Professional has full responsibility to monitor compliance to the referenced statute or regulation. Professional must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

(e) Occupational Safety and Health Act. All contracts and subcontracts that result from this solicitation (including this Agreement) incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Professional must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. Professional 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 (20 CFR Part 1910). Professional 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.

(f) Construction/Use/Access To Real Property Acquired Under The Activity, Facility Or Program. The following clauses is included in deeds, licenses, permits, or similar instruments/agreements entered into by Authority pursuant to the provisions of the Airport Improvement Program grant assurances: The Professional for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the List of discrimination Acts And Authorities. In the event of breach of any of the above nondiscrimination covenants, the Authority will have the right to terminate the licenses, leases, permits, etc. and this Agreement and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if the licenses, leases, permits, etc. and this Agreement had never been made or issued.

(g) Notice Of Requirement For Affirmative Action To Ensure Equal Employment Opportunity


2. The goals and timetables for minority and female participation, expressed in percentage terms for the Professional’s aggregate workforce in each trade on all construction work in the covered area, are as follows:

Timetables
Goals for minority participation for each trade: 8.95%

Goals for female participation in each trade: 6.9%

These goals are applicable to all of the Professional’s work (whether or not it is Federal or federally assisted) performed in the covered area. If the Professional performs work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the Professional also is subject to the goals for both its federally involved and non-federally involved work.

The Professional’s compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a) and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Professional shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Professional to Professional or from project to project for the sole purpose of meeting the Professional’s goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Professional shall provide written notification to the Director of the Office of Federal Contract Compliance Programs (OFCCP) within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this notice and in the contract resulting from this solicitation, the “covered area” is Naples, Collier County, Florida.

(h) Breach Of Contract Terms

Any violation or breach of terms of this contract on the part of the Professional 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.

The Authority will provide Professional written notice that describes the nature of the breach and corrective actions the Professional must undertake in order to avoid termination of the contract. Authority reserves the right to withhold payments to Professional until such time the Professional corrects the breach or the Authority elects to terminate the contract. The Authority’s notice will identify a specific date by which the Professional must correct the breach. Authority may proceed with termination of the contract if the Professional fails to correct the breach by the deadline indicated in the Authority’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.

(i) Clean Air And Water Pollution Control

Professional agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC § 740-7671q) and the Federal Water Pollution Control Act as amended (33 USC § 1251-1387). The Professional agrees to report any violation to the Authority immediately upon discovery. The Authority assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation
Professional must include this requirement in all subcontracts that exceeds $150,000.

(j) **Contract Workhours And Safety Standards Act Requirements**

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) of this clause, the Professional and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this clause, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this clause.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration (FAA) or the Authority shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this clause.

4. Subcontractors.

The Professional or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this clause.

(k) **Copeland “Anti-Kickback” Act**

Professional must comply with the requirements of the Copeland “Anti-Kickback” Act (18 USC 874 and 40 USC 3145), as supplemented by Department of Labor regulation 29 CFR part 3. Professional and subcontractors are prohibited from inducing, by any means, any person employed on the project to give up any part of the compensation to which the employee is entitled. The Professional and each Subcontractor must submit to the Authority, a weekly
statement on the wages paid to each employee performing on covered work during the prior week. Authority must report any violations of the Act to the Federal Aviation Administration.

(l) Davis-Bacon Requirements

1. Minimum Wages.

(i) All laborers and mechanics employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalent thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the Professional and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR Part 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided that the employer’s payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under (1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the Professional and its subcontractors at the site of the work in a prominent and accessible place where it can easily be seen by the workers.

(ii)(A) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate (including the amount designated for fringe benefits where appropriate), only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination;

(2) The classification is utilized in the area by the construction industry; and

(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(B) If the Professional and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.
(C) In the event the Professional, the laborers, or mechanics to be employed in the classification, or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(D) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii) (B) or (C) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the Professional shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(iv) If the Professional does not make payments to a trustee or other third person, the Professional may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program: Provided that the Secretary of Labor has found, upon the written request of the Professional, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Professional to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding.

The Federal Aviation Administration or the Authority shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the Professional under this contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the Professional or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of work, all or part of the wages required by the contract, the Federal Aviation Administration may, after written notice to the Professional, Sponsor, Applicant, or Authority, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and Basic Records.

(i) Payrolls and basic records relating thereto shall be maintained by the Professional during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 1(b)(2)(B) of the Davis-Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a
plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Professional shall maintain records that show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and that show the costs anticipated or the actual costs incurred in providing such benefits. Professionals employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(ii)(A) The Professional shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Professional will submit the payrolls to the applicant, Authority, as the case may be, for transmission to the Federal Aviation Administration. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. the last four digits of the employee’s social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at www.dol.gov/whd/forms/wh347Instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker and shall provide them upon request to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Professional will submit them to the applicant, sponsor, or Authority, as the case may be, for transmission to the Federal Aviation Administration, the Professional, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the sponsoring government agency (or the applicant, Sponsor, or Authority).

(B) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Professional or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) The payroll for the payroll period contains the information required to be provided under 29 CFR § 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR § 5.5 (a)(3)(i), and that such information is correct and complete;

(2) Each laborer and mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations 29 CFR Part 3;

(3) Each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(C) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the “Statement of Compliance” required by paragraph (3)(ii)(B) of this section.
(D) The falsification of any of the above certifications may subject the Professional or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

(iii) The Professional or subcontractor shall make the records required under paragraph (3)(i) of this section available for inspection, copying, or transcription by authorized representatives of the sponsor, the Federal Aviation Administration, or the Department of Labor and shall permit such representatives to interview employees during working hours on the job. If the Professional or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the Professional, Sponsor, applicant, or Authority, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and Trainees.

(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the Professional as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman’s hourly rate) specified in the Professional’s or subcontractor’s registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice’s level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Bureau of Apprenticeship and Training, or a State Apprenticeship Agency recognized by the Bureau, withdraws approval of an apprenticeship program, the Professional will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less
than the rate specified in the approved program for the trainee’s level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination that provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate that is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the Professional will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal Employment Opportunity. The utilization of apprentices, trainees, and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance with Copeland Act Requirements.

The Professional shall comply with the requirements of 29 CFR Part 3, which are incorporated by reference in this contract.


The Professional or subcontractor shall insert in any subcontracts the clauses contained in 29 CFR Part 5.5(a)(1) through (10) and such other clauses as the Federal Aviation Administration may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR Part 5.5.


A breach of the contract clauses in paragraph 1 through 10 of this section may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act Requirements.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.


Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the Professional (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.
10. Certification of Eligibility.

(i) By entering into this contract, the Professional certifies that neither it (nor he or she) nor any person or firm who has an interest in the Professional’s firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 USC 1001.

(m) Certification Of Professional Regarding Debarment

Professional certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

(n) Certification Of Lower Tier Contractors Regarding Debarment

The Professional, 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 Professional will accomplish this by:


2. Collecting a certification statement similar to the Certification of Professional Regarding Debarment, above.

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

If the Federal Aviation Administration 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.

(o) Disadvantaged Business Enterprises

Contract Assurance (§ 26.13) –

The professional or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Professional shall carry out applicable requirements of 49 CFR part 26 in the award and administration of Department of Transportation-assisted contracts. Failure by the Professional 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 Authority deems appropriate, which may include, but is not limited to:

1) Withholding monthly progress payments;

2) Assessing sanctions;

3) Liquidated damages; and/or
4) Disqualifying the Contractor from future bidding as non-responsive.

Prompt Payment (§26.29) – The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than [specify number] days from the receipt of each payment the prime contractor receives from the Authority. The prime contractor agrees further to return retainage payments to each subcontractor within [specify the same number as above] 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 Authority. This clause applies to both DBE and non-DBE subcontractors.

Texting When Driving

In accordance with Executive Order 13513, “Federal Leadership on Reducing Text Messaging While Driving”, (10/1/2009) and DOT Order 3902.10, “Text Messaging While Driving”, (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant.

In support of this initiative, the Authority encourages the Professional to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Professional must include the substance of this clause in all sub-tier contracts exceeding $3,500 that involve driving a motor vehicle in performance of work activities associated with the project.

Energy Conservation Requirements

Professional and the Authority agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 USC 6201et seq).

Equal Opportunity Clause

During the performance of this contract, the Professional agrees as follows:

(1) The Professional will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Professional will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identify, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff, or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Professional agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The Professional will, in all solicitations or advertisements for employees placed by or on behalf of the Professional, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.

(3) The Professional will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers’ representatives of the Professional’s commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
(4) The Professional will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The Professional will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the Professional’s noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Professional may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The Professional will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Professional will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the Professional may request the United States to enter into such litigation to protect the interests of the United States.

**EEO Specification**

**STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY**

**CONSTRUCTION CONTRACT SPECIFICATIONS**

1. As used in these specifications:

   a. “Covered area” means the geographical area described in the solicitation from which this contract resulted;

   b. “Director” means Director, Office of Federal Contract Compliance Programs (OFCCP), U.S. Department of Labor, or any person to whom the Director delegates authority;

   c. “Employer identification number” means the Federal social security number used on the Employer’s Quarterly Federal Tax Return, U.S. Treasury Department Form 941;

   d. “Minority” includes:

      (1) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);

      (2) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin regardless of race);

      (3) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and

      (4) American Indian or Alaskan native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. Whenever the Professional, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Professional is participating (pursuant to 41 CFR part 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors shall be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each contractor or subcontractor participating in an approved plan is individually required to comply with its obligations under the EEO clause and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other contractors or subcontractors toward a goal in an approved Plan does not excuse any covered contractor’s or subcontractor’s failure to take good faith efforts to achieve the Plan goals and timetables.

4. The Professional shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Professional should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in a geographical area where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Professional is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement nor the failure by a union with whom the Professional has a collective bargaining agreement to refer either minorities or women shall excuse the Professional’s obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the non-working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees shall be employed by the Professional during the training period and the Professional shall have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees shall be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The Professional shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Professional’s compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Professional shall document these efforts fully and shall implement affirmative action steps at least as extensive as the following:

a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Professional’s employees are assigned to work. The Professional, where possible, will assign two or more women to each construction project. The Professional shall specifically ensure that all foremen, superintendents, and other onsite supervisory personnel are aware of and carry out the Professional’s obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Professional or its unions have employment opportunities available, and maintain a record of the organizations’ responses.
c. Maintain a current file of the names, addresses, and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source, or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Professional by the union or, if referred, not employed by the Professional, this shall be documented in the file with the reason therefore along with whatever additional actions the Professional may have taken.

d. Provide immediate written notification to the Director when the union or unions with which the Professional has a collective bargaining agreement has not referred to the Professional a minority person or female sent by the Professional, or when the Professional has other information that the union referral process has impeded the Professional’s efforts to meet its obligations.

e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Professional’s employment needs, especially those programs funded or approved by the Department of Labor. The Professional shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Professional’s EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Professional in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company’s EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination, or other employment decisions, including specific review of these items, with onsite supervisory personnel such as superintendents, general foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Professional’s EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Professional’s EEO policy with other contractors and subcontractors with whom the Professional does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written, to minority, female, and community organizations, to schools with minority and female students; and to minority and female recruitment and training organizations serving the Professional’s recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Professional shall send written notification to organizations, such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer, and vacation employment to minority and female youth both on the site and in other areas of a contractor’s workforce.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR part 60-3.

l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel, for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
m. Ensure that seniority practices, job classifications, work assignments, and other personnel practices do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Professional’s obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are non-segregated except that separate or single user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisor’s adherence to and performance under the Professional’s EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations, which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a contractor association, joint contractor union, contractor community, or other similar groups of which the Professional is a member and participant may be asserted as fulfilling any one or more of its obligations under 7a through 7p of these specifications provided that the Professional actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Professional’s minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Professional. The obligation to comply, however, is the Professional’s and failure of such a group to fulfill an obligation shall not be a defense for the Professional’s noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The Professional, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, if the particular group is employed in a substantially disparate manner (for example, even though the Professional has achieved its goals for women generally), the Professional may be in violation of the Executive Order if a specific minority group of women is underutilized.

10. The Professional shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The Professional shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Professional shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination, and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The Professional, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Professional fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR part 60-4.8.

14. The Professional shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government, and to keep records. Records shall at least include for each employee, the name,
address, telephone number, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.

15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g. those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

(s) Trade Restriction Certification

Professional certifies that that it –

1) 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);

2) 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

3) 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 Section 1001.

The Professional must provide immediate written notice to the Authority if the Professional learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Professional 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 a contractor 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 Professional 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 Professional 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 Professional 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 Professional or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Authority cancellation of the contract or subcontract for default at no cost to the Authority or the FAA.

(i) Certification Regarding Lobbying

Professional certifies 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 Professional, 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.

(u) Prohibition Of Segregated Facilities

(a) The Professional agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Professional agrees that a breach of this clause is a violation of the Equal Employment Opportunity clause in this contract.

(b) “Segregated facilities,” as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes.

(c) The Professional shall include this clause in every subcontract and purchase order that is subject to the Equal Employment Opportunity clause of this contract.

(v) Procurement Of Recovered Materials
Professional and any subcontractors agree to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, and the regulatory provisions of 40 CFR Part 247. In the performance of this contract and to the extent practicable, the Professional and subcontractors are to use products containing the highest percentage of recovered materials for items designated by the Environmental Protection Agency (EPA) under 40 CFR Part 247 whenever:

1) The contract requires procurement of $10,000 or more of a designated item during the fiscal year; or
2) The contractor has procured $10,000 or more of a designated item using Federal funding during the previous fiscal year.

The list of EPA-designated items is available at www.epa.gov/ smm/comprehensive-procurement-guidelines-construction-products.

Section 6002(c) establishes exceptions to the preference for recovery of EPA-designated products if the contractor can demonstrate the item is:

a) Not reasonably available within a timeframe providing for compliance with the contract performance schedule;
b) Fails to meet reasonable contract performance requirements; or
c) Is only available at an unreasonable price.

(w) Certification Of Professional Regarding Tax Delinquency And Felony Convictions

The Professional must complete the following two certification statements. The Professional 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 it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

1) The Professional 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 () is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If Professional responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the Authority 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 Authority about its tax liability or conviction to the Authority, 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

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.

(x) Termination For Default (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.

a) Termination by Authority: The Authority may terminate this Agreement in whole or in part, for the
failure of the Professional to:

1. Perform the services within the time specified in this contract or by Authority 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 Professional must immediately discontinue all services affected
unless the notice directs otherwise. Upon termination of the Agreement, the Professional must deliver to the
Authority 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.

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

Authority further agrees to hold Professional 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 Authority determines the Professional was not in default of the
Agreement, the rights and obligations of the parties shall be the same as if the Authority issued the termination
for the convenience of the Authority.

b) Termination by Professional: The Professional may terminate this Agreement in whole or in part, if the
Authority:

1. Defaults on its obligations under this Agreement;
2. Fails to make payment to the Professional 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 Professional.

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

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

**Termination For Convenience (Professional Services)**

The Authority may, by written notice to the Professional, terminate this Agreement for its convenience and without cause or default on the part of Professional. Upon receipt of the notice of termination, except as explicitly directed by the Authority, the Contractor must immediately discontinue all services affected.

Upon termination of the Agreement, the Professional must deliver to the Authority 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.

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

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

(y) **Veteran’s Preference**

In the employment of labor (excluding executive, administrative, and supervisory positions), the Professional 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.

(z) **Access To Records And Reports**

The Professional must maintain an acceptable cost accounting system. The Professional agrees to provide the Authority, 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 Professional which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Professional 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.
Florida Required Provisions

1. Public Information

(a) IF PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO PROFESSIONAL’S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE AUTHORITY’S CUSTODIAN OF PUBLIC RECORDS AT (239) 643-0733, ADMINISTRATION@FLYNAPLES.COM AND/OR 160 AVIATION DRIVE NORTH, NAPLES, FLORIDA 34104.

(b) Professional acknowledges and agrees that Professional shall be required to comply with Florida’s Public Records Laws, Chapter 119, Florida Statutes. Specifically, Professional hereby covenants and agrees that it shall:

(i) keep and maintain public records required by the Authority to perform the services under this Agreement;

(ii) upon request from the Authority’s custodian of public records, provide the Authority with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law;

(iii) ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the term of this Agreement and following completion of this Agreement if Professional does not transfer the records to the Authority; and

(iv) upon completion of this Agreement, transfer, at no cost, to the Authority all public records in possession of Professional or keep and maintain public records required by the Authority to perform the services under this Agreement. If Professional transfers all public records to the Authority upon completion of this Agreement, Professional shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If Professional keeps and maintains public records upon completion of this Agreement, Professional
shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Authority, upon request from the Authority’s custodian of public records, in a format that is compatible with the information technology systems of the Authority.

2. Florida Procurement Laws

   (a) Convicted Vendor List. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in s. 287.017 for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list.

   (b) Discriminatory Vendor List. An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity.

   (c) Invoice Compliance. All invoices, bills, fees or other requests for compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and post audit thereof.

   (d) Travel Expenses. Bills for any travel expenses shall be submitted in accordance with Florida Stat. 112.061. A state agency may establish rates lower than the maximum provided in s. 112.061.

   (e) Public Records. The Authority may unilaterally cancel this Agreement if Professional refuses to allow the public access to all documents, papers, letters, or other material made or received by Professional in conjunction with the Agreement, unless the records are exempt from s. 24(a) of Art. 1 of the Florida State Constitution and s. 119.07(1).

   (f) Duty To Cooperate With Inspector General. Professional agrees to comply with s.20.055(5), Florida Statutes and to incorporate in all subcontracts the obligation to comply with s.20.055, Florida Statutes.

   (g) Truth In Negotiation Certificate. The wage rates and other factual unit costs supporting the compensation are accurate, complete, and current at the time of contracting and the original contract price and any additions thereto will be adjusted to exclude any significant sums by which the Professional determines the contract price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs.

   (h) Prohibition Against Contingent Fees. The Professional warrants that he or she has not employed or retained any company or person, other than a bona fide employee working solely for the
Professional to solicit or secure this agreement and that he or she has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the Professional any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this agreement. For the breach or violation of this provision, the Authority shall have the right to terminate the Agreement without liability and, at its discretion, to deduct from the contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift, or consideration.

(i) No Boycott/Prohibited Business. Professional hereby certifies that it is not participating in a boycott of Israel, on the Iran Petroleum Energy Sector List, and it does not have business operations in Cuba or Syria.

(j) Statement Of Certification. Professional certifies that it is certified under Fla. Stat. 489.199 to engage in contracting through a certified or registered general contractor or a certified or registered building contractor as the qualifying agent, or that it is certified under Fla. Stat. 471.023 to practice or to offer to practice engineering, or that it is certified under Fla. Stat. 481.219 to practice or to offer to practice architecture, or that it is certified under Fla. Stat. 481.319 to practice or to offer to practice landscape architecture.

(k) General Instructions. The standard “General Contract Conditions” Form PUR 1000 (11/04), and the standard “General Instructions to Respondents” Form PUR 1001 (11/04), is each hereby incorporated by reference. The forms are available on the internet at http://dms.myflorida.com/purchasing.

(l) Compliance with Laws. Professional shall comply with all laws and rules applicable to the Professional.

3. Florida Department of Transportation

(a) Professional acknowledges and agrees that the Florida Department of Transportation (“FDOT”) reserves the right to review and approve of this Agreement and the qualifications of Professional. This Agreement is, at all times, subject to the approval of FDOT and may be terminated by the Authority, without cost or penalty, if such required approval is not obtained.

(b) Professional, or any sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin or sex in the performance of this Agreement. Professional shall carry out applicable requirements of 49 CFR part 26 in the award and administration of FDOT-assisted contracts. Failure by Professional to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the Authority deems appropriate.

(c) The parties shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any FDOT-assisted contract or in the administration of its Disadvantage Business Enterprise program or the requirements of 49 CFR part 26. The parties shall take all necessary and reasonable steps under 49 CFR part 26 to ensure non-discrimination in the award and administration of FDOT-assisted contracts. The Authority’s DBE program, as required by 49 CFR part 26 and as approved by FDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification of its failure to carry out its approved program, FDOT may impose sanctions as provided for
under part 26 and may, in appropriate cases, refer the matter to enforcement under 18 US.C. 1001 and/or Program Fraud Civil Remedies Act of 1987 (31 U.S.C. 3801 et seq.)

(d) The Authority shall report any reasonable cause notice of noncompliance based on 49 CFR Part 26 filed under this section to the FDOT within 30 days.

(e) Professional shall utilize the U.S. Department of Homeland Security E-Verify system to verify the employment eligibility of all new employees hired by the Professional during the terms of the Agreement and shall expressly require any subcontractors performing work or providing services hereunder to likewise utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the term of this Agreement.

(f) All invoices shall detail and itemize the task, schedule, dollar amount and indication of completeness. Each invoice shall be subject to the Authority’s certification that it has verified the percentages or tasks completed. Any changes to the services or work is subject to the approval of FDOT.
Exhibit B

Submittal Review Guidelines
<table>
<thead>
<tr>
<th>RESPONSE RANKING</th>
<th>YOUR SCORE</th>
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<tr>
<td>Professional qualifications necessary for satisfactory performance</td>
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<td>• Project Manager and key team members are qualified to perform the work</td>
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<td>categories of the project</td>
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<td>• Consultant’s knowledge of standards and procedures</td>
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<td>Specialized experience and technical competence in the type of work required</td>
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<td>• Consultant has provided comparable projects with which they have been</td>
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<td>involved</td>
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<td>• Consultant IT capability (hardware and software)</td>
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<td>• Subcontractor financial stability and ability</td>
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<td>Past performance on contracts with government agencies and private industry</td>
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<td>• Past performance evaluations</td>
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<td>• References if no past work has been performed for the NAA by the Consultant</td>
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<td>The capacity to accomplish the work in the required time</td>
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<td>• Consultant has adequate staff for this project</td>
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<td>• Current workload of the consultant</td>
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<td>• Consultant financial stability</td>
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<td>Consultant has demonstrated understanding of key elements of the NAA Program:</td>
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<td>• Consultant has provided a logical approach to tasks and issues</td>
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Exhibit C

FAA Legally Required Provisions for Solicitations
Exhibit C

FAA Legally Required Provisions for Solicitations

1. GENERAL CIVIL RIGHTS PROVISIONS

The contractor 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 contractor and subtier contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

2. TITLE VI SOLICITATION NOTICE

The Authority, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, 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.

3. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, 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 Contractor has full responsibility to monitor compliance to the referenced statute or regulation. The Contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

4. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

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. Contractor must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Contractor 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 (20 CFR Part 1910). Contractor 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.

5. 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.

6. CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

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:


2. Collecting a certification statement similar to the Certification of Offerer /Bidder Regarding Debarment, above.

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

If the Federal Aviation Administration 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.

7. INFORMATION SUBMITTED AS A MATTER OF BIDDER RESPONSIVENESS:
The Authority’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 bid responsiveness, the Bidder or Offeror must submit the following information with its proposal on the forms provided herein:

1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;

2) A description of the work that each DBE firm will perform;

3) The dollar amount of the participation of each DBE firm listed under (1)

4) Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Authority’s project goal; and

5) 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.

Information submitted as a matter of bidder responsibility:

The Bidder’s or Offerors award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR §26.53.

The successful Bidder or Offeror must provide written confirmation of participation from each of the DBE firms the Bidder or Offeror lists in its commitment within five days after bid opening.
1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
2) A description of the work that each DBE firm will perform;
3) The dollar amount of the participation of each DBE firm listed under (1)
4) Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Authority’s project goal; and
5) 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.

SOLICITATION LANGUAGE (RACE/GENDER NEUTRAL MEANS)

The requirements of 49 CFR part 26 apply to this contract. It is the policy of the Authority to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Authority encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

8. TRADE RESTRICTION CERTIFICATION

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror –

1) 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);

2) 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

3) 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 Section 1001.

The Offeror/Contractor must provide immediate written notice to the Authority 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 Authority cancellation of the contract or subcontract for default at no cost to the Authority or the FAA.

9. 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.

10. CERTIFICATION OF OFFERER/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 () 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 Authority 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 Authority about its tax liability or conviction to the Authority, 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 U.S.C. § 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.
Exhibit D

Florida Required Provisions for Solicitations
Exhibit D

Florida Required Provisions for Solicitations
Florida State Procurement Law Required Provisions for Solicitations

1. ANTI COLLUSION STATEMENT

Under no circumstances shall any prospective proposer, or any person or persons acting for or on behalf of any said prospective bidder, seek to influence or gain the support of any member of the Authority favorable to the interest of any prospective bidder or seek to influence or gain the support of any member of the Authority against the interest of any prospective bidder. Any such activities shall result in the exclusion of the prospective proposer from consideration by the Authority.

2. CONVICTED VENDOR LIST

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in s. 287.017 for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list.

3. DISCRIMINATORY VENDOR LIST

An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity.

4. INVOICE COMPLIANCE

All invoices, bills, fees or other requests for compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and post audit thereof.

5. TRAVEL EXPENSES

Bills for any travel expenses shall be submitted in accordance with Florida Stat. 112.061. A state agency may establish rates lower than the maximum provided in s. 112.061.

6. PUBLIC RECORDS

The Authority may unilaterally cancel this Agreement if Contractor refuses to allow the public access to all documents, papers, letters, or other material made or received by Contractor in conjunction
with the Agreement, unless the records are exempt from s. 24(a) of Art. 1 of the Florida State Constitution and s. 119.07(1).

7. NO CONTACT

Respondents to this solicitation or persons acting on their behalf may not contact, between the release of the solicitation and the end of the 72-hour period following the agency posting the notice of intended award, excluding Saturdays, Sundays, and state holidays, any employee or officer of the executive or legislative branch concerning any aspect of this solicitation, except in writing to the procurement officer or as provided in the solicitation documents. Violation of this provision may be grounds for rejecting a response.

8. DUTY TO COOPERATE WITH INSPECTOR GENERAL

Contractor agrees to comply with s.20.055(5), Florida Statutes and to incorporate in all subcontracts the obligation to comply with s.20.055, Florida Statutes.

9. NO BOYCOTT

Contractor hereby certifies that it is not participating in a boycott of Israel, on the Iran Petroleum Energy Sector List, and it does not have business operations in Cuba or Syria.

10. GENERAL INSTRUCTIONS

The standard “General Contract Conditions” Form PUR 1000 (11/04), and the standard “General Instructions to Respondents” Form PUR 1001 (11/04), is each hereby incorporated by reference. The forms are available on the internet at http://dms.myflorida.com/purchasing.
Date: January 15, 2019
To: Interested Consultants
From: Kerry Keith
Senior Director of Airport Development and Facilities
Subject: Addendum #1
Naples Airport Authority
On Call General Engineering Consultant Services

Questions and Answers

Question #1:

It appears that the required forms referenced in Section H on page 6 of the RFQ are not included in Appendix A. Will these forms be made available as part of an addendum or are they available through another source?

Answer: Appendix A is attached to this Addendum.
On-Call General Engineering Consultant Services

APPENDIX A
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

_____  The bidder/offeror is committed to a minimum of ____ % DBE utilization on this contract.

_____  The bidder/offeror (if unable to meet the DBE goal of ____%) is committed to a minimum of ____% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: ______________________________________

State Registration No. ____________________

By ___________________________________    ______________________

(Signature)                                                       Title

FORM 2: LETTER OF INTENT

Name of bidder/offeror's firm: _______________________________

Address: ________________________________________________

County: _____________________________ State: _______ Zip: ______

Name of DBE firm: _________________________________

Address: _________________________________

County: ________________________________ State: _______ Zip: _____

Telephone: _________________________

Description of work to be performed by DBE firm:

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The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ ___________.

A-1.1
Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By __________________________________________________________

(Signature) (Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm DOES NOT comply with the above requirements for a drug-free workplace.

☐ As the person authorized to sign the statement, I certify that this Firm DOES fully comply with the above requirements.

__________________________________________
Firm Name

__________________________________________
Name of Authorized Individual

__________________________________________
Authorized Signature

Date
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

______________________________
Authorized Signature

On this the _______ day of ____________________, 20______, before me, the undersigned Notary Public of the State of ____________________, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

______________________________
Notary Public

My Commission Expires: _________________________________
NON-COLLUSION AFFIDAVIT

STATE OF __________________________

COUNTY OF __________________________

I state that I, ____________________________, of ____________________________

(Name and Title) (Name of Firm)

am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s) of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this contract, or to submit a price(s) higher that the prices in this Response, or to submit any intentionally high or noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties in interest are currently under investigation by any governmental agency and have not in the last three years been found liable for any act prohibited by state or federal law in any jurisdiction involving conspiracy or collusion with respect to the proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating to the submission of this Proposal.

______________________________________________________________
Authorized Signature

On this the ________ day of ____________________, 20_____, before me, the undersigned Notary Public of the State of ____________________________, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

______________________________________________________________
Notary Public

My Commission Expires: ____________________________
Date: January 31, 2019
To: Interested Consultants
From: Kerry Keith
Senior Director of Airport Development and Facilities
Subject: Addendum #2
Naples Airport Authority
On Call General Engineering Consultant Services

Questions and Answers

Question #1:
An estimated dollar value for work is requested at the bottom of the Demonstration of Good Faith Efforts form. Since we aren’t sure of the cost of the project(s), should we use TBD for the dollar value?

Answer #1: Yes.
Request for Qualifications

NAPLES AIRPORT AUTHORITY

On-Call General Engineering Consultant Services
Naples Airport

February 11, 2019
February 11, 2019

Mr. Kerry Keith, Senior Director of Airport Development and Facilities
City of Naples Airport Authority
160 Aviation Drive North
Naples, Florida 34104

RE: Request for Qualifications for On-Call Engineering Consultant Services

Dear Mr. Keith:

Hole Montes, Inc. (HM) is pleased to submit this Letter of Interest and Statement of Qualifications for the above referenced project for the City of Naples Airport Authority. We affirm that HM is in receipt of published Addendum #1, dated January 15, 2019 and Addendum #2, dated January 31, 2019. Additionally, Hole Montes understands and agrees to abide by all provisions, terms and conditions of same, and all ordinances and policies of the Naples Airport Authority. HM is prequalified by the Florida Department of Transportation to perform the work associated with this contract. In addition, HM and all team members have applicable certificates, registrations, and licensing pertinent to the work to be performed. Please see the certificates, registrations and licenses provided later in this section.

Hole Montes is a local engineering, planning and surveying consulting firm that has been serving Southwest Florida since 1966. Our Aviation Division has served most of the region’s airports since 1998 and has successfully completed hundreds of quality projects on time and within budget. Since our founding, our strategic advantage has been to hire the best professionals who our clients can trust to get their projects completed effectively and efficiently. This advantage has allowed us to develop successful designs and construction management on airport projects throughout Southwest Florida. HM has a staff of 56 professionals in its Naples and Fort Myers offices, ready to assist the Authority and the Airport as necessary.

Hole Montes staff has continuously provided engineering services to the area for over 50 years and has witnessed and been a part of the area’s growth and prosperity. HM has developed extensive knowledge of local conditions and has worked on every quadrant of the Naples Airport. Further, our staff is knowledgeable of the permitting processes through the City of Naples, Collier County and South Florida Water Management District, including existing permits and the State’s program for minimizing ponding on airports. We have been instrumental in obtaining multiple FDEP and USACE permits.

Hole Montes has assembled a cohesive team of professionals including certified Disadvantaged Business Enterprise (DBE) subconsultants. These team members include:

- AVCON, INC. for Airside and Landside Civil, Planning, Buildings and Hangars, MEP, Construction Administration/RPR, and QA/QC
- E.F. Gaines Surveying Services, Inc. for Surveying (certified WBE/DBE)
- GFA International, Inc. for Geotechnical Engineering
- HMMH for Environmental and Airspace Studies (certified DBE)
- Passarella & Associates, Inc. for Environmental Concerns

We believe that the HM team offers unparalleled experience in Southwest Florida Aviation; a specialized expertise in providing on-call services; a readiness to bring together the many diverse stakeholders for this project; a responsiveness that only a local firm can provide; and a can-do attitude that will drive your projects to successful conclusions.

Very truly yours,

HOLE MONTES, INC.

Robert L. Murray, P.E.
Senior Vice President/Principal-in-Charge

Timothy J. Parker, P.E.
Project Manager

Firm Name (including any alias):
Hole Montes, Inc. (18 years)
Hole Montes & Assoc. (26 years)
Stanley Hole & Assoc. (8 years)

Years in business:
52 years

Contact Information:
Timothy Parker, P.E.
Project Manager
6200 Whiskey Creek Drive
Fort Myers, Florida 33919
239.985.1221
TimParker@HMEng.com

Serving Southwest Florida for Over 50 Years
Certificates, Registrations, and Licensing

State of Florida
Department of State

I certify from the records of this office that HOLE MONTES, INC., is a corporation organized under the laws of the State of Florida, filed on April 3, 1974.

The document number of this corporation is 449782.

I further certify that said corporation has paid all taxes due this office through December 31, 2018, that its most recent annual report/uniform business report was filed on March 5, 2018, and that its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

GIVEN UNDER MY HAND AND THE SEAL OF THE STATE OF FLORIDA at Tallahassee, the Capital, this the Fifth day of March, 2014.

[Seal]

Secretary of State

[Signature]

Florida Department of Agriculture and Consumer Services

Board of Professional Surveyors and Mappers

BPOES Permit #490

HOLE MONTES INC.

558 ENCORE WAY

NAPLES, FL 34109

Florida Department of Agriculture and Consumer Services

Board of Professional Surveyors and Mappers

BPOES Permit #490

HOLE MONTES INC.

558 ENCORE WAY

NAPLES, FL 34109

Robert J. Mulhere, AICP

Certificate No: 201505023

Expiration Date: 12/30/2019

State of Florida
Board of Professional Engineers

W. Terry Cole, P.E.

Certificate No: 201505023

Expiration Date: 12/30/2019

State of Florida
Board of Professional Engineers

Robert Lee Murray, P.E.

Certificate No: 201505023

Expiration Date: 12/30/2019
SECTION B

Project Manager/Engineer and Key Project Team Members
Project Manager/Engineer to be Assigned to NAA

For the benefit of the Naples Airport Authority, the Project Manager will be Timothy (Tim) Parker, P.E., C.M. Tim has extensive airport engineering and construction management experience for a wide range of commercial service and general aviation airport projects. He has more than 38 years of engineering and project management experience in the areas of airport, aerospace, civil and environmental engineering; public/private development; and flight operations. Tim’s airport engineering experience includes airfield design, airfield pavement rehabilitation, runway safety area improvements, NAVAID relocations, helipad design and site approval, cost estimates, preparation of plans and specifications, phasing, signage, pavement marking, and airspace coordination. As your Project Manager, Tim has the expertise and know-how for maintaining effective project control through a well-coordinated project management plan.

As a licensed commercial pilot, Tim understands airport needs from a pilot’s perspective. His depth of experience provides a solid foundation for understanding not only the current regulations but in many cases the history and recent changes to the requirements. Tim’s knowledge of FAA and FDOT regulations and requirements is quite impressive. His knowledge extends beyond the normal engineering items related to airport design. Due to his diverse background, he is familiar with a broad spectrum of regulations and requirements which include Federal Aviation Regulations, FAA Advisory Circulars, TERPS, FAA Orders and requirements related to planning, environmental considerations, flight operations and airspace requirements.

Tim has a regulatory background, serving as Water Facilities Administrator for the Florida Department of Environmental Protection Southwest District. He has testified as an expert witness on issues related to water quality and water treatment. His knowledge of environmental regulations is exceptional.

Tim has worked on both sides of the regulatory community, as a permit applicant and a permit writer. This experience has been very beneficial when seeking permitting of complex projects and also dealing with noncompliance issues that may arise.

Relevant Experience:

DRAINAGE & AIRFIELD PAVEMENT:
- Rehab of RW 5-23 & Assoc. TWs, Page Field
- Rehab of RW 13-31 & Assoc. TWs, Page Field

AIRFIELD MARKING, SIGNAGE & LIGHTING:
- New PAPIs & REILs, Martin County Airport
- TW Redesignations, Page Field

HANGARS:
- 25,000 SF Multi-use Hangar & 4 Office Units, Page Field
- 2 16,000 SF T-hangar Buildings & Attached Large Box Hangar, Valkaria Airport

FENCING & SECURITY IMPROVEMENTS:
- New Security Fencing, Arcadia Municipal Airport
- Security System Improvements, Treasure Coast International Airport

AIRFIELD PAVEMENT:
- GA Ramp & RW/TW Rehab, Page Field
- RW 10-28 Reconstruction, New Parallel TW A, Apron Rehab, Valkaria Airport

UTILITIES & ACCESS ROAD IMPROVEMENTS:
- Airport Access Rd. Feasibility Study, Flagler County Airport
- Utility & Access Rd. Improvements, Martin County Airport
Key Project Team Members

Hole Montes has assembled a team of professionals that have the expertise to undertake the environmental studies, permitting and mitigation; stormwater improvements; GIS Program and surveying; site and utility development; facility protection from hurricanes; ramp and hangar area development; airport fencing; vegetation and wildlife management; and DBE Program services anticipated under this On-Call General Engineering Consultant Services contract. The table below identifies the Project Manager, along with key personnel from Hole Montes and sub-consultants. Brief resumes of these individuals are included later in this section. In addition, the Organizational Chart on the following page demonstrates the lines of communication, authority and assigned responsibility.

<table>
<thead>
<tr>
<th>Team Member</th>
<th>Role</th>
<th>Firm</th>
<th>Location</th>
<th>Yrs of Exp.</th>
<th>Availability</th>
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</thead>
<tbody>
<tr>
<td>Timothy Parker, P.E.</td>
<td>Project Manager</td>
<td>Hole Montes</td>
<td>Ft. Myers, FL</td>
<td>38</td>
<td>80%</td>
</tr>
<tr>
<td>David Schmitt, P.E.</td>
<td>Senior Project Engineer</td>
<td>Hole Montes</td>
<td>Naples, FL</td>
<td>37</td>
<td>15%</td>
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<tr>
<td>W. Terry Cole, P.E.</td>
<td>Senior Project Engineer</td>
<td>Hole Montes</td>
<td>Naples, FL</td>
<td>35</td>
<td>10%</td>
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<tr>
<td>Austin Brown, E.I.</td>
<td>Project Engineer</td>
<td>Hole Montes</td>
<td>Ft. Myers, FL</td>
<td>2</td>
<td>80%</td>
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<tr>
<td>Robert Mulhere, FAICP</td>
<td>Senior Airport Planner</td>
<td>Hole Montes</td>
<td>Naples, FL</td>
<td>30</td>
<td>5%</td>
</tr>
<tr>
<td>Michael Roddis</td>
<td>Construction Inspector</td>
<td>Hole Montes</td>
<td>Naples, FL</td>
<td>36</td>
<td>25%</td>
</tr>
<tr>
<td>Robert Murray, P.E.</td>
<td>Principal-in-Charge</td>
<td>Hole Montes</td>
<td>Ft. Myers, FL</td>
<td>41</td>
<td>10%</td>
</tr>
<tr>
<td>James Kriss, P.E.</td>
<td>QA/QC Manager</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>44</td>
<td>30%</td>
</tr>
<tr>
<td>Michael Coppage, P.E.</td>
<td>Project Engineer</td>
<td>AVCON</td>
<td>Tampa, FL</td>
<td>12</td>
<td>50%</td>
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<tr>
<td>Robert Palm, P.E.</td>
<td>Senior Project Engineer</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>34</td>
<td>30%</td>
</tr>
<tr>
<td>Mark Goodacre, A.C.E.</td>
<td>Senior Electrical Designer</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>38</td>
<td>25%</td>
</tr>
<tr>
<td>Carl Johnson, E.C., A.C.E.</td>
<td>Senior Airfield Lighting Specialist</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>39</td>
<td>15%</td>
</tr>
<tr>
<td>Mary Soderstrum, AIA, NCARB</td>
<td>Senior Airport Planner</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>39</td>
<td>25%</td>
</tr>
<tr>
<td>Zemp Pepper, P.E.</td>
<td>Senior Mechanical Engineer</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>34</td>
<td>30%</td>
</tr>
<tr>
<td>Sean Day, P.E.</td>
<td>Electrical Engineer</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>8</td>
<td>30%</td>
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<tr>
<td>Luca DelVerme, P.E.</td>
<td>Structural Engineer</td>
<td>AVCON</td>
<td>Orlando, FL</td>
<td>18</td>
<td>30%</td>
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<tr>
<td>Anthony Oliveira</td>
<td>Construction Inspector</td>
<td>AVCON</td>
<td>Tampa, FL</td>
<td>30</td>
<td>40%</td>
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<tr>
<td>Shane Johnson</td>
<td>Senior Ecologist</td>
<td>Passarella</td>
<td>Ft. Myers, FL</td>
<td>18</td>
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</tr>
<tr>
<td>Robert Mentzer, Jr.</td>
<td>Lead Technical Analyst</td>
<td>HMMH</td>
<td>Burlington, MA</td>
<td>31</td>
<td>As Needed</td>
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<tr>
<td>Paul D’Huyvetter, P.E.</td>
<td>Geotechnical Engineer</td>
<td>GFA</td>
<td>Ft. Myers, FL</td>
<td>25</td>
<td>As Needed</td>
</tr>
<tr>
<td>Elizabeth Gaines, P.S.M.</td>
<td>Surveyor</td>
<td>EFG</td>
<td>Ft. Myers, FL</td>
<td>30</td>
<td>As Needed</td>
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Statement of Qualifications
On-Call General Engineering Consultant Services
Naples Airport

Organizational Chart

Chris Rozansky, Executive Director
Diane Terrill, Deputy Executive Director
Kerry Keith, Senior Director of Airport Development and Facilities

FAA Orlando ADO
Krystal Ritchey
Pedro Blanco
Peter Green

FDOT District I
Kristi District I
Wendy Smith

Tenants / Users

Principal-in-Charge
Robert Murray, P.E.
Hole Montes

Project Manager
Timothy Parker, P.E., C.M.
Hole Montes

QA/QC Manager
James Kriss, P.E.
AVCON

Airside & Landside Civil
David Schmitt, P.E. (HM)
W. Terry Cole, P.E. (HM)
Austin Brown, E.I. (HM)
Michael Coppage, P.E. (AVCON)
Robert Palm, P.E. (AVCON)
Mark Goodacre, A.C.E. (AVCON)
Carl Johnson, E.C., A.C.E. (AVCON)

Planning & Environmental
Robert Mulhere, FAICP (HM)
Mary Soderstrom, AIA, NCARB (AVCON)
Shane Johnson (Passarella)
Bethony Brosious (Passarella)
Robert Mentzer, Jr. (HMMH)
Bradley Nicholas (HMMH)

Buildings & Hangars
W. Terry Cole, P.E. (HM)
Austin Brown, E.I. (HM)
Robert Palm, P.E. (AVCON)
Zemp Pepper, P.E. (AVCON)
Sean Day, P.E. (AVCON)
Luca DelVerme, P.E. (AVCON)

Support Services
Construction Administration / RPR / Inspection:
Michael Roddis (HM)
Anthony Oliveira (AVCON)
Geotechnical:
Paul D’Huyvetter, P.E. (GFA)
Survey:
Elizabeth Gaines, P.S.M. (EFGaines)
Key Personnel Resumes

Mr. Robert Murray, P.E. is a Senior Vice President and Principal with Hole Montes, Inc. He is the Manager of the Fort Myers office and Principal-in-Charge of Transportation Services which includes highway and aviation engineering. As Project Director/Manager, he has been responsible for various projects in southwest Florida in highway and transportation engineering, stormwater management and permitting.

Active in professional organizations, Mr. Murray is past president of the South Florida Section of A.S.C.E. and past president of Southwest Florida Branch of A.S.C.E. Mr. Murray also served a two-year term as Branch Director to the South Florida Section and was a District 10 Council Delegate. He also held various offices in Ohio Society of Professional Engineers, Southern Ohio Chapter, including two terms as Chapter President. In 1989, he received the A.S.C.E. Southwest Florida Branch Young Engineer of the Year Award, and in 1992 he received the branch’s Engineer of the Year Award. Mr. Murray is also Past Chairman of the Southwest Florida Branch of the American Public Works Association (2000-2002).

Relevant Experience:

LEE COUNTY
- Storm Drainage/Flooding Assessment (Post Hurricane Irma)
- Lee County Complete Streets Initiative, Lee County MPO
- Aliso Rd. Six-laning, West of I-75
- Corkscrew Rd., Four-laning, East of I-75
- Imperial St./Livingston Rd., Four-laning
- Cape Coral Pkwy. Widening Project, Six-lane urban design
- San Carlos Canal Bridge Replacement – Cape Coral
- Corlico Pkwy. (Three Oaks Pkwy.) – 4.5 mi., Four-lane urban design
- Cypress Lake Dr. Improvements, Four-lane urban design
- Fowler St. Improvements, U.S. 41 to Colonial Blvd. – Six-lane urban design
- East Terry St., Four-lane urban design (East of Old U.S. 41)
- I-75 Direct Access to Southwest Florida International Airport
- General Engineering Consultant for Lee County Port Authority

COLLIER COUNTY
- Immokalee Rd., Six-laning, West of I-75
- Livingston Rd., Six-laning, North of Immokalee Rd.
- Immokalee Rd., Four-laning, East of I-75
- Yellowbird St. Improvements, City of Marco Island

MUNICIPAL DEVELOPMENT & UTILITIES
- Carrell/Winkler – Phase IV Neighborhood Utility Rehabilitation, City of Fort Myers
- Palm City Gardens Utility Replacement and Site Improvements, City of Fort Myers
- Tice St. Water Main Extension, Lee County Utilities
- Centennial Park, Fort Myers
- Lee/Hendry Joint Landfill – Sanitary Landfill Development, Hendry County
- Riverwalk, City of Fort Myers
- Rutenberg Park Master Plan/PDO, Lee County
- South Fort Myers Library, Lee County

CONSTRUCTION ENGINEERING AND INSPECTION (CEI)
- Cape Coral Pkwy./San Carlos Canal Bridge Replacement
- Cypress Lake Dr., Four-laning, Lee County
- South Church Rd. and SR 82 Improvements, Hendry County
- Airport Rd. Bridge at Immokalee Rd., Collier County
- U.S. 41, Six-laning, South of Corkscrew Road, FDOT Gladiolus Dr., Four-laning from Pine Ridge Rd. to Winkler Rd.

Education:
B.S. Civil Engineering
Ohio Northern University

Professional Registrations:
Professional Engineer: FL (#35826)

Professional Affiliations:
American Public Works Association
American Society of Civil Engineers
American Water Resources Association
Florida Engineering Society
National Society of Professional Engineers
SW Florida Chapter of ITE

Years of Experience:
41 (33 with HM)

Airport References:
Hector Yanez, P.E., Director, Engineering & Construction
Lee County Port Authority
239.590.4605

Justin Lobb, Airports Manager
Collier County Airport Authority
239.642.7878

Emily Underhill, P.E., A.A.E., Assistant Division Director of Development
Lee County Port Authority Authority
239.590.4601
Mr. James (Jim) Kriss, P.E. is a principal and founder of AVCON, INC. As a principal and senior project manager with AVCON, he is responsible for marketing, client management and technical design issues associated with all aspects of studies, designs and project management tasks for airport and aviation related projects; transportation and civil engineering design and planning support; construction applications and management services; and all supporting service areas for the entire array of AVCON’s service sectors. Mr. Kriss has been involved with hundreds of different clients in the U.S. and abroad over the past 44 years, including the Naples Airport Authority. Mr. Kriss has successfully worked on multiple projects with the City of Naples Airport Authority and the Naples Municipal Airport since 2004. His experience includes all facets of aviation, pavements, utilities, structural systems, construction, cost estimating, and project management.

Relevant Experience:

RUNWAY 14-32 REHABILITATION
Naples Municipal Airport, Naples, FL
QA/QC Manager
The project consisted of design, bidding, and construction phase services for the Rehabilitation of Runway 14-32 at Naples Municipal Airport. The airport has two paved runways and a turf landing strip. Runway 5-23 is the primary runway and was rehabilitated in 2010. Runway 14-32 is the crosswind runway. Prior to this project, the runway pavement had not had any improvements since the 1970s, and the original underlying construction dated from the 1940s. Both the full strength pavement and the asphalt shoulders were in relatively poor condition and in need of rehabilitation. The surface was badly oxidized with cracks penetrating mostly full depth down to the base. Therefore the design called for milling and resurfacing 3-inches and providing an Asphalt Rubber Membrane Interlayer (ARMI) to prevent crack reflection through the newly paved asphalt structure.

REHABILITATION OF TAXIWAYS – PHASE 1
Orlando Executive Airport, Orlando, FL
Principal-in-Charge
This project included the rehabilitation of the existing asphalt pavement (mill/overlay and full depth pavement/fillet widening), lighting, signage, and markings for Taxiway E and portions of Taxiway E, Taxiway E4, Taxiway E5, Taxiway A, and Taxiway B. In addition, the project consisted of the reconstruction and realignment of Taxiway E6 and associated grading.

REHABILITATION OF TAXIWAYS A AND C
Okeechobee County Airport, Okeechobee, FL
Principal-in-Charge
Project consisted of Rehabilitation of Taxiway A and C, the primary taxiways for OBE. The design work incorporated new pavement design (mill and overlay and new construction); new geometric upgrades; complete replacement of airfield lighting and signage; complete specifications and document preparation; bidding and construction phase services.

T-HANGARS AND TAXILANES
Herlong Recreational Airport, Jacksonville, FL
QA/QC Manager
This project included widening the taxiway serving the Black Shadow Facility and the addition of new T-hangars, taxilanes, an access road, automotive and aircraft fueling facilities, and a waste petroleum facility. The project was broken into three schedules to ensure flexibility during the funding/award process. Specific project elements included the initial installation of new T-hangars and supporting infrastructure for the north side T-hangars at the Airport. Work elements included master grading and drainage, permitting, new utility construction, taxilane pavements, hangar foundations, and pre-engineered construction for the initial two rows of nested T-hangars.
**Additional Team Resources**

**David Schmitt, P.E., Senior Project Engineer**

Mr. Schmitt has provided professional engineering services for both public and private water and wastewater systems for over 35 years with the last 29 years being in southwest Florida. Hole Montes was his first position upon relocating to Naples from St. Louis, Missouri. During his career, Mr. Schmitt has served as Project Manager on a variety of assignments. These have included water, wastewater, stormwater, recreational and transportation related projects. While employed with another firm, he served as the City of Bonita Springs’ City Engineer and then as the primary Project Manager on numerous City projects on a continuing contract. Mr. Schmitt also chaired a City’s Committee that explored the establishment of a City stormwater utility. As Project Manager, he has been responsible for the preparation of master planning documents, preparation of engineering designs plans and specifications for a wide variety of facilities, project permitting, bidding assistance and selection of contractors, administration and observation of construction contracts, construction engineering and inspection services (CEI), project start-up and follow up services. Additionally, he has been involved in the design and CEI services for buildings and accessory structures.

**W. Terry Cole, P.E., Senior Project Engineer**

Mr. Cole has experience as Project Manager on both civilian and military engineering projects. He has been involved in planning, designing, permitting and construction on a wide variety of facilities. At Hole Montes, Inc. Mr. Cole has been Project Manager for many land development and municipal projects. He has handled projects from the design and permitting phases through construction inspection and infrastructure acceptance. He has worked extensively with Naples Community Hospital since 1991, successfully completing projects that range from parking garages, a Bed Tower expansion, and expansion of Emergency Room facilities at the Downtown and North Naples campuses.

Other major projects include drainage and roadway improvements in Pine Ridge Industrial Park; Quail West, a 1,200-acre residential development including a 36-hole golf course; Fiddler’s Creek, a 3,930-acre residential golf course development; Olde Cypress, a 470-acre residential golf course development; Bridgewater Bay, a single/multi-family development; the master planning and design for First Baptist Church and Academy (100-acre project); Longshore Lake, a residential community; and Siena Lakes, a 420 unit continuing care retirement community. Mr. Cole has designed facilities on many other commercial/residential sites. They include: Radiation Therapy Center, Sports Authority, Collier County Production Park, North Naples Medical Park, World Tennis Center, Briarwood and Safe Harbor. He also serves as the District Engineer for the Lely Community Development District (CDD) and Fiddler’s Creek #1 and #2 CDD, Hacienda Lakes CDD, Naples Reserve CDD, Verona Walk CDD, Naples Heritage CDD and Vasari CDD.

**Austin Brown, E.I., Project Engineer**

Mr. Brown is a Design Engineer in the Aviation Department at Hole Montes. With a degree in Aerospace Engineering, Mr. Brown has jumped head first into the civil side of airport engineering. Austin successfully completed a Bachelor of Science Degree in Aerospace Engineering at the University of Florida in 2015. Having passed the Fundamentals of Engineering Exam (FE), he is gaining the necessary professional practice experience as he prepares towards his Professional Engineering licensure. He has proven ability in the planning and designing of creating a CAD surface that can be used for machine control. Using the surfaces that Mr. Brown created for the Page Field Rehabilitation projects resulted in the base material being placed consistently within 1/8” of the planned surface. It was realized early in the project that there would be challenges with the approximately 30 unconnected CAD surfaces in the original plan set. Austin revised the original plans in about 2 weeks to make contiguous CAD surfaces. By virtue of the quality of the CAD surface created and the high level of machine control implemented, Page Field-Program 1 came in on-schedule and about $1.5M under the approved contract amount. Page Field-Program 2 came in about 2 months ahead of schedule and about $400,000 under the approved contract amount. This savings is directly tied to the quality of the CAD surfaces.

**Robert Mulhere, FAICP, Senior Airport Planner**

As Vice President of Planning Services for Hole Montes, Inc., Mr. Mulhere’s area of expertise is in public policy development and strategies, particularly in the areas of: growth management, entitlement, and zoning; affordable housing; economic development and diversification; natural resource protection, urban design, neighborhood planning including infill development and redevelopment, cluster and compact mixed-use development; rural lands and agricultural issues; transfer of development rights; innovative incentive driven and performance based regulatory programs; entitlement, site planning and development consultation; ordinance writing; and conflict resolution, expert testimony, and public facilitation.

Mr. Mulhere served as a consultant on the Immokalee CRA, responsible for preparing a new Master Plan for the rural agricultural community of Immokalee, as well as a new set of land development regulations for both Immokalee and the Gateway-Bayshore CRA (in urban Collier County).
Additionally, AVCON has contributed to the review and development of various new FAA advisory circulars and design guidelines. Over 11,200 taxiway lights, over 600 guard lights, over 1,100 signs, over 20 runway status lights, over 27 vaults, and over 50 wind cones. AVCON's staff has successfully designed and implemented over 4 million feet of cable, over 4,300 runway lights, over 1,900 taxiway lights, over 600 guard lights, over 1,100 signs, over 20 runway status lights, over 27 vaults, and over 50 wind cones. AVCON's ability to develop phasing plans that minimize operational impacts to airport users. AVCON's big picture yet detailed approach to design; and AVCON's ability to develop phasing plans that minimize operational impacts to airport users. AVCON's ability to develop phasing plans that minimize operational impacts to airport users. AVCON's ability to develop phasing plans that minimize operational impacts to airport users.

Mr. Mulhere served as a consultant on the Immokalee CRA, responsible for preparing a new Master Plan for the rural agricultural community of Immokalee, as well as a new set of land development regulations for both Immokalee and the Gateway-Bayshore CRA (in urban Collier County). Additionally, Mr. Mulhere was engaged as a team member and subconsultant on the Collier County Watershed Management Plan and the Collier County Master Mobility Plan, two significant planning initiatives. Mr. Mulhere has worked on numerous award winning plans, including the development of the Collier County Rural Lands Stewardship Area (RLSA) and Rural Fringe Area programs.

He is a member of the American Institute of Certified Planners and the American Planning Association. He serves as Chair of the Southwest Florida Regional Planning Council, and he was appointed to the Collier County Development Services Advisory Council. He has also presented at numerous APA, FAPA, ULI, and Chambers of Commerce events.

**Michael Roddis, Construction Inspector**

Mr. Roddis provides Construction Engineering & Inspection (CEI) services for Hole Montes. Mr. Roddis has over 35 years of construction related experience. He is responsible for observing and monitoring contractors’ work progress for compliance with project plans, specifications and contract documents. Dependent on the project, these CEI services have ranged from part-time observation to full-time resident observation. Prior to and throughout construction, Mr. Roddis is proactive in anticipating potential unforeseen conditions to assist in resolving them prior to them being encountered.

Mr. Roddis is experienced in preparation of preliminary opinions of construction cost, conducting preconstruction conferences, coordinating and conducting periodic progress meetings, preparation and maintenance of construction records, coordination with utility companies and working with state and local regulatory agencies regarding permit compliance and certifications. Mr. Roddis’ project experience includes all aspects of site work, underground utilities, water and wastewater pumping facilities, and water and wastewater treatment facilities. He is also familiar with the vertical construction requirements associated with these facilities.

**Subconsultant Team Members**

AVCON, INC. (AVCON) is a trusted Florida based engineering and planning firm specializing in airports, transportation, facilities, and site development projects with a staff of more than 90 professionals. AVCON’s staff of engineers and airport planners has completed essentially every type of airport project, ranging from airport master plans and condition assessments to airfield pavement designs, lighting and NAVAIDs, hangar developments, security enhancements, roadway design, and utility and storm water improvements. AVCON also provides special services related to airfield and lighting evaluation, electrical vault arc-flash analysis, and capacity studies utilizing in-house testing equipment and fully-trained staff. The collective experience of AVCON for both general aviation and commercial service airports is exceptional. Founded in 1988, AVCON prides itself on the firm’s long history of success in all projects based on:

- AVCON’s ability to listen to clients;
- AVCON’s expert knowledge of FAA and FDOT standards and industry specifications;
- AVCON’s big picture yet detailed approach to design; and
- AVCON’s ability to develop phasing plans that minimize operational impacts to airport users.

These capabilities result in safe, cost effective, and efficient enhancements while reducing construction impacts to your users. In addition to airfield expertise, AVCON also provides related civil engineering design services for elements more commonly associated with the landside (non-aviation) portion of airports such as land development including utilities, roads, and parking facilities; structural, mechanical, electrical, plumbing, and fire protection engineering for hangars, terminals, vaults, and other building infrastructure; and electrical design for primary power distribution. Because an airport includes many elements beyond the limits of the airfield, it is important to consider an independent full-service engineering team that understands the connection between the airfield and the supporting infrastructure and can offer an experienced and insightful perspective to development and project execution. AVCON provides this understanding and skill.

AVCON’s projects have been recognized for both engineering excellence and constructibility. The firm has provided airport design and construction phase services for numerous major runway, taxiway and apron programs, comprising P-401SP (over 700,000 tons), Fuel Resistant Asphalt (over 3,000 tons), P-341 ARM1 (over 900,000 yd²), and P-501 Portland Cement Concrete (over 1,600,000 yd²) on air carrier and general aviation facilities. These project roles have ranged from new green field construction to numerous rehabilitation projects. In addition to airfield pavement expertise, AVCON also provides electrical design for primary power distribution and airfield lighting improvements. AVCON’s staff has successfully designed and implemented over 4 million feet of cable, over 4,300 runway lights, over 11,200 taxiway lights, over 600 guard lights, over 1,100 signs, over 20 runway status lights, over 27 vaults, and over 50 wind cones. Additionally, AVCON has contributed to the review and development of various new FAA advisory circulars and design guidelines.
Robert (Bobby) Palm, P.E., Senior Project Engineer

AIP grant administration.

roadway design with a specialized background in planning, airside and landside design, construction management and inspection, and practical engineering solutions while improving end users’ experience. His areas of expertise include drainage, site development, and research driven, and dedicated member of the AVCON Team and he has experience in all stages of a project life cycle to provide in place for Florida airfields. Additionally, he is familiar with FDOT design standards and specifications. He is a highly organized, knowledgeable of FAA design criteria and regulation and is competent in the latest water management district permitting and procedures Florida. He has worked on over 25 hangar projects throughout the Southeast. Responsibilities have included site development and improvements; site layouts; security fencing and access gates; roadway and parking; utilities; drainage and stormwater; pre-engineered metal structures; taxiway, apron, and aircraft ramp rehabilitation and modifications; water, wastewater, and sanitary sewer; and site preparation. Additionally, Mr. Palm has extensive experience at the Naples Airport as well as institutional knowledge regarding the Authority’s needs, facilities and ways of conducting business. His experience at the Naples Airport includes the Airfield Pavement Rehabilitation Program, Maintenance Facility Expansion, Water Management System Improvements, and TaxiLane E and Associated Access Improvements projects.

Mark Goodacre, A.C.E., Senior Electrical Designer

has more than 38 years of experience in the planning, design, construction, and maintenance of electrical distribution systems and airfield lighting systems. He is an AAAE Airport Certified Employee (ACE) in the field of Airfield Lighting Maintenance, and he serves as an instructor for the Florida Airports Council’s (FAC) Basic Airfield Electrical Safety Workshop. He has experience preparing design documentation for an airfield’s lighting layout and circuitry for all associated Runways, Taxiways and Parking Aprons. Additionally, he has special expertise in the area of 3D modeling and has developed construction details which demystify even the most complicated installations. His experience and responsibilities also include the preparation of project design documentation and criteria for securing an airports perimeter and critical facilities using Internet Protocol (IP) security cameras and access control networks for pedestrian and vehicle points of entry. These designs have been developed using fiber optic infrastructure, wireless networks, and traditional copper networks in concert with video recording, access control, badge, and head end network equipment.

Carl Johnson, E.C., A.C.E., Senior Airfield Lighting Specialist

has more than 39 years of experience in the planning, design, construction, and maintenance of electrical distribution systems and airfield lighting systems. For the last 30 years, his primary focus has been the design and construction inspection of airfield lighting and NAVAID systems. Mr. Johnson has participated in numerous forums and committees relating to airfield lighting, grounding, and lightning protection; and he has presented several papers on airfield lighting, electrical maintenance and electrical safety. He has an extensive knowledge of NFPA, NEC, FAA, and military standards, and he is a Principal Member of the NFPA 780 Technical Committee for Lightning Protection and Underwriters Laboratories Standards Technical Panel 96 which covers activity for UL 96, Standard for Lightning Protection Components, and UL 96A, Standard for Installation Requirements for Lightning Protection Systems. Mr. Johnson was instrumental in the creation and development of the new Chapter 11, Protection for Airfield Lighting Circuits in the NFPA® 780 Standard for the Installation of Lightning Protection Systems. This chapter focuses on the proper methods to implement effective lightning protection for airfield lighting circuits. Additionally, he serves as the lead instructor for the Florida Airports Council’s (FAC) Basic Airfield Electrical Safety Workshop. Mr. Johnson’s background and experience provides an excellent perspective from which to address real-world planning, comprehensive design and implementation issues related to general aviation, private, military and air carrier airfield lighting systems. Mr. Johnson has successfully worked with the City of Naples Airport Authority and the Naples Municipal Airport since 2006.

Mary Soderstrum, AIA, NCARB, Senior Airport Planner

has over 39 years of experience as an airport planner, a senior aviation executive, facilities programmer, aviation activity forecaster, and architect.
She has extensive expertise in airport master planning; facilities forecasting; and planning and design of aviation facilities including passenger terminals, aprons, airside facilities, terminal renovation, and airport expansion programs. Ms. Soderstrom was part of the team that wrote the FAA Advisory Circular 150/5070-6 Airport Master Plans, and she was the principal author of the FDOT Airport Master Plan Guidebook (2010). She recently served as a member of the advisory committee for the re-write of the FDOT Airport Master Plan Guidebook and the concurrent updating of internal FDOT Master Plan procedures.

Zemp Pepper, P.E., Senior Mechanical Engineer, serves as Mechanical Design Manager at AVCON where he is responsible for oversight of the firm’s MEP Group. Over his 30+ year career, Mr. Pepper has completed hundreds of renovation and new construction projects. His wide range of experience includes convention centers, educational buildings, parking garages, municipal buildings, commercial buildings, universities, performing arts centers, museums, airports, hotels and healthcare facilities. His focus is in the design, analysis and layout of HVAC, plumbing, fire protection, electrical and low voltage components for a wide variety of projects. Mr. Pepper also has demonstrated expertise in the design and understanding of various fire suppression system projects, including wet and dry type sprinkler systems, standpipe systems, fire pump systems, and clean agent systems. His projects have included commercial kitchen design; domestic water, hot water, sanitary, and storm drainage design; rooftop air conditioning unit design; and controls, exhaust fans, and outside air ventilation and air distribution system design. Additionally, many of his recent projects were performed on a Revit platform.

Sean Day, P.E., Electrical Engineer, is an experienced Electrical Engineer with problem solving and critical thinking skills coupled with excellent communication skills to contribute to complex design projects. He has worked on large project teams to design forward thinking and efficient infrastructure to meet clients’ present and future needs. His areas of expertise include PLC network design, cyber security, construction oversight, access control and CCTV, fiber optic design and radio and cellular communications. He has knowledge of network communications including Ethernet, Profibus, DNP3, and Modbus. He has also worked on radio and fiber optic networks for communication on Local and Wide area networks. He regularly performs field testing to validate conformity to contract design documents and he consults with clients regarding construction changes and costs to ensure a specified product is within compliance.

Luca DelVerme, P.E., Structural Engineer, has 18 years of experience in the structural engineering discipline for both the public and private sectors. He has practiced structural design for a variety of building types, including airport terminals, hospitals, universities, courthouses and jails, parks and trail facilities, aircraft and storage hangars, and solid waste facilities throughout the state of Florida. In addition, his area of practice includes renovation and addition of existing building structures as well as miscellaneous repair of various facilities. Mr. DelVerme has also been responsible for the design of box culvert structures, sign and signal structures, high mast lighting foundations and retaining wall structures for the Florida Department of Transportation, numerous county and city governments throughout the State of Florida, and for several aviation authorities. Mr. DelVerme is currently providing Structural Engineering services on the ARFF Station project at the Airport. He also served as Structural Engineer on the Water Management System Improvement and Taxiway A Extension projects.

Anthony Oliveira, Construction Inspector, has over 30 years of experience and his areas of expertise include testing and monitoring of all types of field materials such as soils for roadway, embankments, limerock, subgrade, and MSE walls. His responsibilities include maintaining contractor and QC density record log books, reviewing plans and specifications, and completing concrete structure testing with C ratios. He is experienced with concrete monitoring and inspections; asphalt monitoring and testing including temperatures, spread rates, thickness, rolling straight edge and coring; daily and record field logs; sample collection; and string line depth measurements. He ensures that contractors follow all plans and specifications.

E.F.Gaines Surveying Services, Inc. (EFGaines) is a licensed surveying and mapping firm located in Fort Myers, Florida. They have been providing design related surveying services to both public and private sector clients since 2002. Elizabeth F. Gaines, PSM, the owner and founder of the firm, has over 30 years of surveying experience and is well known in the southwest Florida design community. EFGaines specializes in providing surveying and mapping services to engineering and architectural firms as well as public agencies. They fill the key role of Project Surveyor in the multi-disciplined approach used with today’s professional design teams. It is their highest priority to provide their clients with an accurate and complete base map of existing conditions which will become the foundation of the client’s design. They have provided surveying and mapping services for design related projects at the following airports: Naples Airport, Immokalee Airport, Page Field, Southwest Florida International Airport, Winter Haven Regional Airport, Arcadia Airport, Punta Gorda Airport and LaBelle Airport.

Elizabeth Gaines, P.S.M., Surveyor, has more than 30 years of experience in boundary, hydrographic, topographic and construction surveys with the last 22 years being in direct management of business, personnel and projects. She has supervised multiple field crews and survey technicians, and she has performed boundary, topographic, route, mean high water and erosion control line surveys, prepared subdivision plats and condominium exhibits, coordinated construction layouts and performed G.I.S. support services.
Founded in 1988, **GFA International, Inc. (GFA)** is a full-service Engineering and Geological consulting organization providing Geotechnical, Construction Materials Testing, Inspections, and Environmental Consulting services, across a broad spectrum of industries. GFA has offices strategically located to serve clients throughout the State of Florida. For 30 years, GFA has successfully built their state-wide reputation for superior service, trustworthy business management, and strict attention to health, safety and innovative engineering. As a professional and innovative firm with traditional work ethics, GFA International has been quickly recognized by various clients for their effective performance, tireless workmanship and commitment to successful completion of given tasks. GFA has established a reputation as a trusted partner in delivering the right solutions through innovative approaches, quality services, and engineering excellence.

GFA International, Inc. has been providing Construction Materials Testing and Geotechnical Engineering services to Naples Airport Authority on various projects since 2008. Some of these projects include Taxiway B Realignment, Taxiway A West, Taxiway A East, General Aviation Ramp, South Quadrant T-Hanger, Runway 5-23 Rehabilitation, and the Naples Airport Facilities Management Building. GFA has been working with Hole Montes on various projects, providing Construction Materials Testing and Geotechnical Engineering services, since 2014. A select few of these projects include the Page Field Runway Rehabilitation Project, Immokalee Airport Taxiway B Rehab Project, Palomino Lane Improvements, and West Terry Street Improvements. GFA provided ACON with Construction Materials Testing services for the City of Naples Airport Authority Naples Runway 14-32 Rehabilitation project.

**Paul J. D’huyvetter, P.E., Geotechnical Engineer**, joined GFA in 2014 and is currently responsible for overseeing the Ft. Myers operations of GFA. He also assists with the oversight and engineering for airport and Army Corps projects throughout south Florida. Operations include geotechnical evaluations, construction materials testing, structural design, building inspection, threshold inspection, forensic and plan review services for residential, commercial, public and industrial projects. Mr. D’huyvetter’s experience at the Airport includes pavement evaluation for all runways, taxiways and aprons as part of an overall airport evaluation; geotechnical engineering services for the proposed runway extensions of both runways; on-going construction materials testing of various taxiway and runway improvements; and multiple private hangars, aprons and taxiway improvements in the south quad.

**HMMH** is an international leader in environmental and transportation planning including noise and vibration control, air quality analysis, airport and airspace planning, and sustainable energy consulting. With three offices throughout the country, they serve government and private industry clients with a broad range of innovative and effective solutions. HMMH provides a range of consulting services to clients related to aviation, highway, rail, transit, bus, industrial, construction, military, recreational, entertainment, and renewable energy projects. Their services encompass everything from sophisticated simulation modeling to customized software tools to program planning and management. Strategic public communication is a key component of their offering; they excel at transforming complex technical issues into concepts that are easy to grasp.

**Robert Mentzer, Jr., Lead Technical Analyst**, specializes in airport environmental noise analyses for airports. He manages HMMH’s Aviation Noise Modeling Center for Excellence. He has recently worked as Project Manager and Lead Technical Analyst for major airport environmental studies and Part 150 Noise Exposure Map (NEM) Updates. He also manages several airport noise on-call contracts. Mr. Mentzer is nationally recognized as one of the country’s most experienced users of the Integrated Noise Model (INM). FAA acknowledged that he was the most active contributor to the INM’s design review process and invited him to participate in the FAA’s AEDT Design Review Group (DRG) at its inception. As part of the AEDT 2A DRG, Mr. Mentzer evaluated the model versions and presented results to the DRG on various tests including modeling a single day of radar data and regional airport modeling. As part of the AEDT 2B DRG, Mr. Mentzer assisted with the development of an internal testing plan and a presentation for a complete year of radar data at an airport to the DRG. In 2013, Mr. Mentzer presented a paper and presentation at the 106th Annual Conference of the Air & Waste Management Association comparing FAA’s AEDT and Legacy models. This presentation compared AEDT2A to the Noise Integrated Routing System (NIRS) regional noise and emissions model.

**Passarella & Associates, Inc.** is a full-service ecological and environmental consulting firm, founded in 1996 to assist clients in achieving a sustainable balance between development and our environmental resources. They offer environmental expertise based on the application of science and sound ecological principles to oversee both small and large-scale projects from inception to completion. Clients depend on their experience and understanding of state and federal environmental permitting processes to navigate the levels of environmental regulations. Passarella & Associates has a team of dedicated environmental professionals capable of devoting the resources necessary to achieve the unique demands and time constraints of each job. Their firm has a dedicated in-house AutoCAD and GIS department that integrate GPS and GIS mapping technologies to produce accurate and reliable depictions for planning and permitting purposes. The environmental professionals at Passarella & Associates are skilled at recognizing the short-term and long-term effects to the physical and natural environment that result from project alignments and understand the cost implications of these decisions. Their staff is knowledgeable about regulation and policies that affect land use decisions and how to mitigate for unavoidable adverse environmental effects.
Office Location of Where Project Manager/Engineer will Operate

Location and Local Knowledge

Our team is comprised of 56 individuals in our two local offices, in addition to multiple local sub-consultants with experience on projects at the Naples Municipal Airport. All of the key staff are located in Southwest Florida and a majority are located within 35 miles of Naples Airport. Normally the closer the project team is to your project, the more focused and accessible they will be on addressing your issues. This proximity is key in cost savings and local knowledge of the area and local issues. While other firms expend considerable funds for travel, our team can be at the airport within one hour. This allows the team to quickly respond to any needs for on-site presence. The Hole Montes Team is also very familiar with local contractors and construction practices specific to the Naples area. Over the years, Hole Montes staff have developed relationships with Authority staff and understand the key issues of the Authority.

Work Capacity / Ability to Take on Additional Work

Hole Montes staff have over 30 years of experience in designing various airport projects. These projects range from terminal and hangar buildings, airfield pavement, lighting signage and NAVAIDs and landside improvements. Through its role as general consultant for Lee and Collier Counties and the Naples Airport Authority, Hole Montes has successfully completed numerous types of projects to give us the ability to offer a wide breadth and quality of services that the Authority may need. Hole Montes recently completed two major runway and taxiway rehabilitation projects at Page Field Airport with a total construction cost of over $26 Million. This work was completed ahead of schedule, as a result, we are available to immediately take on additional responsibilities associated with On-Call General Engineering Consultant Services contract. In addition, we have entered the construction phase of a 25,000 square foot Multi-Use Hangar and Ramp Expansion project at Page Field Airport which is scheduled for completion in 2019. This permits us to immediately commit the full effort of our design professionals to the Authority and the Airport. Key factors that affect HM’s ability to take on additional work are location, diversity and flexibility of the staff and current backlog status. HM staff have adapted to the peaks and valleys associated with typical engineering and development projects and work as a team to complete projects.

Financial Stability and Capacity to Accomplish Work

Hole Montes has been in business for over fifty years and a key part of that success has been the ability to plan for upturns or downturns in workload. Hole Montes weathered the lean years that followed the 2008 recession and as recovery occurs HM has increased staffing to meet the increasing demands. HM has hired numerous recent graduates and brought on other mid-level staff while maintaining a high percentage of experienced staff. Many of our key support staff have been with HM an average of more than 25 years. Hole Montes has minimum debt and is very stable financially. Hole Montes maintains the financial resources to more than cover the operational expenses incurred during projects for the Naples Airport Authority.

IT Capabilities

HM is working with the latest CAD technology and we have increased our staff with a select group of recent engineering graduates. We currently use AutoCad Civil 3D 2018 to develop our plan sets. Hole Montes has invested substantial funds to assure that its staff have the latest equipment and software programs to perform their work. Hole Montes also maintains in-house IT specialists to keep the equipment fully operational and integrated. Hole Montes maintains a portal that allows our clients to view documents in progress and software such as Microsoft Project to develop schedules and keep projects on track. In the past, pavement cross sections and spot shots shown on paper plan drawings and electronic pdf files were adequate for contractors to construct an airport paving and drainage project. This is changing! Currently contractors and surveyors expect complete CAD tin surfaces data. They are using the CAD files to program their equipment to grade the subgrade, base and asphalt surface. Our staff is knowledgeable and skilled at providing CAD files in formats that the contractors and surveyors can use. This extra work up front saves time in construction layout, checking the construction progress and determining as-built quantities.
SECTION C
Orlando ADO FAA Grants and FDOT Joint Participation Agreement Experience
Hole Montes has assisted numerous aviation clients in structuring their grant requests to optimize available funding. The firm’s guiding philosophy is to act as an extension of the airport’s staff, to identify possible grant funding sources, and to meticulously manage budgets thus making the best use of airport dollars.

Tim Parker has wide-ranging experience working with FDOT District 1 and the FAA Orlando ADO staff. He has gained a reputation for tenaciously pursuing the desires of his clients and providing the required backup information to FDOT and FAA which supports the project approach and grant request. Often times, the first feedback from FAA and FDOT is not automatic approval of a project scope or proposed layout. Once a project concept is developed and the initial meeting with the agencies occurs, it is then determined what concerns the agencies have and a plan is developed to overcome and/or address the issues. This tenacity and Tim’s ability to work as part of a team has resulted in the largest AIP grant for a Reliever Airport in Florida ($17,002,364).

The table below highlights all Orlando ADO FAA Grants and FDOT Joint Participation Agreement dollar amounts procured as well as airport recipients over the last five (5) years:

### Orlando ADO FAA Grants Experience

<table>
<thead>
<tr>
<th>Airport Recipient</th>
<th>Project</th>
<th>FAA Grant ($)</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page Field</td>
<td>RW 5-23 &amp; TW Rehabilitation</td>
<td>$17,002,365</td>
<td>Vernon Rupinta</td>
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<tr>
<td>Immokalee Regional Airport</td>
<td>Rehabilitation of RW 9-27</td>
<td>$6,754,362</td>
<td>Krystal Richey</td>
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<tr>
<td>Marco Island Executive Airport</td>
<td>Rehabilitation of Apron &amp; RW 17-35</td>
<td>$5,649,916</td>
<td>Krystal Richey</td>
</tr>
<tr>
<td>Immokalee Regional Airport</td>
<td>TW B Rehabilitation</td>
<td>$983,920</td>
<td>Krystal Richey</td>
</tr>
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</table>

### FDOT Joint Participation Agreement Experience

<table>
<thead>
<tr>
<th>Airport Recipient</th>
<th>Project</th>
<th>FDOT JPA ($)</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page Field</td>
<td>RW 5-23 &amp; TW Rehabilitation</td>
<td>$1,090,200</td>
<td>Kristi Smith</td>
</tr>
<tr>
<td>Page Field</td>
<td>RW 13-31 &amp; TW Rehabilitation</td>
<td>$7,422,772</td>
<td>Kristi Smith</td>
</tr>
<tr>
<td>Page Field</td>
<td>Multi-use Hangar &amp; Ramp</td>
<td>$604,000</td>
<td>Kristi Smith</td>
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<tr>
<td>Immokalee Regional Airport</td>
<td>TW B Rehabilitation</td>
<td>$55,000</td>
<td>Kristi Smith</td>
</tr>
<tr>
<td>Immokalee Regional Airport</td>
<td>Rehabilitation of RW 9-27</td>
<td>$822,436</td>
<td>Kristi Smith</td>
</tr>
<tr>
<td>Marco Island Executive Airport</td>
<td>Rehabilitation of Apron &amp; RW 17-35</td>
<td>$313,884</td>
<td>Kristi Smith</td>
</tr>
</tbody>
</table>
Cost Control - Two Example Projects

Hole Montes was prime consultant to provide professional design and construction administration services for the Lee County Port Authority’s (LCPA) Page Field Runway and Taxiway Rehabilitation project. This project included extensive drainage improvements in addition to a mill and overlay of Runway 5-23 and rehabilitation of Taxiways A, A1, A2, A3, A6, B, C and E. Over 48,000 tons of asphalt were placed during this project.

The realignment of Taxiway A and C required extensive re-design of the drainage system. This included 45 acres of infield grading in order to direct the flow to the thirty newly installed inlets. As part of this project, 9,960 feet of new pipe was installed to enhance airfield drainage. Hole Montes provided a 3D CAD surface to ensure adequate drainage flow which allowed the design grades to be met within a half inch tolerance via machine controlled equipment. Use of machine control directly correlated into significant cost savings and expedited all grading and paving operations.

During the course of this project, Hole Montes directly worked with Page Field operations staff and LCPA employees to determine all vital design elements. Widespread analysis of the site was also conducted to formulate the best and most cost effective approach to the rehabilitation project. Using the information gathered, Hole Montes determined and developed the requirements for the construction phasing, demolition requirements, pavement thickness, and drainage design in accordance with FAA standards. Hole Montes provided a comprehensive security and phasing plan and worked closely with airport staff throughout each phase of the project in order to minimize the impact on aircraft operations. GFA provided the geotechnical exploration and testing, as well as use of ground penetrating radar to determine the extent of rock removal required.

This project was the recipient of the AAAE-SEC 2018 General Aviation Project of the Year.

Hole Montes was prime consultant to provide professional design services for Lee County Port Authority’s Page Field Runway 13-31 and Taxiway Rehabilitation project. Major work for this project included a mill and overlay of Runway 31-31, rehabilitation of Taxiways B2, B3, D3, A, A3 and an extension of Taxiway E. A total of 13,800 tons of asphalt were placed during the development of this project, in addition to various drainage improvements.

The drainage along Runway 13-31 was vastly improved during this project. Previous analysis and pre-construction visits to the site showed that water routinely collected on the northern side of 13-31 and did not adequately drain which resulted in the area frequently not being mowed during the wetter months due to the wet conditions. These drainage deficiencies were fixed by installing 1,344 feet of new pipe and 5 new inlets. The 3D CAD surface allowed contractors to meet design grades within a half inch tolerance via machine control equipment and without the use of grade stakes. This process greatly expedited all grading operations which directly correlated into significant cost savings.

Hole Montes directly worked with Page Field operations staff and LCPA employees to determine all key design elements. Widespread analysis of the site was also conducted to formulate the best and most cost effective approach to the rehabilitation project. Using the information gathered, Hole Montes established the requirements for the construction phasing, demolition requirements, pavement thickness, and drainage design in accordance with FAA standards. Hole Montes provided a comprehensive security and phasing plan and coordinated with airport staff throughout each phase of the project in order to minimize the impact on aircraft operations.

Both projects utilized a CAD surface that was used for machine control, which resulted in consistent placement of the base material. The projects came in under budget and ahead of schedule.
SECTION D

Ability to Take on Additional Work and Offer the Breadth and Quality of Services Required for this Project
Statement of Qualifications
On-Call General Engineering Consultant Services
Naples Airport

Ability to Take on Additional Work and Offer the Breadth and Quality of Services Required for this Project

All members of the Hole Montes Team are prepared to bring forth the full resources necessary to provide for timely, responsible, and cost effective planning and design solutions to the engineering consulting needs of the Naples Airport Authority. The personnel highlighted throughout this proposal will be available for and shall be assigned to this On-Call General Engineering Consultant Services contract. The team is poised and ready to serve the Authority and has the ability to take on additional work as needed while offering the breadth and quality of services required for this continuing contract.

Hole Montes has provided engineering services to airports in Southwest Florida for over 20 years and its staff is very knowledgeable of the standards and procedures associated with airport projects. In addition to Hole Montes’ extensive airport experience, HM has been involved in permitting and designing major land development projects in Southwest Florida over the past 50 years. The combined experience of the staff and subconsultants provides an amazing mass of knowledge related to standards and procedures specific to the Southwest Florida area. Due to the HM team’s extensive local experience and detailed knowledge of the regulations and procedures, it is very likely that our staff have worked with an individual regulator and/or reviewer on previous projects and have a good understanding of how various standards will be applied to each applicable project.

The continuing services contracts highlighted in the table below demonstrate the team’s experience with on-call engineering and planning assignments as well as their ability to manage multiple tasks and consultants, coordinate with Owners and associated stakeholders and agencies, complete a range of assignments from a Focused Environmental Assessment to a Runway Rehabilitation or Hangar Layout and Site Improvements, and provide assistance on all phases of a project (planning, design, bidding and construction administration).

### On-Call General Consultant Services Experience

<table>
<thead>
<tr>
<th>Contract</th>
<th>Entity/Airport</th>
<th>Type of Projects Completed</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering / Professional Services Contract</td>
<td>Collier County Airport Authority (3 Airports)</td>
<td>Seaplane Base Feasibility Study, TW Reconstruction, Mangrove Restoration, IFE’s, SFWMD Certifications</td>
<td>Justin Lobb, Airports Manager 239.642.7878</td>
</tr>
<tr>
<td>On-Call General Engineering Consultant Services</td>
<td>Naples Airport Authority / Naples Airport</td>
<td>Parking Lot Lighting, Building Evals., Drainage Improvements, Airfield Lighting Upgrades, Hangar Repairs, RFQ Prep., Obstruction Survey, ATCT Catwalk</td>
<td>Kerry Keith, Senior Director of Airport Development &amp; Facilities 239.643.0733</td>
</tr>
<tr>
<td>A&amp;E Design and Construction Services – Airport</td>
<td>City of Zephyrhills / Zephyrhills Municipal Airport</td>
<td>TW Reconstruction, Electrical Upgrades, Perimeter Fencing &amp; Security Upgrades, ALP Update, RW Rehab</td>
<td>Nathan Coleman, Airport Manager 813.780.0030</td>
</tr>
<tr>
<td>Consulting Engineering Services</td>
<td>Okeechobee County / Okeechobee County Airport</td>
<td>Upgrade Security &amp; Access Control, Master Drainage Plan Update, TW Extension, TW Rehab</td>
<td>Kathy Scott, Airport &amp; Industrial Park Manager 863.467.5505</td>
</tr>
<tr>
<td>Continuing Contracts for Professional, Architectural, and Engineering Services</td>
<td>City of Ormond Beach / Ormond Beach Municipal Airport</td>
<td>New TW &amp; Electrical Vault, Focused EA, Rehab ATCT Safety NAVCOM Equipment</td>
<td>Steven Lichliter, Airport Manager 386.615.7019</td>
</tr>
<tr>
<td>Planning and Engineering Continuing Services, Airport Projects</td>
<td>City of Winter Haven / Winter Haven Regional Airport</td>
<td>Master Plan Update, Fuel Farm &amp; Pilot Comfort Station, Design-Build Criteria Package, TW Extension, TW Rehab</td>
<td>Alexander Vacha, Airport Director 863.298.4551</td>
</tr>
</tbody>
</table>
SECTION E
Understanding of the Airport, Community and Projects
Naples Airport has served the citizens of the Naples region since the end of WW II with the transfer of the airport back to citizen management in 1947. The airport is limited by existing development and environmentally protected areas which surround the airport. Nonetheless, the airport services over 100,000 aircraft operations per year, and is a highly desirable destination for both corporate and leisure general aviation traffic. The airport is committed to be a good neighbor as evidenced by the establishment of a Noise Compatibly Committee in 1997. Since that time, the committee, along with the airport, has remained committed to encouraging education and communication with the pilot community to mitigate the overall perception of the airport to the surrounding area. The airport is unique in that it has periods of extreme peaks in traffic during the winter months that must be considered in planning for future development.

The development of a wide-ranging 20-year master plan is currently in progress and involves every aspect of the development and business at the airport. The plan will outline potential improvements and development at the airport. While the number of actual flight operations may not increase substantially over the next 20 years, the types of operations and support facilities desired will change. The airport will continue to enhance existing facilities with safety and beautification improvements and maintain ongoing efforts to mitigate aircraft noise.

Typically, the On-Call GEC contract consists of multiple smaller projects that complement the larger capital projects at airports. While pre-planning is always the ultimate goal, emergency responses are often required by events at the airport. These projects require the full breadth of services that can best be served by a fully staffed, local team, ready to respond to immediate needs of the airport staff. Additionally, the grouping of smaller projects still requires a “hands on” coordinated approach to keeping the projects organized, on-time and on budget. Having a local firm with over 50 years of experience in Southwest Florida teamed with multiple other firms who are experts in their areas of practice, which also have extensive prior experience at Naples Airport and Southwest Florida, makes the Hole Montes (HM) Team the most ideally suited to undertake this important role.

HM is not so specialized that it only does airport projects. It has made its reputation doing all types of development projects including subdivisions, planning, zoning, transportation, utilities projects, and development permitting primarily in the Collier and Lee County areas of Florida. Due the limited space available for development, many of these experiences will be brought to the airport projects in order to optimize development planning and implementation. For example, stormwater improvements need to be coordinated to optimize treatment and retention/detention options. Additionally, while many of the hangar and ramp projects may be developed by others on leased airport parcels, coordination will be necessary to make sure the efforts and development fully meet both airport and governmental standards.

The HM Team has performed Airport Planning and Design services across Florida for 30 years. These services are identical to those anticipated and set forth in the RFQ for Naples Airport. As such, the HM Team is extremely well prepared to accomplish any project requirements on behalf of the Authority. The following outlines the nature of how the HM Team approaches our General Consulting assignments and provides some specific background of how the HM Team will maximize the value of our services to the Authority.

The HM Team will also bring forward a complete capability to provide detailed project coordination across the entire spectrum of each project assignment, including but not limited to all divisions of the Authority Staff, General and other Consultants, City of Naples, Collier County, Federal Aviation Administration, Transportation Security Administration, Florida Department of Transportation, Orlando Utilities Commission, SWFWMD, USCOE, and other permitting and environmental agencies, airport tenants, vendors, and suppliers as well as multiple general and specialty contractors that are enlisted to actually carry out the work assignments. Having already provided many of the above services on a recurring basis to the Authority, the HM Team understands exactly how to undertake these types of assignments. Further, as residents of the area, the HM Team clearly has a vested interest in the viability and responsible development of our hometown airport.

Many of the airfield improvements are related to navigational and airfield lighting improvements, such as:

- Replace Rotating Beacon with LED Fixture
- Medium Intensity Runway Lights with LED fixtures
- Replace Medium Intensity Taxiway Lights on Taxiways B and C with LED Fixtures
- Replace Incandescent Airfield Signage with LED Fixtures
- Replacement of REILs and PAPIs
- Potential Approach Lighting System
- Periodic upgrades or Replacement of Airfield Electrical Vault Equipment
- Install Elevated Runway Guard Lights for Taxiway A to northeast of Runway 14-32
- Install Elevated Runway Guard Lights for Taxiway B to southeast of Runway 5-23
- Decommissioning of TVOR (FAA Project)
The HM Team includes AVCON as a nationally recognized firm for providing these types of services. Hole Montes, the Project Manager and AVCON have a long-term relationship teaming on similar type projects.

HM has been involved in many of the past Hangar projects on the airport and was also involved with the design and construction of the US Customs facility. In addition, teammate AVCON was engaged by the Authority for the major restoration of hangars following Hurricane Wilma. Planned Airfield Facilities Improvements may include:

- T-hangar Facilities
- Clear span Hangars (to accommodate 115 new aircraft)
- Aircraft Parking Apron Space (minimum 93,600 SF)
- Rehabilitation of Existing General Aviation Terminal and Commercial Airline Terminal Aprons
- Additional Facilities for Airport Maintenance Operations and Equipment

Hole Montes, AVCON and GFA also have extensive experience with paving projects and frequently incorporate the latest in paving technology into the projects. This includes material recycling when appropriate, optional fuel resistant asphalt pavement, and providing design plans and CAD surfaces developed for use in conjunction with high-tech GPS or laser equipment on graders, milling machines, trimmers and paving machines. Use of this technology has resulted in reducing the overall cost of the project, improving quality of the finished product and reducing the time required to complete the project.

Planned Paving Projects will fall into two separate categories – large (over $2m) and smaller projects. Larger paving projects may fall outside the scope of the on-call contract. However, numerous smaller projects may readily fall under the on-call contract. These projects may include:

- Extend Runway 5-23 Blast Pads
- Add Paved Blast Pads to each end of Runway 14-32
- Periodic Runway Pavement Maintenance
- Rehabilitate Taxiway Connectors
- Relocate/Reconfigure Taxiway Connectors
- Mill and overlay the East Quad T-hangar and Shade Hangar Taxi lanes
- Taxi lane Access to New Facilities
- Extend Taxiway D to Runway 5 End
- Aircraft Run-up Areas or Bypass Taxiways to each Runway End
- Interior Airport Perimeter Road around Approaches to Runways 5 and 14

A key aspect related taxiway and airfield geometry is the coordination and approval of changes to meet the new advisory circular standards of the FAA. The FAA Advisory Circulars take the approach that one size fits all when comes to airfield geometry. Normally the size airports/aircraft that the ACs are considering are large commercial service airports, with large jets, and do not consider the typical operations at General Aviation Airports. The HM Team has successfully negotiated alternate airport geometry with the FAA based on site specific considerations for a General Aviation airport. Some of the site-specific considerations which affect operations at Naples Airport include noise abatement considerations, maximum gross takeoff weight, peak operation periods, and the increasing ratio of jet traffic to piston aircraft. Due to noise abatement considerations, the overall mix of a jet traffic has shifted to quieter/newer and higher performance aircraft, sometimes larger than their predecessor.

Projects outside the Air Operations Area include:

- Improving Airport Signage and Wayfinding
- More Direct Landside Access to the South and West Quads
- Increase Automobile Parking for the General Aviation Terminal Area
- Landside Access and Parking to new Development Areas.
- Expansion of General Aviation Terminal
- Rehabilitation of the Existing General Aviation Terminal and Commercial airline Terminal

These are the types of landside projects that HM Team has been doing for over 50 years in the Collier and Lee County Area. This local knowledge will be applied to any projects that Naples Airport assigns us.

Thus, it is clear to see that the HM Team has the credentials and the understanding of all types of projects that are anticipated under this agreement. Whether small studies or investigations, or more extensive full-service assignments for larger projects, the HM Team is ready to respond with timely, quality and professional services to meet the needs of all types of project tasks at Naples Airport. The related project experiences set forth in this proposal provide a clear demonstration of the team’s overall capabilities and credentials. Having provided these types of services here in Naples and elsewhere provides an unparalleled perspective to address any need assigned by the Authority.
SECTION F

DBE Commitment
Hole Montes is committed to providing disadvantaged business enterprises (DBE) the maximum opportunity to participate in the performance of work and assures Naples Airport Authority that DBE and/or W/MBE firms will have maximum opportunities under this agreement. HM has a long and well-founded relationship with both local and state DBE firms and those nationwide that fully meet the 49 CFR Part 26 eligibility standards. The DBE goal established for this contract is 8.95% of total contract values.

Hole Montes is committed to assist the Authority in accomplishing its DBE goals for this contract. For over 20 years, Hole Montes has sought out DBE firms and provided them opportunities to participate in airport projects. We have developed a network of quality DBE and W/MBE firms of various disciplines that can provide positive input into your projects. For this contract, Hole Montes has teamed with the following DBE and M/WBE firms:

<table>
<thead>
<tr>
<th>Firm</th>
<th>Role</th>
<th>Certification</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVCON, INC.</td>
<td>Airside and Landside Civil, Planning, Buildings and Hangars, Construction Administration/RPR, adn QA/QC</td>
<td>MBE</td>
</tr>
<tr>
<td>E.F. Gaines Surveying Services, Inc.</td>
<td>Surveying</td>
<td>DBE, WBE</td>
</tr>
<tr>
<td>HMMH</td>
<td>Environmental adn Airspace Studies</td>
<td>DBE, W/MBE</td>
</tr>
</tbody>
</table>

Hole Montes’ recent DBE opportunity history for design and construction services includes the two Runway Rehabilitation projects completed at Page Field for the Lee County Port Authority. The DBE participation efforts consisted of the following:

<table>
<thead>
<tr>
<th>Project</th>
<th>% of Contract</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rehabilitation of Runway 5-23 and Associated Taxiways, FMY</td>
<td>27%</td>
</tr>
<tr>
<td>Rehabilitation of Runway 13-31 and Associated Taxiways, FMY</td>
<td>24%</td>
</tr>
</tbody>
</table>
Passarella & Associates, Inc.

Passarella & Associates consists of a team of experienced ecologists, biologists, environmental professionals, AutoCAD and GIS technicians, and support staff members, with the knowledge and experience to assist clients through environmental regulations, no matter the complexity of the project. The senior staff at Passarella & Associates have over 200 years combined experience; serving both the public and private sectors.

Passarella & Associates’ project approach is to work closely with the Naples Airport Authority and the Hole Montes Team to identify potential environmental issues and coordinate upfront with permitting agencies and environmental advocacy groups. Their firm excels at providing its clients with cost effective permitting and mitigation solutions that address both wetland and wildlife concerns. Passarella & Associates excels in the team approach to projects. By doing such, they are able to participate in an interdisciplinary group of experts that brings the strongest team to the table for their clients. They understand the importance of communication and flow of information between project members and that these are critical in developing a successful project. Their work philosophy allows us to be flexible with scheduling to meet project deadlines and at the same time provide the highest quality of service for our client.

Passarella & Associates is adept at preparing environmental impact summaries; conducting wetland jurisdictional determinations including wetland mapping, flagging, and assessments; wetland permitting and post-permit compliance; wetland mitigation design and monitoring including mitigation construction coordination, mitigation assessments, and mitigation monitoring; protected species assessments such as habitat mapping, protected species surveying, and habitat analysis; and protected species permitting; protected species relocations and habitat management including protected species monitoring.

Passarella & Associates prides itself on its experienced staff and long-term established professional working relationships in Southwest Florida. Their firm understands the environmental permitting process and has long-standing working relationships with the local counties, South Florida Water Management District (SFWMD), Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Department of Transportation, U.S. Army Corps of Engineers (COE), U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), United States Coast Guard, Environmental Protection Agency, and non-governmental organizations like The Conservancy of Southwest Florida. They recognize the importance of pre-application meetings, public information meetings and upfront negotiations. Their experienced staff can assist with post-permit construction observations and compliance monitoring for wetlands and wildlife species in accordance with local, state, and federal agency permits.

Passarella’s Naples Airport experience includes:

- **North Road Realignment:** Passarella & Associates assisted the Naples Airport with the north road realignment project which required the realignment of North Road around the southwest quadrant of the Airport. The road realignment resulted in impacts to mangrove wetlands. Passarella & Associates responsibilities included preparing the necessary applications, agency coordination, and mitigation analysis associated with the mangrove impacts needed to obtain a Section 404 Dredge and Fill Permit from the COE and issuance of a new SFWMD Environmental Resource Permit to replace an outdated, 1977 SFWMD Management and Storage of Surface Waters Permit.

- **Wetland Jurisdictional Determinations:** Passarella & Associates was contracted by the Naples Airport to conduct a re-evaluation of the extent of jurisdictional wetlands within the airport boundaries. As part of these services, Passarella & Associates vegetatively mapped and flagged wetland lines for the 740± acre Naples Airport property and obtained approved jurisdictional determinations from the COE and SFWMD. Passarella & Associates’ evaluation resulted in a reduction of the COE wetland acreage and the SFWMD wetland acreage. Both agencies approved their respective wetland jurisdictional determinations.

HMMH

HMMH provides expert assistance on the full spectrum of environmental and planning services to the aviation industry. To date, they have provided their expertise to more than 200 airports worldwide. HMMH’s noise and vibration capabilities range from basic assessments of noise exposure to detailed, innovative technical analyses of unique airport problems. HMMH is a leader in developing noise and land use compatibility plans under Title 14, Code of Federal Regulations (CFR) Part 150 and 161, in the design, specification, and installation of airport Noise and Operations Monitoring Systems (NOMS), in acoustical testing for airport sound insulation programs, and in conducting airport ground noise studies. The firm also tackles the tough challenges of Environmental Assessments (EAs) and Environmental Impact Statements (EISs). In addition, HMMH provides comprehensive sound insulation solutions and ground-run-up enclosure designs. HMMH also provides emissions modeling and VALLE project funding assistance to airports.

HMMH is currently working on the Master Plan Update for the Airport.
STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business’s policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee’s community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm DOES NOT comply with the above requirements for a drug-free workplace.

☒ As the person authorized to sign the statement, I certify that this Firm DOES fully comply with the above requirements.

Hole Montes, Inc.

Firm Name
Robert L. Murray, P.E. - Senior Vice President / Principal

Name of Authorized Individual

Authorized Signature

Date
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies withActivities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

Hole Montes, Inc.  59-1518838  

Firm Name  FID or EIN No.  
6200 Whiskey Creek Dr.  

Address  
Fort Myers, FL 33919  

City, State Zip  

I, Robert L. Murray, as a representative of Hole Montes, Inc., certify and affirm that this company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel, and has not been engaged in business operations in Cuba or Syria.

Authorized Signature

On this the 1st day of February, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

My Commission Expires: July 19, 2022

[Notary Public Signature]
NON-COLLUSION AFFIDAVIT

STATE OF Florida

COUNTY OF Lee

I state that I, Robert L. Murray, of Hole Montes, Inc.

(Name and Title) (Name of Firm)

am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s) of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this contract, or to submit a price(s) higher than the prices in this Response, or to submit any intentionally high or noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties in interest are currently under investigation by any governmental agency and have not in the last three years been found liable for any act prohibited by state or federal law in any jurisdiction involving conspiracy or collusion with respect to the proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating to the submission of this Proposal.

Authorized Signature

On this the 7th day of February, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

Notary Public

My Commission Expires: July 19, 2022
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeree has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

   X   The bidder/offeree is committed to a minimum of **8.95%** DBE utilization on this contract.

   ___  The bidder/offeree (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract a submits documentation demonstrating good faith efforts.

Name of bidder/offeree's firm: Hole Montes, Inc.

State Registration No. 1772

By  ____________________________  Senior Vice President / Principal

   Robert L. Murray, P.E.  Title

FORM 2: LETTER OF INTENT

Name of bidder/offeree's firm: Hole Montes, Inc.

Address: 950 Encore Way

County: Naples  State: FL  Zip: 34110

Name of DBE firm: E.F. Gaines Surveying Services, Inc. (EFGaines)

Address: 5235 Ramsey Way, Suite 10

County: Fort Myers  State: FL  Zip: 33907

Telephone: 239-418-0126

Description of work to be performed by DBE firm:

Surveying Services

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The bidder/offeree is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.
Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By [Signature] [Title]

Elizabeth F. Gaines, PSM

If the bidder/offeree does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeree has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

X The bidder/offeree is committed to a minimum of 8.95% DBE utilization on this contract.

The bidder/offeree (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeree's firm: Hole Montes, Inc.

State Registration No. 1772

By _____________________________ Senior Vice President / Principal

(Signature) Robert L. Murray, P.E. Title

FORM 2: LETTER OF INTENT

Name of bidder/offeree's firm: Hole Montes, Inc.

Address: 950 Encore Way

County: Naples State: FL Zip: 34110

Name of DBE firm: Harris Miller Miller & Hanson Inc.

Address: 77 South Bedford Street, Burlington

County: Middlesex State: MA Zip: 01803

Telephone: 781-229-0707

Description of work to be performed by DBE firm:
Noise, Air Quality, Airspace & Renewable Energy Support

The bidder/offeree is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ _____ TBD _____.
Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By [Signature] President and CEO

Mary Ellen Eagan

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
CERTIFICATE OF LIABILITY INSURANCE

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERs NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Arthur J. Gallagher Risk Management Services, Inc.
1395 Panther Lane
Naples FL 34109

EACH OCCURRENCE
2,000,000
5,000
1,000,000
1,000,000
5,000,000
1,000,000
1,000,000
100,000
1,000,000
2,000,000
5,000,000

CONTROLLER
kristin_neiert@ajg.com
Travelers Casualty and Surety Co of America
Continental Casualty Company
Transportation Insurance Company
239-262-7171
959877341
Valley Forge Insurance Company
Kristin Neiert
239-262-5360
FCCI Insurance Company

REVISION NUMBER:

COVERAGE:

CERTIFICATE NUMBER: 959877341

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT; TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

FOR INFORMATIONAL PURPOSES

AUTHORIZED REPRESENTATIVE

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Statement of Qualifications

NAPLES AIRPORT
On Call General Engineering Consultant Services

February 11, 2019
February 11, 2019

Kerry Keith, Senior Director of Airport Development and Facilities  
City of Naples Airport Authority  
160 Aviation Drive North  
Naples, FL 34104

Dear Kerry,

A client that strives to provide first-class service to the Paradise Coast needs a first-class aviation consultant services partner — Hanson Professional Services Inc. (Hanson) is that PARTNER! At Hanson, we take great pride in being a “Trusted Advisor” to you and our many diverse aviation clients. We have earned that trust with our large and small airport clients not only because we excel at being their experienced planners, engineers, and designers, but because we are also their BUSINESS PARTNER!

As your current general engineering consultant (GEC), Hanson has been a constant presence and fully committed to the Naples Airport (APF) for the past eight years. Because of this commitment, we view ourselves as an extension of your airport staff. Since our company’s founding in 1954, our reputation has been the backbone of our growth and our success, and at APF, we have proven our reputation with our track record of being on time and on budget with your projects. By reselecting the Hanson team, the City of Naples Airport Authority (NAA) will continue to have a reliable consultant that is committed to making you the top priority while striving to meet your goals on all facets of your development program.

Over the last eight years, Hanson has successfully completed over 25 projects at APF. Additionally, we are currently working on several projects for the airport, including the security camera system improvements, the development of airport architectural standards, Hurricane Irma storm damage repairs, the fuel farm expansion, and an evaluation of Runway 5/23 pavement markings. Some of the larger projects we’ve completed over the last eight years included the Taxiway A Realignment and Holding Bay, Taxiway D Extension, West Quad Pond, Runway 14/32 Drainage Improvements, and Taxiway D Realignment. In addition to these projects, Hanson has assisted with numerous smaller, but equally important, projects. These projects have included updates to the airport’s Disadvantaged Business Enterprise plan, conceptual design for the South Quad Hangars, Tower Drive Improvements, Falcon Lane Extension, assisting the NAA with updates to the airport zoning ordinances to comply with Florida Statute Chapter 333, assistance with the North Quad Parcel RFP, evaluation of Runway 14/32 extension alternatives and other planning projects. We have also assisted the airport with project grant applications, including airport improvement program (AIP) grants, Florida Department of Transportation (FDOT) grants and, most recently the Omnibus Bill supplemental funding. Hanson and its personnel are experienced aviation consultant PARTNERS that have a history of delivering a high level of service to our clients.

We hereby acknowledge receipt of addenda #1 and #2 and have no exceptions to the terms and provisions of the Professional Services Agreement. Our financial strength is reflected in our Duns and Bradstreet (D&B) rating of 4A1 which is considered “excellent.” This credit rating was assigned based on D&B’s assessment of the company’s financial ratios and its cash flow. Since 1991, Hanson has consistently received a credit rating of 2 (good) or higher. With $78.8 million in professional fees earned in 2017, net working capital of just over $18.8 million, and unused lines of credit of over $7.5 million, Hanson has the financial capacity to provide the resources and funds needed to perform multi-million dollar projects.

We thank you for the opportunity to submit this statement of qualifications and encourage you to contact our references to confirm our ability and record of accomplishments. Should you have any questions or need additional information, please contact Mike Harris at mharris@hanson-inc.com or directly at 941.296.0769 or Blake Swafford, P.E., at bswafford@hanson-inc.com or directly at 321.214.9315.

Sincerely,

Hanson Professional Services Inc.

Blake Swafford, P.E.
Program Manager/Engineer
The Naples Airport contract will continue to be managed from our Sarasota area office, located at 9015 Town Center Parkway, Suite 105, Lakewood Ranch, FL. Our project management team will utilize its vast resources, including more than 60 Florida staff members in six different offices, augmented by our team of expert subconsultants, to provide the subject matter expertise necessary to meet your project needs.

**Resources Available to the City of Naples Airport Authority**

- **90** Minute Drive From Sarasota Area Office to Naples
- **69** Employees in Six Florida Offices
- **435** Employees Nationwide in 26 Offices
- **48** FL-Registered-Professional Engineers Company-Wide

**You get our “A Team” with access to a deep bench.** We have included some of our most seasoned aviation veterans to further supplement and diversify our team. Your **Project Manager** will be **Mike Harris**. Mike has been actively involved in the planning and design of your airport projects for the last eight years. He began working with APF as a project designer back in 2011. Over the years, he has grown with your staff and your airport. He has played a vital part in the success story of APF, working as an extension of your staff to deliver your projects on time and within budget.

Mike has 20 years of aviation experience, including airport design, planning, construction, and project management. He is actively managing multiple projects at APF, and is always accessible to airport staff. He is at the airport at least once a week, or more if projects demand. He is well-known to airport staff and has worked on over 25 projects at your airport. Mike regularly attends the NAA board meetings to stay informed on the issues and activity at the airport. He is committed to helping the NAA fulfill the mission to “operate, develop and maintain the Naples Airport with a commitment to enhancing the quality of life throughout the community.”

When Mike began working at your airport in 2011 as a project designer, it was in a support role to other Hanson staff. Mike stepped into the project manager role for your airport and has worked in that role since 2016. Mike is fully dedicated to APF, engaged with all your current projects, knowledgeable about your airport and is prepared to continue to meet your needs.

Mike will serve APF from our Sarasota area office, where he will have the resources to meet all APF’s project needs. As Project Manager, Mike will be your primary contact. Not only will Mike have access to Hanson’s 60+ aviation professionals, but will also enlist our expert subconsultants on an as-needed basis. In addition to the teaming partners listed in our organizational chart, Hanson has extensive relationships with surveyors, geotechnical engineering firms and local utility engineers that will also be retained on projects on an as-needed basis. It is anticipated that the majority of design work for APF’s projects will be completed out of our Sarasota area office, as has been the case for the past eight years, and will be augmented when needed by staff from our other five Florida offices and out-of-state staff when specific needs arise.

Mike will be supported by **Project Principal**, **Chip Snowden, AAE, CFM**, who has 35 years’ experience managing general aviation and commercial service airports throughout Florida. Chip brings experience as a former strategist, airport Chief Operating Officer, planner, and public-private partnership consultant. As Hanson’s Aviation Market Principal, he is prepared to bring all of the Hanson bench strength to support your program needs. Chip is located in Hanson’s Jacksonville office.

Mike will further be supported by your designated **Program Manager/Engineer, Blake Swafford, P.E.** Blake has over 22 years’ experience in the aviation industry, including 10 years as manager of a general aviation airport. Blake has extensive relationships with Federal Aviation Administration (FAA) staff at the state, regional, and federal levels. He has assisted airports throughout the southeast in obtaining local, state, and federal grants for both aeronautical and non-aeronautical projects. He has provided administration support for APF projects for the past two-and-a-half years and understands the high-level of performance that is expected at APF. Blake is located in Hanson’s Orlando office.

Hanson’s Sarasota area office will lead all design projects for the NAA. Specifically, the Sarasota-based staff will perform stormwater improvements/permitting, GIS program and surveying, civil site and utility development, airfield, ramp and hangar area development, airport fencing, DBE program management, cost estimates, airspace studies, construction administration and resident project representative (RPR) services. In addition to Mike, the Sarasota area office staff members who will work on the NAA projects includes **Ricardo Diaz, P.E.**, Airport Design Engineer, **Brian Wozniak, P.E.**, Water Resources Engineer, **Gary Rogers, PLS, PSM**, Chief Surveyor, and **Tom Coughenour**, Construction Services Manager/RPR.
The Hanson Team has been assembled to address the NAA’s Capital Improvement Programs for its airport. This structure provides clear lines of communication; each key service area has a designated lead responsible for successful completion of assigned tasks. Resumes of the key personnel in the organizational chart below, including references for each key person, are included on the following pages in this section.
Mike Harris, Project Manager

Mike’s 20 years of experience includes designing, planning, and managing various airport projects. He is knowledgeable in construction administration through his experience performing construction observation and management of airport, highway and building construction projects. He has completed numerous airport design and planning projects and is knowledgeable regarding airport airspace requirements and obstruction analysis procedures. These projects have included runway, taxiway, and apron rehabilitation projects; taxiway extensions; apron paving; airfield lighting design; security and wildlife fencing projects; and preparing airport layout plans (ALPs) and other planning documents. A partial listing of his relevant project experience includes:

**Naples Airport, Taxiway D Extension, Naples, FL.** Project Manager responsible for providing design, bidding, permitting, and construction administration services for an extension to existing Taxiway D in the Airport’s west quad, from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. Services include: field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, wetland mitigation and permitting, electrical modifications, signage, pavement markings, bidding services, and construction plans preparation and specifications.

**Naples Airport, Storm Damage Assessment and Recovery, Naples, FL** Project Manager responsible for providing design, bidding, and construction administration for repairs to airport-owned buildings caused when Hurricane Irma impacted Naples Airport in September 2017, causing extensive damage to various structures across the airport. An initial damage assessment was conducted to determine the condition and extent of damage to the Commercial Airline Terminal, GA Terminal, several bulk aircraft storage hangars, 14 T-Hangar buildings, and various other airport-owned structures. Services for the project included preparation of plans, specifications, bid documents, construction cost estimates, bid assistance, construction administration, construction observation, and project closeout.

**Naples Airport, Runway 14/32 Safety Area Improvements, Naples, FL.** Designer for project to correct deficiencies with the Runway 14/32 safety area. The project was developed in response to an FAA Airport Part 139 inspection to correct runway safety area (RSA) deficiencies related to drainage structures and new grading requirements. Project tasks included excavation, drainage pipe installation, embankment, electrical signage and lighting adjustments, asphalt pavement removal, asphalt paving, construction observation, marking and striping, miscellaneous earthwork and sodding. Mike’s tasks included grading design to conform to FAA design criteria; design and layout of drainage improvements, airfield electrical modifications, and erosion and sediment control plans; development of a construction safety and phasing plan; and preparation of construction documents including plans, specifications, quantity estimates, and preparation of construction cost estimates.

**Naples Airport, New Taxilane F, Naples, FL.** Senior designer responsible for construction plans and bid document preparation. This project provides professional engineering services for construction of a new Taxilane F (approximately 450 feet in length and 50 feet in width) off of Taxiway B between the Collier County Sheriff’s Hangar and the ASG Inc. Hangar. Services include field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding and construction services.

**Naples Airport, Tower Drive Drainage Modification, Naples, FL.** Senior designer responsible for construction plans and bid document preparation. This project provided professional engineering services to modify the drainage at the Tower Drive and North Road intersection. The modification re-directed water from the current open channel on the northeast side of an airside lease parcel to flow via culvert parallel to North Road. The system reconnected to airport drainage flowing to the West Quad Pond downstream of the parcel. This project relocated and elevated the existing sidewalk, provide visual buffer landscaping and added a small restroom facility at the observation deck. The services included field surveys, geotechnical exploration, utility coordination, grading, water management and drainage design, water management permitting, landscape design, a criteria package for the restroom, bidding and construction services.
Charles "Chip" Snowden, AAE, CFM, Project Principal

Chip has more than 34 years of experience in the aviation industry, serving on the airport management and consulting sides of the business. Chip's consulting experience also includes working with domestic and international airport owners in developing airport business plans, management best practices, security programs and “airport cities” property development programs.

Chip has held several high-level airport positions including Chief Operating Officer/Director of Operations, managing day-to-day operations and planning and development for the Jacksonville Aviation Authority and manager of airport planning and development for the Palm Beach County Department of Airports in West Palm Beach, FL. Additionally, Chip has 25 years’ experience managing general aviation airports, including three general aviation airports in the Jacksonville airport system, and three in the Palm Beach County airport system. A sample of his relevant experience includes:

Updating ACRP Report 16: Guidebook for Managing Small Airports. Principal responsible for providing guidance regarding airport management, business planning and revenue development. As part of this project, Hanson developed the document for currency, relevance and ease of use. An online repository was created to serve as a reference for small-airport managers. The project team reached out to the small-airport community across the country to identify key issues to address or expand upon in the guidebook. An industry panel served as a focus group, especially during the research portion of the project.

Palm Beach County Department of Airports, Airport Development, West Palm Beach, FL. Manager, airport planning and development, responsible for all planning and development activities at Palm Beach International and three outlying general aviation airports; managing all architectural and engineering design activities, developing airport property including foreign trade zone development, air cargo development and non-aviation land uses; developing public involvement and public information programs to support aviation development initiatives; providing planning and engineering support for large capital improvement programs including a $200 million terminal expansion and a $150 million new general aviation airport.

Blake Swafford, PE, Program Manager/Engineer

Blake is a senior project manager serving Hanson as the Southeast Region Aviation Lead for its aviation market. With more than 20 years of experience, Blake has comprehensive knowledge in the administration and operation of commercial service and general aviation airports, airport and aviation related project design, project management and construction management of aviation projects. Those projects include runway extensions, runway safety area expansions, taxiway widening and extensions, apron rehabilitations and terminal improvements. Additionally, Blake has served as the director of Silver Comet Field at Paulding Northwest Atlanta Airport and the executive director of the Paulding County Industrial Building Authority in Dallas, Georgia. A couple of his relevant projects include:

Winter Haven Regional Airport-Gilbert Field, Rehabilitation of Runway 11/29, Winter Haven, FL. Project manager responsible for the rehabilitation of Runway 11/29 at Winter Haven Regional Airport. Runway 11/29 is a 100-foot-wide by 4,000-foot-long, utility runway. Because the runway is classified as B-I, the project includes narrowing it from 100 feet to 60 feet. The project also includes a redesign of the connections from the runway to taxiways A, C1, C2, D and F to meet current FAA design standards for fillets; removing a taxiway connector at D2 that does not meet current FAA requirements; and design modifications to Taxiways C1 and D to meet standards.

Bartow Municipal Airport, Drainage Improvements, Bartow, FL. Project manager for the engineering design and permitting services for airfield drainage rehabilitation, a stormwater master plan update, and infrastructure improvement plan for the Bartow Municipal Airport. The analysis and conceptual design approach for the airport was to use the existing XP-SWMM model that was developed for the Airport Master Development Plan as a basis for further analysis. This detailed analysis of the airport property resulted in numerous recommended improvements to existing systems, including enclosing an open infield ditch and regrading a large infield area to eliminate wildlife attractants and facilitate maintenance. Also, pipe joints under airfield pavements were chemically grouted to prevent subsidence problems from failing joints. Services included acquiring an airside general permit from the Southwest Florida Water Management District.
Doug Wilcoxon, PE, Civil Engineer
As a civil engineer with 17 years’ experience, Doug’s design experience includes airports, interstate highways, local roads, parking lots, signal plans and trip generation analysis. He has worked on numerous aviation design projects including runway/taxiway design, hangar design and construction, pavement rehabilitation projects, stormwater drainage improvements, and site design. A few of his relevant projects include:

Naples Airport, Taxiway D Extension, Naples, FL. Design engineer for the construction of an extension to existing Taxiway D. The extension is from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. No intermediate connectors or run-up pads are included. Services included: field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding services, and construction plans preparation and specifications.

Naples Airport, Runway 14/32 Safety Area Drainage Improvements, Naples, FL. Design engineer for project to correct runway safety area deficiencies related to drainage structures and new grading requirements. Project included excavation, drainage pipe installation, embankment, electrical signage and lighting adjustments, asphalt pavement removal, asphalt paving, marking and striping, miscellaneous earthwork and sodding.

Naples Airport, Tower Drive Drainage Modification, Naples, FL. Design engineer responsible for modifying the drainage at the Tower Drive and North Road intersection. The modification re-directed water from the current open channel on the northeast side of an airside lease parcel to flow via culvert parallel to North Road. The system reconnected to airport drainage flowing to the West Quad Pond downstream of the parcel. This project relocated and elevated the existing sidewalk, provide visual buffer landscaping and add a small restroom facility at the observation deck.

Ricardo Diaz, PE, Civil Engineer
Ricardo’s has 8 years’ experience in airport design and planning including runway, taxiway, and apron design, airfield lighting, airport layout plan preparation and airspace/obstruction analysis. His work includes providing plan production, preparation of exhibits, cost estimating, and permitting assistance for various airport projects. A few of his relevant projects include:

Naples Airport, Airfield Signage, Marking and Electrical, Naples, FL. Designer responsible for construction plans preparation. During the Part 139 inspection held in April 2014, the runway-distance-remaining signs were documented as not meeting current Federal Aviation Administration requirements. This task order provided professional engineering services for preparation of construction drawings and specifications for the relocation of four existing distance-remaining signs and the installation of one new distance-remaining sign. In addition, one new taxiway guidance sign for hold position near Runway 32 was included.

Naples Airport, New Taxi Lane F, Naples, FL. Designer responsible for construction plans preparation. This project provided professional engineering services for the construction of a new Taxi Lane F (approximately 450 feet in length and 50 feet in width) off of Taxiway B between the Collier County Sheriff’s Hangar and the ASG Inc. Hangar. Services included field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding and construction services.

Leesburg International Airport, Taxiway A Realignment, Leesburg, FL. Designer for design updates, bidding and construction phase services for a realignment of Taxiway A at Leesburg International Airport in Leesburg, FL. The project included realigning and extending the taxiway. Hanson provided bidding services, a construction safety and phasing plan, a resident project representative, project engineer site visits, contract documents and construction management manuals; conducted a pre-construction meeting; and evaluated contractor pay requests.
Kevin Lightfoot, PE, Electrical Engineer

Kevin has more than 32 years of electrical engineering experience. His vast experience includes designing airfield lighting and navigational aid systems, service entrance and power distribution, emergency/standby power systems, motor control systems, lighting, heating and ventilation, lightning protection, surge protection and grounding systems. He has worked on projects for a variety of facilities including airports, railroads, roadways, telecommunication facilities, schools, water and wastewater treatment plants, pump stations and fuel storage and dispensing facilities. A few of his relevant projects include:

Naples Airport, New Taxi lane F, Naples, FL. Electrical engineer for the construction of a new Taxi lane F (approximately 450 feet in length and 50 feet in width) off of Taxiway B between the Collier County Sheriff's hangar and the ASG Inc. hangar. Services included field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding and construction services.

Naples Airport, Security Lighting, Naples, FL. Electrical engineer responsible for electrical lead and lighting glare calculations. This project consisted of the research and preparation of a vertical lighting analysis and report. The reference for the analysis guidelines was the “Airport Design Guide” by Sterner Lighting, which was based on the Illuminating Engineering Society (IES) publication RP-14.

Naples Airport, Taxiway D Extension, Naples, FL. Electrical engineer for the construction of an extension to existing Taxiway D. The extension is from Taxiway C to the intersection of the Runway 5 extension, opposite the Taxiway A1 connector. No intermediate connectors or run-up pads are included. Services include: field surveys, geotechnical subsurface exploration, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, pavement markings, bidding services and construction plans preparation and specifications.

Justin Dewey, PE, CFM, Drainage Engineer

Justin has experience in aviation and roadway drainage design, flood routing/analysis, bridge scour analysis, hydraulic and hydrologic analysis of watersheds and plans preparation. He has served as engineer, task and project manager. A few of his relevant projects include:

Bartow Municipal Airport, Drainage Improvements, Polk County, FL. Drainage Engineer and Modeler for the engineering design and permitting services for airfield drainage rehabilitation, a stormwater master plan update, and infrastructure improvement plan for the Bartow Municipal Airport. The analysis and conceptual design approach for the airport was to use the existing XP-SWMM model that was developed for the Airport Master Development Plan as a basis for further analysis. The proposed condition basins in the XP-SWMM model reflect the future land use shown on the facility’s Airport Layout Plan. This detailed analysis of the airport property resulted in numerous recommended improvements to existing systems, including enclosing an open infield ditch and regrading a large infield area to eliminate wildlife attractants and facilitate maintenance. Also, pipe joints under airfield pavements were chemically grouted to prevent subsidence problems from failing joints. Services included acquiring an airside general permit from the Southwest Florida Water Management District (SWFWMD).

Cecil Airport, Cecil Field East Roadway Development, Jacksonville, FL. Drainage Engineer. Responsible for the design and permitting of a taxiway extension and roadway improvements to the proposed eastern development area on the Northeast side of the airfield. Designed dry ponds and treatment swales following the Aviation Best Management Practices as defined by the FDOT and in compliance with all St. John’s Regional Water Management District (SJRWMD) criteria for Environmental Resource Permitting (ERP).

Cecil Field Airport, Taxiway D Stormwater Modifications, Jacksonville, FL. Project drainage engineer. Responsible for the design and permitting of the modification of the planned stormwater management system for the taxiway. Designed underdrain treatment system to treat the runoff from the new taxiway and modified the existing environmental resource permit to allow the construction and closeout of the project.
Brian Wozniak, PE, CFM, Water Resources Engineer

Brian has experience in watershed modeling and master planning; floodplain/floodway modeling; water quality analysis; erosion control, grading erosion and sediment control plans; hydrologic and hydraulic modeling of rivers and watersheds. Additionally, he is well-versed in multiple computer applications including HEC-RAS, HEC-2, HEC-HMS, HEC-1, EPA-SWMM, FEMA BCA, AutoCAD Land Desktop, TR-20, HY8, ArcView, CUHP, UDSEWER, WaterCad and Adobe Photoshop, and he has been involved in website development. A few of his relevant projects include:

Vero Beach Regional Airport, Mid-Field Drainage Study, Vero Beach, FL. Water resources engineer responsible for data collection, basin delineation and plan review. The specific purpose of the study was to ensure understanding of potential impacts associated with proposed development occurring within the study area. Hanson used existing elevation data and permitted as-builts to develop an existing-conditions drainage basin delineation specifically focusing on the midfield area.

Pompano Beach Air Park, Pompano Beach, FL. Water resources engineer responsible for stormwater permit updates and consolidation. This project required evaluating all South Florida Water Management District (SFWMD) and Broward County Surface Water Management (BCSWM) stormwater permits, calculations, and plans throughout the airport. GIS data was incorporated into an interactive map to identify and inventory permitting limits for the purpose of future planning and permit consolidation. The 2010 Stormwater Master Plan (previously developed by Hanson) was updated to include definition of new impervious area. Coordination was conducted with the City of Pompano Beach, BCSWM, and SFWMD.

Arcadia Municipal Airport, Arcadia, FL. Water resources engineer responsible for drainage analysis, design, and permitting through the Southwest Florida Water Management District (SWFWMD) for an ERP. The project consisted of development of a new hangar, helipad and access roadway. The drainage evaluation included calculation of design flows for existing and proposed conditions, hydraulic modeling in ICPR4 and HY-8, sizing of a new culvert, design of a 1-acre stormwater management pond including, required storage volume, groundwater interaction, peak flow release rates, recovery time and water quality treatment. The permitting process was coordinated with SWFWMD environmental and engineering reviewers.

Gary Rogers, PLS, PSM, Surveyor

Gary’s vast experience includes coordinating federal, state and local regulatory and reviewing agencies, and implementing quality assurance and quality control procedures for survey projects. Additionally, he has conducted right-of-way surveys, planning studies, and drainage studies. Finally, he has created databases to store and organize field survey and asset inventory data through the use of GIS software. A few of his relevant projects include:

Sarasota Bradenton International Airport, Aeronautical Airspace Analysis Survey, Sarasota, FL. Project surveyor responsible for providing survey data in support of developing vertically guided GPS-LPV approaches. Project services included data collection, geodetic control, imagery acquisition, NAVAID location, runway profiles, obstruction analysis and mitigation planning. Data submissions to FAA were submitted through the Airports GIS website.

Punta Gorda Airport, Punta Gorda, FL. Project surveyor for the establishment of horizontal and vertical control, providing topographic and utility surveys for project design, construction staking, and boundary review for various ongoing projects including the reconstruction of two aprons; runway extension; associated taxiway widening; tower siting; parking lot development; commercial park roadway development; lighting and striping; obstruction analysis; and aerial mapping acquisition and review.

Leesburg International Airport, Leesburg, FL. Project surveyor for the establishment of horizontal and vertical control, providing topographic and utility surveys for project design, borrow pit quantity surveys, wetland inventory surveys, and as-built surveys for various ongoing projects including the extension of two runway ends; runway safety area development; taxiway widening; obstruction analysis; and aerial mapping acquisition and review.
Susan Zellers, PE, AAE, Senior Airport Planner
Susan has 26 years of experience in airport planning, design and management. Over her career, Susan has provided service to more than 50 airports ranging from medium hub to general aviation airports. In addition, she brings to her work five years of airport management experience for the Indianapolis Airport Authority (IAA). As Deputy Director of Planning and Development, she directed the planning, engineering and construction for Indianapolis International Airport (IND) and its five reliever airports. She was also responsible for the capital improvement planning and capital project implementation for the six airport system. Drawing on her broad background, Susan assisted in the preparation of the 2003 Indiana State Aviation System Plan and recently authored the Airport Cooperative Research Program (ACRP) Guidebook for Managing Small Airports, 2nd edition and co-authored the ACRP Best Practices for Airport Obstruction Management. A partial listing of her relevant project experience includes:

Airport Cooperative Research Program, Transportation Research Board, Project 01-32 “Updating ACRP Report 16: Guidebook for Managing Small Airports,” US. Principal investigator for the ACRP project to update ACRP Report 16. Susan was responsible for managing the consulting team and work plan implementation, content development, deliverable review and preparation, and overall project guidance.

Lawrence J. Timmerman Airport, Business Plan, Milwaukee, WI. Project manager responsible for preparing a business plan to identify the market role for the Lawrence J. Timmerman Airport (MWC), a premier reliever airport serving Milwaukee County, especially the northwest community, and identify an implementation plan for the strategic initiatives that needed to support its market role. The MWC business plan provides a roadmap for airport staff to implement improvements to re-energize the existing users and increase the attractiveness of MWC to new users.

Indianapolis International Airport, Layout Plan Update, Indianapolis, IN. Directed a $1 million phased airport layout plan update to establish the vision for the next 5 to 7 years at Indianapolis International Airport to maximize the aviation assets for central Indiana. To accomplish planning within a reduced budget, identified key focus areas including high-speed exit and cross-field taxiways, tug road connectivity between the east and south side of the airfield, critical roadway connections, and the timing projection of a third parallel runway. Incorporated recent IND land-use planning efforts into a comprehensive overall plan.

Tom Coughenour, Resident Project Representative
Tom has 27 years of experience as a resident project representative on aviation and Department of Transportation (DOT) projects. He has spent the last 16 years primarily working on aviation construction projects at air carrier and general-aviation airport facilities. His experience includes providing coordination with airport managers and operations and contractors; testing for construction; construction observation; managing construction progress meetings; and administering the daily and final documentation of projects per the Federal Aviation Administration (FAA) and DOT specifications and guidelines. Many of the projects include managing additional project support personnel to complete project objectives. A partial listing of his project experience includes:

Naples Airport, Taxiway D Realignment and Drainage Improvements, Naples, FL. Resident project representative for the construction of Taxiway D realignment and associated airfield stormwater drainage improvements. The project included realignment of approximately 1,800 feet of Taxiway D from Runway 14/32 to Taxiway D5, realignment of Taxiway D5 connector to meet FAA design criteria, and widening of approximately 50 feet of Taxiway D. The project also included construction of approximately 1,300 feet of water main and extension of sanitary sewer for future airfield development.

Punta Gorda Airport, Apron Expansion, Punta Gorda, FL. Construction administration for expansion of the air carrier parking ramp north of the existing ramp. Due to rapid growth at PGD, additional aircraft parking spaces are required. The project includes 8600 square yards of 15-inch PCC pavement, 2600 square yards of macro-fiber reinforced 8-inch PCC pavement, 3200 square yards of flexible taxiway pavement, stormwater management systems, extension of an existing passenger canopy, mast lighting, and dump station relocation.

Sarasota Bradenton International Airport, Passenger Boarding Bridge Replacement, Sarasota, FL. Resident Project Representative for project to install 13 new passenger boarding bridges. The project included new electric service for conditioned air units and new apron pavement markings. The project required continuous coordination with airport staff, designer, contractors, and airline tenants.
SECTION B Project Manager/Engineer and Project Team Experience

James Lange, PE, SE, SI, Structural Engineer

Over the past 43 years, James’ engineering and management experience includes a focus on technical supervision and review, providing technical direction to architects and engineers, and management of the staff of structural engineers. His experience in analysis and design covers a wide range of industries, structures, and materials. A partial listing of his project experience includes:

Naples Airport, Storm Damage Assessment and Recovery, Naples, FL. Hurricane Irma impacted Naples Airport in September 2017, causing extensive damage to various structures across the airport. TKW assisted with an initial damage assessment of structural damage to the Commercial Airline Terminal, Executive 3 Hangar, and other airport-owned structures. TKW provided structural engineering design services for repairs to the damaged buildings.

Naples Airport, General Aviation Terminal Improvements, Naples, FL. Structural engineer responsible for the addition and renovation to the General Aviation Terminal.

Naples Airport, Cable Air Hangar, Naples, FL. Structural engineer for one-story, steel hangar and office with a mezzanine.

Orlando International Airport, Intermodal Transit System, Orlando, FL. In this design/build project, TKW provided the structural design for a portion of the new, elevated inter-modal transit system, which will carry passengers from the existing North Terminal Building to the new South Terminal Building.

Orlando International Airport, North Terminal Complex Modifications, Orlando, FL. Structural design and modifications of the existing North Terminal building to increase vertical circulation capacity at the four elevator/escalator cores, which provide terminal access from the garages. The project involved extensive framing modifications at five levels, including relocation of escalators, enlargement of elevator shafts, and addition of elevated elevator machine rooms.

Page Field, Airport Improvements, Fort Myers, FL. Structural Engineer for Flying Seas hangar; threshold inspector for general aviation terminal; and structural engineer of record (EOR) for fuel tank installation.
ERS provides aviation clients and stakeholders with a variety of ecological services. Our firm has a thorough understanding of the challenges airports face when implementing Federal Aviation Administration (FAA) regulations and guidance in conjunction with environmental agency regulations. By understanding airport operations and having scientific knowledge of natural resource regulations, ERS provides innovative approaches to address client needs. Our use of industry standard geographic information system (GIS); computer-aided design (CAD); Global Position System (GPS); and remote sensing tools, Trimble, and Autodesk AutoCAD, supports seamless integration of geospatial-based technology with planning, management and decision needs. ERS is recognized by our clients as being responsive, highly competent, and technically diverse.

ERS staff posses the qualifications of a FAA “Qualified Airport Wildlife Biologist” as stated in FAA Advisory Circular (AC) 150/5200-36A “Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports.” ERS has four FAA Qualified Airport Wildlife Biologists on staff. As part of the annual training for airport personnel required for airports with a WHMP, ERS provides certified firearms safety instructor services. Airports where ERS staff have completed wildlife hazard or NEPA-related services includes, but is not limited to, the following:

- Gainesville Regional Airport
- Jacksonville International Airport
- St. Pete-Clearwater International Airport
- Orlando International Airport
- Ocala International Airport
- Cecil Airport
- Northeast Florida Regional Airport
- Southwest Florida International Airport
- Jacksonville Executive at Craig Airport
- Herlong Recreational Airport
- Page Field General Aviation Airport
- Pompano Beach Airpark
- Brunswick Golden Isles Airport
- Malcolm McKinnon Airport
- Middle Georgia Regional Airport
- Henry Tift Myers Airport

Kim Allerton, Environmental Specialist
Kim is President and Senior Environmental Scientist with Environmental Resource Solutions, Inc. As Chairman of the ERS Board of Directors, she is responsible for managing all firm operations. In addition, she performs a myriad of environmental services. She maintains a strong rapport with the resource and regulatory agencies and coordinates with agencies on behalf of landowners. Kim is a lead scientist who performs wetland assessments and delineations, environmental resource permitting, mitigation planning, and completes Development of Regional Impact (DRI), Master Planning Studies, NEPA and PD&E documents. She is an expert in aviation environmental planning and wildlife hazard assessment.

Kim is an environmental scientist with more than 25 years of experience in the environmental consulting field. Her experience includes Environmental Impact Statement (EIS) and Environmental Assessment (EA) preparation following NEPA guidelines, PD&E studies, DRI evaluations, preliminary site investigations, wetlands delineations, permitting and mitigation, water quality and benthic investigation, habitat and wildlife assessment, and endangered species assessments. A partial listing of her relevant experience includes:

Jacksonville Aviation Authority, Environmental Services On-Call Contract, Jacksonville, FL.
As project manager ERS has completed projects at all four of the airports controlled by JAA: JAX, JAXEX, Herlong, and Cecil Airports. Projects include conceptually permitting over 160 acres of wetland impacts at JIA for their 20- year stormwater master plan, conducting a Formal Determination with SJRWMD on approximately 5,000 acres at Cecil Commerce Center, permitting over 150 acres of wetland impacts at Cecil for their 20-year stormwater master plan, assisting with routine wildlife hazard monitoring pursuant to FAA requirements, developing and managing large-scale on-site conservation areas, and providing permitting assistance on an as needed basis for numerous construction projects within the master plan.

Fernandina Beach Municipal Airport, Nassau County, FL. ERS assisted the Airport in the evaluation of existing conservation easements and Federal Aviation Administration (FAA) Part 77 regulations (14 CFR 77.1 et. seq.). ERS assisted in the preparation of documents for St. Johns River Water Management District (SJRWMD) to modify existing conservation easement language to allow for the necessary removal of trees that currently penetrate the Part 77-defined surfaces.

Gainesville-Alachua County Regional Airport Authority – Alachua County, FL. As project manager ERS performed a GNV Wildlife Hazard Assessment (WHA), Wildlife Hazard Management Plan (WHMP), conducted wildlife hazard management training, and attended a Wildlife Hazard Working Group (WHWG) meeting.
Blue Wing Environmental, LLC (BWE) is as an ecological consulting firm that provides professional services for wildlife and wetland permitting, planning, and mitigation services. BWE works with clients to address local, state, and federal environmental permitting, develop National Environmental Policy Act (NEPA) documentation, listed wildlife species surveys, habitat mapping and descriptions, and wetland delineations.

BWE provides Federal Aviation Administration (FAA) Qualified Airport Wildlife Biologist (QAWB) services to conduct Wildlife Hazard Assessments, Wildlife Hazard Management Plans, Wildlife Hazard Site Visits, and training for commercial service and general aviation airports. BWE staff have provided wildlife hazard management training throughout the nation and internationally. BWE is a State of Florida Disadvantaged Business (DBE) and Woman Owned Business and Hillsborough County Minority/Woman Business that excels in project management, field surveys, environmental documentation, and planning. BWE is committed to providing customers exceptional customer service through working relationships and quality project delivery. A brief listing of BWE’s relevant project experience includes:

» Southwest Florida International Airport
» St. Pete-Clearwater International Airport
» Tampa International Airport
» Miami International Airport
» Orlando International Airport
» Ocala International Airport
» Lakeland Linder Regional Airport
» Jacksonville International Airport

Sarah Brammell, Biologist
Sarah is an environmental professional with over 20 years of experience and leadership in natural resources, environmental issues in aviation, environmental permitting, NEPA documentation, and wildlife hazard management. Through her combined aviation experience as the previous Sr. Manager of Planning and Environmental Compliance with Lee Count Port Authority and 12 years of aviation consulting, Sarah provides clients with innovative approaches to environmental planning and permitting projects. She is a leader in providing project management and ecological expertise in National Environmental Policy Act (NEPA) projects and Wildlife Hazard Management.

Project experience includes local, state, and federal wildlife and wetland permitting and mitigation, environmental planning/airport master plans, Environmental Assessments (EAs), Categorical Exclusions (CATEX), listed species assessments and agency consultation. Sarah has provided wildlife hazard management services for commercial service, general aviation airports, and the U.S Air Force Air National Guard Bird/Aircraft Strike Hazard (BASH) program. Projects include Wildlife Hazard Assessments, Wildlife Hazard Management Plans, Wildlife Hazard Site Visits, 14 CFR Part 130 Airport Personnel Training, and BASH site visits and training. Sarah’s experience has spanned the U.S. (in all major regions) and internationally. Civil aviation experience includes:

Tampa International Airport, Raptor Trapping & Relocation, Tampa, FL. Wildlife biologist provides ongoing services to support Predator Birds Services, Inc (PBSI) to conduct raptor trapping and relocation at Tampa International Airport (TPA). In efforts to reduce wildlife hazard strike risks to aviation, airports use an assortment of habitat management, hazing, and removal techniques for a wide variety of wildlife. Due to their size, raptors can present a high risk of damage if struck by an aircraft. FAA Advisory Circular (AC) 150/5200-33B provides a ranking of the top 25 species or species groups related to relative hazard to aircraft.

St. Pete-Clearwater International Airport, U. S. Fish Wildlife Service Bald Eagle Depredation Permit, Clearwater, FL. Wildlife biologist responsible for providing wildlife hazard management professional services for St. Pete-Clearwater International Airport (PIE). As identified in the PIE Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP), bald eagles pose a risk to aviation safety. Due to documented bald eagle observations and strikes at PIE, the WHMP prioritized a recommendation for the airport to secure a permit to harass bald eagles from the airfield when present. The permit allows for non-lethal methods of harassment. BWE provided all necessary documentation and data for the USFWS Bald Eagle Depredation Permit Application.

Gainesville Regional Airport, Wildlife Hazard Management Training, Gainesville, FL. Wildlife biologist responsible for providing wildlife hazard management training services for Gainesville Regional Airport (GNV). GNV currently operates under a FAA approved WHMP. Conducted training for airport personnel who participate in the GNV Wildlife Hazard Management Program. The training was conducted to meet the requirements of FAA regulations under 14 CFR Part 139 and guidance provided in FAA Advisory Circular 150/5200-36A.

REFERENCES
Alicia Dixon, Director, Planning and Environmental Compliance, Lee County Port Authority 239.590.4618
Robert Schulze, Airport Operations Supervisor, St. Pete-Clearwater International Airport 727.453.7814
Johnny Metcalf, Wildlife Biologist, Orlando International Airport 407.815.2444
Established in 1965 as a structural engineering firm, Walker Consultants (Walker) rapidly grew into a transportation, design and consulting firm, and by the 1980’s lead the industry as the most experienced parking consulting firm in the United States. Walker has individuals who specialize in aviation consulting services, dealing with all aspects of landside planning, airport parking systems, vehicular flow, pedestrian flow requirements and wayfinding. The basic services began with parking system consulting and have expanded to include all components of ground transportation. To date, Walker has served more than 100 airports in North America and abroad. Walker Consultants provides the following airport parking system related services:

- Parking Structure/Car Park Design
- Consolidated Rental Car Facility (ConRAC) Design
- Parking and Landside Master Plans
- Feasibility & Demand Studies
- Operations & Management Analysis
- Pricing Studies
- Access and Parking Revenue Control Systems /CPMS
- Graphics Design & Wayfinding
- Re-lighting Analyses
- Garage Repair & Restoration
- Design-Build Scope Documents

**Brian Preston, PE, Structural Engineer**

Brian is a project manager, parking consultant and structural engineer for Walker where he is responsible for all aspects of the programming, planning, design and construction projects. Brian has extensive experience overseeing design development and handling all aspects of project planning and scheduling, construction documentation and administration and representing the owner during the construction process. Brian’s expertise includes parking facility site planning and functional design, product and materials selection. Brian is part of a team of engineers currently assisting the Hillsborough County Aviation Authority at Tampa International Airport under a continuing services contract. A couple of his relevant projects include:

**Tampa International Airport, Structural Evaluation and Restoration Long-term & Short-term Parking, Tampa, FL.** Responsible for structural evaluations, restoration documents, construction administration, and capital improvement planning.

**Orlando International Airport, Terminal A Parking Structure, Orlando, FL.** Responsible for structural evaluations and restoration documents.

**Sightline, Inc. (Sightline)** has been owned and operated by Donna Speidel since 2006. With over 40 years of experience in the pavement marking industry Donna is recognized as the authority on the subject within the aviation industry. Over the course of her career, she recognized a significant disparity between the quality of markings on the roads and highways compared to those of airfields. Her mission to educate the aviation industry in order to improve the standards for marking performance and safety became her passion.

Sightline was awarded a research project in 2006 to write the Airfield Marking Handbook for the Innovative Pavement Research Foundation through a Cooperative Research Agreement with the Federal Aviation Administration. Published in 2008, the manual provides the industry with definitive guidance on the best practices of applying airfield markings properly; it was revised in 2017. The publishing of the Handbook has positioned Sightline as the recognized authority on the subject. The FAA has used Sightline’s training for its recurrent training of Airport Safety Certification Inspectors in 2010 and in 2018, and many FAA employees continue to use Sightline as a resource for standards creation and interpretation. In the last ten years, Sightline has delivered solutions ranging from specification development to quality control to many airports including air carrier, GA, and military. Sightline is a Disadvantaged Woman-Owned Business.

**Mike Speidel, Pavement Marking Consultant**

Mike oversees much of the firm’s operations, serving as a senior technician during airfield marking consultancies including assessments and quality control on the airfield, and as a training instructor during Airfield Marking Symposiums and private training. A couple of his relevant projects include:

**Key West International Airport via Jacobs Engineering, Specification Development, Plan Review & Quality Control, Key West, FL.** Fulfilled multiple roles during the project to rehabilitate EYW’s single Runway 9/27 in the spring of 2018. Input during the design of P-620 and plan review resolved multiple issues before they became practical challenges, increasing marking performance. Further, Mike led all Quality Control efforts in the field to enforce project specifications and ensure contractor quality and workmanship.

**Tulsa International Airport, Airfield Marking Assessment, Tulsa, OK.** Served as the Senior Technician during one of the first mobile Airfield Marking Assessment of retroreflectivity in the United States at TUL. Using state-of-the-art equipment, continuous measurements were gathered using a systematic method to objectively evaluate marking condition and performance.

Hanson Professional Services Inc. \ 13
Below is a list of our FAA and FDOT grant experience for the last five years:

### FAA Grant Experience

<table>
<thead>
<tr>
<th>Airport Recipient</th>
<th>Project Description</th>
<th>FAA Contact</th>
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<tr>
<td>Naples Airport</td>
<td>Taxiway A Extension and Water Management System Improvement Planning and Design - Phase I</td>
<td><a href="mailto:Krystal.Ritchey@faa.gov">Krystal.Ritchey@faa.gov</a></td>
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<td></td>
<td>Airport Master Plan and ALP Update</td>
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<td>Valkaria Airport</td>
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<td>Winter Haven Regional Airport</td>
<td>Lighting and Rehabilitation of Runway 11/29</td>
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<td>Naples Airport</td>
<td>Water Management System Improvement and Taxiway A Extension Planning and Design - Phase I</td>
<td><a href="mailto:Kristi.Smith@dot.state.fl.us">Kristi.Smith@dot.state.fl.us</a></td>
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<td>Water Management System Improvement and Taxiway A Extension Construction - Phase II</td>
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<td>Airfield Pavement Marking Improvements</td>
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<td>Crystal River Airport</td>
<td>10-Unit T-Hangar</td>
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<td>$1,100,000</td>
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<td>Leesburg International Airport</td>
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<td>Terminal Area Expansion Study</td>
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<td>Corporate Hangar</td>
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<td>Winter Haven Regional Airport</td>
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<td></td>
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Hanson understands not only the technical need, but also the management, organization and logistics characteristics that must be carefully balanced to have successful projects. While often projects are carefully planned and programmed, we are also accustomed to reacting to emergency or on-call projects for our clients with success and efficiency. Below are two specific projects highlighting Hanson’s cost control methods used to complete projects on time and on budget.

Hanson utilized innovative cost control methods for the **Taxiway A Improvements and Holding Bay** project at Naples Airport to complete the project on time and within budget. Hanson provided design, permitting, bidding, and construction phase services for the project. The project consisted of improvements to Taxiway A at Runway End 5, including reconstruction of the Taxiway A connection at the Runway 5 approach end to comply with revised FAA design standards for 90-degree entrances to runways. The project also included construction of a new holding bay to improve ground movement operations and reduce delays to departing jet traffic caused by piston aircraft run-up checks and holds for IFR clearance for all aircraft types. The project required relocation of a 16” Sanitary Sewer Force Main and 8” Water Main owned and maintained by the City of Naples Utilities Department. Project elements included grading, drainage, paving, airfield electrical, utility installation, pavement marking, and erosion control. Services provided by Hanson for the project included preparation of plans, specifications, bid documents, construction cost estimates, coordination of survey and geotechnical services, bid assistance, grant application assistance, construction administration, full time construction observation, and project closeout. Coordination with NAA, FAA, FDOT, SFWMD, and City of Naples Utilities Department was required throughout the project.

Hanson was able to maintain schedule and budget on this project through close coordination with the contractor and by using value engineering after the project was bid to add additional project elements at a net decrease to the overall project cost. The project included new LED taxiway edge lighting for the portion of Taxiway A from Runway 14/32 southwest to Runway End 5, which left a section of older, incandescent lights on Taxiway A from 14/32 northeast to Taxiway A-6. Through discussions with NAA staff regarding their desire to upgrade the entire length of Taxiway A to more efficient LED lighting, an additional 128 new LED edge lights were able to be added to the project. Hanson redesigned portions of the proposed electrical duct bank system, substituting electrical manholes and handholes with splice cans at a much lower project cost. Additionally, a new constant current regulator was installed in the airport electrical vault to help realize the potential long-term cost savings of the new LED lighting. These changes were able to be made with no increase in overall project cost. Hanson also worked closely with contractor staff to keep other project elements under budget and maintain the project schedule. Critical importance was placed on maintaining the project schedule since it required several closures of the airport’s primary Runway 5/23, and the runway needed to be reopened in time for the holiday seasonal traffic increases. A project grant was extended by the Federal Aviation Administration for this project in August 2016, and project construction began on October 17, 2016. Hanson worked closely with the contractor and NAA staff to keep the project moving and on schedule, despite several issues during construction that caused delays. Hanson was able to respond to issues promptly, avoiding potential costly delays. The reconstructed taxiway and new holding bay was opened on time prior to the holiday on December 21, 2016.

Another project where we utilized an innovative approach to reduce costs, expedite construction and minimize operational impacts was the **Bartow Municipal Airport Drainage Rehabilitation Project – Phases I & II**. The objectives of the project were to rehabilitate and improve the airport drainage system to minimize damage from subsurface erosion or surface flooding to critical airport infrastructure, including runways, taxiways and apron pavements. Minor sinkholes due to raveling were occurring in the airport infield areas and stormwater ponding was occurring around the airport creating wet areas that could not be mowed and had become animal attractants. The project scope, defined by others, called for most of the storm drain pipes on the airport to be replaced and for the open ditches to be paved. To complete the project as it was originally planned would have required 4 open runway cuts and seven open taxiway cuts to replace storm drain pipes beneath those pavements. After a careful examination of the existing conditions and pipes (including pipe video), Hanson proposed a combination of alternatives that resulted in only one open runway cut and one open taxiway cut. The remaining storm drain pipes were either able to be repaired in place utilizing a high pressure grout solution or the stormwater was able to be diverted, allowing the substandard pipe to be filled and abandoned in place. Not only was the pressure grout solution less expensive than storm pipe replacement, the repairs were able to be performed under traffic so those runways and taxiways didn’t even have to be closed to complete the repairs. Additionally, Hanson was able to also provide an alternative open ditch design which allowed the existing ditches to be rehabilitated in place and did not require the much more expensive and intrusive ditch paving. Hanson’s design alternatives resulted in considerable time and cost savings and completely avoided having to close nine sections of pavement. Ultimately both phases of this project were completed in less time than would have been required for the original scope and for substantially less costs. This project was funded by the FAA.
WORKLOAD
Our project team’s present and anticipated workload includes accommodating the NAA’s projects. The Hanson team has the resources to complete design, permitting and construction services within budget and on schedule, as our track record with APF proves. In addition to the key team members outlined in our organizational chart, Hanson’s team has regional resources that can be used on your projects, if necessary, to achieve an accelerated schedule. Over the past five years, we have never missed a mutually agreed-upon deadline for any of our projects at APF. Furthermore, our clients have never lost a grant due to a missed deadline. Hanson’s anticipated future workload over the next 18 months for the professionals shown in our organizational chart is illustrated below. We are prepared to continue to allocate the staff and resources necessary to keep pace with your needs.

BREADTH OF SERVICES
Hanson is a full service General Engineering Consultant firm with over 50 years of experience working for airport clients across the nation, from small single runway general aviation airports to some of the nation’s largest and busiest commercial service airports. Our staff includes planners, civil engineers, mechanical engineers, electrical engineers, geotechnical engineers, structural engineers and environmental engineers. With a full range of engineering professionals on staff, Hanson has completed about every type of project on an airport. In addition to the typical types of projects often seen on airports, such as runway and taxiway rehabilitations, Hanson has the ability and experience to do much more. In addition to aviation engineering and planning services, whether it be development of aviation and non-aviation property; business and financial strategy and planning; lease management; or miscellaneous services such as grant and funding maximization, asset management, commissioning and retro-commissioning, sustainability and resiliency, energy management and safety management services— Hanson is truly your full service aviation consultant PARTNER! By reselecting Hanson, you will be retaining a full-service aviation consultant PARTNER that is committed, responsive, pays meticulous attention to detail, and understands the diverse challenges facing your airport—qualities that set us apart from other aviation consultants—and qualities that make Hanson the right fit for the NAA.

We are leaders and trendsetters in the aviation industry. Not only does our key staff hold leadership roles in several national aviation organizations, but industry agencies approach us for our expertise. As an example, the Transportation Research Board’s (TRB) Airport Cooperative Research Program (ACRP) recently entrusted Hanson to complete two important initiatives for them. The first was to perform the rewrite of the “Guidebook for Managing Small Airports”— a manual designed to guide operators and managers of non-hub and general aviation airports such as APF. This guide is available now to the airport management industry on TRB’s website. The second, was to develop the “Best Practices for Airport Obstruction Management.” The project focused on the development of an airport obstruction management guidebook, a methodology for development of a composite map of critical airspace surfaces and a sample composite map, as well as supporting documents and templates. The project included extensive applied research on existing issues and challenges in airport obstruction management for a broad range of aviation and non-aviation stakeholders. Further, the project included research on and development of practical solutions for obstruction mitigation, stakeholder outreach and conflict resolution based on best practices and real-world solutions. This guide will be available to the airport management industry within the next couple of months.
We have experience in routine and not-so-routine airport administrative needs.
- We maintain airport capital improvement programs for most of our airport clients.
- We have developed, implemented and administered Disadvantaged Business Enterprise (DBE) Programs for several of our airport clients, including APF.
- We have applied strategies to maximize and successfully secure FAA grant funding for many of our clients.
- We have a full understanding of FDOT policies, procedures, and regulations and through our work at Florida airports, we have developed and maintained extensive relationships with key FDOT staff, including your FDOT airport representatives, Kristi Smith and Wendy Sands.
- We have the experience and ability to assist your construction contracts.
- We have detail-oriented project administrators that are trained to provide you with project related administrative support. Hanson staff’s attention to detail is second to none, therefore giving NAA the assurance that invoicing and other project tracking elements will be performed correctly the first time!

In addition to Hanson’s extensive knowledge and capabilities in the aviation realm, we have also included team members with some specialized expertise that may be beneficial to APF in the coming years. Specifically, we’ve included Sightline, Inc. to assist the airport with issues concerning the degradation of airfield markings. Sightline is the leading consultant in the country for airfield marking assessments, reflectivity analysis, life cycle cost analysis and quality control. Additionally, we have included Walker Consultants on our team for parking studies, planning and design. Walker is the largest parking consulting firm in the world and has completed over 2,600 parking structures. Walker has worked extensively on airports around the state of Florida and throughout the world.

QUALITY OF SERVICES

The Hanson Corporate Quality Assurance (CQA) program provides a planned and systematic approach for the accomplishment of work that consists of five components: planning, training, performance, verification and corrective action. As illustrated to the right, the input into the system consists of client requirements, and the output is the client’s expected product. The activities of each element are documented to provide evidence of implementation and completion. Our goal is to do the job right the first time.

The hierarchy of documents making up the Program consists of two tiers or levels:

» **Tier 1 – The Quality Assurance Manual (QAM)** that provides the 18 basic requirements of the program, each of which is associated with one or more of the five Program elements illustrated above, and

» **Tier 2 – Quality Assurance Procedures (QAPs)** consisting of step-by-step instructions for carrying out the basic requirements given in the QAM. Standardized forms are included in the QAPs for documenting project team compliance with the QAM requirements.

Hanson’s corporate quality assurance officer has been granted the authority by Hanson’s president to conduct internal audits and surveillances of project team activities, including those of their subcontractors, to verify compliance with the program’s requirements. Hanson’s certified lead auditor schedules and conducts all internal audits and surveillances.

Quality at Hanson is not considered a separate function, but a way of doing business that is an essential part of everyone’s job. At Hanson, quality is not just a policy or process, but an integral part of the company’s culture. Our goal is to do the job right the first time.

Our QA/QC program is set up to provide a fresh set of eyes for quality control for each project. The employees for each team member are responsible for the quality of their work on your projects, and each Hanson team member uses the quality control process governed by our CQA program. Our bottom line is that no project deliverable, either planning or engineering, will go to the client without a senior-level QA/QC review.

Our record of providing projects to the NAA that are constructed on time and on budget is the final proof of the success of our quality assurance program.
In today’s digital world, it’s not enough to just have good engineers, you need the right technology. At Hanson, we strive to keep on the forefront of the latest technology, constantly updating hardware and software. We currently replace computer workstations and laptops at least every three years. Hanson maintains current versions of all software packages including applicable updates. We use cloud-based file software – Panzura – for storing project files which allow for seamless file-sharing across offices and continuously backup files in the cloud in real-time and for archival purposes. This allows us to maximize our productivity and create an open and communicative environment that virtually connects our teams. Additionally, we use Mimecast for email archiving and have up-to-date virus and firewall software to ensure file security. Full-time dedicated IT staff ensure computer systems are operating properly to minimize downtime.

Hanson’s civil design teams are using Autodesk Civil 3D for airport design. Autodesk Civil 3D is a dynamic 3-D modeling software that allows for full modeling of the project site and design elements. The benefits of using 3-D design include better quality plans and cost-savings because of reduced drafting time. Additionally, the use of 3-D clash detection to identify utility and other conflicts can significantly reduce time delays and change orders, ultimately reducing overall project cost. Hanson’s teams also use current versions of ESRI’s ArcGIS software packages, Transoft AviPLAN for aircraft maneuvering simulations, and other industry standard software.

Hanson also uses several other cloud-based solutions that bring efficiency and cost savings to the client, such as PlanGrid and Envision. PlanGrid is a construction software designed for the field. The platform provides real-time updates and seamless file synching over Wi-Fi and cellular networks. PlanGrid replaces paper blueprints bringing the benefits of version control to resident project representatives and is a collaborative platform for sharing construction information such as field markups, progress photos and issues tracking.

Envision is a sustainability rating system and planning guide for introducing sustainability considerations into infrastructure projects. Envision evaluates, grades, and gives recognition to infrastructure projects that make exemplary progress and contribute to a more sustainable future. Envision is a holistic sustainability rating system for all types and sizes of civil infrastructure projects including roads, bridges, pipelines, airports, and water treatment systems.

These technologies and others employed by Hanson will be used to optimize project coordination, communication, and quality control, resulting in higher efficiencies and a better final product for APF.
NAPLES AIRPORT AND COMMUNITY

The NAA’s Strategic Plan Vision Statement is “connecting people to the Paradise Coast through an exceptional airport experience is more than just a catch phrase, it’s an overarching objective.” This can only be accomplished with support, not only from the NAA board and staff, but from the vendors, suppliers and even the General Engineering Consultant providing services to the airport. You had us at exceptional. Hanson will provide nothing less than exceptional service to the NAA as we have since 2011.

The NAA’s guiding principles are in lock-step with Hanson’s philosophies.

1. Provide service excellence every day
2. Committed to sustainability
3. Foster a valued, engaged and empowered workforce

Your project manager, Mike Harris, has spent hundreds of hours over the last eight years at your airport, with your staff and in your community. Mike knows and understands these guiding principles and embodies them in his work as do our design and construction staff.

The #1 goal from the NAA’s Strategic Plan is to “provide a safe, modern and efficient airport and fixed base operator.” Hanson’s expertise in aviation engineering is unparalleled as demonstrated by our recent work for the Airport Cooperative Research Program (ACRP). Hanson was tasked by the Transportation Research Board to rewrite of “ACRP Research Report 16: Guidebook for Managing Small Airports” and develop the new guidebook, “ACRP Project 09-16: Best Practices for Airport Obstruction Management,” detailing airport obstruction mitigation methods. In addition, Hanson offers industry-leading specialty services including drone resources, commissioning experts, and six former airport managers on staff, Hanson is your staff extension resource.

PROJECTS AND ISSUES

We have carefully evaluated the projects listed in Sections I and IV in the Request for Qualifications (RFQ). We have structured our team to effectively, efficiently, and expeditiously complete each project listed. However, your general engineering consultant should be able to not only handle your typical airfield design and rehabilitation projects, but should help you with the everyday challenges of managing your airport. Hanson can do both. As a full service engineering consultant, we offer services our competition cannot. Our aviation staff, including our former airport managers, can deliver your typical design projects and provide additional services to meet your goals.

Naples Airport has been in a stage of significant transition over the last 20 years. While total airport operations decreased by nearly 42% from 2005 to 2017, the total IFR jet operations increased by 8% over the same time frame. Even more significantly, while total operations only increased by 10% between 2010 and 2017, total fuel sales increased by 60% over that period. Both of these factors are indicating strong growth in jet traffic at APF, which is consistent with airport staff observations. This strong growth in jet traffic has established APF as the go-to airport for private and corporate jet operations in southwest Florida. This growth is driving a strong and robust ACIP at APF and will require a talented, resourceful consultant with a deep bench and wide range of expertise to partner with the NAA.

One of the issues we understand APF faces is aircraft storage. There is excess demand for hangar space at the airport, with over 150 individuals on a waiting list that is projected to grow over the next 20 years. Your current master plan forecasts the need for an additional 49 T-Hangar units and bulk hangars to accommodate an additional 115 aircraft in the next 20 years. Funding for hangar development is typically difficult to obtain, because priority is given to airfield improvement and safety projects. As we recently did with the FAA Supplemental funding, Hanson is prepared to help you obtain and maximize all available funding for these hangar projects. The first of these projects will be the South Quad Hangars, which can add up to an additional 42 T-Hangars and 14 box hangars.
Potential Challenges or Special Concerns

As a growing and robust airport, within a developed and prosperous community, APF faces distinct challenges that require a specific understanding and experience to navigate. For instance, as a Part 139 certificated airport, APF is required to maintain its airfield pavement, markings and other components to a certain standard. This sometimes requires projects to be designed and implemented quickly to maintain this standard. When issues with the pavement markings were identified during your most recent Part 139 inspection, Hanson quickly performed an inspection of the Runway 5/23 markings and recommend repair strategies. The markings have deteriorated to a point where traditional maintenance methods will be difficult or ineffective. For that reason, Hanson has included Sightline, Inc., a specialty airport pavement marking consultant, on our team to work with the NAA to address this issue and implement sound maintenance procedures to prevent similar issues in the future.

There are also challenges that come with being a coastal airport at an elevation of only 8 feet mean sea level. After APF sustained a direct hit from Hurricane Irma, Mike Harris was on the ground at the airport later that week assessing the damage and putting together cost estimates for the needed repairs. Responding to emergencies and natural disasters is nothing new to Hanson. Hanson has supported the FEMA Public Assistance Program since 2004 and many Hanson employees have served as project officers working directly with FEMA public assistance coordinators. This is part of the reason we stress resiliency and sustainability in our designs. We recognize the impacts to airports and the way they do business and we are working to help our airport clients increase their resiliency to minimize adverse effects from weather events. To further strengthen the Hanson team’s experience, we have added TKW Consulting Engineers, Inc. to our team to provide additional structural expertise and resources for protecting the airports’ facilities from hurricane damage.

Hanson understands that stormwater is a critical component of any project at APF. Over the last eight years, Hanson has worked on numerous projects at the airport that built on the conceptual Master Drainage Plan completed as part of the Water Management System Improvements project, a project for which Hanson was the prime consultant and that was part of the Florida Statewide Airport Stormwater Study. These projects include the West Quad Pond construction, Runway 14/32 Drainage Improvements, and Taxiway D Realignment and Drainage Improvements — projects for which Hanson staff members completed design elements directly related to the stormwater improvements and permitting. Hanson has completed stormwater design and permitting at airports throughout Florida, and is well versed in the best practices for airport stormwater management. With our knowledge regarding the APF Master Drainage Plan and the structure of your conceptual water management permit, our drainage and water resources engineers will be able to handle any of the stormwater design and permitting needs for any projects anticipated under this GEC contract.

In addition to the environmental permitting that takes place with any airport project, there are some concerns in regard to animal species and habitats that exist on the airport. Specifically, the existence of the bald eagle, burrowing owls and coyotes on the airport bring challenges to project permitting. Although the bald eagle is no longer listed by U.S. Fish and Wildlife Service as an endangered species, it is still protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty. Sarah Brammell with Blue Wing Environmental, LLC has experience dealing with bald eagles on airports in southwest Florida and has been brought up to speed on this issue at APF. Likewise, Sarah has experience with burrowing owls. The burrowing owl is listed as an Endangered and Threatened Species by the Florida Fish and Wildlife Conservation Commission and therefore requires a specific permitting process for removal. Lastly, the presence of coyotes on the airport is a substantial concern due to recent and potential aircraft strikes. The coyote issue is one that must be approached with a combination of efforts, which should include the removal of habitat. As long as attractive habitat exists, it will be difficult to rid the airport of this nuisance.

Unfortunately, it is not possible for APF, or any airport, to forecast all its needs or challenges. Hanson shines in circumstances when the need may be unforeseen. As APF continues to grow and various needs arise, Hanson’s staff versatility,
depth and wide range of experience will provide the NAA with the “extension of staff” experience you are looking for. Whether the need may be for commissioning of the general aviation terminal expansion, airport business planning, public-private partnership (P3) analysis, non-aviation property development or a myriad of other needs, the Hanson team will be there with the staff and expertise you need.

Project cost control is one of the most important project management activities to ensure a project is delivered within the cost expectations that were established in the preliminary phase of the project. Cost control consists of measuring costs and comparing to a baseline. The key to retaining control of the project’s costs is taking positive action where necessary. Common cost metrics are used for assessing a project’s cost position. These include the original budget associated with the project scope; the current allowed budget, which is the current approved financial baseline that the project must be delivered within (this may vary from the original budget); the actual cost, which equates to the actual project expenditures evaluated at any stage of the project; and the final forecasted cost, which includes the estimate to complete the project, assessed from any given stage of the project.

Project changes can bring a level of dynamics to budgets that need to be effectively managed. The Hanson team has a proven track record for effectively managing project costs. The success of a project is dependent on the integration of project cost control into the project definition and execution strategy. Hanson incorporates a number of cost controls into every project, including value engineering, appropriate project estimates and constructability reviews.

Hanson incorporates value engineering while assisting our clients with their capital improvement programs. We work to obtain a complete understanding of your goals and provide options and alternatives to each project. Value engineering is a key component of our corporate quality assurance procedures and our focus to provide our customers with services that are adequately planned, performed and achieve the objectives and goals. The value engineering process allows us to identify opportunities to remove unnecessary costs while ensuring that quality, reliability, performance and other critical factors will meet or exceed your expectations.

Our staff has a reputation for developing appropriate project estimates that will be within an acceptable range of the contractor’s bid. Hanson maintains a database of construction cost information from all design and construction projects with which we are involved. Many years of experience in project estimating allows our staff the ability to provide dependable estimates for budgetary purposes. We monitor the proposed construction costs throughout design, discuss any potential concerns with you and evaluate and amend the plans accordingly throughout the project. Monitoring a project’s progress against its plan keeps all parties up to date to avoid budgeting problems that could ultimately affect the completion of the project as planned.

Lastly, and equally critical to the construction services, is what we refer to as a constructability review during the design phase. Hanson’s staff will review the design plans and specifications from the viewpoints of the contractor constructing the design and the airport staff. This review is critical in helping us develop a set of contract documents that minimize the chances of change orders or claims during construction. All of these tools will be employed on each project APF assigns to Hanson to ensure that all our projects meet your schedule and budget and exceed your expectations.
DBE PARTICIPATION

The Hanson Team is committed to meeting the goals and objectives of the FAA’s and FDOT’s Disadvantaged Business Enterprise (DBE) programs. Hanson has a long history of partnering with DBE firms and as a result has a large network of partners with extensive capabilities nationwide. We understand the value that DBE’s bring to the local economy and community and have chosen DBE firms with local ties and extensive expertise. The Hanson team includes minority partners to meet NAA’s DBE participation of 8.95% of total contract values. All goals may be obtained through 2.25% race-neutral and 6.7% race-conscious means. DBE teaming partners include:

» Environmental Resource Solutions, LLC
» Blue Wing Environmental, LLC
» Sightline, Inc.

We work with our clients to meet – and in most cases exceed DBE project goals, collaborating with certified DBE’s that meet the qualifications and skill sets needed for the project. As a firm, we are equally committed to working with DBE businesses whenever possible. In rare cases when working with a certified DBE is not possible, Hanson is committed to using local businesses or individuals. Over the last three years, Hanson has extended contracts to DBE’s and Local Small Businesses (LSB’s) worth in excess of $21.5 million. In our efforts to guarantee the achievement of DBE goals, Hanson leverages the following resources.

1. Training - During project manager training, Hanson includes a training section on the importance of disadvantaged business requirements in contracts, partnering with small businesses and locating qualified small businesses.

2. Forums - Hanson participates in workshops, conferences and other events with various federal, state and local agencies to meet with area DBEs, building a relationship for future partnering opportunities.

3. Database - Hanson maintains a database that includes a variety of disadvantaged businesses. When project managers or principals begin to formulate teams, they can search the database. In addition, we maintain links to various Internet search mechanisms for disadvantaged businesses.

Your designated Project Manager, Mike Harris, who updated NAA’s most recent DBE plan, will monitor our DBE contracts and work to exceed the DBE requirements set by the FAA, FDOT and NAA.

Below illustrates Hanson’s past performance of minority participation on previous projects

- Naples Airport, Taxiway A Improvements and Holding Bay
  DBE Goal: 6.3%
  DBE Actual: 27.2%

- Naples Airport, Taxiway D Extension
  DBE Goal: 6.3%
  DBE Actual: 38.4%

- Naples Airport, Taxiway A and Water Management System Improvement, Planning, Design and Construction
  DBE Goal: 3.8%
  DBE Actual: 9%

- Leesburg International Airport, Runway 3/21 Rehabilitation and Taxiway Connector
  DBE Goal: 17%
  DBE Actual: 22.9%

- Valkaria Airport Environmental Assessment, Taxiway A
  DBE Goal: 10.7%
  DBE Actual: 24%

- Valkaria Airport Taxiway B and Apron Rehabilitation
  DBE Goal: 10%
  DBE Actual: 12.25%

- St. Louis Regional Airport Reconstruct Taxiway B
  DBE Goal: 5%
  DBE Actual: 8.41% (to date)

- South Suburban Airport, Land Acquisition, Relocation Assistance and Property Management Services
  DBE Goal: 20%
  DBE Actual: 26.18%

- Indianapolis International Airport Runway 5L/23R and Taxiway A and B Rehabilitation
  DBE Goal: 12%
  DBE Actual: 12.6%

- Indianapolis International Airport Rehabilitate Runway 14/32
  DBE Goal: 12%
  DBE Actual: 17%
SECTION F 

DBE Commitment

Naples Municipal Airport – DBE Plan
Federal Fiscal Years: 2019-2020

Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

X The bidder/offeror is committed to a minimum of 8.95% DBE utilization on this contract.

The bidder/offeror (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror’s firm: Hanson Professional Services Inc.

State Registration No. 27061

By ____________________________  Southeast Region Aviation Lead

(Signature) ____________________________  Title

FORM 2: LETTER OF INTENT

Name of bidder/offeror’s firm: Hanson Professional Services Inc.

Address: 9015 Town Center Parkway, Suite 105

County: Manatee  State: FL  Zip: 34202

Name of DBE firm: Environmental Resource Solutions

Address: 8711 Perimeter Park Blvd., Suite 1

County: St. Johns  State: FL  Zip: 32216

Telephone: 904.285.1397

Description of work to be performed by DBE firm:

Environmental studies, permitting and mitigation

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By ____________________________  Division Manager

(Signature) ____________________________  Title

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

- [X] The bidder/offeror is committed to a minimum of 8.95% DBE utilization on this contract.
- [ ] The bidder/offeror (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror’s firm: Hanson Professional Services Inc.

State Registration No. 7961

By ______________________________  __________________
(Signature)  Title

FORM 2: LETTER OF INTENT

Name of bidder/offeror’s firm: Hanson Professional Services Inc.

Address: 9015 Town Center Parkway

County: Manatee  State: FL  Zip: 34202

Name of DBE firm: Blue Wing Environmental, LLC

Address: 19607 Lake Osceola Lane

County: Pasco  State: FL  Zip: 33556

Telephone: 813.404.3963

Description of work to be performed by DBE firm:

Vegetation and wildlife management services

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By ______________________________  __________________
(Signature)  (Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
**FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION**

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

- **X** The bidder/offeror is committed to a minimum of **8.95%** DBE utilization on this contract.
- _____ The bidder/offeror (if unable to meet the DBE goal of ____%) is committed to a minimum of ____% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

**Name of bidder/offeror’s firm:** Hanson Professional Services Inc.

**State Registration No.** 7961

**By** ___________________________    ______________________

(Signature)  **Title**

**FORM 2: LETTER OF INTENT**

**Name of bidder/offeror’s firm:** Hanson Professional Services Inc.

**Address:** 9015 Town Center Parkway, Suite 105

**County:** Manatee  **State:** FL  **Zip:** 34202

**Name of DBE firm:** Sightline, Inc.

**Address:** 15483 Enterprise Way

**County:** Culpeper  **State:** VA  **Zip:** 22701

**Telephone:** 540.212.4544

**Description of work to be performed by DBE firm:**

Pavement marking specialty services

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**The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $ TBD.**

**Affirmation**

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

**By** ___________________________    ______________________

(Signature)  **Title**

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
ENVIRONMENTAL RESOURCE PERMITTING
Most, if not all, of the projects anticipated at APF under this contract will require an Environmental Resource Permit (ERP) through SFWMD. This permitting will be an important project requirement and will be addressed early on to prioritize design parameters in a cost-effective manner and approach; specifically as related to stormwater management and drainage collection/treatment systems. Our focus will be to achieve permitting requirements in a time-sensitive manner consistent with project goals and objectives. Hanson is familiar with all APF’s existing permits and conceptual permits, which will allow us to expedite the permit process and anticipate requirements.

Hanson employs a specific standard process and approach to permitting. This includes checking for sensitive areas, protection zones and on-site/off-site land preservation conditions that may be impacted. Once the basin conditions are established, we schedule a field and/or pre-application meeting(s) as soon as practicable with the South Florida Water Management District (SFWMD).

Through years of acquiring airport development permits in Florida and performing field inspections with Water Management District staff, we have developed strong relationships with many of the Environmental Resource Permit reviewers. Knowledge obtained from our experience has given us insight into the review process, allowing us to follow an efficient, streamlined permitting approach that ensures compliance with the required conditions of the permit.

Our engineers are well-versed in the unique complexities found in Florida’s airport stormwater management. We quantify project impacts to runoff volumes and rates using the latest 1-Dimensional and 2-Dimensional software simulation models, as well as quantify impacts to water quality. We have proven capabilities in designing Stormwater mitigation plans to provide discharge rate reduction and water quality treatment to satisfy the WMD permit requirements while still allowing the airport to provide its aviation functions as desired. Furthermore, After construction we perform stormwater management facility inspections to verify proper operation and maintenance in accordance with ERP requirements.

ENVIRONMENTAL STUDIES, PERMITTING AND MITIGATION
Our goal is to provide aviation environmental services to you in a comprehensive manner that seeks to improve the airport to its highest and best use within the constraints of its socioeconomic and natural environment, while protecting the character of the surrounding community, and minimizing environmental disruption by reducing the airport’s energy demands and development impacts, preserving the facility’s assets and enhancing the airport’s economic capacity through fiscally feasible growth and capital improvement planning. We accomplish these goals through a wide range of our aviation environmental solutions, which includes, but is not limited to:

» Airport sustainability planning
» Airport environmental studies
» Airport stormwater management
» Airport stormwater pollution prevention plans
» Cultural and historic investigations
» Floodplain evaluations and wetland delineation
» Endangered species investigations
» Environmental mitigation planning/impact reports
» Environmental permitting
» Spill prevention, control and countermeasures plans

In completing these tasks for our many airport clients over the last five decades, we have established good working relationships with the regulatory agencies and a comprehensive understanding of the policies and procedures that must be followed to result in agency approval of various environmental studies, permits and mitigation plans. We have worked closely with dozens of regulatory agencies on the local, state and federal levels. The following is a partial list of specific agencies Hanson and our teaming partners have worked with:

» US Environmental Protection Agency (EPA)
» US Army Corps of Engineers (ACOE)
» US Fish and Wildlife Service (FWS)
» US Dept. of Agriculture/Wildlife Services (USDA)
» US Air Force (USAF)
» US Dep. of Defense (DOD)
» National Park Service (NPS)
» Federal Aviation Administration (FAA)
» Florida Department of Environmental Protection (FDEP)- All Districts
» South Florida Water Management District (SFWMD)
» St. Johns River Water Management District (SJRWMD)
» Suwannee River Water Management District (SRWMD)
» Florida Fish and Wildlife Conservation Commission (FWCC)
» Florida State Historic Preservation Officer (SHPO)
» Florida Department of Agriculture and Consumer Services (FDACS)
» Florida Department of Health (FDH)

In addition to Hanson’s in-house environmental studies, permitting and mitigation capabilities, we have include two highly experienced and capable environmental consulting firms on our team, Environmental Resource Solutions, LLC (ERS) and Blue Wing Environmental, LLC (BWE). Both ERS and BWE have extensive resumes of successful environmental studies, permitting and mitigation on airports across the state of Florida. By including two additional environmental resources on our team, we will have the flexibility and the resources to ensure we have the most qualified individuals and extensive range of expertise needed to handle any and all environmental needs APF may have over the next five years.
STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1, notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm DOES NOT comply with the above requirements for a drug-free workplace.

☒ As the person authorized to sign the statement, I certify that this Firm DOES fully comply with the above requirements.

Hanson Professional Services Inc.
Firm Name

Blake Swafford
Name of Authorized Individual

Authorized Signature
Date 2/4/19
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

Hanson Professional Services Inc.

Firm Name

9015 Town Center Parkway, Suite 105

Address

Lakewood Ranch, FL 34202

City, State Zip

I, Blake Swafford, as a representative of Hanson Professional Services Inc., certify and affirm that this company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel, and has not been engaged in business operations in Cuba or Syria.

Authorized Signature

On this the 4 day of February, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenameed and swore that the statements contained in the foregoing document are true and correct.

Notary Public

My Commission Expires: November 17, 2019

ELIZABETH R. LEGG
Commission # FF E39339
Expires November 17, 2019
Registered To Trademarked #2003027093
STATE OF ____________________________

COUNTY OF ____________________________

I state that I, Blake Swafford, Southeast Region Aviation Lead, of Hanson Professional Services Inc., am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s) of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this contract, or to submit a price(s) higher that the prices in this Response, or to submit any intentionally high or noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties in interest are currently under investigation by any governmental agency and have not in the last three years been found liable for any act prohibited by state or federal law in any jurisdiction involving conspiracy or collusion with respect to the proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating to the submission of this Proposal.

Authorized Signature

On this the 4th day of February, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

My Commission Expires: November 7, 2019
### Hanson's Professional Liability Insurance Certificate

**CERTIFICATE OF LIABILITY INSURANCE**

**DATE ISSUED:** 2/21/2017

**IMPORTANT:** If the certificate holder is an additional insured, the policies must be endorsed. If subrogation is waived, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement.

**Hanson Professional Services, Inc.**

1525 South 6th Street

Springfield, IL 62703

**Privacy:**

1-888-327-1968

**Email:** linda@morphy.com

**Fax:** 217-321-1968

**Continent:** USA

**NAIC #:** 37885

**CERTIFICATE NUMBER:** CPP0870038

**REVISION NUMBER:**

**PICTURE:**

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required):**

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**Hanson's General Liability Insurance Certificate**

**CERTIFICATE OF LIABILITY INSURANCE**

**DATE ISSUED:** 12/14/2015

**IMPORTANT:** If the certificate holder is an additional insured, the policies must be endorsed. If subrogation is waived, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement.

**Hanson Professional Services, Inc.**

1525 South Sixth Street

Springfield, IL 62703

**Privacy:**

1-888-327-1968

**Email:** linda@morphy.com

**Fax:** 217-321-1968

**Continent:** USA

**NAIC #:** 37885

**CERTIFICATE NUMBER:** CPP0870038

**REVISION NUMBER:**

**PICTURE:**

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required):**
Statement of Qualifications
For
On Call General Engineering Consultant Services

Submitted by

EG Solutions, INC.

In Association with

American Infrastructure Development, INC.
Environmental Science Associates, INC.
Hillers Electrical Engineering, INC.
Grady Minor & Associates
Ardaman & Associates, INC.
EF Gaines Survey Services, INC.

EG Solutions, Inc.
9015 Town Center Parkway, Suite 106 | Lakewood Ranch, FL 34202
September 14, 2018

Mr. Kerry Keith
Senior Director of Airport Development and Facilities
City of Naples Airport Authority
160 Aviation Drive North
Naples, FL 34104

RE: Statement of Qualifications
Naples Municipal Airport (APF) – On Call General Engineering Consultant Services

Dear Mr. Keith,

EG Solutions Inc. appreciates the opportunity to submit our team’s qualifications and experience to the Naples Airport Authority for the On-Call General Engineering Consultant Services. EG Solutions has been incorporated in the state of Florida for 7 years. Each of our senior staff has over 40 years experience, in the aviation industry as consultants, in airport management and with the airline industry - over 30 years of that experience has been on Florida airports.

We have assembled a team consisting of acknowledged experts in their field who are very familiar with APF. These firms include American Infrastructure Development, assisting in all engineering related projects; Environmental Science Associates, leading the planning, airspace and environmental assignments; Hillers Electrical Engineering, for electrical engineering; Grady Minor, for utility related tasks; EF Gaines, for surveys and Ardaman and Associates, for geotechnical and quality assurance testing during construction.

The team will be led by Scott Brady, PE, of EG Solutions, who has been the engineer of record for most, if not all, of the civil related projects over the past 5 years at APF. Scott’s resume; as well as the other key members, is located in Section B beginning on page 4.

The organization chart, on page 7, reflects the relationships between the team members. Either one of the signatories below is authorized to commit EG Solutions to the services and requirements of the request for qualifications and subsequent task orders. Gloria Brady’s email is gbrady@eg-solutionsinc.com. Her direct line is (941) 538-7284. Kelly Rubino’s email is krubino@eg-solutionsinc.com. His direct line is (941) 462-2033.

In transmitting our proposal, we acknowledge the following addenda

- Addendum #1 dated January 15, 2019.

Respectfully submitted,

Gloria Brady, PE
President

Kelly Rubino, PE, CBC
Vice President
EG Solutions Inc.

EG Solutions Inc. (EGS) is an aviation consulting firm, comprised of owners and senior management, each with over 40 years of experience, a majority of which has been on Florida airport engineering projects. EGS was formed to provide unique, specialty services to the transportation community within an entrepreneurial and innovative culture among its employees. These include complex geotechnical, paving, program management, design build and water management permitting and design services.

EGS personnel have worked at over 50 airports and 200 projects in the State of Florida. EGS personnel have provided professional services to the general aviation community as well as commercial airports and the Florida Department of Transportation. Some of our services include:

- Grant Application & Administrative Assistance
- Stormwater Management Planning Design and Permitting
- Airfield Pavement Design
- Geotechnical Analysis
- Environmental Assessments
- Design-Build, including Construction Services
- Construction Administration and Project Observation Services
- Program Management
- Hangar Development
- Utility Design and Permitting

Examples of our recent workload range from providing program oversight services to the Florida Department of Transportation on both the Tampa and Orlando expansions, both airports with over 200 million dollars of state funds invested in their program, to a new general aviation terminal building at Valkaria Airport in Brevard County. When Hurricane Charley devastated the Charlotte County Airport in Punta Gorda in 2004, EGS personnel established a construction company and rebuilt the Airport, utilizing a design-build delivery system and managing numerous sources of funding.
Subconsultants:

American Infrastructure Development, Inc. (AID) is an aviation consulting firm providing cutting edge solutions to clients in the public sector, such as Air Carrier and General Aviation Airports, and the private sector, such as Fixed Base Operators and Developers. Their services range from all aspects of civil engineering. This includes airfield pavement geometrics and design, site design, stormwater permitting, and geotechnical engineering. AID also provides airport planning, construction administration and inspection services, and FAA grant compliance services. AID provides these services throughout the US and the Caribbean. As they celebrate their 10 Year Anniversary in 2019, they are grateful for the trust, referrals and repeat business their clients have given them.

Environmental Science Associates. (ESA) is an environmental consulting and planning firm with more than 47 years of experience in all aspects of project planning, environmental assessment, natural resource management and regulatory compliance. Founded in 1969, shortly before enactment of the National Environmental Policy Act (NEPA), ESA is an employee owned, sciences based firm with core values that promote sustainability and environmental management. With over 350 professionals in more than 20 offices, they are large enough to offer a full range of services but small enough to provide personal service and attention. Their nimble, multidisciplinary teams allow them to bring project-specific expertise to the local level.

ESA distinguishes itself from other environmental firms through their specialized focus on airports as a national practice. In Florida, ESA has provided environmental services to 33 of the 42 towered airports in the state, and they are currently on-call or working at over 40 Florida airports, including the five busiest airports in Florida (MIA, MCO, RSW, TPA and FLL).

ESA specializes in compliance documentation and technical studies in support of airport development programs, including environmental assessments, NEPA compliance documentation, Wildlife Hazard services, noise (Part 150) and air quality studies, airport planning, land use compatibility planning and the full range of FAA and regulatory compliance.

Hillers Electrical Engineering, Inc. has been in business since February 1994 and is located in Boca Raton, FL. Their staff offers unsurpassed experience, expertise and personalized service in electrical engineering design and control application programming. Their electrical design services include power, control, instrumentation, telemetry for major air carrier and general aviation airports terminals & airfield electrical & lighting systems, DOT roadway systems, water and wastewater treatment facilities, multi-sports complexes, storm water pumping and control structures, fueling systems and seaport storage and handling facilities for federal, state, county and municipal agencies.

GradyMinor is a full-service engineering and land planning firm with an average of 20 years of professional experience for each project manager. Engineering staff experience ranges from extensive transportation, utility, and drainage design in diverse regions in and outside the United States which includes the Bahamas. Planning and Landscape Architectural staff have been responsible for site analysis, conceptual design, golf course routing plans, graphics, and the development of land development plans and site plans for master planned communities and commercial projects with conceptual or final land planning of over 28,000 units. GradyMinor is qualified as a Small Business per Florida Department of Transportation (FDOT) criteria and is prequalified with the FDOT in work groups 3.1 Minor Highway Design, 7.1 Signing, Pavement Marking, and Channelization) , 8.1 Control Surveying, 8.2 Design, Right of Way Construction Surveying and 15 Landscape Architect.
E.F.Gaines Surveying Services, Inc. (EFGaines) is a licensed surveying and mapping firm located in Fort Myers, Florida. EF Gaines has been providing design related surveying services to both public and private sector clients since 2002. Elizabeth F. Gaines, PSM, the owner and founder of the firm, has over 30 years of surveying experience and is well known in the southwest Florida design community. EFGaines specializes in providing surveying, mapping and S.U.E. services to engineering and architectural firms as well as public agencies. EFGaines fills the key role of Project Surveyor in the multi-disciplined approach used with today’s professional design teams.

Ardaman & Associates, Inc. (Ardaman) is a professional geotechnical, environmental, water resources, facilities and construction materials engineering consulting company with 430 professional engineers, scientists, technicians, drilling personnel, technical assistants and support staff. Ardaman serves clients throughout Florida (11 branch offices) and Louisiana (5 branch offices), as well as nationally and internationally from its corporate headquarters in Orlando, Florida. Ardaman is a technically and a fiscally sound firm that has experienced a successful steady growth since its inception in 1959. In 2002, the company merged with Tetra Tech Inc., a national infrastructure and environmental engineering company, and is a wholly owned subsidiary of that firm. Ardaman maintains the high level of integrity and technical excellence that had become synonymous with the Ardaman name. Their commitment to quality is supported by their use of the most advanced mechanical and electronic tools available, along with specialized instruments developed by Ardaman professionals for particular applications.
Mr. Scott Brady, PE will be the designated Project Manager for any task order assigned. Mr. Brady is well known to the Naples Airport Authority and its staff. He has been involved with numerous projects at APF and has been the engineer of record on over 20 million dollars of planning, design and construction over the past 5 years. Scott will be the main contact between the airport staff and the project team. He will coordinate the efforts of the various team members based on the task order assignment. His knowledge of the airport, as a pilot and consultant, combined with his relationship with the team members (all of whom, he has worked with) will be critical in the efficient undertaking of any task. His relationship with the various regulatory agencies, including those with the most interaction with APF including FAA, FDOT, South Florida Water Management District, Department of Environmental Protection and the City of Naples is exemplary.

Mr. Brady embodies many of the critical traits that a project manager needs to possess in an on-call assignment such as the ability to be agile, creative and customer focused. Scott possesses a broad range of skills and experience. Recent on-call experience in which we have been involved required expertise in assisting in formulating grant requests to maximize funding eligibility; counseling on the technical aspects of a potential claim or litigation; reviewing of contracts or designs by others; estimating or independent fee estimates and coordination and communication with various stakeholders and team members. This is a little different then working on a single project where the scope and schedule is defined and resources can be allocated accordingly. Most projects of any substantial size, either engineering or planning will be advertised separately due to state thresholds on project values. To sum it up, Mr. Brady’s vast experience and knowledge provides the type of critical thinking and expertise required for this assignment. His resume is included on page 5.

Mr. Brady works out of EG Solutions’ Sarasota office. He is an instrument rated pilot and frequently flies to APF for business from the Sarasota Bradenton International Airport. EG Solutions has 5 permanent personnel and at varying times up to 3 or 4 part time employees based on workloads in the Sarasota office. EG Solutions’ management style is to develop strong relationships with other firms who demonstrate great quality and customer service under our direction. We frequently coordinate with these firms for their various expertise. We have found this to be a very efficient method of managing manpower requirements within a reasonable cost structure.

Out of the Sarasota office, we provide engineering and design services, using various software packages, construction administration, resident project representation, GIS, and various stormwater modelling capabilities.
Mr. Brady has over 40 years of experience in civil engineering, emphasizing public sector projects. More than 32 years of his total experience is focused on airport projects, which include assignments as program manager, project engineer, and consultant. His varied engineering functions have included: engineering analysis, design documents preparation, permitting, cost estimating, CPM scheduling, bid analysis, grant assistance, field observation, construction claims evaluation and resolution, forensic engineering, expert testimony, research and instruction. He has worked on over 175 airport projects at over 50 airports. These have been located in 11 states in four FAA regions, with a concentration in the FAA Southern Region. In 2012, Mr. Brady was co-recipient of a Corporate Eagle Award from the Florida Airports Council for his contributions toward Florida’s stormwater legislation. He was the Program Manager and Engineer of Record for the 2014 and the 2015 projects honored with the J. Bryan Cooper Environmental Award from the Florida Airports Council.

A partial listing of his relevant project experience includes:

City of Naples Airport Authority, Naples Municipal Airport, Taxiway D Realignment, Design and Construction, Naples, FL  Project Manager. The project provided professional engineering services for the construction of Taxiway “D” realignment. The realignment is from Runway 14/32 to Taxiway “D-1”. Two intermediate connectors are included. The services included; field surveys, geo-technical subsurface exploration, geometric layouts, pavement design, storm water management design and permitting, electrical modifications, signage, water and sewer design and permitting, pavement markings, bidding services, construction progress meetings, site visits, submittal and RFI reviews, evaluation of contractor pay requests, preparation of change orders, coordination of a QA testing program, preparation of conformal documents, and project closeout and are described below. On Going Est. Project Cost: $3,500,000.

City of Naples Airport Authority, Naples Municipal Airport, Taxiway A and Water Management System Improvement Planning, Design and Construction, Naples, FL  Program Manager. The project was an extension of Taxiway A to Runway 23 threshold and state-of-the-art water management system modifications and improvements. The project included master drainage planning, pre-project water quality monitoring, pre-project wildlife monitoring, site specific Computational Fluid Dynamics modeling, system improvement design, permitting with the jurisdictional agencies, construction of crenellations/baffles in existing ponds, design and construction of automated monitoring systems for water quality and quantity, coordination with stakeholders including FAA, FDOT, the FDEP, and the 5 Water Management Districts (WMDs). Ancillary work will include aerial topographical surveys, creating a GIS for the project consistent with FAA guidelines and WMD, and public outreach. The final monitoring was incorporated into the Florida Statewide Airport Stormwater Study, changing rules for wet ponds on and near airports in the state. Project cost including post construction monitoring: $8,000,000.

City of Naples Airport Authority, Naples Municipal Airport, Runway 14/32 Safety Area and Drainage Improvements, Naples, FL. Project Manager. This project consisted of changing the conveyance system from open swale to enclosed culvert. This was done to comply with a Part 139 inspection finding that existing headwalls and open swales did not meet current Runway Safety Area criteria. Further the project was done to help alleviate flooding that periodically impacts upstream, fixed base operators. A full length enclosure of the swales was recommended and approved to reduce wildlife attractants adjacent to the runway, in lieu of a combination of swales existing culvert extensions. Project cost: $3,100,000. 2015
City of Naples Airport Authority, Naples Municipal Airport, Taxilane “F”, Naples, FL.
Project Manager, Taxilane F was a new taxiway serving a commercial tenant on the north side of the airport. EG Solutions is the engineer of record for the design, permitting and construction phase services. The Taxilane is a flexible pavement approximately 450 feet in length and 50 feet in width connecting to existing Taxiway B. Services included topographical surveys, geotechnical investigation, geometric layouts, pavement design, stormwater management design and permitting, electrical modifications, signage, markings, bidding and construction services. The EPA SWMM model for surface water hydrology, hydraulics and water quality had to be refined as part of the overall master drainage plan update. The refined models reflect a more detailed, project specific data as opposed to the airport-wide information used for the master drainage plan update. Project cost: $500,000. 2016

City of Naples Airport Authority, Naples Municipal Airport, Taxiway “D” Extension, Naples, FL. Project Manager.
This project provided professional engineering services for the construction of an extension to existing Taxiway “D”. The extension is from Taxiway “C” to intersection of Runway 5 extension opposite Taxiway “A1” Connector. No intermediate connectors or run-up pads are included. The services include; field surveys, geo-technical subsurface exploration, geometric layouts, pavement design, storm water management design and permitting, electrical modifications, signage, pavement markings, bidding services, and construction administration. Project cost: $2,500,000.

City of Naples Airport Authority, Naples Municipal Airport, Taxiway A Improvements and Holding Bay, Naples, FL. Project Manager. This project provided professional engineering services to re-construct the Taxiway “A” connection to Runway 5 approach end and add a Holding Bay to comply with FAA Advisory Circular 150/5300-13A, Chapter 4. The project will improve ground movement operations and reduce delays to departing jet traffic caused by piston aircraft pre-takeoff engine run-up checks and holds for IFR Clearance and Release for all aircraft types. This can also improve air traffic flow control since aircraft on instrument flight plans often have specific release times that can impact and be impacted by congestion on the taxiway caused by piston engine run-ups or aircraft position in the taxi sequence. The services include; field surveys, geometric layouts, pavement design, storm water management design and permitting, electrical modifications, signage, pavement markings and bidding services as described below. Possible project elements included in the scope are a change of the lighting system of the entire Taxiway A segment south of the intersection with Runway 14-32 to LED and possible culverting of existing open water channels in the vicinity of the new apron. Project cost: $1,700,000. 2017

City of Naples Airport Authority, Naples Municipal Airport, Falcon Lane Improvements, Naples, FL. Project Manager. This project provides professional engineering services associated with the construction of an approximate 350 foot new extension of Falcon Lane between Citation Point Roadway and Taxiway “D”. Falcon Lane will provide access to future development of lease parcels in the area of Taxiway “D”. In addition, the project includes the re-construction of approximately 200 feet of existing Falcon Lane for the installation of sanitary sewer manholes and gravity lines. The services include; geometric layouts, pavement design, storm water management design and permitting, water and sewer utility improvements, roadway pavement markings, bidding and construction services. Project Cost: $318,930.

Sarasota/Manatee Airport Authority, General Consulting, Sarasota, FL.
Program Manager. Providing on call consulting services for various task including, claim mitigation assistance, project estimates, grant assistance, general project consultation. On Going
Section B: Organization Chart and Key Personnel Resumes
Mr. Rubino is a founder and partner at EG Solutions, and has over 40 years of experience in the administration and operation of commercial service and general aviation (GA) airports, airport and aviation related project design, project management, construction management, design/build, DRI development of aviation projects including runway extensions, terminal expansions, parking facility expansions and outparcel development and financial planning. He is a Florida registered Engineer and Contractor and leads the firms design build practice.

Mr. Rubino has held several high-level airport positions. He is the former director of airports for Charleston County Aviation Authority in South Carolina, where he was responsible for all management and aviation activities at Charleston International Airport (commercial service) and two GA airports. During his tenure, he supervised numerous planning and development projects including the design and construction of a new 300,000 square foot commercial terminal complex and long-term land use plan for 150 acres including the future Boeing site. He also supervised the design and construction of a new general aviation airport in Mt. Pleasant, South Carolina.

Mr. Rubino also served as assistant director, engineering and planning at the Allegheny County Department of Aviation in Pittsburgh, Pennsylvania. He was responsible for the total budgeting, managing, planning, engineering, construction and tenant coordination at the Greater Pittsburgh International Airport and the Allegheny County Airport. One of the major projects he was responsible for was the construction of a 10,000 foot by 200 foot Portland Cement Concrete (PCC) runway. Prior to his service with Allegheny County, he held a senior level position with Allegheny Airlines, predecessor to U.S. Airways and American Airlines, where he served as facilities administrator, engineering and planning. He was responsible for the capital improvement design and construction of Allegheny facilities at Newark International Airport during its initial construction, Indianapolis, Cincinnati, Harrisburg, PA, Ronald Reagan (formerly National Airport in Washington D.C.) and numerous city ticket offices throughout the northeast United States.

Mr. Rubino served with the Naval Facilities Engineering Command (NAVFAC.) He assisted in the rebuilding of the Naval Construction Battalion Center in Gulfport Mississippi, working with the Atlantic Fleet Seabees after Hurricane Camille. While with NAVFAC, Mr. Rubino also oversaw the construction of an anechoic wind tunnel at the David Taylor Model Basin in Carderock Maryland. The tunnel was used to test the impact of wind currents on naval vessels. Mr. Rubino also served in the U.S. Army with the Corps of Engineers where he held a top secret clearance.

Mr. Rubino has managed the Florida aviation practice for two nationally recognized consulting firms. His experience covers a broad range of projects and consulting assignments including airfield design, terminal and building planning, design and construction, environmental assessments and general consulting services to numerous airports and other government entities. He was also principal in charge of the design build team that reconstructed the Punta Gorda Airport after Hurricane Charley.

In 2012, Mr. Rubino and Scott Brady, P.E., were recognized with a Corporate Eagle Award from the Florida Airports Council (FAC) for their contributions toward Florida's stormwater legislation during FAC's 43rd annual Conference and Exposition in Naples, Fla. Mr. Rubino was recognized for his above-and-beyond efforts, from assisting with language used in the legislation to providing professional guidance as well as educating members of the Florida legislature and the Governor's Office on airport stormwater issues.
Ms. Brady is a founder and partner at EG Solutions and is a senior technical manager, with over 40 years experience she has worked in all phases of typical civil projects including conceptual and final design, construction document preparation, report preparation, environmental permitting and construction inspection and observation. Ms. Brady is certified in professional storm water quality and her specialty work assignments have emphasized water and environmental management, geotechnical and materials engineering and construction phase services.

A partial listing of her relevant project experience includes:

City of Naples Airport Authority, Naples Municipal Airport, West Quad Pond, Naples FL.
Lead Technical Engineer. The project was the construction of a new water management pond of lesser footprint than existing water management components it replaces. The design objectives were reducing wildlife attractants, providing more efficient water quality management for airport stormwater, and providing features consistent with the Gordon River Greenway. Project involvement included: surface and ground water computer simulations; wetland mitigation support; Environmental Resource Permit (ERP) assistance; construction dewatering permit assistance; erosion and sedimentation control plans; and construction phase services. Project cost: $1,300,000. May 2015

City of Naples Airport Authority, Naples Municipal Airport, Runway 14-32 Safety and Drainage Improvements, Naples, FL. Lead Technical Engineer. The project consisted of changing the conveyance system from open swale to enclosed culvert. This was done to comply with a Part 139 inspection finding that existing headwalls and open swales did not meet current Runway Safety Area criteria. Further the project was done to help alleviate flooding that periodically impacts upstream, fixed base operators. A full length enclosure of the swales was recommended and approved to reduce wildlife attractants adjacent to the runway, in lieu of a combination of swales with existing culvert extensions. This design recommendation was consistent with FAA Advisory Circular 150/5320-5c and 150/5200-33b. Project cost: $3,100,000. 2015

Florida Department of Transportation, Statewide Airport Stormwater Study, Tallahassee, FL. Senior Project Engineer. The FDOT Statewide Airport Stormwater Study was jointly funded by the FDOT and the FAA. It provided water management features that are less attractive to wildlife, while more efficiently meeting all state and federal rules for water quality and quantity. The initial study included program design; stormwater runoff quality and quantity data collection from the airsides of 13 Florida airports; a Technical Report; and the Florida Statewide Airport Stormwater Best Management Practices Manual.

Sarasota/Manatee Airport Authority, Master Drainage Plan, Sarasota, FL.
The Sarasota Manatee Airport Authority (SMAA) plans additional airside and landside development on the contiguous Sarasota Bradenton International Airport (SRQ) property starting in the next two years and continuing out for the next 20 years. This development must meet the Conditions of Issuance for an Environmental Resource Permit (ERP) from the Southwest Florida Water Management District (SWFWMD). The Master Drainage Plan will involve designs that are more likely performance based instead of those which are rebuttably presumed by regulatory agencies to meet water management criteria. 2019, Fee $392,000
Dr. Sansalome has over 30 years of consulting and teaching civil and environmental engineering at the University of Florida, Louisiana State, and Cincinnati. He has also been a visiting professor at various Italian universities, most recently the University of Genoa, Parma, and Milano Polytechnic University. He holds numerous patents and has published over 130 articles. Most of his recent publications are related to environmental engineering. Mr. Sansalome has been instrumental in the statewide stormwater study at Florida airports as well as the Naples Water Management System Improvement project. He was the leader of a group of graduate students from the University of Florida who modeled the stormwater design features using computational fluid dynamics models. He also provided the monitoring analysis accomplished subsequent to the construction for water quality behavior.

Ian Brady is a junior engineer for EG Solutions tasked with a variety of field and office duties associated with data collection, evaluation, alternatives analyses and design of various projects project subsystems. In this capacity he is involved in most projects the firm has completed or that are now underway. These projects have included general civil design, airport specific design, surface and groundwater hydrology and hydraulics, minor structural design, basic geotechnical and materials analyses, field topographic surveys, and field water quality sampling and testing.

Prior to his graduation with an engineering degree, Mr. Brady worked as a student intern in a geotechnical laboratory doing compaction (laboratory standard and modified Proctor), sieve analysis and laboratory California bearing ratio test. He conducted field counts and identification of aircraft noise mitigation programs and runway use analyses. He also did data analysis and checking for the first phases of the FDOT Statewide Airport Stormwater Study that was completed in 2005. On a volunteer basis he assisted with measurements of structural response to thermal changes on metal T hangars equipped with sliding doors. The volunteer work supported patented design changes to help prevent damage from high winds. Mr. Brady is a certificated Private Pilot.

A partial listing of his project experience includes:

- **Naples Municipal Airport, Naples Runway 14-32 Safety Area Drainage Improvements, Naples, FL.** Project Engineer.

- **Naples Municipal Airport, Naples Water Management System Improvements and Taxiway A, Naples, FL.** Project Engineer.

- **Sarasota/Manatee Airport Authority, Aircraft Loading Bridges.** Resident Project Representative.

- **Bartow Municipal Airport, Resident Project Representative for airfield grading, and drainage project funded by FAA and FDOT.**
MOHSEN MOHAMMADI, PH.D., P.E. | DEPUTY PROJECT MANAGER
AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.

EDUCATION: Ph.D. in Civil/Structural Engineering; M.S. in Civil/Structural Engineering; B.S. in Civil Engineering

EXPERIENCE: Total: 29, AID: 9

PROFESSIONAL ENGINEERING LICENSES: Florida (47813) and several other States

PROFESSIONAL ORGANIZATIONS: Florida Airports Council, Society of American Military Engineers, Florida Engineering Society, Florida Institute of Consulting Engineers, National Society of Professional Engineers

Mohsen has 29 years of diverse experience in the transportation industry. He has experience working on projects at over 60 airports. His experience encompasses many fields in Civil and Structural Engineering, including Program Management, Airfield Design, Navigational Aids Design/Relocation, Construction Management, Roadways and Drainage Design, Bridges and other Structural Design. Mohsen also has an excellent long-term relationship with the FAA and FDOT coordinating on grants, designs, modifications to standards, and construction administration.

EXPERIENCE WITH AID

GENERAL ENGINEERING CONSULTING - VENICE MUNICIPAL AIRPORT, VENICE, FLORIDA
Project Manager or Engineer of Record for various projects

GENERAL ENGINEERING CONSULTING - BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT, HERNANDO COUNTY, FLORIDA
Airside and landside design services

GENERAL ENGINEERING CONSULTING - ALBERT WHITTED AIRPORT, ST. PETERSBURG, FLORIDA
Mohsen has served as the Project Manager or Engineer of Record for projects including the rehabilitation of Runway 7-25 and Connector Taxiways, rehabilitation of Taxiway C, Wildlife Hazard Assessment, Stormwater Master Plan Update, T-Hangar design, MRO Hangar design, Runway 7-25 Extension Feasibility and Economic Impact Studies, DBE Program Update, and Taxiway D Pavement Evaluation.

GENERAL ENGINEERING CONSULTING - HENRY E. ROHLSEN AIRPORT, ST. CROIX
Project Manager or Engineer of Record for various projects

RUNWAY 4-22 AND OTHER PAVEMENT REHABILITATION - PETER O.KNIGHT AIRPORT, TAMPA, FLORIDA
Project Manager and Engineer of Record for the reconstruction of Runway 4-22.

TAXIWAY REHABILITATION PHASE 1 - ST. PETE-CLEARWATER INTERNATIONAL AIRPORT, CLEARWATER, FL
Project Manager and Engineer of Record for the rehabilitation of the 10,000-ft Taxiway ‘A’ and nine connector taxiways to Runway 18-36.
Kyle Holley, P.E. | Senior Engineer  
American Infrastructure Development, Inc.

Education: B.S. in Civil Engineering | Experience: Total: 13, AID: 5
Professional Engineering License: USVI/1308-E, Florida/72953 | Professional Organizations:

Kyle has served as the Project Manager, Engineer of Record, and Resident Project Inspector on a wide variety of engineering and construction management projects throughout the United States and the Caribbean. He is well versed with the current FAA, ICAO, and Military UFC guidelines with skills encompassing Pavement Design, Utility Design, Project Management, and Construction Administration. Kyle’s most recent experience has been at Henry E. Rohlsen International Airport in St. Croix, USVI where he serves as the senior engineer for AID’s Virgin Island Office.

Experience with AID

Hangar Replacement – Venice Municipal Airport, Venice, Florida
Kyle serves as the Airfield Engineer.

General Engineering and Architectural Consulting, Henry E. Rohlsen Airport - St. Croix, USVI
Kyle served as the Project Engineer on various repair, maintenance and construction projects associated with the Airport.

Parallel Taxiway B Reconstruction, Brooksville-Tampa Bay Regional Airport - Brooksville, Florida
Kyle served as the Airfield Engineer for the project which included design, construction administration, and FAA and FDOT grant assistance.

Repair (Sustain) Failing Runway 4-22 Pavements - MacDill Air Force Base, Tampa, Florida
Kyle served as the Engineer of Record for the rehabilitation of Runway 4-22 at MacDill Air Force Base in Tampa, Florida.

Runway Incursion Mitigation (RIM) Project - Sarasota Bradenton International Airport, Sarasota, Florida
Kyle is the Engineer of Record for this airfield project requiring the demolition of a taxiway and excess pavement at the intersection of the two runways.
Julie Sullivan, MS

Julie Sullivan is a regulatory specialist with more than 19 years of relevant professional experience and a FAA Qualified Airport Wildlife Biologist. She has provided the full range of environmental services from planning through design, construction and post-construction compliance for numerous airport projects. Julie is experienced in providing comprehensive National Environmental Policy Act (NEPA), wetland, listed species, mitigation, wildlife, and environmental permitting services. A former regulator, her relationships with the state agencies, Army Corps of Engineers (ACOE) and numerous other regulatory agency staff allows her to facilitate expedited project review and approvals for her airport Clients.

Relevant Experience

- Flagler County Airport (FIN), Flagler County, FL. General environmental on call services
- Albert Whitted Airport (SPG), St. Petersburg, FL. Responsible for environmental support for projects under the general services contract at SPG.
- Lakeland Linder Regional Airport (LAL), Lakeland, FL. Julie provides comprehensive environmental support to LAL
- Bartow Municipal Airport (BOW), Bartow, FL. Julie provides environmental support for development and airport improvements at BOW
- Naples Municipal Airport (APF), Naples, FL. Lead environmental scientist supporting EGS and APF with environmental compliance and permitting support.
- Sarasota Bradenton International Airport (SRQ), Sarasota, FL. Julie led the FAA Part 139 Wildlife Hazard Assessment and developing the Wildlife Hazard Management Plan for SRQ.
- Miami-Dade Aviation Department (MDAD), Miami, FL. Julie provides as needed environmental services in support of ESA’s on-call contract with MDAD.
- Martin County Airport / Witham Field (SUA) On-Call Environmental Consultant, Stuart, Florida.

Michael Arnold, LEED AP

Mike has nearly 30 years of aviation planning, noise, and environmental project experience at more than 130 domestic and international airports. He has prepared long-term master development programs for more than 25 airports and has assisted private operators develop capital programs and revenue enhancement strategies for airport privatization pursuits on four continents. He has prepared numerous forecasts, facility requirements and alternatives analyses, airspace, TERPS and Part 77 evaluations, and has participated in airport/aircraft compatibility analyses for more than 60 airports. Mike has managed and participated in a number of complex environmental studies for a wide range of projects including new runways, new terminal configurations and major airfield reconfigurations. Mike is an active leader in the aviation industry and regularly speaks and facilitates discussions on a wide variety of industry issues including sustainability/green airports, land use compatibility, forecasting, integration of planning and environmental processes, and the changing needs of airport planning.

Relevant Experience

- Naples Airport Master Plan, Naples, FL. Project Director.
- Melbourne International Airport Master Plan Update, Melbourne, FL. Project Director.
- Southwest Florida International Airport Master Plan Update, Fort Myers, FL. Project Director.
- Page Field General Aviation Airport Master Plan Update, FL. Project Director.
Douglas DiCarlo

Doug has 25 years of experience in providing aviation consulting services for airports throughout the United States. He has served as project manager or senior aviation planner on various airport master plans, aviation planning studies, airspace evaluations, environmental documents, and airfield design projects.

Relevant Experience

- **Naples Municipal Airport Master Plan, Naples, FL.** Deputy Project Manager. **St. Pete-Clearwater International Airport Master Plan, Clearwater, FL.** Project Manager.
- **Albert Whitted Airport Master Plan, St. Petersburg, FL.** Project Manager.
- **Orlando Melbourne International Airport Master Plan Update, Melbourne, FL.** Project Manager.
- **Flagler Executive Airport Master Plan, Palm Coast, FL.** Project Manager. **Lakeland Linder Regional Airport Master Plan Update, Lakeland, FL.** Senior Airport Planner.
- **Sebring Regional Airport Master Plan Update, Sebring, FL.** Senior Airport Planner.

Brendon (BJ) Quinton, GISP

BJ brings more than nine years of experience as a GIS analyst and biologist. He is skilled in the applied knowledge of wetland ecology, wildlife biology, wetland regulations, and environmental data analysis and mapping. BJ has extensive GIS mapping and interpretation experience and has conducted ecological evaluations, wetland mapping and characterization studies, listed species surveys, project prioritizations, and other complex multi-faceted analyses. BJ is ESA’s lead GIS analyst in Florida and the Southeast.

Relevant Experience

- **Sarasota-Bradenton International Airport (SRQ), Sarasota, FL.** Environmental Specialist.
- **Hillsborough County Aviation Authority (HCAA) Environmental Engineering Services, Tampa, FL.** Environmental Specialist.
- **Miami-Dade Aviation Department (MDAD) Environmental Services, Miami, FL.** Environmental Specialist.
- **Lakeland Linder Regional Airport (LAL) On-Call Environmental Services, Lakeland, FL.** Environmental Specialist.
- **Albert-Whitted Airport (SPG) On-Call Environmental Services, St. Petersburg, FL.** Environmental Specialist.
- **Kissimmee Gateway Airport (ISM) On Call Environmental Services, Kissimmee, FL.** Environmental Specialist.
Mrs. Champagne-Baker is a Senior Electrical Engineer with Hiller Electrical Engineering with 21 years electrical design and construction management experience. Her design and construction services experience includes port highmast lighting systems for container storage, power distribution for cranes, installation of transformer vault, secondary container electrical distribution systems for individual refrigerated containers, new lift station, electrical distribution, medium and low voltage systems, communication, lighting, security, access control, baggage handling, fire alarms systems, CCTV, normal and standby generation systems, lift stations, and on site construction services for main airport terminal buildings, airfields, county administration & maintenance facilities.

Airport experience includes runway, taxiway, centerline, runway guard lights, wig-wags, apron and approach lighting systems for major air carrier and general aviation airports, guidance and mandatory signage, MALSR, LAHSO, PAPI, REIL, ODALs, glideslope, instrument landing systems, FAA relocation of RT and RR facilities, FAA coordination, airfield lighting control systems, airfield electrical vaults, aircraft maintenance hangars, T-hangars, fuel systems, security systems, parking garages, and park and ride lighting.

Relevant Projects include:

• FLL WP-304/305 Runway, Crossfield Taxiways & Holdpad Paving, Lighting and Signage, Ft. Lauderdale International Airport Engineer of Record for electrical Phase

• PBIA Runway 10L-28R Pavement Rehabilitation, Palm Beach International Airport, West Palm Beach, FL Engineer of Record for electrical phase

• Fort Lauderdale Executive Airport, Taxiway Echo Pavement Rehabilitation Engineer of Record for electrical phase

Mr. Delate has provided engineering services to public and private entities for over 30 years. Serving in numerous capacities, he has provided services on projects from master planning to project completion and certification. He has an extensive computer modeling background including modeling of urban runoff, floodplain analysis and master water and sewer planning using the latest computer software programs. Previous experience includes preparing a Master Water Management Plan for the 100,000 acre State of Florida Rookery Bay National Estuarine Research Reserve watershed.

Michael has served as Project Manager on many public and private projects including the preparation of engineering design, plans and specifications with some of the largest projects in Southwest Florida. In addition, extensive experience with school planning and construction for Collier County Public Schools and a private school. Experience also includes bidding and contract administration services. Responsible for major private, commercial and residential development projects within Southwest Florida.

Amy L. Champagne-Baker
Senior Electrical Engineer

Education
B.S./1997/Electrical Engineering/Clarkson University

Professional Registrations
Registered Electrical Engineer, Florida No. 73735

Grady Minor

Michael J. Delate, P.E.
Senior Utilities Engineer

Education
• Master of Engineering, University of Florida
• Bachelor of Science, Environmental Engineering, University of Florida

Professional Registrations
• Professional Engineer (PE), Florida #49442
Ms. Gaines has more than 30 years of experience in boundary, hydrographic, topographic and construction surveys with the last 22 years being in direct management of business, personnel and projects. She has supervised multiple field crews and survey technicians. She has been in responsible charge (division manager) of survey operations for a regional office of an ENR 500 design engineering firm. In 2001 Ms. Gaines established E.F.Gaines Surveying Services, Inc. and currently serves as its president.

Ms. Gaines’ professional experience includes managing a wide variety of surveying projects throughout southwest Florida. She has performed boundary, topographic, route, mean high water and erosion control line surveys, prepared subdivision plats and condominium exhibits, coordinated construction layouts and performed G.I.S. (Geographic Information Services) support services. The types of projects she has provided these services for include: roadway and utility design projects; projects involving designs for schools, parks, municipal buildings and airports; residential and golf course communities (single family, multi-family and condominium); stormwater management maps and property appraisal maps (G.I.S. projects).

Relevant Project Experience:

- Naples Airport (Various Projects)
- RSW Remediation of Hazardous Wildlife
- RSW Commercial Ground Transportation Center
- RSW Skyplex Commercial Lease Parcel
- RSW ARFF, Parallel Runway and FPL Relocation Projects
- FMY Perimeter Road Project

Mr. Drew is Vice President and Branch Manager of the Fort Myers/Naples office of Ardaman & Associates, Inc. His responsibilities include determining and performing scope of services for quality control/quality assurance, geotechnical and geohydrological projects, and geoenvironmental projects including Phase I and II Environmental Site Assessments (ESAs): supervision of engineering, laboratory, field, drilling and office staff. Mr. Drew serves as project manager for FDOT, city, county and school boards continuing services agreements for geotechnical, materials testing and environmental services.

Mr. Drew is a licensed professional civil engineer with 36 years experience (31 years in Fort Myers/Naples) in materials testing, geotechnical and geoenvironmental work. Mr. Drew’s project experience includes foundation design recommendations and materials testing evaluation for industrial, commercial and residential low to high-rise structures, transportation facilities (bridges, roadway soil surveys, pavement evaluation and design), airports, water and wastewater treatment facilities, park and recreation facilities, hospitals and mining activities.

Relevant Project Experience:

Naples Municipal Airport (Collier County, FL), geotechnical exploration program for new hangar facilities in the north end of the airport and T/W D realignment

Southwest Florida International Airport (Fort Myers, FL), geotechnical investigation for the Runway 6-24 and taxiway system rehabilitation.

SWFIA Access Road to I-75, Lee County, Florida, FDIP #416649-2-52-01, geotechnical study for The Lee County Port Authority for a new access road between the Southwest Florida International Airport (SWFIA) terminal and I-75.
**EG Solutions (EGS)**

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Steve Borowski, Director of Aviation  
Brevard County/Valkaria Airport  
2865 Greenbrooke St.  
Valkaria, FL 32950  
Phone: 321.952.4590  
Email: steve.borowski@brevardcounty.us

American Infrastructure Development (AID)

Mark Cervasio, Airport Director  
City of Venice  
150 Airport Ave. East  
Venice, Florida 34285  
941-486-2711  
mcervasio@flyvnc.com

Damien Cartwright, P.E., Assistant Executive Director  
Virgin Islands Port Authority  
P.O. Box1134  
Christiansted, St. Croix, Virgin Islands 00801  
340-778-3757  
dcartwright@viport@viport.com

Richard Lesniak, Airport Manager  
City of St. Petersburg  
107 8th Ave SE  
St. Petersburg, Florida 33701  
727-893-7657  
Richard.Lesniak@stpete.org

Environmental Science Associates (ESA)

Emily Underhill, Assistant Division Director of Development  
Lee County Port Authority  
Southwest Florida International Airport  
11000 Terminal Access Road  
Fort Myers, FL 33913  
Phone: 239.590.4601  
Email: emunderhill@flylcpa.com

Gene Conrad, Airport Director  
Chris Hallstrand, Assistant Airport Director  
Lakeland Linder Airport  
3900 Don Emerson Drive, Suite 210  
Lakeland, FL 33811  
Phone: 863.834.3298  
Email: eugene.conrad@lakelandgov.net, chris.hallstrand@lakelandgov.net
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**Punta Gorda Airport**

The Punta Gorda Airport has and continues to experience year over year increases in air carrier passengers. The increase in passengers resulted in an increased need for added jet parking positions at the terminal. EG Solutions was retained as the engineering consultant for the expansion of the apron to accommodate additional jets and potentially much heavier jets than the current apron. Our services included grant application and project justification assistance, design, bidding, and construction observation services. Value engineering, stormwater permitting, apron lighting, pedestrian canopies, water and wastewater utilities, and other services and components were also provided for the air carrier ramp. The project also included pavement design and construction direction by EGS without design drawings to rehabilitate a tenant ramp that was not funded by federal grants.

The project was time constrained since additional aircraft were scheduled to arrive on a specific date, and starts were delayed by Hurricane Irma and an additional major rainfall event. During the course of the project, we redesigned the entire drainage system to expedite project completion. The contractor could not obtain the original inlets in a timely manner. He was allowed to provide an equivalent inlet system designed for 200,000-pound, dual gear aircraft, but his structural engineer could not accommodate the original opening geometries. EGS provided new opening options following hydraulic reanalysis of the entire system that enabled completion on schedule.

The original project design included three different pavement sections to reflect different use and loadings. These minimized project costs by only constructing what was needed for each specific vehicle type, instead of using a single section. During the project, a fourth section was designed to both speed construction and to reduce overall project costs. Also, the proposed airline operation for the project changed from power-in/power-out to power-in/pushback. This saved several hundred thousand dollars over the original bid. At airport request and with FAA and FDOT concurrence EGS redesigned the project to include additional service vehicle access pavement. Also with FAA concurrence, a bid specification was prepared by EGS to allow the airport to acquire a new vacuum sweeper using the cost savings from the various re-designs and value engineering done during construction.

The project opened on the day the first aircraft arrived, even with the design changes and the weather and material acquisition impacts. It was also under budget. This was done through a team effort of the Owner, Air Traffic Control, the Contractor and EGS.

**FAA Staff: Miguel Martinez & Marisol Elliot**  
**FDOT Staff: Wendy Sands**
Spruce Creek (7FL6)

Spruce Creek Airpark is a private, fly-in community with over 450 based aircraft. The aircraft are all general aviation and range from light sport aircraft under 1320 pounds to light jets up to around 30,000 pounds maximum weight. The airport is served by a single Runway 5-23 and by taxiways that also have dual service as roadways. The pavements are of highly variable section, age and condition as identified and evaluated by EG Solutions (EGS) as consultant to the Spruce Creek Property Owners Association (SCPOA). Based on recommendations from the pavement evaluation and on the critical function of the single runway, SCPOA made the first pavement rehabilitation priority Runway 5-23. Since the airport is totally self-funded with no FAA, FDOT or other governmental grants, a solution to minimize and control costs while providing the required structural and functional restoration of the pavement was essential. Following a comparison of delivery options and costs, and of various design criteria and costs, the SCPOA selected Design-Build with EG Solutions and our sister company EG Constructors for the rehabilitation work.

Plans for the work were limited to the detail normally provided in a 60% submittal since the designers and the builders are one firm. This saved “soft costs” with no reduction in project constructed quality. Options for the pavement materials were also provided, including use of materials with a very satisfactory history in roadways that have not yet been fully vetted for airport pavement. With an extra year warranty, a high rap mix approved by FDOT for roadways was selected for the pavement surface. This was only done after researching the performance history and considering the differences in road versus aircraft pavement. Also, options to correct some minor grade deficiencies versus accepting these and fixing only the pavement structure were presented and accepted. Milled pavement was returned to the asphalt plant for a further cost reduction on the work. Combined, the value engineered savings for the project were over $400,000.

Project construction required special attention to avoid damage to existing pavement and to minimize disruption to the residents. It also required speed to minimize the time when the airport would be closed. Both were achieved through coordination of the project haul routes, work schedules and advance planning with the SCPOA.

The project was completed ahead of schedule and under budget. Performance had met all expectations. EG Solutions is now retained to address two primary taxiway and apron pavements and additional drainage problems associated with those.
EG Solutions Inc. has assembled a team that provides a broad range of services and depth of resources to address any assignment that is requested. Our team is comprised of over 100 personnel with hundreds of years of airport consulting experience, both nationally and in the state of Florida. Most of our team members are currently working at, or have recently completed assignments at APF. We pride ourselves on never missing a grant deadline, either FDOT or FAA for any of our clients. Our team is structured to provide redundancy for each discipline in order to meet the needs of the Naples Airport Authority if there may be a conflict with another project or client. This is true from the Project Manager to the design and planning level. Our organization chart, as shown on page 7, reflects the backup personnel for each position, but due to page limitations we have not included resumes for these individuals. They can be provided upon request.

Any new clients or new projects that we are assigned will be managed and scheduled, so that our workload is not negatively impacted. Historically this is always the case, where managing our workload and personnel is ever changing due to client needs, government or regulatory changes or personnel changes.

The success of any consulting company is the ability to manage this constantly changing environment. EG Solutions' senior management has been providing consulting services for over 30 plus years and has never lost a client due to missed schedules or grants or lack of quality in the work product. Our work experience with APF over the past 5 years, plus the references for all of our partners, attest to our capabilities to meet the needs of any assignment.
Over the last two decades APF has evolved from a facility where land was readily available to support the needed aviation related amenities to one where developable land is becoming limited. Significant development has occurred in both the north and south portions of the airport, and the east side is nearly built out. Only the west side remains relatively vacant, due to the setbacks required for the FAA's terminal VHF omnidirectional range (TVOR). As such, developable land is at a premium and each project requires careful consideration to ensure the highest and best use of the airport's limited resources. This also makes redevelopment an important consideration as every improvement project is a vital component of the airport, being able to ultimately accommodate the long-term demand. The physical setting, surrounding environment, and operational characteristics also pose a number of development challenges that are crucial to facility planning and future project delivery.

APF's relatively low elevation above mean sea level makes its facilities especially vulnerable to severe storm events, as underscored by the most recent FEMA flood elevation changes. The different base flood elevations determine the minimum finished floor elevation, which play a critical role in the siting and development of every future airport structure. Because the finished floor elevation may vary depending on the type of facility (e.g. occupied building versus storage hangar) it can have significant cost implications with respect to the amount of fill required for construction. Similarly, the maximum allowable longitudinal gradients for taxiways/taxilanes and surface grade limitations for aircraft aprons dictate the offsets required to properly tie future hangar or apron projects into the existing airfield system.

Every project at APF must balance the diverse features of the surrounding environment. Located in the heart of Collier County and adjacent to downtown Naples, the airport immediately neighbors residential areas, commercial/industrial corridors, natural features, and conservation areas. APF has evolved with the community and serves a vital role in the area's evolution as a high end destination of the Paradise Coast. Future projects will need to continue to balance the air transportation needs with the quality of life for the community. This is the foundation of the NAA 2017-2021 Strategic Plan.

An equally important consideration in airfield planning is the very high volume of activity APF experiences during certain holiday and seasonal periods. These periods of activity require temporary repurposing of facilities to accommodate the heavier flow of jet aircraft operations. This is an important consideration that plays into the planning of every airfield project. Future improvements to aircraft aprons, airfield movement areas, and aviation fuel storage facilities are specific examples of projects where operational peaking needs to be considered. Changes to the expected based aircraft and operational fleet mix are also important considerations of future projects. APF has and will continue to accommodate a greater share of the larger and more sophisticated general aviation fleet, which must also be included as a key consideration for most of the future projects.

Finally, the importance of maintaining public awareness and participation in the planning and development of future improvements is vital to securing community support. The success of any project requires ensuring the appropriate stakeholders are proactively involved and that information is clearly conveyed. The EGS Team offers industry leaders in the public involvement arena, who understand the importance and critical nature of this component to any project.
EGS is certified as a Disadvantaged Business Enterprise (DBE) by the Florida Department of Transportation. We are committed to assisting the Naples Airport Authority in accomplishing established DBE goals. EGS will exceed the DBE requirements for this Agreement.
As described in General Understanding, Naples Airport Authority is committed to community and environmentally friendly development that is also consistent with safe and efficient air transportation. EG Solutions and our team members ESA and Grady Minor have been providing services supporting that commitment for the past seven years as consultants to the airport. During that time, we have successfully worked with multiple environmental regulatory agencies. A listing along with a brief description of the work and working relationships follows:

**South Florida Water Management District (SWFMD).** EGS in concert with ESA obtained the Conceptual Environmental Resource Permit (ERP) for the airport that serves as the master document for all planned development. It incorporates the findings from the FAA Demonstration Pond that we did at the airport with statewide significance for improving water quality. We have assisted tenants with their Construction ERP’s and have obtained every ERP for airside construction for the airport since 2012. ESA has negotiated the wetland limits and mitigation requirements for the ERP’s for the Naples Airport Authority projects for the same time period.

**Florida Department of Environmental Protection (FDEP).** EGS with Grady Minor has obtained water and wastewater utility permits for new and for relocated utilities for tenants and the airport through FDEP. FDEP was also one of the lead agencies for the FAA Demonstration Pond at Naples Municipal Airport. EGS also worked with FDEP assisting with the Airport’s National Pollutant Discharge Elimination System (NPDES) permit and associated Storm Water Pollution Prevention Plan (SWPPP).

**U.S. Army Corps of Engineers (COE).** EGS and ESA have worked with COE determining jurisdictional and non-jurisdictional wetlands and permitting and mitigation requirements.

**Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (FWS).** ESA and EGS have worked with FFWCC and FWS on issues ranging from impacts of pond dewatering to construction limitations for nesting eagles at APF.

**Federal Aviation Administration (FAA).** EGS and ESA have worked with FAA to obtain Categorical Exclusions (CATEX) for all NAA projects since 2012. ESA is currently working with FAA on either CATEX or focused Environmental Assessment for the Runway 5-23 Drainage Project at APF.

**Florida Department of State Division of Historical Resources/State Historic Preservation Office (SHPO).** EGS and ESA coordinated with consulting archaeologists to confirm no historic or archaeological resources are located on project areas at the airport.

**City of Naples Utility Department.** EGS with Grady Minor have obtained water and wastewater utility approvals for new and for relocated utilities for tenants and the airport.

EGS personnel initiated and lead the research team and co-authored Rule 62-330.449 Florida Administrative Code (FAC), General Permit for Construction, Operation, Maintenance, Alteration, Abandonment or Removal of Airport Airside Stormwater Management Systems for all Florida Airports.
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/oferor has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

✓ The bidder/oferor is committed to a minimum of ___% DBE utilization on this contract.

The bidder/oferor (if unable to meet the DBE goal of ___%) is committed to a minimum of ___% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/oferor's firm: EG Solutions Inc (A DBE Firm)

State Registration No. 30206

By (Signature) President Title

FORM 2: LETTER OF INTENT

Name of bidder/oferor's firm: EG Solutions Inc

Address: 9015 Town Center Pkwy. Suite 106

County: Manatee State: FL Zip: 34202

Name of DBE firm: American Infrastructure Development

Address: 3810 Northdale Blvd. Suite 170

County: Hillsborough State: FL Zip: 33264

Telephone: (913) 374-2200

Description of work to be performed by DBE firm:

Deputy Project Manager, Civil Design, RPR

The bidder/oferor is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $___ TBD___.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By (Signature) President-CEO (Title)
Demonstration of Good Faith Efforts

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

- [ ] The bidder/offeror is committed to a minimum of _2_% DBE utilization on this contract.
- [ ] The bidder/offeror (if unable to meet the DBE goal of _%_) is committed to a minimum of _%_ DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: EG Solutions Inc. (A DBE Firm)

State Registration No.: 30206

By [Signature] (Signature)

President
Title

FORM 2: LETTER OF INTENT

Name of bidder/offeror's firm: EG Solutions Inc.

Address: 9015 Town Center Pkwy. Suite 106

County: Manatee State: FL Zip: 34202

Name of DBE firm: EF Gaines

Address: 5235 Ramsey Way, Suite 10

County: Lee State: FL Zip: 33907

Telephone: (239) 418-0126

Description of work to be performed by DBE firm:

- Surveys

- 

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The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is $__TBD__.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By [Signature] (Signature)

President

STATEMENT OF DRUG-FREE WORKPLACE

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more bids, proposals, responses or that are equal with respect to price, quality, and service are received by the State of Florida or by any of its political subdivisions for the procurement of commodities or contractual services, a bid, proposal or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business’s policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in section 1.

4. In the statement specified in section 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 of the Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace, no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee’s community, by an employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this program.

Select one or the other (not both) of the following certification statements. These statements are mutually exclusive.

☐ This firm DOES NOT comply with the above requirements for a drug-free workplace.

☑ As the person authorized to sign the statement, I certify that this Firm DOES fully comply with the above requirements.

EG Solutions INC.
Firm Name

Gloria Brady
Name of Authorized Individual

[Signature] 2-7-2019
Authorized Signature Date
SCRUTINIZED COMPANY CERTIFICATION

This certification is required pursuant to Florida Statute Section 287.135.

As of July 1, 2018, a company that, at the time of bidding or submitting a bid/response for a new contract/agreement, is on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or that is engaged in a boycott of Israel, created pursuant to Florida Statute Section 215.4725, or has been engaged in business operations in Cuba or Syria, is ineligible for, and may not bid on, submit a proposal/response for, or enter into or renew a contract/agreement with an agency or local governmental entity for goods or services of $1 million or more.

EG Solutions INC.

Firm Name

9015 Town Center Parkway Suite 106

Address

Lakewood Ranch, FL 34202

City, State Zip

I, Gloria Brady, as a representative of EG Solutions INC., certify and affirm that this company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List or the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel, and has not been engaged in business operations in Cuba or Syria.

Authorized Signature

On this the 7th day of February, 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document are true and correct.

Notary Public

My Commission Expires:

Nancy E.R. Simmers

Commission # GG087038
Expires: April 11, 2021
Bonded thru Aaron Notary

A-3

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STATE OF Florida

COUNTY OF Manatee

I state that I, Gloria Brady, President of EG Solutions INC.

(Name and Title) (Name of Firm)

am authorized to make this affidavit on behalf of my firm and its owner, directors and officers. I am the person responsible in my firm for the price(s) and amount(s) of this Response, and the preparation of the Response. I state that:

1. The price(s) and amount(s) of this Response have been arrived at independently and without consultation, communication or agreement with any other Respondent, potential Respondent, Proposal, or potential Proposal.

2. Neither the price(s) nor the amount(s) of this Response, and neither the approximate price(s) nor approximate amount(s) of this Response, have been disclosed to any other firm or person who is a Respondent, potential Respondent, Proposal, or potential Proposal, and they will not be disclosed before Proposal opening.

3. No attempt has been made or will be made to induce any firm or persons to refrain from submitting a Response for this contract, or to submit a price(s) higher that the prices in this Response, or to submit any intentionally high or noncompetitive price(s) or other form of complementary Response.

4. The Response of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from, any firm or person to submit a complementary or other noncompetitive Response.

5. Neither my firm nor its affiliates, subsidiaries, officers, directors, partners, owners, representatives, employees or parties in interest are currently under investigation by any governmental agency and have not in the last three years been found liable for any act prohibited by state or federal law in any jurisdiction involving conspiracy or collusion with respect to the proposal or bid on any public contract, except as follows:

I state that I and the named firm understand and acknowledge that the above representations are material and important, and will be relied on by the City of Naples Airport Authority, for which this Proposal is submitted. I understand and my firm understands that any misstatement in this affidavit is, and shall be treated as, fraudulent concealment of the true facts relating to the submission of this Proposal.

On this the 7th day of February 2019, before me, the undersigned Notary Public of the State of Florida, personally appeared the abovenamed and swore that the statements contained in the foregoing document ate true and correct.

Nancy E.R. Simmers
Notary Public

My Commission Expires: April 11, 2021
Bonded thru Aaron Notary
**SECTION I: CERTIFICATE OF INSURANCE**

**CERTIFICATE OF LIABILITY INSURANCE**

**THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFFS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.**

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed.

**If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).**

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**COVERAGES**

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</table>

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)**

Professional Liability coverage is written on a claims-made basis.

The General Liability and Automobile Liability policies include an automatic Additional Insured endorsement that provides Additional Insured status to the Certificate Holder, only when there is a written contract that requires such status, and only with regard to work performed on behalf of the named insured.

---

**CERTIFICATE HOLDER**

City of Naples Airport Authority
160 Aviation Drive North
Naples, FL 34104-3568

**CANCELLATION**

**SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.**

**AUTHORIZED REPRESENTATIVE**

[Signature]

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NAPLES AIRPORT AUTHORITY
ON-CALL GENERAL ENGINEERING
CONSULTANT SERVICES
• Local Firm - Over 50 Years in Collier County
• Provided Engineering Services to Airports in SW Florida for Over 21 Years
• Staff Knowledgeable of the Standards & Procedures Associated with Airport Projects
• Hole Montes’ Trusted Team of Sub-Consultants Have a Long & Successful History of Working Together on Multiple Airport Projects
OUR TEAM MEMBERS
Timothy (Tim) Parker, P.E., C.M.

- 38 Years Engineering Experience
- Resident of SW Florida for Over 20 Years
- Licensed Commercial Pilot / Aircraft Builder
- Extensive Experience on Similar Airport Projects Serving as On-Call Consultant
- Served as Owner’s Authorized Representative for Greater Orlando Aviation Authority
- Guaranteed Responsiveness
- 24/7 Availability
HOLE MONTES EXPERIENCE WITH NAA

1999
• Miscellaneous NAA Small Projects

2000
• Rock Creek Basin #1
• Airspace Plans
• T-Hangar
• Tree Clearing
• QE Executive Airpark Condo
• Incidental Take Permit
• Runway Approach FAR 77
• Review of RC1 Imp.
• Utility Easements

2001
• Stormwater Permit Workshop
• Flood Evaluation
• Depreciation Capital Improvements

2002
• Wetland Monitoring
• General Aviation Terminal Parking Evaluation
• Airfield Lighting
• Airfield Lighting Improvements, Phase 1
• Naples Executive Condo Association Hangar Lease
• General Aviation Parking Facility
• Airfield Lighting Improvements
• Express Net

2003
• Express Net Utility Easement and Legal Description
• Collier County Special Operations
HOLE MONTES EXPERIENCE WITH NAA

2004
- Airfield Lighting CA
- Craig Hangars Development
- North Quadrant Drainage

2007
- Sterling Aviation Hangar (Not Built)
- Independent Fee Estimates
- Ground & Aeronautical Surveying Services

2008
- API Hangars
- Rex Hangar

2009
- NAA Obstruction Survey
- On-Call General Consultant
- US Customs & Border Protection

2010
- ARFF Building Evaluation Study
- US Customs Facility Design
- West Quad Swale Maintenance
- RAC Parking Lot Lighting

2011
- GR-1 Control Structure
- Observation Platform
- West Quad Detention Pond (Ph. 1)
- West Quad Ditch (Ph. 11)
- G.A.T. Restroom Expansion (Ph. 1)
- G.A.T. Parking RFQ

2012
- ATCT Catwalk Repair
- Hangar Repair
Naples Airport Projects

- History of Working on Naples Municipal Airport Projects Since 1997
  - Taxiway D-2, Hangars, and Access Road
  - West Quadrant Lake and Swale Maintenance
  - Maintenance Facility
  - Exotic Removal Coordination and Wetland Mitigation Monitoring
  - North Road Realignment
  - Wetland Jurisdictional Determinations
• Long-Standing Working Relationships Teaming on Numerous Airport Projects
• History of Working on Naples Municipal Airport Projects Since 2008
  • Taxiway B Realignment
  • Taxiway A West, A East
  • General Aviation Ramp
  • Runway 5-23 and Runway 14-32 Rehabilitation
  • South Quad T-hangars
  • Facilities Management Building
• Providing Surveying Services Since 2002
• Numerous Airport Projects Throughout SW Florida
  • Naples Airport, Immokalee Airport, Page Field, Southwest Florida International, Winter Haven, Arcadia, Punta Gorda and LaBelle Airports
• DBE / WBE
A Staple Providing Noise Consulting Services to Naples Airport

- First Part 150 Noise Exposure Map for APF
- Currently Working with ESA on the Master Plan Update
- Involved with Most Issues Involving Noise Concerns at APF
- DBE / W/MBE
AVCON Firm Overview

- Committed focus on airports and aviation = AViation CONsultants
- Established over 30 years ago
- Florida-based with Offices across Florida
- Specialize in airports; not a side business of the overall firm’s credentials
- Nearly 85% of the firm’s revenues are exclusively associated with airports and aviation
- AVCON has all engineering disciplines in house
- Provided identical services to numerous airports of comparable size and function as APF, including over ten years at APF.
## Comparable Airports

<table>
<thead>
<tr>
<th>Airport Name</th>
<th>Identifier</th>
<th>Service Level</th>
<th>Acreage</th>
<th>Runway Length</th>
<th>U.S. Customs</th>
<th>ATCT</th>
<th>Non-Aviation Development</th>
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<tbody>
<tr>
<td>Naples Airport</td>
<td>APF</td>
<td>General Aviation</td>
<td>732</td>
<td>6,600</td>
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<td>✓</td>
<td>Diversified Development</td>
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<tr>
<td>Sebring Regional</td>
<td>SEF</td>
<td>General Aviation</td>
<td>1,768</td>
<td>5,234</td>
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<td>Industrial Park, Diversified Development</td>
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<td>Orlando Executive</td>
<td>ORL</td>
<td>Reliever</td>
<td>969</td>
<td>6,004</td>
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<td>Zephyrhills Municipal</td>
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<td>General Aviation</td>
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<td>Industrial Park</td>
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<tr>
<td>Page Field</td>
<td>FMY</td>
<td>Reliever</td>
<td>670</td>
<td>6,406</td>
<td>✓</td>
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<td>Commercial Development</td>
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<td>Leesburg International</td>
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<td>General Aviation</td>
<td>818</td>
<td>6,300</td>
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<td>Commercial Development</td>
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<td>Ormond Beach Municipal</td>
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<td>Reliever</td>
<td>1,128</td>
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<tr>
<td>Okeechobee County</td>
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<td>General Aviation</td>
<td>864</td>
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<td>Industrial Park</td>
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<tr>
<td>Treasure Coast International</td>
<td>FPR</td>
<td>General Aviation</td>
<td>3,844</td>
<td>6,492</td>
<td>✓</td>
<td>✓</td>
<td>Industrial Park</td>
</tr>
</tbody>
</table>
History of Innovation and Excellence

• History of Innovation:
  • ARMI Layer Crack Retardant Surface
  • Fuel-Resistant Asphalt
  • Superpave and PCC PWL Specifications
  • LED Lighting Systems
  • Creative Drainage Concepts
  • In-Place Recycling and Green Initiatives
Recognition

• History of Excellence:
  • Proven Record and Long-term Relationships
  • Specialize in Complex Assignments
  • Recognized with multiple awards for quality in paving, lighting, hangar construction, all key aspects of your CIP
  • Our team’s goals are to enhance your projects to achieve industry recognition for quality, cost effectiveness and sustainability

Recent Awards

✓ 2019 ACEC-FL Engineering Excellence Award: South Airport Automated People Mover and Garage C, Orlando International Airport (Grand Award, Transportation Category)
✓ Illuminating Engineering Society of North America, Aviation Lighting Committee, 2018 General Aviation Award: Rehabilitation of Runway 5-23 and Associated Taxiways, Page Field (Airfield Lighting)
✓ 2018 Southeast Chapter AAAE, General Aviation Project of the Year: Rehabilitation of Runway 5-23 and Associated Taxiways, Page Field (Airfield Paving)
✓ Slag Cement Association (SCA), 2016 Project of the Year: Terminal Apron Hardstand Expansion - Phase 2, St. Pete-Clearwater International Airport (Sustainability Award for Using Concrete Using Slag Cement)
Robert Palm, P.E.

- Senior Project Engineer (Landside Civil & Hangar Development)
- Over 30 years of experience
- Areas of expertise include:
  - Site Development and Improvements
  - Site Layouts
  - Security Fencing and Access Gates
  - Drainage and Stormwater Planning and Design
  - Wastewater System Design
  - Utility Coordination and Design
  - Taxiway, Apron, and Aircraft Ramp Design
  - Aircraft Hangars
  - Roadways and Parking
Carl Johnson, E.C., A.C.E.

• Senior Airfield Lighting Specialist
• Over 30 years of experience
• Principal Member of the NFPA 780 Technical Committee for Lightning Protection and Underwriters Laboratories Standards Technical Panel 96
• Lead instructor for the Florida Airports Council’s (FAC) Basic Airfield Electrical Safety Workshop
• Areas of expertise include:
  • Electrical Distribution Systems
  • Airfield Lighting Systems
  • NAVAIDs
• Extensive knowledge of NFPA, NEC, FAA, and military standards
Mary Soderstrum, AIA, NCARB

- Senior Airport Planner
- Over 30 years of experience
- Part of team that wrote the FAA Advisory Circular 150/5070-6 Airport Master Plans
- Principle author of the FDOT Airport Master Plan Guidebook (2010)
- Member of the Advisory Committee for the FDOT Airport Master Plan Guidebook rewrite

- Areas of expertise include:
  - Airport Master Planning
  - Facilities Forecasting
  - Planning of Aviation Facilities
  - Exhibit A Property Maps
Zemp Pepper, P.E.

- Senior Mechanical Engineer
- Over 30 years of experience
- Areas of Expertise:
  - HVAC Systems
  - Plumbing
  - Fire Protection
- Demonstrated expertise in Fire Suppression System projects including wet and dry type sprinkler systems, standpipe systems, fire pump systems, and clean agent systems
- Recent / Relevant Experience:
  - Airport Fire Stations
  - Terminal Expansions
  - Hangars
- Numerous projects performed on a Revit platform
Anthony Oliveira

- Construction Inspector
- 29 years of experience
- Available for Resident Inspection
- Has multiple certifications with the FDOT (Construction Training Qualification Program), American Concrete Institute, Florida Concrete and Products Association, FDEP, OSHA, and National Ready Mixed Concrete Association

- Areas of expertise include:
  - Construction Materials and Testing
  - Maintaining Field Logs
  - Ensuring Contractor Compliance
## Anticipated Projects: Similar Experience

<table>
<thead>
<tr>
<th><strong>Airside</strong></th>
<th><strong>Landside</strong></th>
<th><strong>Buildings</strong></th>
<th><strong>Planning</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Runway 5-23 Reconstruction, Zephyrhills Municipal Airport</td>
<td>✓ West Hangar Area Infrastructure Improvements, Phases I-III, Bob Sikes Airport</td>
<td>✓ Customs and Border Protection Facilities, St. Pete-Clearwater International Airport</td>
<td>✓ Exhibit A Property Map, Zephyrhills Municipal Airport</td>
</tr>
<tr>
<td>✓ Rehabilitate Airfield Lighting and Vault – Runways 13-31 and 5-23, Page Field</td>
<td>✓ Perimeter Fencing and Security Upgrades, Zephyrhills Municipal Airport</td>
<td>✓ Customs and Border Protection Remodel, Key West International Airport</td>
<td>✓ Wildlife Hazard Assessment, Kissimmee Gateway Airport</td>
</tr>
<tr>
<td>✓ Rehabilitation of Runways 5-23 and 14-32, Okeechobee County Airport</td>
<td>✓ Upgrade Airport Security and Access Control, Okeechobee County Airport</td>
<td>✓ MRO Hangar with Associated Office/Shop Spaces, Treasure Coast International Airport</td>
<td>✓ Focused Environmental Assessment: TW A Ext. and Seaplane Ramp, Leesburg International Airport</td>
</tr>
<tr>
<td>✓ Electrical Upgrades, Zephyrhills Municipal Airport</td>
<td>✓ Terminal Entrance Loop Road Rehabilitation, Gainesville Regional Airport</td>
<td>✓ SunState Aviation Flight School, Aircraft Storage Hangar and Offices, Kissimmee Gateway Airport</td>
<td>✓ Focused Environmental Assessment: Northwest and Southwest Development Areas, Ormond Beach Municipal Airport</td>
</tr>
<tr>
<td>✓ Rehabilitation of Taxiways, Phase I, Orlando Executive Airport</td>
<td>✓ Terminal Parking Lot Expansion, Gainesville Regional Airport</td>
<td>✓ Maintenance Hangar, Wauchula Municipal Airport</td>
<td>✓ Master Plan Update, Okeechobee County Airport</td>
</tr>
<tr>
<td>✓ Taxiway G and New Electrical Vault, Ormond Beach Municipal Airport</td>
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## APF Similar Project Experience - AVCON

### Airside
- Rehabilitation of Runway 14-32
- Airfield Electrical Upgrades
- Taxiway E, F and Access Improvements (Design/Build)
- GA Lighting and ODAL Replacement
- Replace Airport Beacon
- Taxiway A Extension North
- Rehabilitate General Aviation Aprons, T-Hangar Taxi lanes, and Commercial Terminal Ramps
- Taxiway A, Runway 5 Holding Apron
- 20-Year Airfield Pavement Maintenance Program

### Landside
- GAT Parking Lot Improvements
- GA Terminal Apron Lighting
- Airport Access Control System
- Humane Sheltair Area Improvements
- Maintenance Facility Grading and Drainage
- Airport Standby Generator
- Maintenance Facility Fire Line

### Buildings
- Post Hurricane Assessments and Recommendations
- CAT / GAT Indoor Air Quality Assessment
- CAT / GAT Roof Replacement
- Hangar Hurricane Restoration Program
- T-Hangar Construction (Design / Build)

### Planning
- Wildlife Management Plan
- Runway 5-23 Length Analysis

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![AVCON Logo](https://example.com/AVCON_logo.png)
Sample Engineering Assignment

- **Project Initiation**
  - FAA Pre-Application
  - Meet with Airport Staff
  - FAA and FDOT Scoping Meeting
  - Finalize Scope and Task Order

- **Pre-Design and Data Acquisition**
  - Pre-Application Meetings with Permit Agencies
  - Field Work Coordinated with Airport Management and Air Traffic Manager

<table>
<thead>
<tr>
<th>FAA</th>
<th>FDOT</th>
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<tr>
<td><strong>FAA Orlando ADO</strong></td>
<td><strong>FDOT District I</strong></td>
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<tr>
<td>• Krystal Ritchey</td>
<td>• Kristy Smith</td>
</tr>
<tr>
<td>• Pedro Blanco</td>
<td>• Wendy Sands</td>
</tr>
<tr>
<td>AVCON has a strong working relationships with the staff at the Orlando ADO, Regional and HQ offices</td>
<td>Ms. Smith and Ms. Sands are very familiar with AVCON staff</td>
</tr>
<tr>
<td>AVCON’s Orlando office is located less than 5 miles from the FAA-ADO office</td>
<td><strong>FDOT Central Office.</strong></td>
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<tr>
<td>Thorough understanding of FAA Design Standards and Grant Management</td>
<td>Serve as Aviation General Consultant. Tasks include:</td>
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<td>• Disaster Recovery Primer</td>
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<td>• Airport Risk Assessment</td>
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<td>• Airport Pavement Management</td>
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<td>• CFASPP Administration</td>
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<td>• Aviation Project Handbook</td>
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<td>• Master Plan Guidebook Update</td>
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</tbody>
</table>
Design Development

- Comprehensive Design
- Latest FAA Construction Standards and Specifications
- Design Milestones

**CRITICAL IMPORTANCE:**
- Quality Control
- Cost Control

### Asphalt / Pavement
- P-401SP: 700,000 Tons
- Fuel Resistant Asphalt: 3,000 Tons
- P-341 ARMI: 921,000 SY
- P-501 Portland Cement Concrete: 1,625,000 SY

### Airfield Lighting
- Airfield Lighting Cable: 6,433,000 LF
- Runway Lights: 6,000
- Taxiway Lights: 14,000
- Guard Lights: 990
- Airfield Guidance Signs: 1,500
- Runway Status Lights: 24
- Wind Cones: 60
- Vaults: 27
Quality Control

• Begins at Scoping
• Independent QC Review
• Engage Airport Management Experts

Project Coordination / Communication
PM continually updates the Airport and Design Team through scheduled meetings

In-House Quality Reviews (Design and Constructability)
A “fresh set of eyes” reviews to identify and eliminate potential plans errors and omissions and ensure scope compliance

Peer Review
Members of the subconsultant team available to perform independent reviews

Lessons Learned
Independent Senior Level Review
Internal Checklists
Internal vs. External Schedule
Cost Control

- Begins at Scoping
- Maximize Agency Participation
- Validate Budget at Milestones
- Maximize Flexibility of Funding

Meet with County / Airport Representatives
Identify and reach consensus on the goals and objectives of scope of work

Coordination
Initiate dialogue with various agencies, contractors and technology vendors to keep the work under budget and under control throughout project

Life-Cycle Cost Efficiencies
Combine multiple small project elements (i.e., lighting and electrical)

Funding Agency Relationships
Construction Cost Estimating and Bid Experience
Quality Control Process
Budget Controls
(Regular Estimate Updates and Bid Alternates)
## Cost Control

<table>
<thead>
<tr>
<th>Authority</th>
<th>Projects Completed</th>
<th>Total Aggregate of Bids</th>
<th>Total Aggregate of Final Costs</th>
<th>Total Aggregate of Cost Changes</th>
<th>Aggregate Percentage Change</th>
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<td>Okaloosa County Airports</td>
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<td>Greater Orlando Aviation Authority</td>
<td>(18)</td>
<td>$44,624,405</td>
<td>$43,796,193</td>
<td>-$828,211</td>
<td>-1.86%</td>
</tr>
</tbody>
</table>
AVCON Client Testimonials

“AVCON is a cut above our other selected firms…”
Terry Lloyd, A.A.E., Director of Aviation
Kissimmee Gateway Airport

“We recognize them as experts in airfield pavement and lighting designs as well as general on-call, full-service engineering capabilities…”
Mark Birkebak, AIA, Director of Engineering
Greater Orlando Aviation Authority

“AVCON has demonstrated the highest degrees of professionalism and commitment, both at the staff level as well as the corporate level, to ensure quality and timely performance in all their work efforts.”
David Perley, AIC, Director of Capital Improvements
Melbourne Airport Authority

“…Michael [Coppage of AVCON] has demonstrated the highest degree of professionalism, dedication, and commitment.”
Scott Yarley, P.E., Airport Engineer
St. Pete-Clearwater International Airport
UPCOMING IMPROVEMENTS FOR NAPLES AIRPORT

**Runways**
- Potential to Utilize Existing 5,001 feet of Runway 14-32 Without Declared Distances
- Extend Runway 5-23 Blast Pads
- Add Paved Blast Pads to Runway 14-32
- Rehabilitate Runway 5-23 and Runway 14-32

**Taxiways**
- High-Speed Exit Taxiways on Northwest Side of Runway 5-23
- Relocate Taxiway A3
- Rehabilitate Taxiway B Connectors
- Relocate Taxiway B1
- Relocate Connector Taxiway Between Taxiway A, Taxiway B, and the GA Terminal Apron
- Rehabilitate Taxiway C Connectors
- Remove or Reconfigure Taxiway T
- Install Runway Guard Lights for Taxiway A to Northeast of Runway 14-32 and for Taxiway B to Southeast of Runway 5-23
- Rehabilitate T-hangar and Shade Hangar Taxilanes
- Potential to Extend Taxiway D to Runway 5 End
- Aircraft Run-Up Areas or Bypass Taxiways to Each Runway End
On-Call General Engineering Consultant Services

UPCOMING IMPROVEMENTS FOR NAPLES AIRPORT

Airport Facilities

- Expand GA Terminal (FBO and Administration Space)
- T-Hangar Facilities (49 additional units)
- Clearspan Hangars (to accommodate new 115 aircraft)
- Aircraft Parking Apron Space (minimum 93,600 SY)
- Rehabilitate Existing GA and Commercial Terminal Aprons
- Airport Traffic Control Tower Improvements or Replacement
- Additional Facilities for Airport Maintenance

- Expand Fuel Storage Capacity
- Improve Airport Perimeter Fencing Replace Remaining Incandescent Airfield Lighting with LED Fixtures
- Potential for Improved Instrument Approaches
- Decommission TVOR (FAA Project)
- Improve Airport Signage and Wayfinding
- Improve Entrance Roads and Landscaping
- More Direct Landside Access
- Increase Automobile Parking for GA Terminal Area
- Improve Interior Airport Perimeter Road
CONSIDERATIONS RELATED TO IMPROVEMENTS

- Being a Good Neighbor
- Fixed Amount of Available Property
- Improving Flow of Aircraft Traffic
- Security
- Water Table & Flood Elevations
- Corporate and Private Jet Traffic
- Peak Season Considerations
• **Available Immediately** to Work on Naples Airport’s On-Call Projects

• **Recently Completed Major Projects** at Page Field $35M+

• **Current Workload** Includes Multiple Hangar Projects in SW Florida
RECENTLY COMPLETED PROJECTS

Rehabilitation of Runway 5-23 & Associated Taxiways
PAGE FIELD AIRPORT (FMY)

NTP: 01/09/2017
Completed: 01/13/2018

48,000 Tons Asphalt
9,960 LF Pipe
30 Inlets

$1,084,000 Under Budget
$17,002,364 FAA AIP Grant

AAAE SE Region
2018 General Aviation Project of the Year
2018 IES GA Airfield Lighting Project of the Year

On-Call General Engineering Consultant Services
RECENTLY COMPLETED PROJECTS

Rehabilitation of Runway 13-31 & Associated Taxiways
PAGE FIELD AIRPORT (FMY)

NTP: 10/24/2017
Completed: 08/20/2018

13,800 Tons Asphalt
1,344 LF Pipe
5 Inlets

$461,963 Under Budget
$7,422,772 FDOT Grant
• Communication
  • *Aviation Ambassador of the Year 2017, LCPA Page Field*

• Passion for What You Do and Where You Do It
  • Respectful

• Attention to Detail
  • Passion

• Willingness to Act as Extension of Staff
  • Focused

• Follow Through With Commitments
  • Collaboration

• Open to New Technology
  • Accountability
  • Agile
On-Call General Engineering Consultant Services

AGILE organization
PASSIONATE in service to our community
FOCUSED on excellence

COLLABORATIVE decision making
ACCOUNTABLE for our actions
RESPECTFUL of one another, customers and citizens
ETHICAL standards of conduct
STEWARDSHIP of financial, social and environmental resources

SHARED VISION, VALUES & GOALS

APF CARES
Served as On-Call Consultant for All Six Airports in SW FL
Airside Projects in SW Florida
New GA Terminals
Hangar Projects
Commercial and Public Development
Site Development Plans / Development Orders
Local Agencies, Regulators & Contractors
A Solid Local Firm with Unmatched Airport Experience in Southwest Florida, Backed by Equally Experienced Sub-consultants
WHY SELECT OUR TEAM?

- Commitment to NAA Vision, Values & Goals
- Seasoned Local Project Manager
- Local Experience
- Depth of Team’s Experience
- Detailed Knowledge of APF
- Extension of Staff
- No Learning Curve
THANK YOU FOR THIS OPPORTUNITY
• Established in 1954 by Walter E. Hanson

• Employee-owned, full-service engineering firm

Resources Available to the City of Naples Airport Authority

90 Minute Drive From Sarasota Area Office to Naples

69 Employees in Six Florida Offices

435 Employees Nationwide in 26 Offices

48 FL-Registered Professional Engineers Company-Wide
• We've worked at the Naples Airport since 2011
• Five years as your GEC
• Completed 25+ projects
• Extension of staff
• Responsive
December 28, 2018

Mr. John P. Coombe, Director
Hanson Professional Services, Inc.
9015 Town Center Parkway, Ste. 205
Lakewood Ranch, FL 34202

Dear Mr. Coombe:

I want to thank you personally for your conscientious efforts during the 2017-2018 federal fiscal year (FFY) to use Disadvantaged Business Enterprises (DBEs) on Department of Transportation funded projects. The State of Florida achieved 12.98% on federally funded projects exceeding the 10.65% DBE goal established for the 2017-2018 FFY.

Your company was instrumental in the achievement of the state’s goal. The actual percentage reported for your company is 23.53% on 15 project(s). This results in a DBE utilization grade of A+.

Your efforts are commendable and show a commitment to being a supportive partner in our efforts to ensure minority and female owned firms have the opportunity to obtain work on transportation projects in Florida. I encourage you to continue with these efforts that not only strengthen the overall economy of the State, but also strengthen the transportation industry.

If the Department can provide you with any assistance in the DBE Program, please contact Terry Watson, State DBE Program Coordinator, at (850) 414-4763 or terry.watson@dot.state.fl.us. Also, you can visit the EEO website at www.fdot.gov/equalopportunity to view the 2017-2018 federal fiscal year grading scale and reporting criteria.

Thank you again.

Sincerely,

Erik R. Feinerman
Interim Secretary

www.fdot.gov
Work Program

BENCH STRENGTH
20+ Hanson employees have worked on Highway Program projects.

VERSATILITY
Current & Completed Projects:
- Contracting
- Engineering
- Consulting
- Construction
- Environmental
- Surveying
- Geologic Mapping
- Cadastral Survey

GRANT ASSISTANCE
Over $35 million in grant assistance for Florida airports over five years.
BENCH STRENGTH

20+ Hanson employees have worked on Naples Airport projects
VERSATILITY

Current & Completed Projects

- Architectural Design Standards
- Hurricane Irma Hangar Repairs
- Fuel Farm Expansion
- Disadvantaged Business Enterprise (DBE) Plan Update
- Florida Statute 333 Airport Zoning Ordinance Updates
- Miscellaneous Airspace Reviews
- Taxiway D Extension - West Quad
- Taxiway A Improvements and Holding Bay
- Falcon Lane Extension
- Omnibus/Supplemental Funding Applications
GRANT ASSISTANCE

FAA GRANT EXPERIENCE

<table>
<thead>
<tr>
<th>Airport Recipient</th>
<th>Project Description</th>
<th>FAA Grant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naples Airport</td>
<td>Taxiway A Extension and Water Management System Improvement Planning and Design - Phase I</td>
<td>$1,026,500</td>
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<tr>
<td></td>
<td>Water Management System Improvement and Taxiway A Extension Construction - Phase II</td>
<td>$4,314,745</td>
</tr>
<tr>
<td></td>
<td>Taxiway A Improvements and Holding Bay</td>
<td>$1,590,993</td>
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<tr>
<td>Arcadia Municipal Airport</td>
<td>FAA Contact: Miguel Martinez, Engineer</td>
<td>407.812.0331 ext. 125</td>
</tr>
<tr>
<td></td>
<td>FAA Contact: Michael Flowers, Planning</td>
<td></td>
</tr>
<tr>
<td>Bartow Municipal Airport</td>
<td>FAA Contact: Scott Cameron, Project Manager</td>
<td>407.812.0331 ext. 116</td>
</tr>
<tr>
<td></td>
<td>FAA Contact: Jennifer Conley, Engineer</td>
<td></td>
</tr>
<tr>
<td>Leesburg International Airport</td>
<td>FAA Contact: Scott Cameron, Project Manager</td>
<td>407.812.0331 ext. 126</td>
</tr>
<tr>
<td>Valkaria Airport</td>
<td>FAA Contact: Stephen Wilson, Planner</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Master Plan and Airport Layout Plan Update</td>
<td>$149,971</td>
</tr>
<tr>
<td>Winter Haven Regional</td>
<td>FAA Contact: Scott Cameron, Project Manager</td>
<td>407.812.0331 Ext 116</td>
</tr>
<tr>
<td>Airport – Gilbert Field</td>
<td></td>
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</table>

FDOT GRANT EXPERIENCE

<table>
<thead>
<tr>
<th>Airport Recipient</th>
<th>Project Description</th>
<th>FDOT JPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naples Airport</td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
</tr>
<tr>
<td></td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
</tr>
<tr>
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<td>850.516.2296</td>
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<tr>
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<td>FDOT Contact: Kristi Smith</td>
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<tr>
<td></td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
</tr>
<tr>
<td>Bartow Municipal Airport</td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
</tr>
<tr>
<td></td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
</tr>
<tr>
<td>Crystal River Airport</td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
</tr>
<tr>
<td>Leesburg International</td>
<td>FDOT Contact: Allison McCaughy</td>
<td>803.266.1762</td>
</tr>
<tr>
<td></td>
<td>FDOT Contact: Allison McCaughy</td>
<td>803.266.1762</td>
</tr>
<tr>
<td>Valkaria Airport</td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
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<tr>
<td></td>
<td>FDOT Contact: Kristi Smith</td>
<td>850.516.2296</td>
</tr>
</tbody>
</table>

Over $25 million in grant assistance for Florida airports over five years
Reputation

“We have found Hanson’s versatility, responsiveness, ease to work with, and professional expertise to be excellent and would recommend them for your Airport facility.”

– Kent Bontrager, P.E.,
Senior Vice President, Engineering, Planning & Facilities,
Sarasota Bradenton International Airport

“During my time at Leesburg International Airport and at the Winter Haven Municipal Airport, due to the limited resources, I was able to rely on Hanson as an extension of the staff. Hanson was responsive and tremendously helpful with their advice on nearly all aspects of the airport including technical and funding issues.”

– Leo Treggi, MAS, MBE, CM,
Former Airport Director, Winter Haven Regional Airport

“They work diligently to find cost effective solutions to problems and issues that may occur on projects. They are quick to offer assistance on various airport issues even if it is not directly related to a project they have been assigned.”

– Terry Beacham,
Assistant Airport Director, Bartow Municipal Airport
Runway 5/23 Markings
Delivery of Quality Projects

Client Requirements → Records → Corrective Actions → Performance → Training → Records → Expected Product
On Time.

On Budget.
Approach to Guarantee Success

- Strategic partnership
- Knowledgeable, experienced team
- Stability
- Value added services
Naples Airport
City of Naples Airport Authority
March 5, 2019

On Call General Engineering Consultant Services

EG Solutions, Inc.
9015 Town Center Parkway, Suite 106 | Lakewood Ranch, FL 34202

In Association with
American Infrastructure Development
Environmental Science Associates
Hillers Electric
Grady Minor
Ardaman & Associates
EF Gaines
Experience at APF

- Engineer of Record on Completed or Active Projects Valued at Approximately $25 Million Including 9 Completed Construction Projects
- Taxiway A and Water Management System Improvements
- West Quad Pond
- Runway 14/32 Safety Area & Drainage Improvements
- Taxiway F
- Tower Drive Drainage Improvements
- Taxiway A Improvement and Holding Bay
- Falcon Road
- Taxiway D Extension
- Taxiway D Realignment
- Runway 5/23 Drainage Improvements
The EGS Team

- **American Infrastructure Development (AID)**
  - Extensive Airport Design and Construction Experience
  - Previous Working Relationship with APF Staff

- **Environmental Science Associates (ESA)**
  - Current APF Noise and Planning Consultant
  - Strong Regulatory Agency relationships
  - Lengthy working relationship with EGS

- **Hillers Electrical Engineering**
  - 24 Years Florida Airport Electrical Engineering Experience

- **Grady Minor**
  - Extensive Experience with City of Naples Utility Permitting Requirements
  - Currently Working with EGS at APF

- **EF Gaines Survey Services**
  - Extensive Experience with EGS and at APF

- **Ardaman and Associates**
  - Currently Working with EGS at Various Airports including APF
Team Organization

[Diagram showing the organizational structure of the Naples Airport Authority, including various roles and responsibilities such as Site Design, Civil & Structural Design, Surveys, Geotechnical, Environmental, Stormwater Management & Permitting, Stormwater Modeling, Wetland/Wildlife Mitigation/Permitting, Construction Admin, Geotech, Utilities, Environmental, Planning, RPR, QA Testing, Airfield Electrical, Airspace, GIS, and AIRD. Each role is associated with specific individuals and departments.]
Scott Brady, P.E.
Project Manager

- Engineer of Record on Civil Projects at APF over past 5 Years
- Over 30 Years of Florida Airport Consulting
- Instrumental in Florida Stormwater Legislation on Airports
- Recipient of Numerous FAC Awards Including EOR for the J Bryan Cooper Environmental Award for APF in 2015.
- Is a Pilot and Aircraft Owner
General Consulting Assignments

- Program Administration Assistance
- Regulatory Assistance
- Technical Assistance
- Construction Project Professional Services for Design, Permitting, Bidding, and Construction Observation
  
  Florida Attorney General Opinion (AGO2013-28) for Florida Statute (FS) 287.055(2)(g) limits individual projects designed under the General Consultant Contract to those having a construction cost of $2 million or less.
General Consulting Assignments – Program Administration Assistance

- Grant Application Assistance
- Independent Fee Estimates
- Compliance and Eligibility Issues
- Grant Conditions
- Small Project Procurement Assistance
General Consulting Assignments – Program Administration Assistance

Project Title: Runway 5-23 Drainage and Safety Improvements

Project Description:
The project regrades the infield area between Runway 5-23 and Taxiway A and installs culverts for drainage in lieu of open swales. It also culverts and regrades areas between Taxiway A and the North General Aviation Ramp. The project mitigates an existing wetland located northwest of Runway 5 Threshold, removes vegetation that is serving as habitat for hazardous wildlife and regrades the area to change local drainage patterns to minimize vegetation regrowth. It includes wildlife fencing along an area where coyotes and other land animals are accessing the airport and creating hazards to aircraft operations. Refer to the project sketch.

Project Justification:
The project improves airfield drainage by eliminating or minimizing standing water in infield areas adjacent to the runway, improves grading of the runway and taxiway safety areas, removes a known hazardous wildlife attractant and provides fencing to deter hazardous wildlife from the AOA. It is consistent with the Airport Wildlife Hazard Management Plan approved by the FAA and with Order 5100.38 D Appendix D.

Special Circumstances (check if applicable to the project):
- [ ] Force Account Services
- [X] Mods. To Standards
- [ ] AIP eligible & non-eligible
- [ ] Exceeds FAA Stds.
- [ ] Benefit Cost Analysis
- [ ] Design-build or CMR
- [ ] [Enter Other]

The project will use flatter grades in the infield than FAA standards in runway and taxiway safety areas. This modification has been previously submitted and approved for FAA projects at APF and improves drainage, eliminates standing water and provides a more level surface should aircraft depart the pavement. The project is also expected to include two specification sections that have no FAA standard. These are jack and bore for culverts and injection grouting for pavement leveling if required following the jack and bore work.
Table C-1, Ineligible Items

<table>
<thead>
<tr>
<th>Examples Include, but are not limited to:</th>
</tr>
</thead>
<tbody>
<tr>
<td>[28] Liability Insurance – For the Airport Sponsor: The requirement that the sponsor be indemnified by the contractor against potential damages is not an FAA or AP requirement, nor is the so-called &quot;incentive&quot; for completing the project. Rather, this third party coverage would simply protect the sponsor and its insurer against the presumed added risk of construction during periods of construction and add the cost of that protection to the construction costs.</td>
</tr>
<tr>
<td>[29] Lobbying: Cost of activities associated with the lobbying for a project or influencing federal employees. The regulations on lobbying or influencing federal employees do not restrict technical negotiations involving AP. Projects.</td>
</tr>
<tr>
<td>[30] Unclassified Asset Airport Projects: By FAA policy, airports that are not classified as National, Regional, Local, or Basic airports in the latest edition of the FAA Airport report are only eligible for a project to rehabilitate the airport’s primary runway at a frequency not to exceed 10 years, a once-in-a-lifetime project to remove obstructions from each end of the primary runway, and runway improvement.</td>
</tr>
</tbody>
</table>

Table G-3, Eligible Items

<table>
<thead>
<tr>
<th>What Can Be Done if Justified</th>
<th>Factors to Consider For Justification and Eligibility</th>
<th>Required Useful Unit of Work and Revised Outcome</th>
<th>Work Code*</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Rehabilitation Runway (Rehabil. (Reconstr).)</td>
<td>(1) Major portion of the pavement is being addressed.</td>
<td>A fully functional runway with extended useful life.</td>
<td>RE RW IN</td>
</tr>
<tr>
<td>(2) The ADO continues with this need for the project.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) The project continues with the need for the project and the rehabilitation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(4) The length and width of the pavement work must be based on Federal Aviation Administration certification per Paragraph 3.11.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(5) The installation of the ADO must use its infrastructure between the centerline.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(6) Rehabilitation Runway (Rehabil. (Reconstr).)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) The work must be supported by the ADO’s written order.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) The ADO continues with the need for the project and the rehabilitation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) The length and width of the pavement work must be based on Federal Aviation Administration certification per Paragraph 3.11.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(4) The pavement must not have been reconstructed within the last 20 years.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: Work Code indicates the work code for the project. RE RW IN indicates a repair work code involving runway rehabilitation and reconstruction.
General Consulting Assignments – Regulatory Assistance Examples

- CATEX and Environmental Determinations
- Water Management Permitting and Master Drainage Plan Updates
- Wildlife and Wetland Issues
- Water and Wastewater Utilities
- NPDES Compliance
- NFPA Fire Protection Requirements
# General Consulting Assignments – Regulatory Assistance Examples

## Exhibit 2.1.d – Ledger of Land Uses for the West Quadrant – October 30, 2018

<table>
<thead>
<tr>
<th>Quadrant</th>
<th>Land Use</th>
<th>Total Acreage Permitted in Application No. 151103-21</th>
<th>Existing Acreage as of Oct. 30, 2018</th>
<th>Change Proposed in Proposed ARFF Building</th>
<th>Acreage after Constructing of ARFF Building</th>
<th>Remaining Acreage Permitted in Application No. 151103-21</th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>Buildings</td>
<td>2.76</td>
<td>2.76</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Landside Impervious</td>
<td>22.43</td>
<td>14.42</td>
<td>0.24</td>
<td>14.66</td>
<td>7.77</td>
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<tr>
<td></td>
<td>Airstide Impervious</td>
<td>74.24</td>
<td>52.21</td>
<td>0.61</td>
<td>51.82</td>
<td>21.42</td>
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<tr>
<td></td>
<td>Open Pervious</td>
<td>117.67</td>
<td>156.10</td>
<td>-0.85</td>
<td>155.25</td>
<td>-37.58</td>
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<tr>
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<td>Other Surface Waters</td>
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<td></td>
<td>New Dry Retention</td>
<td>1.98</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1.98</td>
</tr>
</tbody>
</table>

*Previous update 6-14-17, Application No. 170614-11
Regulatory Assistance Examples

South Florida Water Management District
District Headquarters: 3501 Gun Club Road, West Palm Beach, Florida 33406 (561) 882-8400 www.sfwmud.gov

November 23, 2016

CITY OF NAPLES AIRPORT AUTHORITY
ATTN: MR. KERRY KEITH
160 AVIATION DRIVE
NAPLES, FL 34104

Dear Permittee:

SUBJECT: Permit No.: 11-31743-P
Project: TAXIWAY A IMPROVEMENTS AND HOLDING APRON
Location: Collier County,
S2/T50S/R25E

District staff has reviewed the information submitted November 22, 2016, for improvements to Taxiway A at the Naples Airport. A location map is attached as Exhibit 1.0. This permit authorizes the realignment and expansion of pavement for Taxiway A, re-grading the Taxiway Safety Area, and adds two catch basins which will connect to the existing stormwater conveyance system. Stormwater runoff will be conveyed to the West Quad Pond, which provides the water quantity management requirement for this basin. This project results in a net increase of 0.66 acres of impervious for the airside portion of the airport.

This project design follows the criteria outlined in the Florida Statewide Airports Stormwater Best Management Practices Manual (BMP Manual) referenced in Florida Administrative Code 62-330.449. This project relies on overland flow as the primary water quality management feature.
General Consulting Assignments –
Regulatory Assistance Examples

Wildlife Strikes at APF by Location
2001-2011

- Rwy 23 18%
- No RPT 24%
- Rwy 14 12%
- Rwy 32 18%
- Rwy 5 28%
General Consulting Assignments –
Technical Assistance Examples

- Pavement Strength and Condition Evaluations
- Review and Comment on Tenant Plans including CSPP
- Damage Assessment and Documentation
- Expert Opinions and Testimony
General Consulting Assignments
– Technical Assistance Examples

Select FAA Mandatory Requirements

Footings and Slabs

CBR Value

5370-10G
L-188 cargo aircraft lost 2 of 4 engines after takeoff. Spectrometer/Gas Chromatograph found contaminant was cold tar. Letter indicating no cold tar on apron, taxiway or runway released airport from lawsuit. Contamination picked up at previous stop on short hop flight.
General Consulting Assignments
Construction Project Professional Services – Design, Permitting, Bidding and Observation

- Hangars
- Pavement Rehabilitation
- Stub and Connector Taxiways
- Drainage and Water Management System Improvements or Rehabilitation
- Lighting, Signage, Marking or Electrical Improvements
Quality Production

- FAA Standard CAD Details
- AID Standard Details
- Web Based TEAMS Meeting/Coordination
- Bluebeam PDF On-line Interactive Reviews
- Review Mark Up Sessions
- Independent Quality Control of all Documents
CAD Capabilities

- Will utilize latest AutoCAD 2019
- 7 AutoCAD – Civil 3D Licenses
- 5 AutoCAD Licenses
- Bluebeam PDF Review Software for All
- 2 GIS Platforms
What can the EGS Team do for APF?

Our Strategy is Simple: “A Satisfied Client is the Best Business Strategy of All”

- Extension of APF Staff
- APF Experience &
  - Commitment
- Relationships
  - Agencies
  - Staff
  - Subconsultants
- Innovation & Vision
- Project Team
- Project Manager
Questions and Answers