

**GRAND COUNTY AIRPORT BOARD
REGULAR MEETING
AGENDA**

**December 2, 2024 @ 4:00 p.m.
Grand County Commission Chambers, 125 E. Center Street
Moab, UT 84532**

Join Zoom Meeting <https://us02web.zoom.us/j/85919598974>
To join by phone: Dial (669) 900-6833 Meeting ID: 859 1959 8974

- A. Call to Order
- B. General Business
 - 1. Approve minutes of November 4, 2024 (Regular meeting)
- C. Citizens to be Heard
- D. Discussion Items:
 - 1. Building codes regarding hangar spacing - Grand County Building Inspector Bill Hulse and Moab Valley Fire Inspector Brandon McGuffee.
- E. Action Items: Discussion and Consideration (some for Recommendation to County Commission with approvals subject to limitation):
 - 1. Choose area for T-Hangars (a subject stemming from prior language revisions for minimum lease parcel size & hangar size in Minimum Standards).
 - 2. Review proposals to RFQs for Planner-of-Record and for Engineer-of-Record, and recommend an applicant to the County Commission.
 - 3. Land Gate - is there interest to contract with them for solar?
- F. Discussion Items:
 - 1. 2025 Proposed Airport Budget (& 2024 Budget details)
 - 2. Project Reports
 - a. Taxiway A1 Relocation - Construction to start in the spring.
 - b. Drive through gate replacement (FEMA Grant) - waiting on the gate
- G. Reports:
 - 1. Airport Monthly Data Report & Virtower Data - November 2024
 - 2. Any questions on Director's Report for November 2024
 - 3. County Commission
 - 4. City of Moab
 - 5. Travel Council
 - 6. Solar Committee
 - 7. Other reports for Airport Board
- H. Future Considerations
- I. Closed Session, if necessary

J. Adjourn

Those with special needs requests wishing to attend Airport Board meetings are encouraged to contact the County two (2) days in advance of these events. Specific accommodations necessary to allow participation of disabled persons will be provided to the maximum extent possible. Requests, or any questions or comments can be communicated to: (435) 259-1346.

Posted by: Tara Collins
at the Grand County Commission Chambers _____ Date _____ Time _____

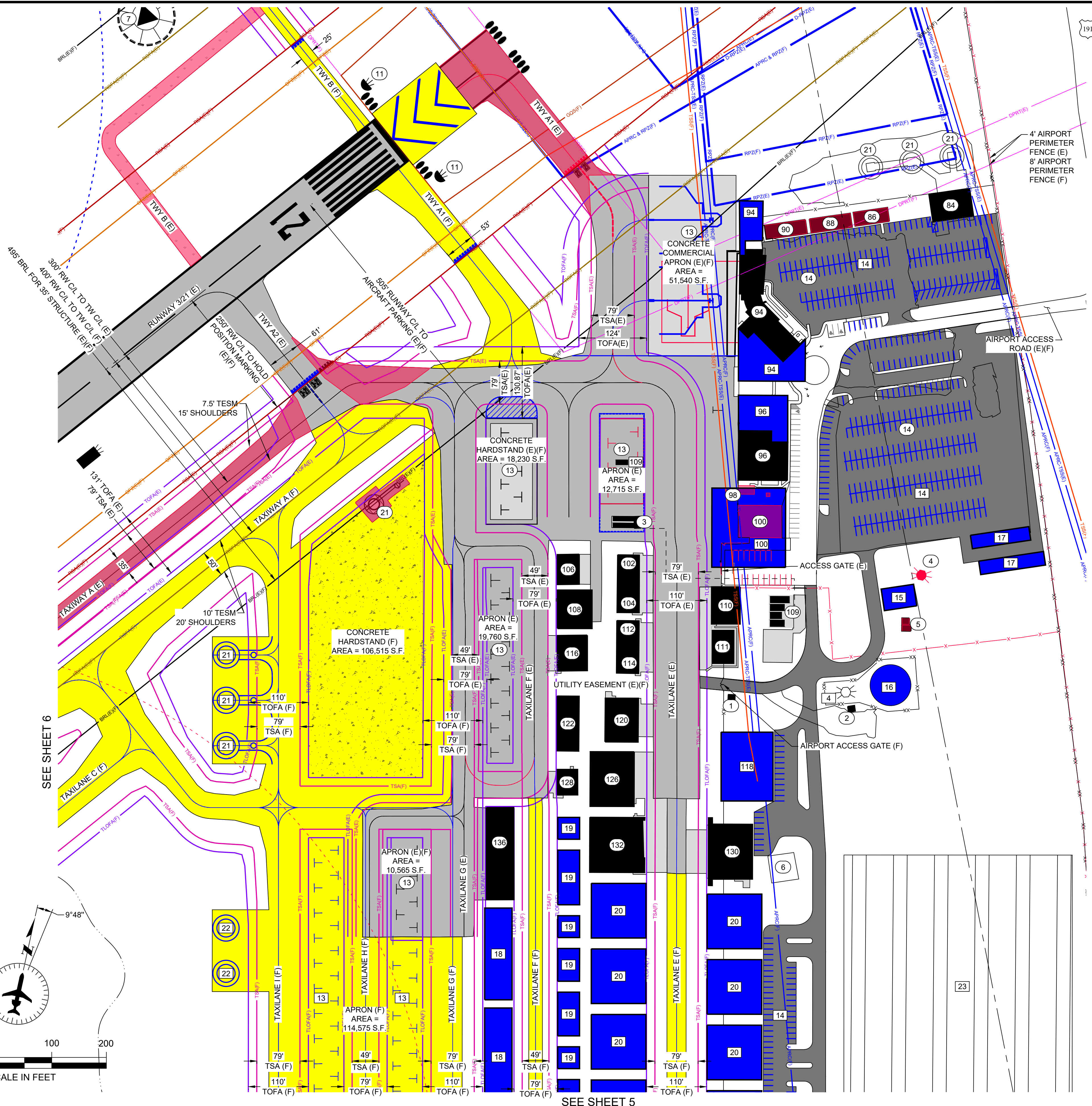
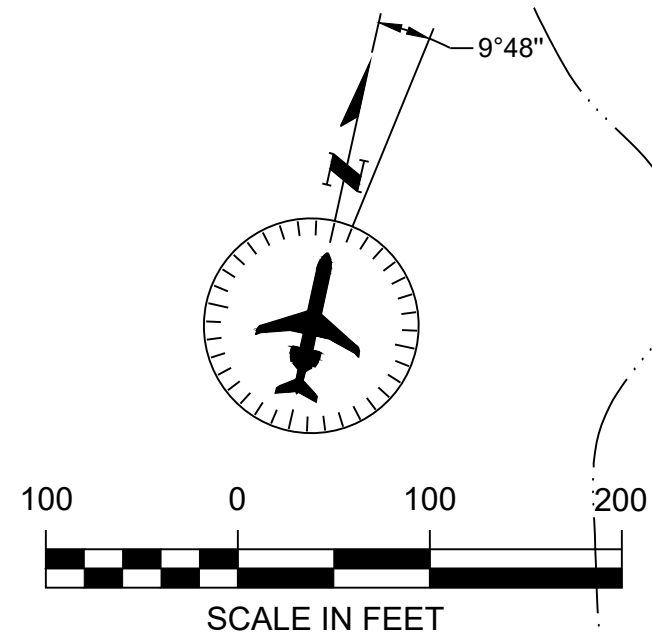
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AIRPORT FACILITIES LIST					
NO.	FACILITY DESCRIPTION	TOP ELEV. (MSL-EST.)	NO.	FACILITY DESCRIPTION	TOP ELEV. (MSL-EST.)
1	ELECTRICAL VAULT	-	86	*PARKING GARAGE	4571'
2	RCO BUILDING	-	88	*PARKING GARAGE	4571'
3	FUEL TANK	4578'	90	*PARKING GARAGE	4571'
4	BEACON	4619'	94	* TERMINAL / FBO	4583'
5	PUMP HOUSE	4583'	96	* BOX HANGAR	4594'
6	ELECTRICAL SUBSTATION	4568'	98	* WASH BAY	4580'
7	LIGHTED WIND CONE WITH SEGMENTED CIRCLE	4578'	100	* BOX HANGAR	4591'
8	VOR / DME	4561'	102	* BOX HANGAR	4596'
9	ASOS	4591'	104	* BOX HANGAR	4596'
10	SUPPLEMENTAL WIND CONE	4554'	106	* BOX HANGAR	4585'
11	REIL's	-	108	BOX HANGAR	4587'
12	PAPI's	-	109	FUEL FARM / FUEL PUMP	-
13	AIRCRAFT PARKING	-	110	* BOX HANGAR	4594'
14	VEHICLE PARKING	-	112	* BOX HANGAR	4589'
15	WASH BAY	-	113	BOX HANGAR	4595'
16	WATER TANK SYSTEM	4586'	114	* BOX HANGAR	4589'
17	PARKING GARAGE	4588'	116	* BOX HANGAR	4582'
18	T-HANGAR	4578'	118	BOX HANGAR	4595'
19	BOX HANGAR	4579'	120	*BOX HANGAR	4585'
20	BOX HANGAR	4594'	122	* BOX HANGAR	4580'
21	HELICOPTER PARKING	-	126	* BOX HANGAR	4592'
22	VTOL PARKING	-	128	* BOX HANGAR	4579'
23	SOLAR FARM	-	130	* BOX HANGAR	4588'
24	CORPORATE/FBO/DEVL.	-	132	* BOX HANGAR	4591'
84	* PINNACLE HELICOPTERS HANGAR	4585'	136	* T-HANGAR	4581'

EXISTING FUTURE

* ELEVATIONS ARE FROM SURVEY (ALL OTHERS ARE ESTIMATED)

LEGEND			DESCRIPTION
EXISTING	FUTURE		
ASPHALT	CONCRETE	ASPHALT	CONCRETE
			AIRFIELD DEVELOPMENT
			GRAVEL
			STRUCTURE/FACILITIES (BUILDING)
			AIRPORT PROPERTY LINE (APL)
			RUNWAY SAFETY AREA (RSA)
			OBSTACLE FREE ZONE (OFZ)
			RUNWAY OBJECT FREE AREA (ROFA)
			RUNWAY PROTECTION ZONE (RPZ)
			BUILDING RESTRICTION LINE (BRL)
			TAXIWAY SAFETY AREA (TSA)
			TAXIWAY OBJECT FREE AREA (TOFA)
			AIRPORT REFERENCE POINT (ARP)
			PACS/SACS MONUMENT
			TO BE REMOVED
			THRESHOLD LIGHTS
			REIL
			PAPI
			AIRPORT BEACON
			LIGHTED WIND CONE & SEGMENTED CIRCLE
			ASOS
			SUPPLEMENTAL WIND CONE
			SECTION CORNER
			CONTOURS
			ROADS
			MARKINGS
			FENCING
			HELICOPTER / VTOL PARKING



No.	Ac No.	Date	Revision / Description	File	Drwn.	Chkd.	Apprvd.
0	226796	09/2023	ORIGINAL ISSUE	6796503	RA	JPH	JZP

**GRAND COUNTY AIRPORT BOARD
REGULAR MEETING
MINUTES**

**November 4, 2024 @ 4:00 p.m.
Grand County Commission Chambers, 125 E. Center Street
Moab, UT 84532**

A. Call to Order

1. The meeting was called to order at 4:05 p.m.
2. Members present: Jody Patterson, Bill Hawley, Bill Winfield (County Rep.), Alex Borichevsky (Travel Council Rep.), Randy Martin, and Jason Taylor (Moab City Rep.). Laurel Catto participated on Zoom. Airport Director Tammy Howland was also present.
3. Members not present: 0
4. Others present: Director's Assistant Tara Collins, Judd Hill of Lochner (formerly Armstrong), David Everitt, Dan Wheeler, AJ Throgmorton, Rachel Paxman, Iris Palmer, Richard Packer, Don Mitchell. On Zoom was Eric Rivera of Lochner.

B. General Business

1. Approve minutes of October 7, 2024 (Regular meeting)
Motion by Bill Hawley to approve, seconded by Randy, approved 5-0. (Jason just arrived so did not vote.)

C. Citizens to be Heard - None

D. Presentations

1. Energy Solutions - 10 minutes + questions (Not present).

E. Action Items: Discussion and Consideration (some for Recommendation to County Commission with approvals subject to limitation):

1. Interviews of applicants to the Airport Board (w/ term expiration 12/31/2026):
AJ Throgmorton, Rachel Paxman, Dan Wheeler, Iris Palmer, David Everitt, Richard Packer, Don Mitchell.
AJ Throgmorton: Worked 2 years as a river guide. Wants to get his pilot's license. He said the Airport could improve its marketing. He serves on the County Budget Advisory Board. Applied for City and County Planning Commissions. He would like to see a flight with a larger plane to SLC.
Rachel Paxman: She ran a tourism business for 30 years. She was on the Moab Chamber of Commerce, and the Travel Council Advisory Board. She has worked for airlines for 8 years, including American Airlines in Grand Junction. So, she has a relationship with the FBO, the rental car companies. She thought Denver and SLC were good hubs.
Dan Wheeler: He has been a pilot since high school, and in the aviation industry for 40 years. He was a mechanical engineer with the Nebraska Dept. of Aeronautics. In 2018 he started with Redtail Air, and is now director of operations. He's fielded many questions from pilots about flying over National Parks and Moab. He has served on Aviation Boards. He thinks there is potential

for growth at the Airport, and sees transportation to and from the Airport as the challenge.

Iris Palmer: She has worked for Redtail for 17 years, has worked a lot of the positions in the company, and is now the accounting manager. She was born and raised in Moab. She knows the FBO business and private aviation business very well. She sees the Airport has growth challenges, on the general aviation and private pilot side. Also, transportation challenges to and from the airport.

David Everitt: He has worked in outdoor recreation. He has been here since 1995. He was on the GC Planning Commission in 2002. He has been working in local government since 2008. He worked in the SLC Mayor's office for 8 years, and worked with the Airport Executive Director in that capacity, regarding the direction and planning of the SLC Airport. So, he grasps the operations and administration, and the political side of airports. He attended many airport board meetings in SLC. He is not in aviation, but he is totally into and passionate about Airports - both the operations side and the customer side. He was Moab City Manager for years. He now owns a bookstore.

Richard Packer: He is in the outdoor industry, recreation and tourism. He has a Bachelor's in Recreation and Tourism, and an MBA in that area. He's been in Moab since 2021, but has been recreating here for years before that. He has experience in branding and marketing. He's served on the boards of companies and non-profits. He is a skydiver. He is working on getting his pilot's license. He is an advisory to the board of Redtail. He has an E-motorbike business, and manages a glamping AirBnB. Regarding growth, he said lots of charters come through here, and they need hangars and apron space. He likes that boards have varying opinions and perspectives.

Don Mitchell: He is from Michigan. He started his aviation career in the military- the Air Force- in New Mexico, in 1986. He is a mechanic, and director of maintenance at Redtail Air. Most of his experience is with corporate aviation. He's been in Moab since February. The challenge he sees for us is apron space, especially for larger aircraft. Also, transportation to and from the Airport, to Green River and Grand Junction.

Jody noted that this was a first, to have this many applicants. Tammy appreciated that fact, all the interest. Randy noted they are all great candidates. Bill W. suggested a closed session to discuss. But the vote on the applicant must be made in open session.

Motion by Randy to go into Closed Session to discuss, under character and competence category, seconded by Bill H., approved 6-0. * * * * **Motion** by Jason to come out of Closed Session, seconded by Randy, approved 6-0. Closed Session adjourned.

Bill W. told all the applicants that it wasn't an easy choice, and that all the applicants' enthusiasm was heartening. They all would have made excellent choices to be on the Board. Jody said that Tammy related that if there is another opening, we hope all of the applicants would apply.

Motion by Jason to recommend Rachel Paxman be appointed to the Board, seconded by Bill H., approved 6-0. Rachel said she was honored. Jody explained next steps.

2. Letter to County Clerk Gabe Woytek, requesting a monthly or quarterly report of Airport finances (drafted by Randy).

Jody said the letter looked reasonable and sound to him.

Motion by Bill H. to accept and send the letter, seconded by Alex, approved 6-0.

3. New language drafted for minimum lease parcel size & hangar size in Minimum Standards (in response to 10/7 meeting).

Jody had been thinking about this, and said maybe we could designate a specific section for T-hangars, to have them closer together, so we could get more of them in there. Rather than have all minimum lot sizes be 2,000 sq.ft., and then only being partially used. With the additional taxiways, we might be able to designate x number of units within there. He thought that might be more aesthetically appropriate. Judd opined that it was definitely do-able. He showed the area on the ALP map. Bill H. said then the T-hangars could be loosely nested, or staggered. Jody said: then that would allow that community of T-hangar owners to not necessarily have to have a full 2,000 sq.ft. lease, which they would only be using half of. Judd pointed out that the only consideration there would be the local building codes and fire codes. Tammy said currently the spacing between the hangars is determined by the County Building Dept., based off the FTA ? codes. She's working with Bill Hulse to get that nailed down. The fire inspector says 10 feet spacing. Bill H. said if you put up a fire-rated wall, you can put them closer together. Jody said if we do this in a forward-looking way, we'll be able to save space. Bill H. suggested that Judd draw something on the ALP to reflect this discussion. Judd said yes.

Motion by Randy to table this in order to rewrite the language, seconded by Laurel, approved 6-0.

4. Redline revisions to insurance requirements in CNY Lease Template, proposed by the Insurance Subcommittee.

Jody said he went back through the redlines, and the current lease template requirements. Then he looked at the last 5 leases that we've approved, and they're literally all different regarding insurance requirements. He compared insurance in the 5 recent leases (Heli X, FBO building, Redtail Lot 96, Rydman, and Rusty's Lot 118 hangar). Tammy said Lot 96 is different, because they rent that hangar from the County. So the County insures it, and they reimburse through rent. Jody said it would be nice if it were more uniform. Tammy said that was the importance of it being in the Minimum Standards, because they are applied across the board, regardless of if you have an older lease.

Motion by Laurel to approve the subcommittee's adopted redline, seconded by Randy. Discussion: Laurel said, to put the discussion into context, that she thinks it is important to remind ourselves that we are an advisory board. We do not have the authority to dictate contract terms to the County. And she does favor relaxing the current standards, and she thinks this proposal relaxes it pretty significantly,

from the lease she personally signed [with CNY in 2022]. But she thinks if we go much further than this in relaxing the requirements, it's not going to fly with the County Attorney. For instance, she said, if we try to go with some minimal, least restrictive standard that we see at some of the rural airports that popped up in Jody's survey, she doesn't think it's going to fly. It would be too big of a departure from the current lease template that the County Attorney last approved. She feels this is a good compromise, that we adopted a lot of the suggestions, and a lot of the sentiments that Bill H. has expressed, but if we go much further, it's going to be DOA when it gets to the County Attorney's office. Bill W. asked if this redline had been reviewed by the County Attorney, and was assured that it would be, before any leases can go to Commission.

Bill H. said there are things in this redline that he doesn't understand why they are on there, such as aviation liability. Jody explained that he could drive his airplane around and do a lot of damage to the Airport. So that needs to be covered with liability insurance. Tammy said it's one way for the County to protect itself with the known users of the Airport. Obviously we can't regulate the transients, but if one is based at our Airport, we have the opportunity to regulate that, to make sure our Airport is protected. Tammy said, it's just like driving your car. Bill said it's different, because we're selecting a group of people. We can't select hangar planes, and not select Redtail planes or tiedown planes. He said it should apply to all based aircraft. Tammy pointed out that it does say "for all the based aircraft in the hangar. Bill H. objected to "in the hangar", and Tammy pointed out that this is a lease. Jody said we would need to address it for all based aircraft (tiedowns) at some point, but that would be somewhere else in the Minimum Standards.

Bill H. brought up Hangar Keeper's Liability, and said he doesn't understand why that is in there, how does it relate to the County. Laurel said it is for a hangar owner, who keeps airplanes owned by someone else. Jody pointed out that the Hangar Keeper's Liability was already in the template, and it had already been vetted by the County Attorney, so we're not removing it because it was already there. Laurel said it's softened though, with the subcommittee's change, because it allows a hangar owner to eliminate this coverage if their tenants have aircraft hull coverage, and sign a waiver of subrogation. Laurel conceded that Bill H.'s point was good, i.e. to avoid having 2 layers of coverage, but the waiver of subrogation solves that. There was some discussion of Worker's Comp. coverage. Jody clarified that if any coverage is unattainable in the market, there is a work-around. Laurel gave as an example her own experience: commercial liability was not available during construction, and her broker emailed that fact, and the County Attorney simply waived that.

Motion Approved 3-2 (Laurel, Alex, Randy in favor. Bill H., Jody opposed.)

5. If insurance revisions are approved, bring Rydman lease back to the table.
Motion by Randy to approve the lease with the insurance revisions as just approved, seconded by Alex, approved 4-0, with Bill H. voting no.
6. Approve/Deny letter of intent for Skydive Moab to build a new hangar.

Tammy showed the ALP and a google earth aerial photo of the location. He wants to build on the east side of that taxilane. There would be space between Ben Byrd's hangar and Keith's proposed hangar. He wants to be near his skydive drop zone. Bill W. asked how much empty space there would be. Judd said 4 total hangars in that line, so empty space for three. Tammy admitted it is not desirable to build leaving that much empty space. Tammy said this section has not had an environmental assessment, but it will need to be done for the new taxilane. Judd said the last historic artifacts found out there were a tin can, and a wristwatch. Jody added: and a 1960's quarter. Bill W. brought up paving the taxilane to that location. Tammy said paving that area will come up later in this agenda. Jody said he didn't have a problem starting this process, and then making decisions about location and empty space later.

Motion by Laurel to approve, seconded by Bill H., approved 5-0.

7. Randy has declined to continue serving on the Insurance Subcommittee.
Now moot.

8. Extension Number 2 for Redtail to begin construction of their FBO building (in response to 10/7 meeting).

Motion by Bill H. to approve, seconded by Laurel.

Randy asked Dan Wheeler if 6 months was enough time, Dan said that's the plan.

Tammy clarified that that space is designated as an FBO area, so no one else can swoop in to that spot. **Motion** approved 4-0.

F. Discussion Items:

1. Project Reports

- a. Taxiway A1 Relocation - Grant offer signed and submitted to the FAA.
Construction to start in the spring.

Tammy asked to combine this with f.: CIP update. Tammy said this project will start in the spring, based on the contractor giving us their estimate of timing. We didn't want the Airport closed for the winter. They just had their meeting with the FAA to discuss their CIP list, how they will use their entitlement money. This is where our 5-year plan comes in for projects. Overall, they got some good news, and some things they need to work on, that she will be bringing to this Board. Judd said the CIP looks at 5 years, then to 10 years out. They do that for budgeting reasons.

Originally this project was bid out as Taxiway A1 connector and an Apron expansion. Judd said The FAA was trying to get discretionary funding, but they were not able to do so. So Taxiway A1 was awarded, but the Apron expansion was not. So the Apron will go out to bid again as a 2025 project. It has 3 schedules: Apron reconstruction, Apron expansion, and the Taxilane construction. There will also be a slight relocation of the fueling facility. Standard funding is FAA pays 90.63%, and the County picks up the extra 9.37%. For the next 2 years, the FAA is picking up 95%. So one benefit of the Apron project getting kicked off is that the County will now only have to cover 5%. Also, a couple years ago there was the Bipartisan Infrastructure Law (BIL) funding, and that is roughly \$1.1 million per year. Entitlement \$ is based on enplanements, the BIL \$

which is a 5-year program, and then discretionary funding, which is a nation-wide pot that you compete for nationally. Their priority is runways, then taxiways, then aprons. The hardstand is the #1 priority, because of the need for parking. Further CIP: The new ARFF truck will be in 2026. Judd said we're not eligible for State funding, because we are a primary commercial service airport.

Judd said the State owns the VOR that's on our Airport. (Very High Frequency Omni-Directional Range, a short-range radio navigation system used by pilots to guide aircraft.) It needs to be moved out of the critical area, and for future development projects. But it could be moved to BLM land, just off the airport.

- b. Drive through gate replacement (FEMA Grant) - Gate ordered. Gate has a 10-12 week build time.
- c. Mini-split heating/cooling unit for baggage screening area - Passed legal review. Waiting on Contractor.
- d. Lionsback digital advertising - waiting on insurance cert.'s.
- e. FAA ATP BIL application submitted - terminal modifications. CNY did not receive the grant.
- f. CIP update.

G. Reports:

- 1. Airport Monthly Data Report & Virtower Data - October 2024
- 2. Any questions on Director's Report for October 2024
- 3. County Commission
- 4. City of Moab
- 5. Travel Council
- 6. Solar Committee
- 7. Other reports for Airport Board

H. Future Considerations

- I. Tammy said we currently have RFQ's out for Engineer and Planner of record. Bids are due by November 18, so that will be on the December agenda.

J. Closed Session, if necessary

K. Adjourn - at approximately 7:13 p.m.

CANYONLANDS REGIONAL AIRPORT



MINIMUM STANDARDS for Aeronautical Activities

RECORD OF CHANGES

[illegible]

Construction document requirements; and

Building plans.

4.4.2 Upon submission of a complete development application to the Director, the Director shall present the proposed development to the Airport Board within a reasonable time. Upon approval by the Airport Board, the Director shall present the proposed development to the County Commission for approval at its next public meeting, subject to review by the County Attorney.

Survey and Geotechnical Analysis: The County shall assist in the proposed development by coordination with the airport engineers on retainer with the County.

Due to the requirements for NEPA compliance and airspace requirements, a survey may be required to identify the explicit location of the structure.

Due to the nature and variation of the soils on and around the airport, every development will require geotechnical evaluation of the site, at the cost to the developer.

FAA Review: The User is responsible for submitting a Notice of Proposed Construction form 7460-1 for FAA review regarding height limitation compliance in addition to any other information or documents associated with the proposed development. The Director will aid the User if requested. Form 7460-1 and other permits can take 90 days or more to process and approve. No building permit will be issued until the FAA 7460-1 and any other required FAA documents are approved.

The User is responsible for obtaining all applicable building permits before the start of construction.

Users shall begin construction of their Improvements within one (1) year of the Effective Date of their Lease Agreement and shall not allow their building permit to lapse for any period of time or the Lease Agreement shall be automatically void and of no further force or effect. In the event that the User begins but fails to complete construction of a hangar or other Improvements, the User shall remove such partial Improvement and restore the site to its original condition at its sole cost and expense.

4.5 Lease Lines; Proximity to other Buildings:

4.5.1 The physical dimensions or measurements of the ground lease outer boundary lines shall match the outer walls of the hangar or other building which is built or will be built on the leased land. In other words, the lease lines are the building's footprint. The exception to this is where the hangar is smaller than the 2,000 square foot minimum lot size. (see 4.7.2)

4.5.2 Each hangar or other building to be built must be at least ten feet away from other hangars and other buildings (per Building Code). This standard may be increased if an outside propane tank is proposed beside the

structure.

4.6 Height Restrictions:

4.6.1 The overall height of the structure shall be commensurate with other proximate structures, depending on use and aircraft size. Under no circumstances will any structure be permitted to exceed a height that would make it an obstruction under FAR Part 77, as depicted on the FAA-approved Airport Airspace Drawing. All applications for development must include a completed and approved FAA Form 7460-1, Notice of Proposed Construction or Alteration.

4.7 Hangar Size:

4.7.1 Hangars shall be sized and shaped to adequately and safely store the proposed aircraft(s). The proposed hangar size, shape, and use must be consistent with the ALP/AMP for the proposed lot or parcel location unless unusual circumstances allow for exception.

4.7.2 ~~Hangars constructed~~ Lease parcel sizes at the Airport shall be a minimum of 2,000 square feet, for rent calculation purposes. However, the hangar building itself may be smaller than that in size, as long as it is compatible with the neighboring hangar sizes. (see also 4.5.1)

4.7.3 ~~The minimum hangar size established in these standards may be reduced or modified where the proposed site does not have adequate width or depth, or to accommodate a utility easement, or is a multiple aircraft hangar (such as a T Hangar type).~~

4.7.4 All hangar projects must be reviewed and approved by the County which may include engineering and planning consultants.

1.4. Architecture:

- 1.4.1. Structures erected at the Airport shall meet all applicable building codes, including fire, electrical, and plumbing, etc. The proposed structure will be reviewed by the Director and/or Airport engineering and planning consultants to determine compatibility with the ALP/AMP.
- 1.4.2. Construction Materials: Pre-fabricated, pre-engineered or erected structures shall have a façade of masonry, concrete, powder coated metal or a combination of these materials. Other materials may be used if approved by the Airport Board, the Fire Marshal, and the Building Inspector.
- 1.4.3. Structural Requirements: All structures shall be engineered to meet the current Grand County commercial building code.
- 1.4.4. Framing: All structures shall be totally enclosed. No open sided structures shall be permitted with the exception of shade covers. Metal shade covers may be built in designated areas with County approval.
- 1.4.5. Permits: All construction of structures shall be required to obtain a

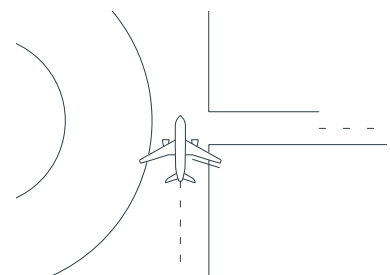


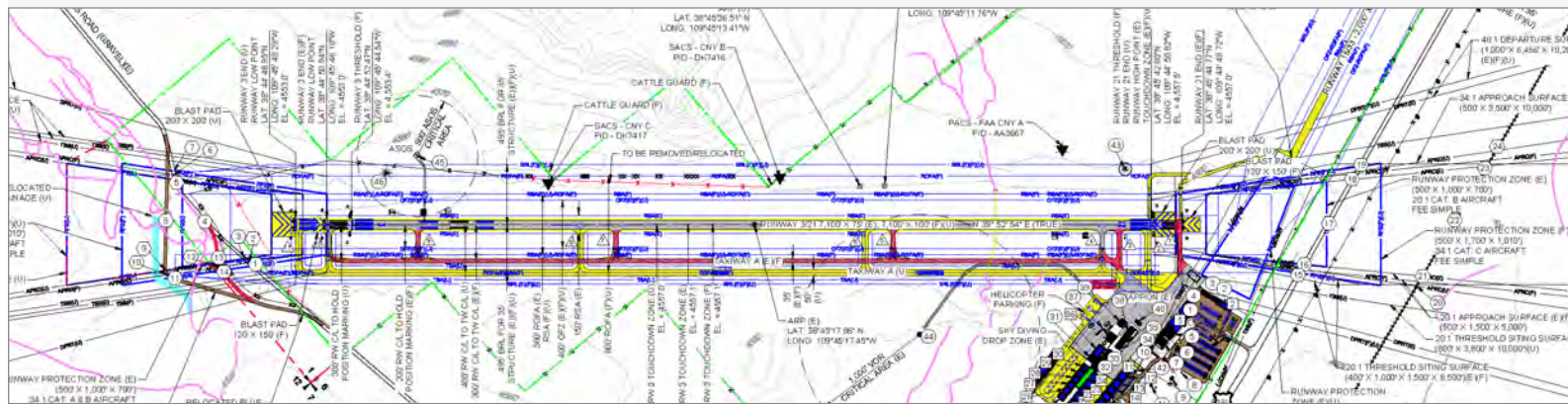
Statement of Qualifications

November 18, 2024

→ Canyonlands Regional Airport (CNY)

*Statement of Qualifications for Airport
Planning Services*





Cover Letter	N/A
Capability to Perform All Aspects of Projects	
Firm Overview	01
Lochner Services	02
General Capabilities	04
Capabilities with FAA & UDOT	05
Qualifications of the Project Manager & Project Team	
Organizational Chart	06
Personnel Resumes & Qualifications	07
Reputation	16
Recent Planning Project Experience	
Current Workload	17
Recent Experience	18
Ability to Meet Schedules within Budget	23
Quality of Previous Airport Projects Undertaken	24
Familiarity with Sponsor & Project Location	25
Project Timeline	26
Understanding of the Projects & Sponsor Special Concerns	27
Planning Project Approach	31

Dear Selection Committee Members,

Today, you will reselect a dedicated partner and planning consultant aligned with your priorities and values. This choice will establish a solid foundation for a capable team committed to achieving your goals for upcoming projects. The Lochner team, formerly Armstrong Consultants, has the qualifications, experience, availability, proximity, and character you seek, along with a suite of value-added services to continue to support Grand County (County).

Canyonlands Regional Airport (CNY) is a unique community airport with specific traffic expectations that influence your project designs and construction practices. Your Lochner team understands the aviation traffic using your facility and has successfully delivered projects that meet your needs and those of your users. With this experience, we are well positioned to continue exceeding your expectations.

PREMIUM LEVEL OF SERVICE

We tailor our services based on the unique needs of each of our clients. For CNY, we will continue to provide a high level of personalized client support, and a conception-to-completion approach for all airport projects. Our comprehensive planning services are complimented by our airport engineering team and other value-added services. With our in-house collaboration between departments, we collectively tackle any planning, engineering, or airport operational and management issues or questions that may arise.

In addition to our team of planners and engineers, Lochner has a deep bench of support personnel who provide additional staffing and assurances to meet any deadline or needs. These services include airport management advisory services, grant management/administration assistance, DBE program assistance, airport marketing services, and other resources that our airport clients have grown to rely on and appreciate. By offering these unique services, we alleviate much of the administrative workload from our clients, freeing them up to focus on more critical day-to-day needs. We pride ourselves on being able to offer a personalized level of service and have successfully done so for over 60 years.

HISTORIC KNOWLEDGE & CNY EXPERTISE

Lochner's partnership with the County and CNY began in 1985. Our history and capabilities will continue to benefit CNY and the Moab community by providing a responsive, consistent team, uniquely qualified to provide an exceptional level of aviation

expertise, while offering a wealth of in-house services.

With almost four decades of successful experience at the airport, our team has supported CNY in expanding alongside the community as a premiere aviation facility. We have completed numerous planning projects including the 1990 and 2014 Airport Master Plans (AMPs); the 1996, 2000, and 2023 Airport Layout Plan (ALP) Updates; and several Environmental Assessments for projects at the airport. While we are proud of our past achievements at CNY, we are focused on the future. We will continue to strive for creative and innovative solutions to further CNY's success.

UTAH EXPERIENCE & PROXIMITY

Our expertise in Utah's airports is demonstrated by our work with 16 airports statewide, where we have secured over \$50 million in FAA funding and completed approximately 50 projects in the last five years. For CNY alone, we have secured \$15.6 million in FAA grant funding, furthering the service and resources the airport provides to the community.

With offices based in Salt Lake City, UT and Grand Junction, CO, our team's proximity to CNY continues to facilitate frequent visits to Moab, ensuring timely support regardless of ongoing projects. As you have experienced over more than three decades of service, we value our in-person relationship with you. Throughout our long history together, Lochner's staff has fostered a strong working relationship and a deep understanding of the County's needs, and the infrastructure needs of the airport. We are always available and have demonstrated our availability and willingness to help address every issue that arises, even those airport issues that do not involve a project.

We look forward to continuing our partnership with the County and executing CNY's upcoming planning projects at the highest quality. Should you have any questions regarding our submittal, please do not hesitate to contact me.



Judd Hill, CM

Northwest Mountain Region Lead
435.260.2143 | jhill@hwlochner.com
715 Horizon Drive, Suite 225
Grand Junction, CO 81506

CAPABILITY TO PERFORM |

Firm Overview

Founded in 1944, Lochner provides planning, environmental, design, and construction management services for aviation, surface transportation, rail, and transit infrastructure clients. Our firm has over 1,200 professionals throughout the U.S. who are client-focused and performance-driven. Lochner's aviation staff and past projects featured in this submittal demonstrate the firm's capability to work collaboratively with our clients and agencies to develop and implement innovative planning, design, and construction strategies that provide significant schedule, budget, and end-user benefits.

Lochner has also grown significantly in the past two years. We recently acquired K. Friese + Associates—a firm specializing in infrastructure services; Armstrong Consultants—an aviation only practice whose western U.S. presence and experience helped establish our National Aviation Practice; KOA—a leading transportation services firm in California; and Triunity—a national firm specializing in infrastructure and PM/CM services for a variety of clients. It is an exciting time to be a part of the Lochner family of companies, and **we look forward to sharing this excitement with CNY.**

100+ 

Dedicated Airport
Professionals

60 

Years of Aviation
Experience

3,000+ 

Airport
Projects Completed

13 

States with
Active Clients

38 

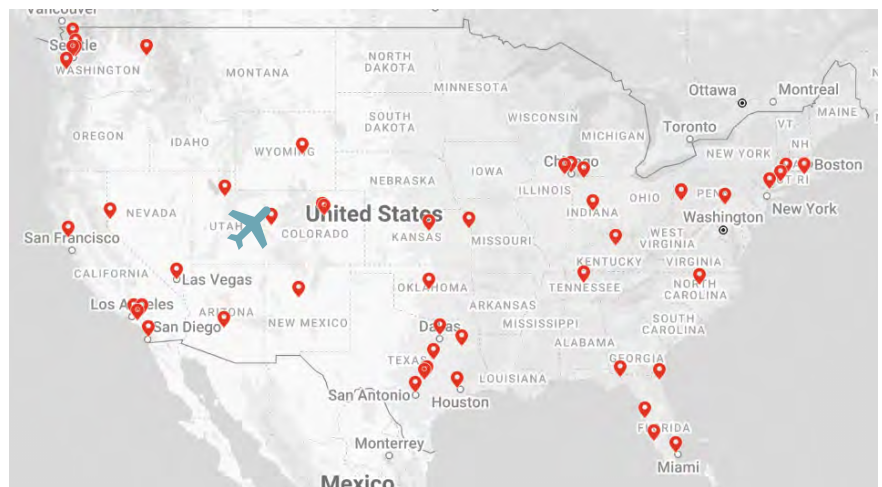
Years Serving
CNY

WHY CHOOSE US?

EXPERIENCE – Our aviation team has grown to over 100 people and have completed more than 3,000 airfield projects. This means providing you with a team that has completed projects just like yours, at airports just like yours, dozens of times over. No surprises, no challenge that we can't solve!

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

SERVICE – Our culture is built on providing an exceptional level of client service. We will provide you with this same level of exceptional, proactive, personalized service that our current clients, some of whom have been with us for more than 60 years, have come to know and expect. This means that although our business is aviation, our priority is you...your projects, your needs, your airport!



CNY



Lochner Offices

KEY WESTERN U.S. OFFICE LOCATIONS

Utah

2755 E Cottonwood Pkwy
Suite 560
Salt Lake City, UT 84121

Colorado

715 Horizon Drive
Suite 225
Grand Junction, CO 81506

Lochner Services

Within the last year, Lochner has started, or completed, ten comprehensive FAA-funded Airport Master Plan (AMP) projects, plus numerous Airport Layout Plan (ALP) updates, some of which included narratives, and over two dozen as-built ALP drawings. As a result of this extensive level of recent experience, Lochner has a full understanding of the time frame and required project elements to successfully accomplish the upcoming planning projects at CNY. Lochner will continue to utilize our experience at CNY and similar airports to maximize efficiencies and develop a fluid project process.



Brooke Barber
Planning Project Manager



Dylan Peterson
Airport Planner

Airport Planning Services

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

Environmental Services

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



Eric Rivera, PE
Engineering Project Manager



Thorsen Milton, EIT
Airport Design Engineer

Airport Engineering Services

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



Danny Reed
CAD Manager
Drafting/Design

Lochner's technological resources enhance the quality of documentation for sponsor and public involvement programs. Our in-house design and CAD capabilities enable the creation of 3D terrain models to assess various design scenarios. Our IT solutions ensure efficient and timely professional design and presentation of key deliverables.



Erik Vliek, MBA
 Business & Operations
 Manager

Grant Management

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



Tonya Torres
 Project Coordinator

Project Coordination

- Edit Technical Specifications
- Aid in Drafting Grant Applications
- Coordinate Project Advertisement with Sponsor and Newspaper
- Upload Project Information to Website
- Develop and Coordinate Contract Documents with Sponsor and Contractor
- Assist in Project Closeout Procedures
- Facilitate Bidding Processes
- Update Grant Paperwork



Judd Hill, CM
 NW Mountain Region Lead
 Airport Management Advisor

Airport Management Advisors

- Tenant Relations and Lease Development
- Airport Operations and Safety Management
- Innovative Revenue Generation from Non-Aeronautical Uses
- Cooperative Development Agreements for Public and Private Partnerships
- Airport Revenue Generation and Expenditure Management, including other budgetary and financial requirements
- Engagement and Collaboration with Local, State, and Federal Elected Representatives, Stakeholder Engagement, and Community Expectation Management
- Exploration of Non-Federal Funding Sources



Jessica Callow
 DBE & Title VI Coordinator

Title VI

- Coordinate with Sponsor to assign Title VI Coordinator.
- Assist Sponsor's Title VI Coordinator with FAA Connect website access.
- Create Sponsor's Title VI Plan and CPP, including demographic data collection and assessment through various methods.
- Evaluate data for potential community impacts.
- Assist Sponsor in community outreach, training materials, and compliance requirements.
- Finalize Title VI plan and CPP and submit to FAA Civil Rights Connect Website.
- Ensure record compliance with USDOT 49 CFR Part 21 requirements.
- Update and maintain website link for FAA compliance with Sponsor's Civil Rights Programs.

DBE Coordination

- Complete yearly achievement reporting on NPIAS Airports.
- Attend Annual FAA Civil Rights Convention for program updates.
- Foster positive relationship with FAA DBE Compliance Specialists.
- Track payments to DBEs on projects.
- Identify and engage local DBE firms for project participation.
- Review past goals and accomplishments for FAA-funded projects.
- Determine availability of DBE firms and expected participation.
- Break out race-neutral versus race-conscious actions. This is dependent on past years' accomplishments and records.
- Review other information sources such as Review state DBE Directory and other information sources.

General Capabilities

National Capabilities

Following Lochner's acquisition of Armstrong Consultants, our organizational capabilities have significantly strengthened, particularly within the aviation sector. With our team doubling in size, now comprising over 100 dedicated professionals, we've expanded our National Aviation Practice to cater to diverse project requirements. Our extensive experience spans across five ADO regions and 12 states, providing us with a comprehensive understanding of FAA regulations and requirements, positioning us as a trusted partner for aviation projects nationwide.

Organizational Capabilities

We offer a comprehensive suite of services designed to streamline our clients' workload and deliver exceptional results. In addition to our renowned engineering designs, we provide a range of specialized services that enhance our organizational capabilities. These include:



CAD Design - Our department of CAD Technicians, under the leadership of Danny Reed, CAD Manager, exclusively focuses on airport designs. Their expertise ensures that every CAD drawing meets FAA standards and aligns with our clients' vision.



In-House Collaboration - We streamline the planning and engineering process by integrating engineering and planning under one roof. Our engineers collaborate closely with planners on AMPs and Environmental Assessments (EA), assessing development feasibility. Leveraging our engineers' understanding of UDOT and FAA priorities, they contribute to the 20-year Airport Capital Improvement Plan (ACIP) preparation within the AMP. This ensures realism and positions airport sponsors for long-term success.



DBE and Title VI Compliance - Jessica Callow, our in-house DBE Specialist, ensures that all our airports adhere to FAA requirements through meticulous DBE and Title VI programs, alleviating administrative burdens for our clients. Her expertise and dedication streamline the administrative processes, allowing our clients to focus on their core operations while maintaining the highest standards of regulatory adherence.



Airport Management Advisor - Judd Hill, CM, in addition to two other previous airport managers on staff, brings experience in airport management, project administration, revenue enhancement, and community relations. As CNY's previous Airport Manager, his expertise serves as a valuable resource, offering insights and guidance to navigate the complexities of airport management effectively.

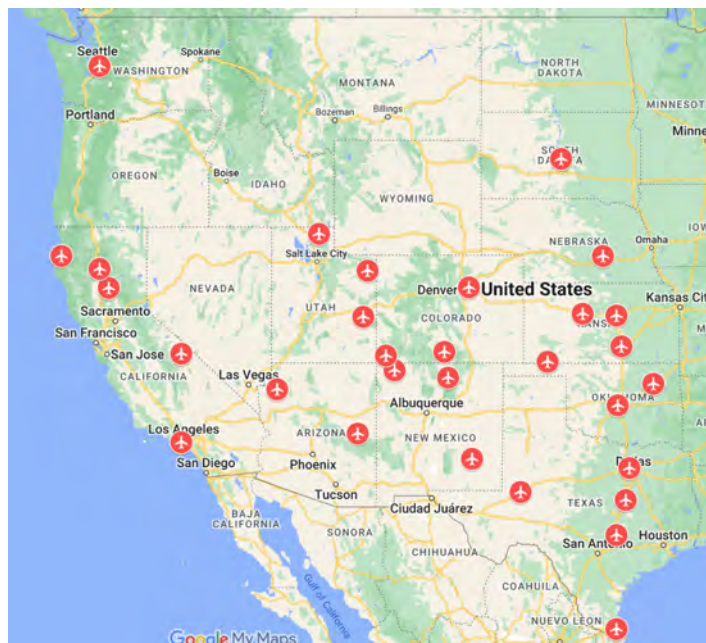
Utah Capabilities

Our Utah team, under the leadership of Judd Hill, CM, Eric Rivera, PE, and Connor Butterfield, PE, are dedicated to serving 15 airports across the state. With an intimate understanding of UDOT regulations, local terrain, and political dynamics, our team brings a tailored approach to each project, ensuring successful outcomes that meet the unique needs of our clients in Utah.

Part 139 Capabilities

Our team has extensive experience in engineering and planning for large, complex Part 139 airports. We have successfully partnered with numerous Part 139-certified clients, addressing similar projects and issues that you face. Our portfolio includes runway rehabilitations, taxiway realignments, terminal expansions, and comprehensive master plan updates. We have worked with airports comparable in size to CYN such as Humboldt County Airport and Pierre Regional Airport. Additionally, our team's experience with large hub airports such as Denver International Airport, Los Angeles International Airport, Dallas Fort Worth International Airport, and Seattle-Tacoma International Airport positions us to continue to support CNY's growth. This broad experience enables us to understand the unique challenges and requirements of Part 139 airports, allowing us to deliver tailored solutions that enhance operational efficiency and safety. Our in-depth knowledge and hands-on experience with complex airport environments ensure that we can navigate regulatory requirements, design standards, and stakeholder needs to deliver high-quality projects that meet the demands of your growing airport.

Lochner Part 139 Experience



Capabilities with FAA and UDOT

Your planning team must have a positive reputation and fruitful working relationship with the FAA's Northwest Mountain Region, UDOT, specialty subcontractors and contractors, and leading aviation associations. These are the agencies and people who work together to make each planning project a reality.



FAA - The FAA administers all FAA planning, engineering, design, and construction projects through its airport program managers.

Your Lochner team boasts a rich history of successful collaborations with the FAA. The majority of Utah airport projects undertaken by Lochner are funded by the FAA and UDOT. We routinely handle FAA Airport Improvement Program (AIP) and/or state-funded planning, environmental, design, and construction projects each fiscal year across the western states. Our team has successfully completed over 150 projects in the last decade, granting us unparalleled expertise in handling airport projects within Utah. We are well-versed in project processes and have fostered enduring relationships with our clients, the FAA, and UDOT.

With a substantial history of operating within three FAA regions and five Airports District Offices (ADOs) over 50 years, we have developed strong working relationships with personnel in each office, understanding their preferences and requirements thoroughly. Judd Hill, CM, Eric Rivera, PE, and Connor Butterfield, PE possess extensive knowledge of the grant process, providing the County with the best chance of securing federal and state funding. Additionally, they ensure that all projects are executed in strict compliance with state, FAA, and local regulations. Lochner stands ready to handle the preparation of essential documents, including grant applications, reimbursement requests, and environmental clearances, thereby enabling the County's staff to focus on other responsibilities.



UDOT - Our team, operating out of our Salt Lake City, UT and Grand Junction, CO offices, has completed over 150 projects in the last decade within the state, granting us unparalleled expertise in handling airport projects within Utah.

Lochner has maintained a strong relationship with UDOT since 1985, working collaboratively to elevate Utah's aviation infrastructure. We typically complete 15-20 projects funded by UDOT annually, demonstrating our proficiency in managing and succeeding within their funding process. Our active participation in various UDOT programs, including meetings, reimbursement initiatives, educational events, and state-driven initiatives, ensures that you can access and leverage these additional resources. This ongoing engagement underscores our commitment to enhancing Utah aviation system and reinforces our dedication to delivering exceptional results for our clients.



Local Government - Lochner is committed to fostering seamless collaboration with Grand County and local governments across Utah to facilitate the successful execution of planning projects. Our approach encompasses comprehensive engagement in planning, zoning, plan review, and permitting processes, ensuring alignment with local regulations and requirements. By leveraging our extensive experience working with 15 airport clients throughout Utah, we bring a wealth of knowledge and expertise to navigate the intricacies of municipal procedures efficiently. We prioritize open communication and close coordination with County officials and stakeholders to address any challenges proactively and ensure project success.



QUALIFICATIONS OF THE PROJECT MANAGER & PROJECT TEAM

Organizational Chart



Nick Holt
*Economic Aviation
Development Manager*

Christy Yaffa
FAA Planning

Engineering Support

Planning

Client Services



Eric Rivera, PE
*Engineering Project
Manager, Aviation
Design Lead*



Matt Tomasson
National Planning Lead



Judd Hill, CM
*NW Mtn Region Lead,
Airport Management
Advisor*



Thorsen Milton, EIT
Airport Design Engineer



Brooke Barber
Planning Project Mgr.



Connor Butterfield, PE
Utah Market Lead



Dylan Peterson
Airport Planner

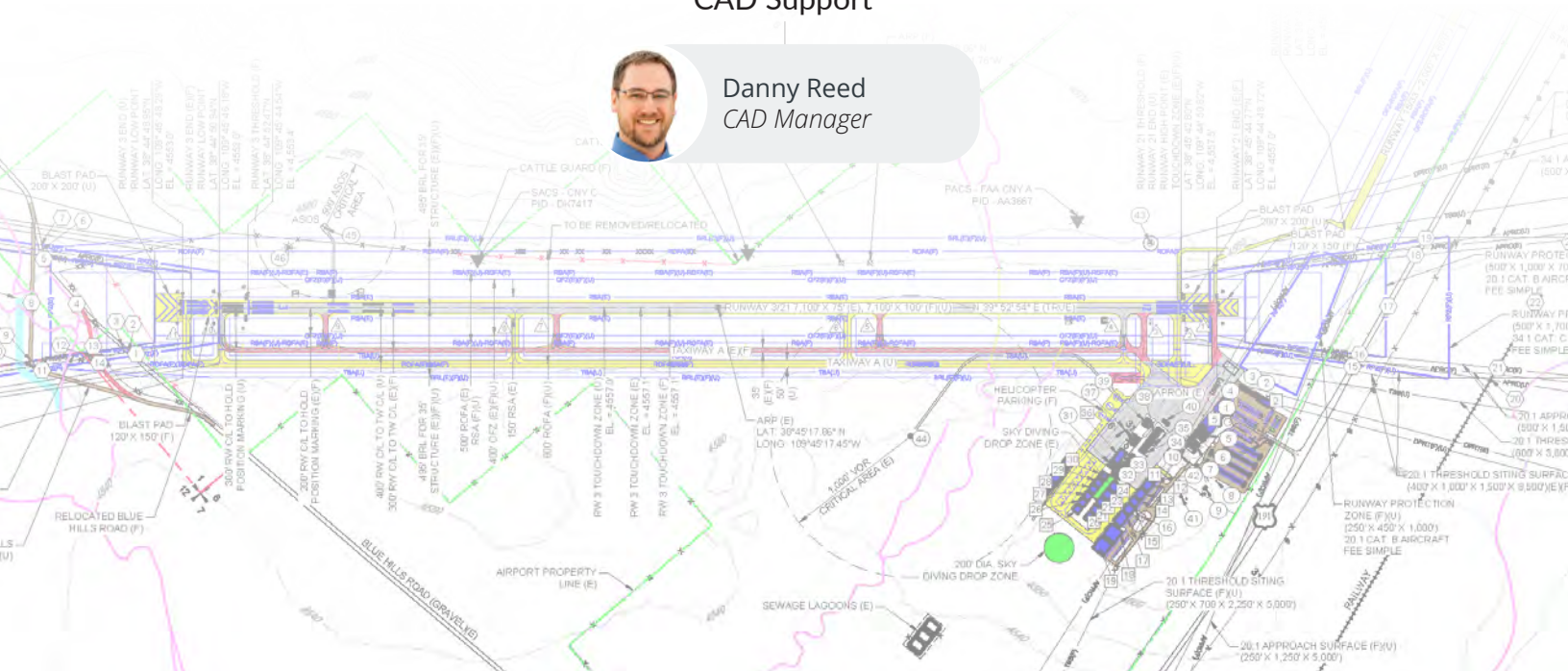


Erik Vliek, MBA
Grant Administration

CAD Support



Danny Reed
CAD Manager



Personnel Resumes & Qualifications



EDUCATION

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

CERTIFICATIONS

Private Pilot

CONTACT ME

602.803.7079
2345 S. Alma School Road
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Mesa, AZ 85210
mtomasson@hwlochner.com

Matt Tomasson

National Planning Lead | 14 Years of Experience

As the National Planning Lead, Matt oversees a range of airport planning and environmental initiatives, from master plan updates to environmental clearances for development projects. With extensive experience and education in aviation planning, management, and airport operations, he brings a wealth of knowledge to the role.

In his capacity as Project Manager, Matt collaborates closely with airport planners to ensure the highest quality execution of projects. His role also involves working with project engineers, leveraging a blend of planning and engineering perspectives to address projects from multiple angles. Additionally, Matt is an FAA-licensed private pilot, offering a valuable viewpoint as both a pilot and airport user.

Before joining Lochner, Matt worked with Mesa Airlines in airport and aircraft logistics and was part of the Scottsdale Airport operations and management team. His broad aviation background enables him to comprehensively understand the needs of all airport users and stakeholders, allowing him to deliver tailored solutions. His responsibilities include data compilation, technical writing and analysis, coordination of planning documents, and overall direction of the project team.

Relevant Experience

CATEX Hangar Development | Glenn County | Willows-Glenn County Airport, CA – Project Manager

Airport Master Plan | City of Gallup | Gallup Municipal Airport, NM – Project Manager

Airport Systems Study | Humboldt County Department of Aviation | Six Humboldt County Airports, CA – Airport Planner

Airport Master Plan | Town of Santa Rosa | Santa Rosa Route 66 Airport, NM – Project Manager

Airport Master Plan | Town of Richfield | Richfield Municipal Airport, UT – Project Manager

Commercial Activity Level Forecast | Humboldt County | California Redwood Coast-Humboldt County Airport, CA – Project Manager

Airport Master Plan | City of Benson | Benson Municipal Airport, AZ – Project Manager

Airport Master Plan | City of Roswell | Roswell Air Center, NM – Project Manager

Taxiway C Development Area - Conceptual Hangar and Taxilane Layout | Havasu Air Center | Havasu Air Center, AZ - Planning Project Manager

Airport Systems Plan | Navajo Nations | Six Navajo Nation Airports, NM & AZ – Airport Planner

Airport Layout & Master Plan | City of Alamosa | San Luis Regional Airport, CO - Airport Planner

**EDUCATION**

BA, Business Management,
Colorado Mesa University

AFFILIATIONS

Utah Airport Operators
Association (UAOA)

American Association of
Airport Executives (AAAE)

Association of California
Airports (ACA)

Colorado Airport Operators
Association (CAOA)

CONTACT

970.255.2037

715 Horizon Drive
Suite 225
Grand Junction, CO 81506
bbarber@hwlochner.com

Brooke Barber**Planning Project Manager | 8 Years of Experience**

As Planning Project Manager, Brooke enjoys the task of working with communities to develop conceptual plans that will eventually be brought to fruition, and aid in the development of a community's airport facilities. In her eight years of experience, Brooke has collaborated on dozens of FAA AIP grant funded planning projects, including AMPs, ALP Updates, and Heliport Development. In addition to her involvement in various planning studies, Brooke personally handles the environmental and airspace documentation required for both planning and engineering projects, which has allowed her the opportunity to work in several different regions and interact with FAA personnel from multiple Airport District Offices (ADO's).

Brooke's role as a Planning Project Manager is rarely done in isolation, but requires the input and perspective from a variety of team members including our Engineers, CAD Technicians, Client Managers and you, our valuable clients. This input, coupled with a deep technical understanding of the FAA Design Standards results in a final document that is a reflection of the goals of the community, feasible from a technical aspect, and intended to be a proactive tool to guide the airport through the future. Brooke strives to not just generate a document that is technically accurate, but to also facilitate an environment of collaboration and dialogue throughout the process.

Brooke applies her knowledge of recent business and aviation trends and practices to the Lochner team, establishing more efficient systems that support the airport planning functions, and aim to make the master planning exercise an effective and collaborative process.

Relevant Experience

Airport Master Plan | City of Parowan | Parowan Airport, UT — Project Manager

Airport Master Plan | City of Richfield | Richfield Municipal Airport, UT — Project Manager

Airport Master Plan | City of Monticello | Monticello Municipal Airport, UT – Airport Planner

Airport Master Plan | Green River City Corp | Green River Municipal Airport, UT – Airport Planner

Airport Master Plan | Town of Taos | Taos Regional Airport, NM – Project Manager

Airport Master Plan | Huerfano County | Spanish Peaks Airfield, CO – Project Manager

Airport Master Plan | Grand County | McElroy Field, CO – Project Manager

Airports System Plan | Humboldt County | Humboldt County Airports, CA – Airport Planner

Airport Master Plan | Elko County | Jackpot Hayden Field, NV – Project Manager

Airport Master Plan | City of Cortez | Cortez Municipal Airport, CO – Airport Planner

**EDUCATION**

B.S., Aviation Management,
Utah Valley University

A.A.S., Unmanned Aerial Vehicle
Flight Operator, Cochise College

U.S. Army Unmanned Aerial
System (UAS) Instructor
Operator (RQ-7B "Shadow"),
U.S. Army Aviation Center of
Excellence, Fort Huachuca, AZ

LICENSES

Private Pilot

CONTACT

970.255.2039

715 Horizon Drive
Suite 225
Grand Junction, CO 81506
dpeterson@hwlochner.com

Dylan Peterson**Airport Planner, Pilot | 3 Years of Experience**

As an Airport Planner, Dylan has carried a lifelong connection with aviation. This passion ultimately lead him to join the military, study Aviation Management, and become an Airport Planner. Through his military experience on airfields, he understands the importance of having a safe and functional airport to serve a community. Dylan looks forward to planning an even brighter future for CNY and the County.

Dylan offers fresh perspectives to airports as a pilot, aircraft mechanic, drone instructor, and aviation planner. During his undergraduate studies, he worked full-time as an Aircraft Mechanic on the AH-64 "Apache" and UH-60 "Black Hawk" helicopters for the Utah Army National Guard. He served as an Unmanned Aerial System (UAS) Instructor Operator on the RQ-7Bv2 "Shadow" drone in the United States Army, where he trained UAS Operators to operate, plan, layout UAS runways, and complete missions with manned aircraft and ground forces. Dylan is currently serving in the Army National Guard where he continues to achieve more aviation knowledge, experience, and relationships. His unique understanding of airports makes him the ideal partner to plan your airport's future.

Relevant Experience

Airport Layout Plan | Grand County | Canyonlands Regional Airport, UT — Airport Planner

Airport Master Plan | Huerfano County | Spanish Peaks Airfield, CO – Airport Planner

Airport Master Plan | Grand County | McElroy Field, CO – Airport Planner

Airport Master Plan | Logan-Cache Airport Authority | Logan-Cache Airport, UT — Airport Planner

Airport Master Plan | City of Parowan | Parowan Airport, UT — Airport Planner

Airport Master Plan | City of Richfield | Richfield Municipal Airport, UT — Airport Planner

**EDUCATION**

M.S., Idaho State University
M.S., Wake Forest University
B.S., Wake Forest University

CERTIFICATIONS

Certified Member (C.M.) - American Association of Airport Executives (AAAE)
Airport Security Coordinator
Private Pilot
Aircraft Rescue Firefighter

AFFILIATIONS

Utah Airport Operators Association (UAOA)
Aircraft Owners and Pilots Association (AOPA)
American Association of Airport Executives (AAAE)
Experimental Aircraft Association (EAA)

CONTACT

435.260.2143
715 Horizon Drive
Suite 225
Grand Junction, CO 81506
jhill@hwlochner.com

Judd Hill, CM**Northwest Mountain Region Lead, Airport Management Advisor | 14 Years of Experience**

Judd primarily oversees our planning and engineering projects within the FAA's Northwest Mountain Region. He also serves as an Airport Management Advisor, offering support across various airport improvement projects for our clients. As a private pilot, Judd brings a valuable user perspective to his assessments. Prior to joining the Armstrong team, he held the position of Airport Director at Canyonlands Regional Airport (CNY) in Moab, UT, where his tenure experienced remarkable growth and enhancement.

Under Judd's leadership, CNY underwent transformative airfield projects, resulting in the ARC upgrade of Runway 3/21, an expansion and remodel of the terminal building, and the introduction of regional jet service to the region. His achievements at CNY also encompassed the upgrade and expansion of both landside and airside facilities, collaboration with commercial airlines to initiate new services, oversight of a certified Aircraft Rescue Firefighting crew, and the establishment of a Department of Homeland Security-TSA presence at the airport.

Judd's diverse background contributes to a distinctive perspective, blending expertise in airport management, insights from a pilot's vantage point, and a comprehensive understanding of airport improvement processes.

Relevant Experience

Airport Master Plan | Grand County | Canyonlands Regional Airport, UT - Airport Director

Airport Master Plan | City of Monticello | Monticello Airport, UT - Project Manager

Airport Layout Plan | City of Blanding | Blanding Municipal Airport, UT - Project Manager

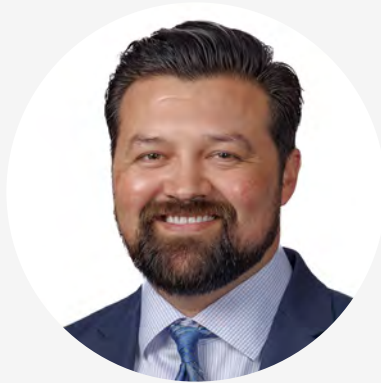
Taxilane and Apron Rehabilitation | Skypark Airport Assoc., LLC | Skypark Airport, UT - Project Manager

Pavement Maintenance and Wildlife Fencing | City of Blanding | Blanding Municipal Airport - Project Manager

Pavement Maintenance and Entrance Road Rehabilitation | City of Delta | Delta Municipal Airport, UT - Project Manager

Pavement Maintenance and REILs | Garfield County | Bryce Canyon Airport, UT - Project Manager

Runway Construction | Panguitch City Corporation | Panguitch Municipal Airport, UT - Project Manager



EDUCATION

B.S., Civil Engineering,
New Mexico State University

LICENSES

Professional Engineer:
UT, CO, NM

CONTACT

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715 Horizon Drive
Suite 225
Grand Junction, CO 81506
erivera@hwlochner.com

Eric Rivera, PE

Engineering Project Manager, Aviation Design Lead | 11 Years of Experience

Eric is dedicated to delivering high-quality design and construction administration services for a diverse range of engineering projects. Eric has provided project management services for each CNY construction project since 2016. Currently, Eric is actively engaged in the design and construction phases of various airport projects. These encompass drainage initiatives, as well as multi-million-dollar undertakings involving runway and taxiway construction.

In his role as Aviation Design Lead, Eric focuses primarily on overseeing complex, larger projects at commercial service airports. This strategic focus allows him to channel his expertise and commercial service experience, positioning him as a reliable and invaluable resource for the team. As you have experienced, clients benefit from Eric's commitment to providing the level of service and attention they rightfully deserve.

After graduating from New Mexico State University, Eric transitioned into roles as a Construction Estimator and Project Manager, focusing on commercial and civil construction projects. His extensive background includes direct involvement in the design and construction of numerous large-scale airport projects.

Relevant Experience

Apron Reconstruction & Taxilanes Expansion | Grand County | Canyonlands Regional Airport, UT – Project Manager

Runway 3-21 ARC Upgrade | Grand County | Canyonlands Regional Airport, UT – Project Manager

Perimeter Fencing | Grand County | Canyonlands Regional Airport, UT – Project Manager

Apron Hardstands | Grand County | Canyonlands Regional Airport, UT – Project Manager

SRE Building | Grand County | Canyonlands Regional Airport, UT – Project Manager

Terminal Apron Rehabilitation | City of Farmington | Four Corners Regional Airport, NM – Project Manager

Taxiway B & G Relocation | City of Farmington | Four Corners Regional Airport, NM – Project Manager

Runway Rehabilitation | City of Farmington | Four Corners Regional Airport, NM – Project Manager

Parking Lot Construction | Humboldt County Aviation Department | California Redwood Coast-Humboldt County Airport, CA – Project Manager

Runway 14-32 Rehabilitation & In-Pavement Lighting System Upgrades | Humboldt County Aviation Department | California Redwood Coast-Humboldt County Airport, CA – Project Manager

Airfield Lighting System and Vault Rehabilitation | Humboldt County Aviation Department | California Redwood Coast-Humboldt County Airport, CA – Project Manager

Taxilanes Development | Uintah County & Vernal City | Vernal Regional Airport, UT – Project Manager

**EDUCATION**

BS, Civil Engineering,
University of Utah

REGISTRATIONS

Professional Engineer: UT

CERTIFICATIONS

Private Pilot

CONTACT

801.644.8294

2755 E Cottonwood Pkwy
Suite 560

Salt Lake City, UT 84121

cbutterfield@hwlochner.com

Connor Butterfield, PE**Utah Market Lead, Engineering Support | 7 Years of Experience**

Connor is an accomplished engineering professional with a lifelong passion for math and science. While he explored various engineering fields, he was drawn to Civil Engineering and the potential to contribute to sustainable development and community improvement.

Since becoming a pilot in 2019, Connor has seamlessly merged a career in engineering with a love for aviation. This unique combination has fueled a dedication to airport and aviation projects, allowing him to work across a range of airports throughout Utah and the western U.S. Each airport presents its own unique challenges, and Connor thrives on collaborating with teams to devise innovative solutions.

In his role, Connor serves as an extension of client staff, providing comprehensive support that includes general correspondence with state agencies, the FAA, sponsors, and contractors. He is adept at grant and payment processing, conducting design reviews, and ensuring that projects align with the clients' needs and Capital Improvement Plans.

With a commitment to excellence and a collaborative approach, Connor is dedicated to improving aviation infrastructure and enhancing the overall client experience in the aviation sector.

Relevant Experience

Apron Expansion Design | Grand County | Canyonlands Regional Airport, UT - Utah State Lead

Taxiway/Apron Expansion & Reconstruction | Grand County | Canyonlands Regional Airport, UT - Utah State Lead

New Runway Construction | Privately Owned | West Desert Airpark, UT – Project Manager

Pavement Maintenance | Skypark Airport Assoc., LLC | Skypark Airport, UT – Project Manager

Replace Directional Signs | Logan-Cache Airport Authority | Logan-Cache Airport, UT – Project Manager

Pavement Maintenance | Garfield County | Bryce Canyon Airport, UT - Project Manager

REILs Replacement | Garfield County | Bryce Canyon Airport, UT - Project Manager

Pavement Maintenance | City of Escalante | Escalante Municipal Airport, UT - Project Manager

Pavement Maintenance | City of Monticello | Monticello Municipal Airport, UT - Project Manager

Runway Rehabilitation | Panguitch City Corporation | Panguitch Municipal Airport, UT – Project Manager


EDUCATION

BS, Civil Engineering,
University of Colorado
Boulder

CERTIFICATIONS

Engineer in Training: CO

AFFILIATIONS

American Society of Civil
Engineers (ASCE)

CONTACT

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Suite 225
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tmilton@hwlochner.com

Thorsen Milton, EIT

Engineering Support, Airport Design Engineer | 4 Years of Experience

As an Airport Design Engineer, Thorsen has been involved in the design and construction of a variety of airport projects ranging from airport lighting replacements to multimillion dollar runway construction. He joined the Lochner team as an intern during his last semester of undergraduate studies. Upon graduating and obtaining a Bachelor of Science in Civil Engineering from the University of Colorado Boulder in December 2020, he joined Lochner full-time. Thorsen's primary duties include engineering designs, preparation of construction plans and specifications, cost estimating, writing project design reports and final reports, writing construction safety and phasing plans, re-preparation of grant applications and capital improvement programs, contract administration, and construction project management.

Relevant Experience

Pavement Maintenance and REILs | Garfield County | Bryce Canyon Airport, UT – Design Engineer

Pavement Maintenance and Wildlife Fencing | City of Blanding | Blanding Municipal Airport, UT – Design Engineer

Runway Construction | Panguitch City Corporation | Panguitch Municipal Airport, UT – Design Engineer

Runway Rehabilitation | Green River City Corp. | Green River Municipal Airport – Design Engineer

Pavement Maintenance | City of Milford | Milford Municipal Airport, UT – Design Engineer

Pavement Maintenance | City of Monticello | Monticello Airport, UT – Design Engineer

Runway Relocation | Privately Owned | West Desert Airpark, UT – Design Engineer

Security Entrance Gate | Green River City Corp. | Green River Municipal Airport – Design Engineer

Runway Rehabilitation & Lighting Replacement | City of Parowan | Parowan Airport - Design Engineer

Install AWOS | City of Blanding | Blanding Municipal Airport, UT – Design Engineer

Install AWOS | City of Monticello | Monticello Airport, UT – Design Engineer

Blast Pad & Blast Fence | Skypark Airport Assoc., LLC | Skypark Airport, UT – Project Manager

Install Wildlife Fencing | Jackson County | Walden-Jackson County Airport, CO – Design Engineer

Reconstruct Runway 16-34 | Ohkay Owingeh Tribal Council | Ohkay Owingeh Airport, NM – Design Engineer



EDUCATION

M.B.A., Business Administration,
Colorado Mesa University

B.A., Accounting, Colorado
Mesa University

B.S., Psychology, Colorado Mesa
University

CONTACT INFO

970.242.0101

715 Horizon Drive
Suite 225

Grand Junction, CO 81506

evliek@hwlochner.com

Erik Vliek, MBA

Business & Operations Manager, Grant Administration | 16 Years of Experience

Erik is responsible for all accounting and financing activities. In addition, he has a role in every project, for every client, to ensure that they are properly reimbursed for project related expenses. Since joining Lochner in 2008, Erik has worked on over 900 airport projects in thirteen states and two countries and has received compliments from the FAA and State Agencies for the quality and accuracy of my work. His duties include the tracking of billable time and project expenses, preparing all grant reimbursement filings, and assisting Sponsors with the management of Federal and State grants. He has established excellent working relationships with personnel in the FAA, State Aviation/Aeronautics Divisions, and those responsible at the local level for accounting and finance.

Relevant Experience

Taxiway A Reconstruction | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$9,322,999 (Multiple Grants)

Construct Apron Hardstands | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$1,000,000

Apron Expansion | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$2,800,000

Airport Master Plan | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$300,000

Airport Master Plan | City of Cortez | Cortez Regional Airport, CO - Grant Administration | Grant amount: \$499,000

Airport Master Plan | City of Alamosa | San Luis Valley Regional Airport, CO - Grant Administration | Grant amount: \$353,000

Airport Master Plan | City of Monticello | Monticello Municipal Airport, UT - Grant Administration | Grant amount: \$331,000

Airport Master Plan | Green River City Corp. | Green River Municipal Airport, UT - Grant Administration | Grant amount: \$299,000

Airport Master Plan | Town of Holyoke | Holyoke Municipal Airport, CO - Grant Administration | Grant amount: \$332,590

Apron Reconstruction | Garfield County | Rifle Garfield County Airport, CO - Grant Administration | Grant amount: \$3,100,000

Runway Reconstruction | City of Roswell | Roswell Air Center - Grant Administration | \$19,487,753 (Multiple Grants)

Taxiway Pavement Preservation | City of Roswell | Roswell Air Center - Grant Administration | \$326,611 (Multiple Grants)

Construct Taxiway Z | Douglas County | Minden-Tahoe Airport, NV - Grant Administration | \$6,472,476 (Multiple Grants)

Runway Rehabilitation | City of Show Low | Show Low Regional Airport, AZ - Grant Administration | \$2,324,491 (Multiple Grants)

Apron Expansion & Construct Hardstands | City of Winnemucca | Winnemucca Municipal Airport, NV - Grant Administration | Grant amount: \$2,149,449

Runway Lighting, Signage, and Windcone | City of Holbrook | Holbrook Municipal Airport, NV - Grant Administration | Grant amount: \$535,517 (Multiple Grants)

Replace Runway Lighting, Signage & Vault | Cochise County | Bisbee Douglas International Airport, AZ - Grant Administration | Grant amount: \$549,865


EDUCATION

B.A., Computer Aided Drafting
 Colorado Mesa University

Certificate, Land Survey and
 Geomatics
 University of Wyoming

LICENSES

Drone Pilot

CONTACT

715 Horizon Drive
 Suite 225
 Grand Junction, CO 81506
 dreed@hwlochner.com

Danny Reed

CAD Manager, Drone Pilot | 17 Years of Experience

Danny leads a team of six CAD Technicians exclusively dedicated to airport designs and technical exhibits. Our CAD team's focus, workload, and expertise revolves exclusively work on airport engineering and planning projects ensuring that we are exceptional at one thing and have a deep knowledge of the specific and complex airport design standards. Having a CAD team exclusively dedicated to airport projects frees up engineers and planners to focus solely on their core tasks. Danny prioritizes client relationships, needs assessment, and the delivery of high-quality engineering, planning, and design work, while providing clear direction to the CAD department based on client specifications.

Danny personally reviews each CAD drawing within his department, ensuring they meet FAA standards and align with the airport's vision. Danny is also a licensed drone pilot and often travels to our airports collecting data via drone as well as quality photography for marketing purposes for the airport.

Relevant Experience

Airport Layout Plan | Grand County | Canyonlands Regional Airport, UT — CAD Manager

Taxiway A1 & Apron Expansion | Grand County | Canyonlands Regional Airport, UT — CAD Manager, QA/QC

Pavement Maintenance | Moffat County | Craig-Moffat County Airport, CO — CAD Manager

Runway Reconstruction | Green River City Corp. | Green River Municipal Airport, UT — CAD Manager

Taxiway A Relocation | City of Lander | Hunt Field Airport, WY — CAD Manager

Airport Master Plan | City of Holyoke | Holyoke Municipal Airport, CO — CAD Manager

REPUTATION |

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

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

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



JOHN KERR | Airport Board Chair
 Logan-Cache Airport | Logan, UT
 435.757.7420 | kerrjohna@comcast.net
Project History: Airport Master Plan, Taxiway D Extension, Apron Reconstruction, Runway Reconstruction, Airfield Pavement Maintenance



BRIAN CONDIE | Airport Manager
 Ogden-Hinckley Airport | Ogden, UT
 970.987.6997
Project History: Airport Layout Plan Update



WILL HICKMAN | Airport Manager
 San Luis Regional Airport | Alamosa, CO
 719.587.5211
Project History: Airport Master Plan



JACOB ALLEN | Airport Manager
 Show Low Regional Airport | Show Low, AZ
 928.532.4192 | jallen@showlowaz.gov
Project History: Airport Master Plan, Reconstruct South Apron, Airfield Pavement Maintenance, SRE



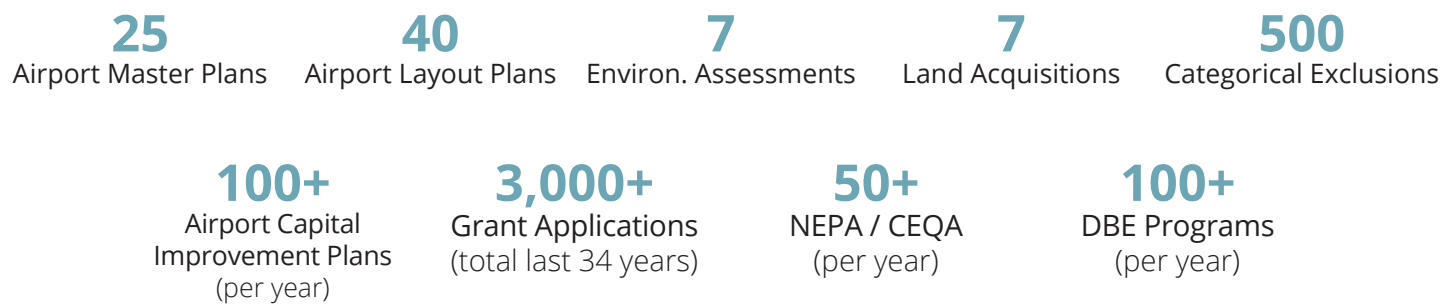
MIKE LEWIS | Airport Manager
 Four Corners Regional Airport | Farmington, NM
 505.599.1462 | mlewis@fmrtn.org
Project History: Terminal Study, Terminal Apron Rehab, Relocate Taxiways, Pavement Maintenance, Runway Rehab

REPUTATION WITHIN INDUSTRY

Given our commitment to airports in Utah, we also stay active in the local aviation community. We are active within the Utah Airport Operators Association (UAOA). We attend regular meetings, the yearly conference, and stay up to date with industry information. With our involvement in Utah aviation, our clients benefit from our industry insights, innovations, and continued education. We will continue to be an extension of your staff as we remain involved in Utah airport committees by bringing forward the needs of your community and airports. The aviation community is extremely collaborative and your airport will directly benefit from our industry involvement. As experts in Utah aviation, you can rest assured that your Lochner team will continue to advocate for your success across the state.

RECENT PLANNING PROJECT EXPERIENCE

Lochner’s planning team has completed over 25 AMPs and over 40 ALPs in the last five years. Recent planning project experience is shown in the table below. Select project examples will be presented in the following pages. Our planning team has the experienced knowledge, availability, and capability to complete all upcoming planning work at CNY. **Not only do we have extensive planning experience at similar airports, but we have also managed all planning efforts at CNY since 1985.** Recent projects include the 2014 AMP and the 2023 ALP Update. Our existing knowledge of your facilities, partnered with our understanding of the County’s goals for the airport, makes Lochner the ideal team to continue serving CNY’s planning needs. An overview of our planning team experience in shown below. In the last five years, our team has completed:



Current Workload

To overcome potential challenges and deliver successful projects, it is essential to have a dedicated consultant who focuses exclusively on your priorities. Brooke Barber, your Project Manager, maintains a manageable workload and serves clients at similar-sized airports in the region. This focus ensures that your priorities won’t be overshadowed by larger, more demanding projects at commercial service airports. At Lochner, we maintain a manageable workload for our planners to ensure high-quality projects and effective communication.

Our team’s current capacity is ideal to take on the upcoming planning efforts at CNY. With several projects nearing completion, we are well-positioned to transition seamlessly to focus on CNY’s planning needs. The table below highlights our current projects, demonstrating that we have the necessary time and resources to devote to CNY, ensuring the production of quality planning documents. This structure allows us to provide CNY with the attention and effort required for successful project outcomes.

Airport Name & Location	Project Title	Complete	End Date	Project Manager	Project Phase Status
Logan-Cache Airport, UT	Airport Master Plan	75%	Oct. 2024	Judd Hill, CM	Working Paper #4
Humboldt County Airport, CA	System Plan Study	95%	March 2024	Matt Tomasson	Draft Report
Taos Regional Airport, NM	Airport Master Plan	98%	Feb. 2024	Brooke Barber	Draft Report
Walsenburg Airport, CO	Airport Master Plan	95%	March 2024	Brooke Barber	Draft Report
Jackpot Airport, NV	Airport Master Plan	60%	Dec. 2025	Brooke Barber	Working Paper #2
Saratoga Airport, WY	Airport Master Plan	5%	Jan. 2025	Jim Greil, CM	Working Paper #1
Escalante Municipal, UT	Airport Layout Plan Update	55%	Dec. 2024	Brooke Barber	Working Paper #2

Recent Experience

The table below reflects planning projects that have been completed by our planning team in the last three years. Following the table, we have expanded upon several select projects in the coming pages.

Airport Name & Location	Project	Project Manager	Type	Start	End
Blanding Municipal Airport Blanding, UT	Airport Layout Plan Update	Judd Hill, CM	GA	2020	2023
Four Corners Regional Airport Farmington, NM	Airport Layout Plan Update	Matt Tomasson	CS	2021	2022
McElroy Field Kremmling, CO	Airport Master Plan	Brooke Barber	GA	2022	2024
Monticello Airport Monticello, UT	Airport Master Plan	Judd Hill, CM	GA	2020	2023
Canyonlands Regional Airport Moab, UT	Airport Layout Plan	Justin Pietz	CS	2022	2023
Cortez Municipal Airport Cortez, CO	Airport Master Plan	Brooke Barber	CS	2021	2023
Andrew Othole Memorial Airport Zuni, NM	Airport Master Plan	Matt Tomasson	GA	2019	2022
San Luis Valley Regional Airport Alamosa, CO	Airport Master Plan	Matt Tomasson	CS	2020	2022
Alamogordo-White Sands Regional Alamogordo, NM	Airport Layout Plan Update	Matt Tomasson	GA	2017	2022
Alamo Landing Field Alamo, NV	Airport Master Plan	Justin Pietz	GA	2018	2021
Green River Municipal Airport Green River, UT	Airport Master Plan	Brooke Barber	GA	2019	2021
Sterling Municipal Airport Sterling, CO	Airport Master Plan	Justin Pietz	GA	2019	2021

OGDEN-HINCKLEY AIRPORT | OGDEN, UT

Airport Layout Plan

Ogden-Hinckley Airport (OGD) faced a critical challenge with their Airport Layout Plan (ALP) when the firm originally hired to complete the work unexpectedly went out of business, leaving the airport in a time-sensitive situation. In response, OGD initiated a single-project selection process, and Lochner was chosen from among seven submittals to finish the plan. Our approach to completing the ALP was two-fold. First, we addressed the work left unfinished by the previous firm, ensuring it was completed and submitted to the FAA for approval so the airport wouldn't lose funding. Once that was accomplished, we overhauled the ALP from the ground up, applying our higher standards to create a comprehensive, functional document that would serve the airport and the city for long-term development.



CLIENT CONTACT

Brian Condie, Airport Mgr.
 BrianCondie@ogdencity.
 com | 970.987.6997

PROJECT BUDGET

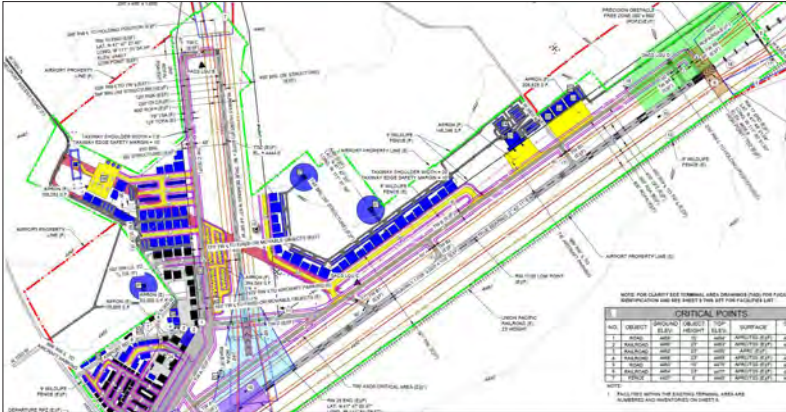
Within Agreed Upon Fee

YEARS AS A CLIENT

Single Project

PROJECT SCHEDULE

2023



LOGAN - CACHE AIRPORT | LOGAN, UT

Airport Master Plan

Lochner has had the privilege to work with the Logan-Cache Airport (LGU) for well over two decades. During this time, Lochner has worked with the airport on over 30 Airport Improvement Program (AIP)-funded projects that have far-exceeded \$20M in federal grants. These projects have addressed every facet of the airport to include work on the expansion of the land owned by the airport, to the maintenance and upgrade of airport aprons, taxiways, and runways. In addition to the projects funded by the FAA AIP program, Lochner has also worked with LGU for the successful acquisition of non-federally funded grants and local-only funded projects to further meet the needs of the airport users and the community at large.

LGU's AMP is a crucial project necessitated by the airport's rapid growth and the city's burgeoning development. Logan is one of the fastest-growing areas in the country, and the airport had maximized its existing development. With the local university's flight program enrolling 400 active students, Logan-Cache has become one of the top five busiest airports in the state. To match the city's growth and adequately plan for the airport's future, a comprehensive master plan was essential.

We faced several challenges due to the airport's high activity level and rapid growth. The busy nature of the airport made it clear that the master plan needed to recommend the addition of a control tower to manage air traffic effectively. The sheer volume of growth required swift and thorough planning to address current and future needs. To overcome these challenges, we explored mechanisms to utilize all available airport space and examined design possibilities for surrounding properties. Our approach included evaluating the addition of air traffic control and other avenues to support and manage the airport's expansion. By providing these detailed and forward-thinking solutions, we ensured that the master plan would accommodate Logan-Cache Airport's growth and enhance its operational efficiency.

CLIENT CONTACT

John Kerr, Airport Board Chair
 kerrjohna@comcast.net
 435.757.7420

PROJECT SCHEDULE

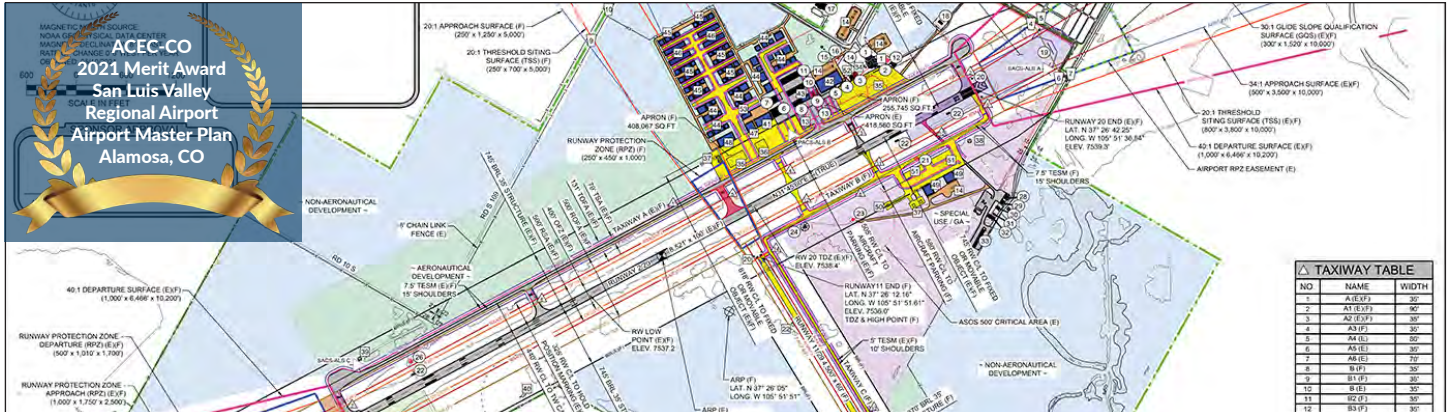
Start Date: Jan. 2022
 Completion: In-Progress

PROJECT BUDGET

Within Agreed Upon Fee

YEARS AS A CLIENT

24 Years



SAN LUIS VALLEY REGIONAL AIRPORT | ALAMOSA, CO

Airport Master Plan

The San Luis Valley Regional Airport's (ALS) AMP consists of a narrative document which includes a 20-year plan of development along with an ALP drawing set, which serves as a graphical depiction of the existing and future layout of the San Luis Valley Regional Airport (the Airport). The purpose and goal of the AMP is to provide the framework needed to guide future airport development that will cost-effectively achieve the overall goals of the community and meet aviation demand for the short, intermediate, and long term. This study will be used by the County, State and Federal officials to plan, prioritize and fund the operation, maintenance, and development for the Airport. More specifically, the plan evaluates future demand and operations, determines compliance with FAA design standards, provides a visual representation of the ultimate development, outlines a conceptual plan for future airside and landside development, and ensures the airport complements local/regional development goals.

The AMP is developed in conjunction with the FAA, CDOT, County of Alamosa and a team referred to as the Technical Advisory Committee (TAC). The TAC consists of various airport and community stakeholders who review the findings and recommendations of the study at each stage and provide input throughout the project's duration.

Throughout the project, the Airport was in the process of pursuing its FAR Part 139 Certification to allow commercial

air carrier service with more than nine passenger seats to operate in and out of ALS. Lochner was able to offer guidance throughout the FAR Part 139 Certification process while integrating the recent commercial air service expansions into the AMP, providing a framework that supports future development and continued scheduled commercial service at ALS. This included protecting for an expanded commercial aircraft parking apron and concrete hardstands, maintaining the Instrument Landing System (ILS) approach procedure, protecting facilities for the operation of the future design aircraft, which is the CRJ-700, expanded snow removal equipment and aircraft rescue and firefighting facilities, and designing a dedicated air tanker base, as well as an expanded passenger terminal building.

As a result of these combined efforts, the Airport was able to obtain their FAR Part 139 certificate in order to obtain United Airlines service to Denver which conducted its first scheduled flight into ALS on November 1, 2020 operating the 50-seat CRJ-200 aircraft. Furthermore, the Airport is now equipped with an AMP and updated ALP set, to include a 20-year development plan to guide their future projects for years to come and ensure continued growth and success.

CLIENT CONTACT

Will Hickman, Airport
 Mgr.
 719.587.5211
 whickman@
 alamosacounty.org

PROJECT SCHEDULE

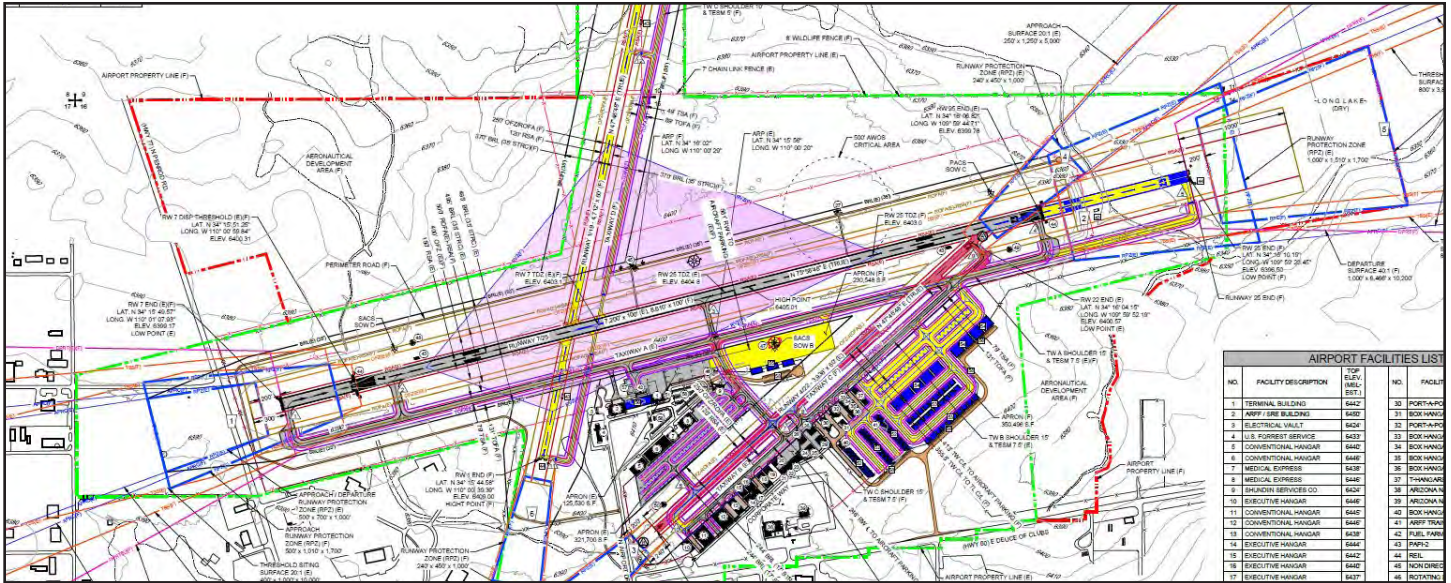
2020-2022

PROJECT BUDGET

Within Agreed Upon Fee

YEARS AS A CLIENT

Single Project



SHOW LOW REGIONAL AIRPORT | SHOW LOW, AZ

Airport Master Plan

Lochner completed an AMP for the Show Low Regional Airport, a commercial service airport, serving the City of Show Low, Pinetop, and Northeastern Arizona. Due to meteorological and topographical conditions in the region, there are significant shifts in wind direction which greatly affect airport users. The existing runway system includes a primary runway and crosswind runway. The crosswind runway however no longer meets FAA criteria for runway protection zones and also significantly imposes on future development areas. As a result, Lochner placed emphasis on evaluating a wide range of options for future crosswind runway configurations that met all FAA design standards, provided optimum crosswind coverage, and balanced development opportunities versus proposed project cost. Through engaged stakeholder involvement, the City selected a recommended alignment for the future crosswind runway that will allow the airport to provide greater development opportunities while enhancing aviation safety.

Today, the airport has finalized the AMP and will be able to provide leverage for progression of this crosswind runway project.

We look forward to bringing our experiences gained on this project to the planning projects at CNY. We view these key attributes from Show Low as beneficial while undertaking your proposed project:

- Evaluating future runway development and establishing justification for a major runway project
- Understanding the importance of balancing airfield geometry functionality with project costs
- Implementing and facilitating a successful public outreach program to ensure the plan serves the needs of the airport and the community

CLIENT CONTACT

Jacob Allen, Airport Manager
 (928) 532-4192
jallen@showlowaz.gov

PROJECT DATE

2019-2020

PROJECT BUDGET

Within Agreed Upon Fee

YEARS AS A CLIENT

13 Years



FOUR CORNERS REGIONAL AIRPORT | FARMINGTON, NM

Terminal Building Evaluation Study

Our team recently completed a Terminal Building Evaluation Study for the City of Farmington in support of returning commercial air services to Four Corners Regional Airport with the utilization of a regional jet. A site visit was scheduled with airport management to evaluate the existing terminal building and define the needs of the airport. Facilities that were evaluated included ticketing, security, hold room, and baggage claim services. The Evaluation Study also serves as a way to confirm with TSA and airline representatives that their needs are understood and addressed.

United Airlines has expressed that they will be commencing scheduled air service in the near future. This will be the first commercial service flight in Farmington in four years. This expansion is the culmination of years of hard work and a direct result of the Terminal Building Evaluation Study.

We look forward to bringing our experiences gained on this project to the planning projects at CNY. We view these key attributes from Farmington as beneficial while undertaking your proposed project:

- Four Corners Regional Airport was upgraded from B-II to C-II to accommodate airline service
- Identification of terminal building needs to accommodate the reintroduction of air service
- Coordination with TSA and airline representative needs
- Developing creative ways to accommodate passenger demand in the short term in a cost effective manner
- Identifying alternative funding sources for necessary improvements
- Creative options to accommodate runway safety area requirements

CLIENT CONTACT

Mike Lewis, Airport Manager
 mlewis@fmtm.org
 505.599.1462

PROJECT SCHEDULE

Start Date: Feb. 2020
 Completion: April 2020

PROJECT BUDGET

Within Agreed Upon Fee

YEARS AS A CLIENT

10 Years

ABILITY TO MEET SCHEDULES WITHIN BUDGET |

We understand the importance of an on-time and on-budget planning project. Your airport management and County management all have a vested interest in ensuring CNY's upcoming planning projects are completed cost effectively and within a timely manner and we are committed to delivering you exactly that.

Our demonstrated ability to stay on-time and on-budget can be found in the table below and in the project descriptions in previous pages.

Budget Control

Planning project fees are based upon an agreed lump sum cost based on the approved scope of work. For planning projects, once the fee is established at the beginning of the project, there will be no variations on the cost of the project. Based on our extensive experience in completing airport planning projects, including CNY's recent AMP and ALP, we understand the typical time frame to complete the project. We will work with the County early in the project to establish an overall project schedule that is realistic and keeps things moving forward in an effort to respect and preserve the time and resources of all involved.

Schedule Control

AMP schedules do not have a prescribed timeline or requirement and, therefore, schedules can be adjusted to capture timing for your unique opportunities or meet other local demands. Our team employs four key steps to maintain your schedule expectations, listed below:

The first step in schedule control is an effective leadership team. Your Planning Project Manager, Brooke Barber, has the experience and expertise to ensure an on-schedule project. She will be working directly with you on each stage of the AMP and will have a dedicated team of aviation planners supporting her throughout the project.

The second step in schedule control is correctly executing the project scoping stage. Early in the process, we will work closely with you to define each stage of the planning project and the necessary time and energy required for each stage (*our Airport Planning Process is presented on page 31*). The schedule can be customized to meet your local needs. We have completed AMPs under expedited schedules, such as CNY's 2014 AMP, and other airport sponsors have requested to extend schedules to allow for ample local review time. Not only does this scoping process enable us to define and customize your AMP, but it is the foundation for defining the project schedule and identifying expectations.

The third step in schedule control comes from our planning department proven work flow process that keeps planning projects on schedule and completed at the highest quality. Our process allows us to work directly with you and your community to build an AMP that brings value to all levels of the airport community. Because our planning documents are done right the first time, they move through the FAA and UDOT Division of Aeronautics review stages faster than lower-quality products.

Finally, schedule control is achieved through our ability to communicate effectively throughout the project with you, the FAA, and UDOT. External review by the sponsor and the FAA can be a lengthy process that we mitigate through communication and our strong working relationships with you, the FAA, and UDOT.

Client Name	Project	Location	Project Dates	Budget/Final Cost
Canyonlands Regional Airport	Airport Layout Plan	Moab, UT	2022-2023	\$316,348
Sterling Municipal Airport	Airport Master Plan	Sterling, CO	2019-2021	\$323,429
McElroy Field	Airport Master Plan	Kremmling, CO	2022-2024	\$331,387
Cortez Municipal Airport	Airport Master Plan	Cortez, CO	2021-2023	\$495,482
Spanish Peaks Airfield	Airport Master Plan	Walsenburg, CO	2022-2024	\$330,204
Liberal Mid-America Regional Airport	Airport Master Plan	Liberal, KS	2020-2023	\$461,000
Stanton County Municipal Airport	Airport Master Plan	Johnson City, KS	2020-2023	\$231,717
Blanding Municipal Airport	Airport Layout Plan Update	Blanding, UT	2020-2023	\$152,872
Monticello Airport	Airport Master Plan	Monticello, UT	2020-2023	\$328,190

QUALITY OF PREVIOUS AIRPORT PROJECTS

A high-quality project is a direct result of having a highly experienced team with unwavering dedication to your airport's success. Achieving the highest quality project outcome requires choosing the right solution for your airport and community vision, then skillfully executing that vision. Quality and client satisfaction go hand in hand; without one, the other is minimized. The quality of a project goes beyond a successful final product. Below are various aspects in which we are dedicated to provide the highest quality to our clients:



Aviation Knowledge

We have the highest quality of people

Our staff of industry experts have dedicated their careers to the development and advancement of aviation. We focus solely on airports and we have the experience and knowledge to design and manage your projects. Additionally, Lochner fosters ongoing education for employees to stay up to speed on the latest technologies and standards for airports.



Permanent Solutions

Solutions that stand the test of time

We have long-standing client relationships, some of which extend over 30 years. They continue to choose Lochner because they know we provide innovative ideas and permanent solutions. We build airports that last, which will save your community money and allow funds to be reallocated towards other airport goals.



Understanding FAA

Innovative planning and effective design

We have serviced 300 airports with over 3,000 capital improvement projects. This experience demonstrates that we are more than familiar with FAA requirements. With this unparalleled knowledge, we provide our clients with FAA-approved designs, resulting in projects that are on-time and on-budget. We serve as an FAA liaison for our clients to streamline communications and ensure federal standards and deadlines are met.



Winning Projects

Reflection of our attention to detail

Lochner has been privileged to receive numerous awards for high quality airport improvement and planning projects. These awards are not only a representation of our work, but also reflect the attention to detail and exceptional level of customer service we offer our clients.



Community Partners

We are here to listen

Your vision for your airport matters to us. We tailor our services to meet the needs of each of our clients. For example, we have staff to assist you with marketing, DBE assistance, securing funds, management advisory, and more. We are your partner in making your vision a reality. Staff can be found in the organizational chart on page 6.



Collaborative Approach

Realistic and accurate plans

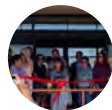
We prioritize your goals by providing the best solutions for each project. Through our in-house departmental collaboration, we create realistic, and accurate plans while paying close attention to each detail. We want our first draft to be as close to the final product as possible, saving you time and frustration. Ongoing communications with the County allows for the most comprehensive service and maximum return on investment for the County.



Exceptional Client Service

We do not nickel and dime you

Contact us with any question; request any of our services at any time. In addition to your project team, we offer a myriad of value-added services with staff that are available for any request. Lochner is a one-stop-shop with a full team of specialists dedicated to every angle of your success. We believe this is the best way to provide responsive assured quality to our clients.



Feedback from You

We want to know how we are doing

Ensuring the highest level of quality service requires feedback from our clients. The best way for us to find areas of improvement or continue successful service is to consistently gather client feedback. We want to hear it all. We value an in-person relationship, constant, open communication, and are dedicated to providing continuous and exceptional service as an extension of your staff.

FAMILIARITY WITH SPONSOR & PROJECT LOCATION

CNY plays a crucial role in connecting Moab and Southeastern Utah to the broader U.S. and the world. As a key community asset, the airport provides significant benefits in multiple ways. Located near the world-renowned Arches and Canyonlands National Parks, Moab attracts visitors from across the globe, and CNY serves as the primary gateway for many of these travelers. The airport also creates economic opportunities for the region, offering convenient access that encourages out-of-town businesses to invest in the local workforce and community. In this way, CNY acts as an economic engine, supporting local infrastructure, airport-based businesses, and the many other industries that have direct ties to the airport.

Since our initial selection in 1985, Lochner (formerly Armstrong Consultants) has been deeply involved with the airport, contributing to its growth and transformation over the years. We have worked closely with you on numerous successful projects, including the major effort to upgrade the airport reference code (ARC) to accommodate regional jets. This long-standing partnership has given us an unmatched level of familiarity with the airport. In addition to maintaining comprehensive records and files for all the projects we have undertaken, we retain the institutional knowledge of these projects through the very team members who executed them. We not only understand how these projects were built, but also the reasons behind their design and implementation. As we move forward with future planning initiatives, we will continue to leverage our deep experience to help shape the next chapter of the airport's development.

We have served Utah airports for over 30 years. As such, our partnerships, perseverance, and hard work have resulted in hundreds of airport improvement projects for our clients across Utah. As a result, we are intimately familiar with aviation in Utah and have close working relationships with the FAA and UDOT-Aeronautics. Working with these two entities on a day-to-day basis, Lochner is concentrating our efforts on helping airport sponsors maximize the benefit of every dollar invested.

In the past five years, Lochner's planning team has completed more than 40 AMPs and 15 ALPs throughout the Western United States. Of these projects, eight were at Utah airports, including CNY's ALP Update. We have more experience completing more planning projects in Utah than any other firm.

Our team will serve you from both our Grand Junction, CO, and Salt Lake City offices, ensuring we can respond quickly and in person as needs arise. Over the years, we have consistently been on-site and readily available to support your planning, engineering, and various other service needs. Lochner remains actively engaged with the airport, regularly attending board meetings to provide project updates and offer assistance with any other discussions or issues that may come up.

We recently helped prepare your current ALP, which will drive your upcoming development goals at the airport. We recognize that some of the potential developments can be impacted by the current location of the VHF Omnidirectional Range (VOR) navigation system. Our understanding of the impact of the VOR on your development will help us develop a plan to best meet your needs.

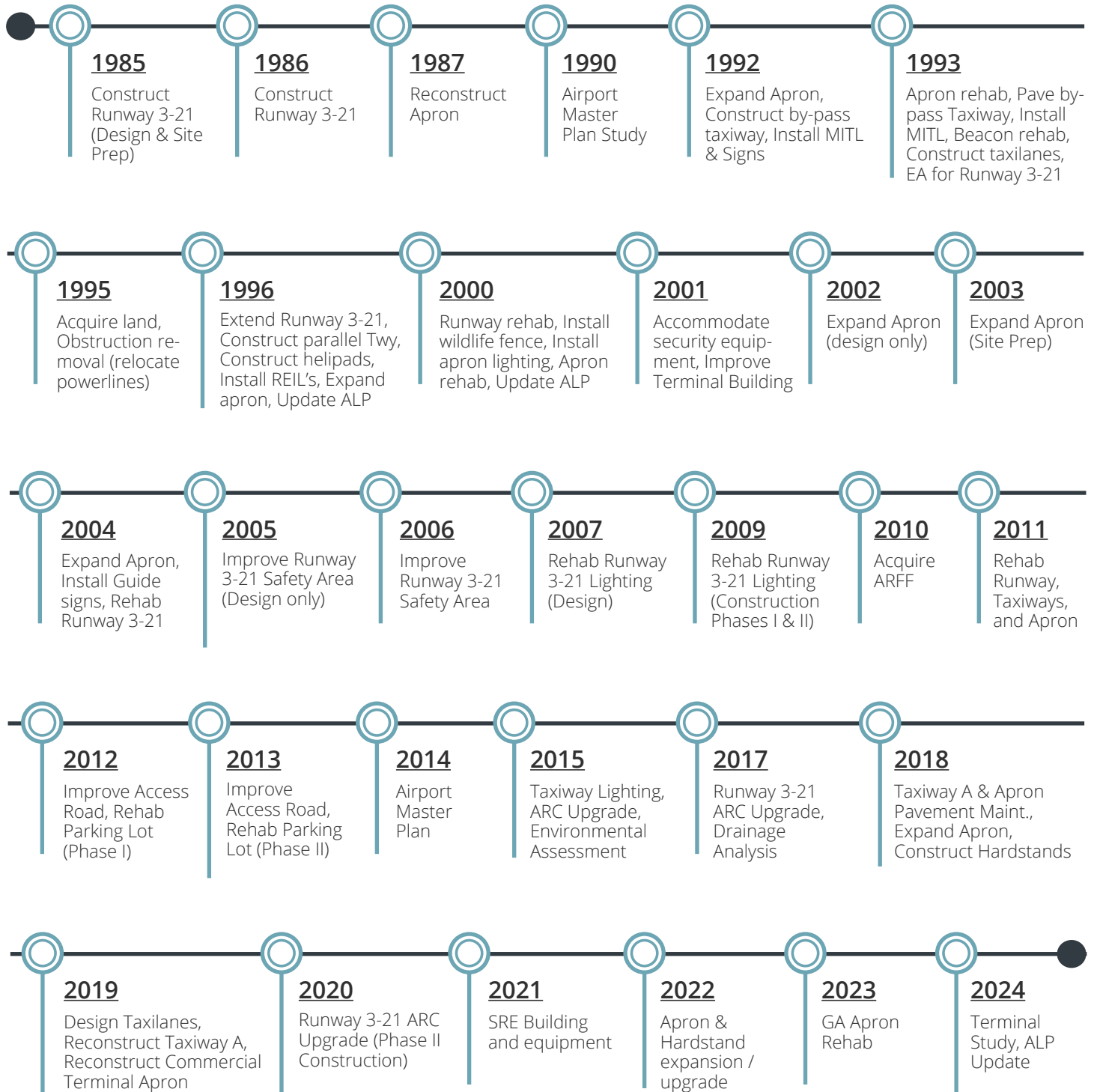
While there is currently no specific planning project listed in your short-term Airport Capital Improvement Plan (CIP), there is potential for a planning project to emerge during this five-year period. Specifically, in the medium-term period of the CIP, the need for a taxiway relocation project is identified to facilitate the airport's upgrade from a C-II to a C-III classification. In recent discussions with the FAA and UDOT, CNY was advised to develop an updated AMP before seeking approval for the C-III upgrade. Having assisted in the development of your previous master plan, which successfully supported your transition from a B-II to a C-II facility, we are eager to support you in taking the next major step, should the need arise.

The following page outlines the CNY and Lochner partnership beginning in 1985. We look forward to building on our past success while continuing to strive for new heights at CNY.



Project History | A Partnership of Success

Since 1985, Lochner has served the Moab community at CNY. The timeline below outlines our partnership and a history of success at the airport.



We look forward to continuing our partnership with CNY, the Moab community, and Grand County.

UNDERSTANDING OF THE PROJECTS & SPONSOR SPECIAL CONCERNS

Airport planning documents are one of the most important tools for guiding the management and operations of an airport. Airport planning provides the foundation for future capital improvement projects at the airport and ensures that future development is grant eligible and consistent with local goals and objectives. Continuous and regular updates of the planning documents for Canyonlands Regional Airport will not only aid in management of the airport and its growth but also provides community leaders with an opportunity to revisit the vision for the growing airport and optimize the existing and proposed layout to accommodate and reach the goals of the facility. Regularly updating the ALP will also ensure that the existing and future development for the airport is consistent with the most current FAA design standards which enhance overall airfield safety and operations. The Lochner planning team is truly an expert at taking airports through the planning process and developing realistic concepts that meet the needs of the community, reflects your vision for the airport, and satisfies the requirements of the FAA.



YOUR PROJECT TEAM

At Lochner, your planning project will not be conducted by engineers who are assigned to write airport planning documents. Instead, you will have at your disposal a dedicated team of airport planning professionals whose expertise is in aviation planning. Our planning staff are familiar with the expectations of governmental reviews for AMP's and ALP's and have a comprehensive understanding of the current airport design standards which dictate planning documents. Having staff who have dedicated their careers to airport planning means that not only are you getting a higher quality product, but that the knowledge and planning considerations are available

beyond the timeframe it takes to complete the AMP or ALP update. Our team is available to you for a variety of services which may require planning expertise and consultation. An added benefit of the Lochner planning team is our historical knowledge, having provided services to CNY since 1985 and completing the last two planning studies including an AMP in 2014 and the ALP Update in 2022. The completion of these studies has allowed the airport to complete many development and expansion projects, including an ARC upgrade and the transition to commercial service, to grow and step into their role as a leading facility in the greater airport service area. This long-lasting relationship has fostered a deep trust and understanding between both parties which is furthered by regular collaboration and weekly communication with Lochner and Airport Staff. This decades-long history also allows Lochner to have an intimate knowledge of the long-term strategic goals of the airport and the community, which better situates us to continue providing planning services that align with and support those goals. The continuation of this relationship between Grand County and Lochner will allow CNY to continue to move forward with their objectives without delay or lapse in service as our Team has access to all historical documents, drawings and necessary engineering reports. These are all vital in ensuring that conceptual drawings developed during the planning phase are not only technically accurate but are feasible from a constructability standpoint, which makes them the most useful to Grand County. This historical knowledge in turn results in streamlined processes and reduced costs that would otherwise be experienced during a transition period.

PLANNING STUDY/PROJECT SCOPING

The importance of effective planning studies and scoping cannot be understated. The scoping process sets the direction and tone for a project that will guide the airport's future. The two most important elements that a technical team should bring to this process to ensure success are: 1) an ability to listen and understand your goals and 2) understanding the technical resources necessary to accomplish your desired outcome. Combined, these answer the "why" and "how" to achieve right-sized guidance to best serve you. Given our years of extensive airport experience, and knowledge of CNY, we will come into the scoping process with a proven ability to listen and understand your goals for the airport. Additionally, with our dedicated airport planning team, your project will be completed by experts who know which specific methods

can be employed to ensure your study is designed to meet your exact specifications.

AIRPORT GEOGRAPHIC INFORMATION SYSTEMS (AGIS) SURVEY

The accuracy and quality of AGIS data is critical in ensuring proper documentation of the airport's terrain and conditions, as they may impact instrument approach procedures to your airport. Our team can incorporate AGIS survey data into your planning projects. These surveys are required for the FAA to design instrument approach procedures into the airport. AGIS Aeronautical survey data is also necessary to evaluate the existing airspace conflicts within the area surrounding the airport, including identification of obstacles.



PUBLIC INVOLVEMENT

An essential aspect of any planning study is the formation of a Public Involvement Program to serve the dynamic needs of the County, the community and the public participants so that all voices are heard and considered in a neutral manner. The Program ensures a balanced and open process for all, provides a structure to facilitate effective public and committee meetings, uses proven techniques and approaches to encourage thoughtful community participation and overall aims to support cooperative planning. The Public Involvement Program conforms to the following general principles:

- Public participation begins in the earliest stages of the planning process and continues throughout the project and prior to major project milestones.
- The public will have access to project information.
- Timely and adequate public notice will be provided for meetings.
- The public involvement process features two-way communication and dialogue, with free exchange of information, ideas, and values between the planners, airport and members of the public.

- The planning study shall consider all reasonable suggestions by the community.
- Responses to the citizen comments and questions will be prompt and informative.

We understand that while unanimous agreement on all aspects of the plan is not necessarily expected nor reasonable, recognition that the involvement process has been fair, transparent and equitable and that all voices have been heard and considered is the goal. While each Public Involvement Program should be tailored to the specific needs of the project and sensitive to the community it is aiming to serve, some of the tools we have used to achieve a successful and meaningful public participation program include:

- The formation of a Technical Advisory Committee (TAC) to invite participation from various airport stakeholders and perspectives.
- Open house style forums at key project milestones to allow the public opportunity to review the plan, have discussion with the planners and provide input.
- Mailing lists and electronic document distribution, or access to planning documents and project updates on a web-based platform.

The results of Lochner's Public Involvement Program will generate a workable community involvement plan designed and tailored for the needs of the local community. Public Involvement Program documentation including meeting agendas, notices, summaries, newsletters, comments and responses will be compiled throughout the process and included in the Appendix of the final document.

EXISTING CONDITIONS AND ENVIRONMENTAL CONSIDERATIONS

A necessary component of any planning study is the inventory of existing conditions, including environmental considerations. This information serves as baseline data for which the entirety of the planning study is developed upon. The necessity of accurate and comprehensive information concerning the airport and surrounding settings is critical. Given our team's numerous visits to the airport, historical knowledge, and ongoing communication with staff, we have gathered a substantial amount of information and local understanding. Through our years of partnership with Grand County, we have helped facilitate supplemental environmental studies and documentation, including Cultural and Archaeological surveys as well as an Environmental Assessment (EA), which further aid in providing a comprehensive understanding of the unique environmental considerations to be accounted for at CNY.

AVIATION FORECASTS

Forecasts of future aviation demand are developed for both based aircraft and annual operations. Often times, multiple forecast scenarios are created in an attempt to plan for short-term, medium-term and long-term needs. Lochner will identify local, regional and national aviation trends to indicate future activity levels. Heavy emphasis is placed on trends in local operations and the potential to accommodate new businesses and activities. In the case of Canyonlands Regional Airport, consideration will also be given to commercial operations and overall trends in the industry by that type of operator. With our passion for aviation, your dedicated planning team regularly researches industry trends and are up to date on the latest advancements that may affect your airport, including electrical aircraft and aircraft charging stations. A crucial step of the forecast process is determining an accurate aircraft fleet mix. All airport development is based on the most demanding aircraft which regularly utilizes the airport, otherwise known as the critical aircraft. There are many sources for obtaining operational data for an airport including FAA databases such as Traffic Flow System Management (TFSM), records provided by airport staff or fixed based operators, or data provided by ADS-B records, if available. Having accurate aircraft activity information available allows our team to develop more realistic forecasts and ultimately create more detailed plans. For based aircraft counts, the FAA relies heavily on the National Based Aircraft Inventory to ensure existing counts are accurate. During the planning process our Team can help in making sure these numbers are up to date. Having realistic forecasts that accurately plan for the future of the airport is an important step in the planning process. The FAA is required to approve the forecast before the plan can be finalized. The use of accurate information will be critical in establishing the purpose and need for later environmental analysis of airport development projects. In doing so, the use of this data will reduce the necessity of forecast revalidations, streamlining future project timelines.

FACILITY REQUIREMENTS

The Facility Requirement chapter utilizes results of the inventory and forecast chapters, along with established planning criteria, to determine existing and future airport needs through the 20-year planning period. The existing and future critical aircraft for the airport will be identified. Airside facilities such as runways, taxiways, aircraft parking aprons, navigational aids and lighting will be reviewed to determine their adequacy for the future. Landside facilities and infrastructure supporting the airport such as hangars, surface access and non-movement areas, parking, utilities and other related items will also be examined. All airfield items are evaluated based on the latest FAA standards. Timeframes for development needs are broken down into

short, medium, and long-term planning periods. The phase under which a future development project is classified depends on the need of the project from a safety and operational point of view but is also driven by the goals of the airport as established by the County, airport staff and the community.

ALTERNATIVES DEVELOPMENT AND EVALUATION AND ANALYSIS

Facility needs identified during the Facility Requirements will be evaluated for the feasibility to provide the airport with a range of alternatives for accommodating the recommendations. Alternatives will be split into airside alternatives and landside alternatives. They will be presented based on technical feasibility, economic and fiscal impacts along with potential environmental impacts. We will utilize our engineering and construction administration team members who will be directly involved with projects at your airport to gain further insight for feasibility and provide greater accuracy for cost estimation. Lochner will work with the County, FAA and the TAC to develop various facility and site plan configurations which will ultimately result in the selection of both a recommended airside and landside development plan.

ALP DRAWING SET

Based on the selection of the preferred development the ALP drawing set will be completed. This depicts the overall layout of the existing and future facility and airport configuration, includes a detailed terminal area plan, airspace analysis, inner approach evaluation, on and off airport land use, and an airport property map. The ALP will ultimately be approved by the County and FAA and used in the future for guiding the County towards future capital improvement projects. This document is required by the FAA for future grant funding and therefore is a valuable financial planning tool. Due to Lochner's unmatched experience in developing ALPs, the County can expect a deliverable that is ready for FAA approval upon its submission.

FINANCIAL FEASIBILITY ANALYSIS AND FACILITIES IMPLEMENTATION PLAN

The planning study will include a Financial Feasibility Analysis, detailing schedules, cost and funding sources for each recommended project. Because we typically complete dozens of FAA AIP engineering projects annually, we will use our knowledge of potential funding sources to analyze financial strategies for successful implementation of financial development plan. This plan will be used to help the County identify and place projects on the five-year ACIP.

PROCESS

Throughout a typical airport planning process, we build a comprehensive understanding of your airport to identify project needs, priorities, and schedules. We work together with all airport stakeholders to communicate airport necessities, compatible land use plans, and voluntary noise abatement programs, gather feedback and develop consensus on a solution. The goal of this effort is to generate a realistically sequenced project schedule, obtain local and agency project support, and position your project to compete for funding. Projects will be identified on your CIP during the planning phase. Stakeholder communication is a critical component to any project. Our team utilizes innovative tools, including customized 3D image visualizations, to communicate with project stakeholders.

COMPLETION

The Lochner planning team will ensure that all future planning documents for Canyonlands Regional Airport are completed in a timely fashion so that future project funding is not held up due to the completion of planning analysis. This was proven in both the previous AMP and ALP update for CNY, completed by Lochner, both of which were done on an expedited schedule to allow for continued air service and operations at CNY. Our goal is to get an approved FAA plan that ushers in the next phase of construction and development required for the growth of your airport.

At Lochner, we understand that completing an AMP to put on the shelf until the next planning study in ten years is not the intent of the County, FAA or UDOT. The Master Plan and ALP should be a living document and used regularly to identify future airport development needs and be a proactive planning tool as the airport meets operational thresholds. Lochner has and will continue to provide planning support to the airport by conducting regular as-built ALP updates to show recent development and assist in planning updates as needed. Lochner will assist the County in the prompt closure of planning grants as the FAA and UDOT encourage and reward airports which show timely work schedules and grant performance.

As passionate as Lochner has been and is about helping the County develop effective planning documents, we are equally as passionate about assisting the County in executing the developmental goals identified in the planning studies. Our engineers work closely with the planners to ensure consistency and alignment and are available to immediately begin work on achieving those goals.

ENVIRONMENTAL DOCUMENTATION SERVICES

Balancing airport development needs with protection of environmental resources is not only required by the National Environmental Policy Act (NEPA) but is also a sound ethical practice. Lochner provides comprehensive environmental services to identify potential environmental impacts associated with proposed airport development. In addition to identifying potential conflicts, we also provide methods to avoid or minimize impacts where possible and to mitigate unavoidable impacts.

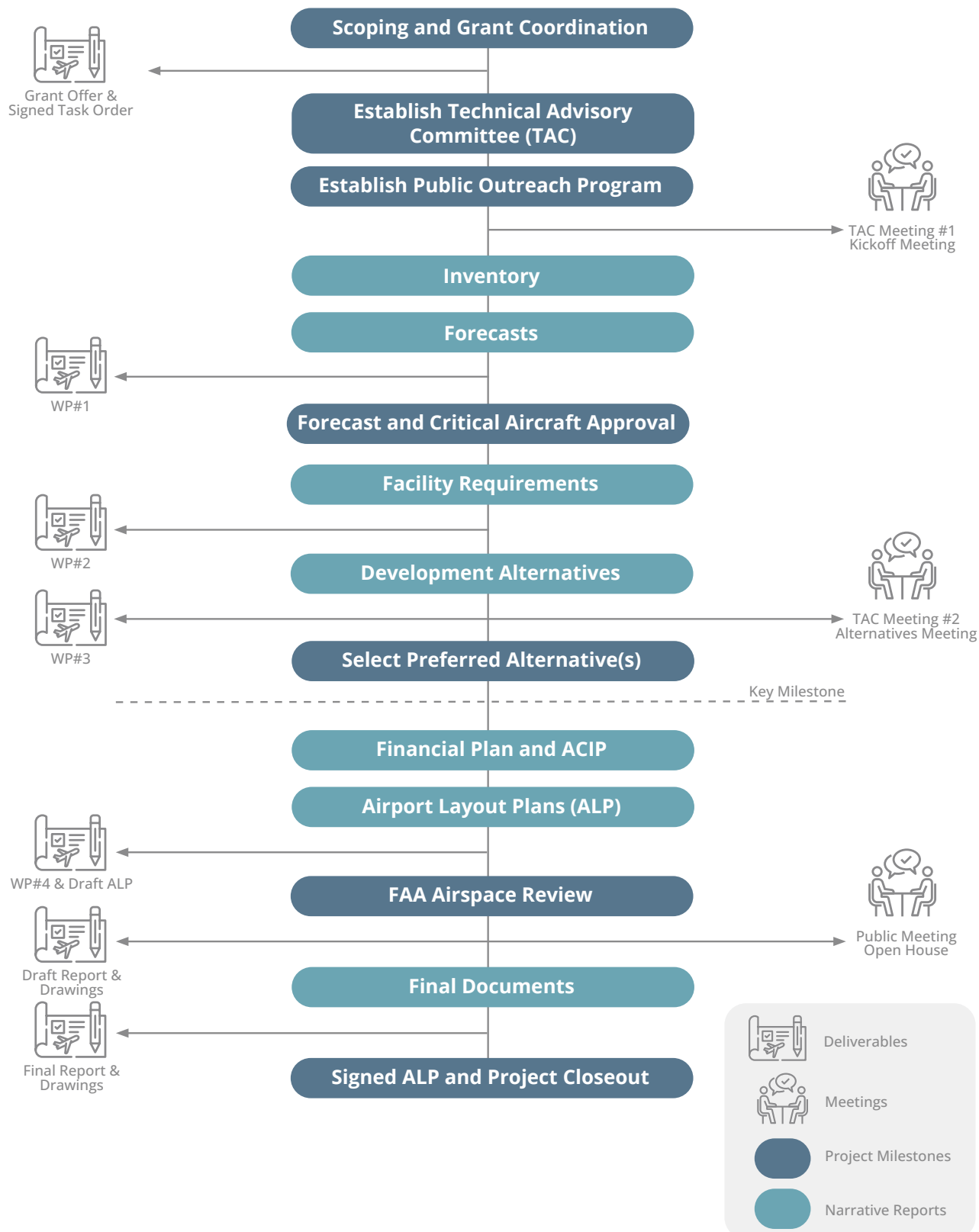
We offer extensive experience in preparing documented Categorical Exclusions (CatExs) and Environmental Assessments (EA) or all types of airport development project, including new airports, major airfield expansions, runway extensions and landside development. Our certification for wetland delineation and in-depth knowledge of noise analysis, compatible land use planning and FAA Order 5050.4B, Airport Environmental Handbook, provide the foundation for efficient and timely processing of requisite environmental approvals so that your development projects can move forward. The combined experience and capabilities of our planning, environmental, and engineering staff offers a rich depth of aviation professionals that can develop alternative solutions for avoiding or minimizing impacts so that projects can proceed unimpeded. Beyond NEPA documentation, Lochner has assisted numerous clients in achieving and maintaining environmental compliance on their airport by providing fuel farm siting, storm water permitting, spill prevention and control plans, compatible land use plans, and voluntary noise abatement programs. The Lochner family of companies hosts a team of biologists and environmentalists who are skilled in completing environmental documentation for airports.

Our Environmental Services Include:

- Categorical Exclusion (CatEx) Documents
- Environmental Assessments (EA)
- Wetland Delineations and Section 404 Permitting
- SPCC & SWPP Plans
- Noise Analysis and FAR Part 150 Studies
- Coordinate Historical, Architectural and Cultural Resource Surveys
- Compatible Land Use Planning and Zoning
- Air Quality Determination and Emissions Inventories
- Voluntary Noise Abatement/Fly Friendly Programs
- Sustainability Analysis
- Public Outreach Programs

PLANNING PROJECT APPROACH

Lochner has perfected our planning project approach to deliver the highest quality planning documents to our airport clients. Our project approach is outlined below.





SUBMITTED BY

Lochner

715 Horizon Drive, Suite 225
Grand Junction, CO 81506

Contact: Judd Hill, CM | 435.260.2143



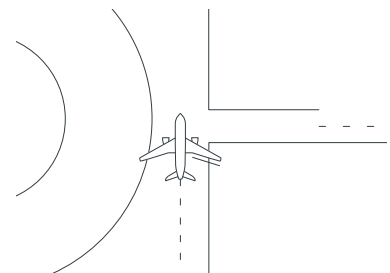


Statement of Qualifications

November 18, 2024

→ Canyonlands Regional Airport (CNY)

*Statement of Qualifications for Airport
Engineering Services*





Cover Letter	N/A
Capability to Perform All Aspects of Projects	
Firm Overview	01
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Qualifications of the Project Manager & Project Team	
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Dear Selection Committee Members,

Today, you will reselect a dedicated partner and engineering consultant aligned with your priorities and values. This choice will establish a solid foundation for a capable engineering team committed to achieving your goals for upcoming projects. The Lochner team, formerly Armstrong Consultants, has the qualifications, experience, availability, proximity, and character you seek, along with a suite of value-added services to continue to support Grand County (County).

Canyonlands Regional Airport (CNY) is a unique community airport with specific traffic expectations that influence your project designs and construction practices. Your Lochner team understands the aviation traffic using your facility and has successfully delivered projects that meet your needs and those of your users. With this experience, we are well positioned to continue exceeding your expectations.

PREMIUM LEVEL OF SERVICE

We tailor our services based on the unique needs of each of our clients. For CNY, we will continue to provide a high level of personalized client support, and a conception-to-completion approach for all airport projects. Our comprehensive engineering and construction administration services are complimented by our airport planning team and other value-added services. With our in-house collaboration between departments, we collectively tackle any engineering, planning, construction administration, or airport operational and management issues or questions that may arise.

In addition to our team of engineers, inspectors, and planners, Lochner has a deep bench of support personnel who provide additional staffing and assurances to meet any deadline or needs. These services include airport management advisory services, grant management/administration assistance, DBE program assistance, airport marketing services, and other resources that our airport clients have grown to rely on and appreciate. By offering these unique services, we alleviate much of the administrative workload from our clients, freeing them up to focus on more critical day-to-day needs. We pride ourselves on being able to offer a personalized level of service and have successfully done so for over 60 years.

HISTORIC KNOWLEDGE & CNY EXPERTISE

Lochner's partnership with the County and CNY began in 1985. Our history and capabilities will continue to benefit CNY and the Moab community

by providing a responsive, consistent team, uniquely qualified to provide an exceptional level of aviation expertise, while offering a wealth of in-house services.

With over three decades of successful experience at the airport, our team has supported CNY in expanding alongside the community as a premiere aviation facility. We have completed numerous engineering projects including the initial construction of Runway 3-21 in 1986; the parallel taxiway system in 1996; the Airport Reference Code (ARC) Upgrade to Runway 3-21 in 2018, which resulted in the commencement of scheduled commercial jet service; and the commercial terminal apron construction in 2023. While we are proud of our past achievements at CNY, we are focused on the future. We will continue to strive for creative and innovative solutions to further CNY's success.

UTAH EXPERIENCE & PROXIMITY

Our expertise in Utah's airports is demonstrated by our work with 16 airports statewide, where we have secured over \$50 million in FAA funding and completed approximately 50 projects in the last five years. For CNY alone, we have secured \$15.6 million in FAA grant funding, furthering the service and resources the airport provides to the community.

With offices based in Salt Lake City, UT and Grand Junction, CO, our team's proximity to CNY continues to facilitate frequent visits to Moab, ensuring timely support regardless of ongoing projects. As you have experienced over three decades of service, we value our in-person relationship with you. Throughout our long history together, Lochner has fostered a strong working relationship and a deep understanding of the County's needs, and the infrastructure needs of the airport. We are always available and have demonstrated our availability and willingness to help address every issue that arises, even those airport issues that do not involve a project.

We look forward to continuing our partnership with the County and executing CNY's upcoming engineering projects at the highest quality. Should you have any questions regarding our submittal, please do not hesitate to contact me.



Eric Rivera, PE

Engineering Project Manager | Design Team Lead
970.255.2016 | erivera@hwlochner.com

715 Horizon Drive, Suite 225, Grand Junction, CO 81506

CAPABILITY TO PERFORM |

Firm Overview

Founded in 1944, Lochner provides planning, environmental, design, and construction management services for aviation, surface transportation, rail, and transit infrastructure clients. Our firm has over 1,200 professionals throughout the U.S. who are client-focused and performance-driven. Lochner's aviation staff and past projects featured in this submittal demonstrate the firm's capability to work collaboratively with our clients and agencies to develop and implement innovative planning, design, and construction strategies that provide significant schedule, budget, and end-user benefits.

Lochner has also grown significantly in the past two years. We recently acquired K. Friese + Associates—a firm specializing in infrastructure services; Armstrong Consultants—an aviation only practice whose western U.S. presence and experience helped establish our National Aviation Practice; KOA—a leading transportation services firm in California; and Triunity—a national firm specializing in infrastructure and PM/CM services for a variety of clients. It is an exciting time to be a part of the Lochner family of companies, and **we look forward to sharing this excitement with CNY.**

100+ 

Dedicated Airport
Professionals

60 

Years of Aviation
Experience

3,000+ 

Airport
Projects Completed

13 

States with
Active Clients

38 

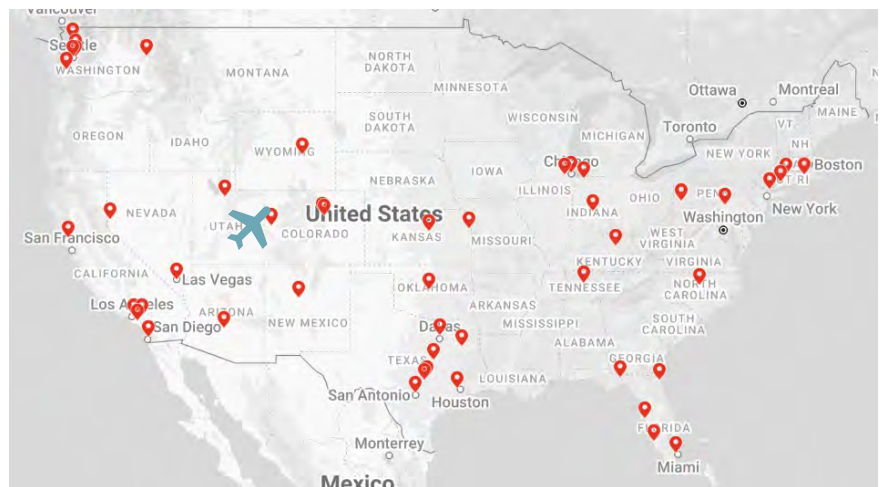
Years Serving
CNY

WHY CHOOSE US?

EXPERIENCE – Our aviation team has grown to over 100 people and have completed more than 3,000 airfield projects. This means providing you with a team that has completed projects just like yours, at airports just like yours, dozens of times over. No surprises, no challenge that we can't solve!

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

SERVICE – Our culture is built on providing an exceptional level of client service. We will provide you with this same level of exceptional, proactive, personalized service that our current clients, some of whom have been with us for more than 60 years, have come to know and expect. This means that although our business is aviation, our priority is you...your projects, your needs, your airport!



CNY



Lochner Offices

KEY WESTERN U.S. OFFICE LOCATIONS

Utah

2755 E Cottonwood Pkwy
Suite 560
Salt Lake City, UT 84121

Colorado

715 Horizon Drive
Suite 225
Grand Junction, CO 81506

Lochner Services

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

Our firm has vast experience, knowledge, and expertise with airport development and is eager to continue supporting you. Lochner's professional planning and engineering portfolio provides a complete range of airport-focused design services, including, but not limited to:



Eric Rivera, PE
Engineering Project Manager



Thorsen Milton, EIT
Airport Design Engineer

Airport Engineering Services

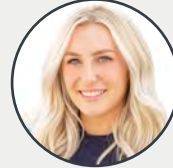
- Runways, Taxiways, and Aprons
- Perimeter fence and security upgrades
- Airfield Lighting, Signage and Visual Aids
- Terminal and Landside Facilities
- Snow Removal Equipment and Buildings
- Hangar Facilities
- Navigational Aids (NAVAIDs)
- Contractor Bidding
- Aircraft Rescue and Fire Fighting (ARFF)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



Karson Farrell
Resident Project Representative

Resident Project Representatives

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



Brooke Barber
Planning Project Manager



Dylan Peterson
Airport Planner

Airport Planning Services

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

Environmental Services

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



Danny Reed
CAD Manager
Drafting/Design

Lochner's technological resources enhance the quality of documentation for sponsor and public involvement programs. Our in-house design and CAD capabilities enable the creation of 3D terrain models to assess various design scenarios. Our IT solutions ensure efficient and timely professional design and presentation of key deliverables.



Erik Vliek, MBA
 Business & Operations
 Manager

Grant Management

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



Tonya Torres
 Project Coordinator

Project Coordination

- Edit Technical Specifications
- Aid in Drafting Grant Applications
- Coordinate Project Advertisement with Sponsor and Newspaper
- Upload Project Information to Website
- Develop and Coordinate Contract Documents with Sponsor and Contractor
- Assist in Project Closeout Procedures
- Facilitate Bidding Processes
- Update Grant Paperwork



Judd Hill, CM
 NW Mountain Region Lead
 Airport Management Advisor

Airport Management Advisors

- Tenant Relations and Lease Development
- Airport Operations and Safety Management
- Innovative Revenue Generation from Non-Aeronautical Uses
- Cooperative Development Agreements for Public and Private Partnerships
- Airport Revenue Generation and Expenditure Management, including other budgetary and financial requirements
- Engagement and Collaboration with Local, State, and Federal Elected Representatives, Stakeholder Engagement, and Community Expectation Management
- Exploration of Non-Federal Funding Sources



Jessica Callow
 DBE & Title VI Coordinator

Title VI

- Coordinate with Sponsor to assign Title VI Coordinator.
- Assist Sponsor's Title VI Coordinator with FAA Connect website access.
- Create Sponsor's Title VI Plan and CPP, including demographic data collection and assessment through various methods.
- Evaluate data for potential community impacts.
- Assist Sponsor in community outreach, training materials, and compliance requirements.
- Finalize Title VI plan and CPP and submit to FAA Civil Rights Connect Website.
- Ensure record compliance with USDOT 49 CFR Part 21 requirements.
- Update and maintain website link for FAA compliance with Sponsor's Civil Rights Programs.

DBE Coordination

- Complete yearly achievement reporting on NPIAS Airports.
- Attend Annual FAA Civil Rights Convention for program updates.
- Foster positive relationship with FAA DBE Compliance Specialists.
- Track payments to DBEs on projects.
- Identify and engage local DBE firms for project participation.
- Review past goals and accomplishments for FAA-funded projects.
- Determine availability of DBE firms and expected participation.
- Break out race-neutral versus race-conscious actions. This is dependent on past years' accomplishments and records.
- Review other information sources such as Review state DBE Directory and other information sources.

General Capabilities

National Capabilities

Following Lochner's acquisition of Armstrong Consultants, our organizational capabilities have significantly strengthened, particularly within the aviation sector. With our team doubling in size, now comprising over 100 dedicated professionals, we've expanded our National Aviation Practice to cater to diverse project requirements. Our extensive experience spans across five ADO regions and 12 states, providing us with a comprehensive understanding of FAA regulations and requirements, positioning us as a trusted partner for aviation projects nationwide.

Organizational Capabilities

We offer a comprehensive suite of services designed to streamline our clients' workload and deliver exceptional results. In addition to our renowned engineering designs, we provide a range of specialized services that enhance our organizational capabilities. These include:



CAD Design - Our department of CAD Technicians, under the leadership of Danny Reed, CAD Manager, exclusively focuses on airport designs. Their expertise ensures that every CAD drawing meets FAA standards and aligns with our clients' vision.



In-House Collaboration - We streamline the planning and engineering process by integrating engineering and planning under one roof. Our engineers collaborate closely with planners on AMPs and Environmental Assessments (EA), assessing development feasibility. Leveraging our engineers' understanding of UDOT and FAA priorities, they contribute to the 20-year Airport Capital Improvement Plan (ACIP) preparation within the AMP. This ensures realism and positions airport sponsors for long-term success.



DBE and Title VI Compliance - Jessica Callow, our in-house DBE Specialist, ensures that all our airports adhere to FAA requirements through meticulous DBE and Title VI programs, alleviating administrative burdens for our clients. Her expertise and dedication streamline the administrative processes, allowing our clients to focus on their core operations while maintaining the highest standards of regulatory adherence.



Airport Management Advisor - Judd Hill, CM, in addition to two other previous airport managers on staff, brings experience in airport management, project administration, revenue enhancement, and community relations. As CNY's previous Airport Manager, his expertise serves as a valuable resource, offering insights and guidance to navigate the complexities of airport management effectively.

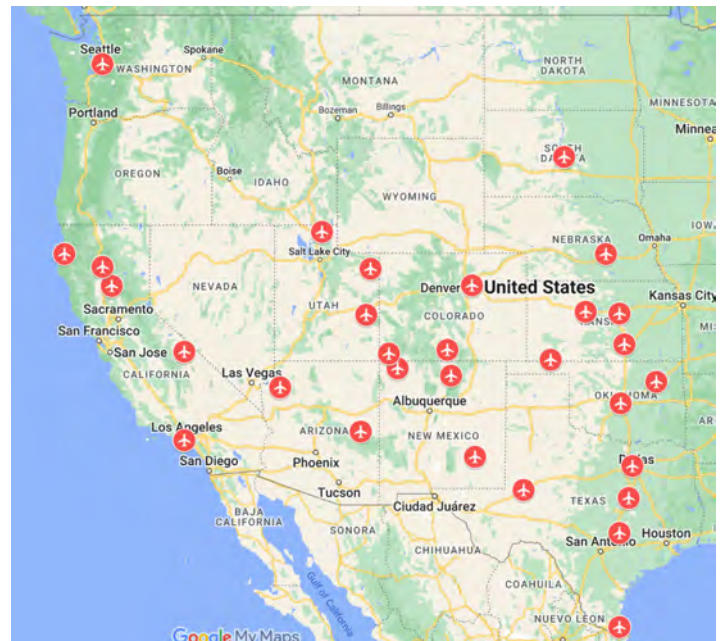
Utah Capabilities

Our Utah team, under the leadership of Judd Hill, CM, Eric Rivera, PE, and Connor Butterfield, PE, are dedicated to serving 15 airports across the state. With an intimate understanding of UDOT regulations, local terrain, and political dynamics, our team brings a tailored approach to each project, ensuring successful outcomes that meet the unique needs of our clients in Utah.

Part 139 Capabilities

Our team has extensive experience in engineering and planning for large, complex Part 139 airports. We have successfully partnered with numerous Part 139-certified clients, addressing similar projects and issues that you face. Our portfolio includes runway rehabilitations, taxiway realignments, terminal expansions, and comprehensive master plan updates. We have worked with airports comparable in size to CYN such as California Redwood Coast-Humboldt County Airport and Pierre Regional Airport. Additionally, our team's experience with large hub airports such as Denver International Airport, Los Angeles International Airport, Dallas Fort Worth International Airport, and Seattle-Tacoma International Airport positions us to continue to support CNY's growth. This broad experience enables us to understand the unique challenges and requirements of Part 139 airports, allowing us to deliver tailored solutions that enhance operational efficiency and safety. Our in-depth knowledge and hands-on experience with complex airport environments ensure that we can navigate regulatory requirements, design standards, and stakeholder needs to deliver high-quality projects that meet the demands of your growing airport.

Lochner Part 139 Experience



Capabilities with FAA and UDOT

Your engineering team must have a positive reputation and fruitful working relationship with the FAA's Northwest Mountain Region, UDOT, specialty subcontractors and contractors, and leading aviation associations. These are the agencies and people who work together to make each construction project a reality.



FAA - The FAA administers all FAA planning, engineering, design, and construction projects through its airport program managers.

Your Lochner team boasts a rich history of successful collaborations with the FAA. The majority of Utah airport projects undertaken by Lochner are funded by the FAA and UDOT. We routinely handle FAA Airport Improvement Program (AIP) and/or state-funded planning, environmental, design, and construction projects each fiscal year across the western states. Our team has successfully completed over 150 projects in the last decade, granting us unparalleled expertise in handling airport projects within Utah. We are well-versed in project processes and have fostered enduring relationships with our clients, the FAA, and UDOT.

With a substantial history of operating within three FAA regions and five Airports District Offices (ADOs) over 50 years, we have developed strong working relationships with personnel in each office, understanding their preferences and requirements thoroughly. Judd Hill, CM, Eric Rivera, PE, and Connor Butterfield, PE possess extensive knowledge of the grant process, providing the County with the best chance of securing federal and state funding. Additionally, they ensure that all projects are executed in strict compliance with state, FAA, and local regulations. Lochner stands ready to handle the preparation of essential documents, including grant applications, reimbursement requests, and environmental clearances, thereby enabling the County's staff to focus on other responsibilities.



UDOT - Our team, operating out of our Salt Lake City, UT and Grand Junction, CO offices, has completed over 150 projects in the last decade within the state, granting us unparalleled expertise in handling airport projects within Utah.

Lochner has maintained a strong relationship with UDOT since 1985, working collaboratively to elevate Utah's aviation infrastructure. We typically complete 15-20 projects funded by UDOT annually, demonstrating our proficiency in managing and succeeding within their funding process. Our active participation in various UDOT programs, including meetings, reimbursement initiatives, educational events, and state-driven initiatives, ensures that you can access and leverage these additional resources. This ongoing engagement underscores our commitment to enhancing the Utah aviation system and reinforces our dedication to delivering exceptional results for our clients.

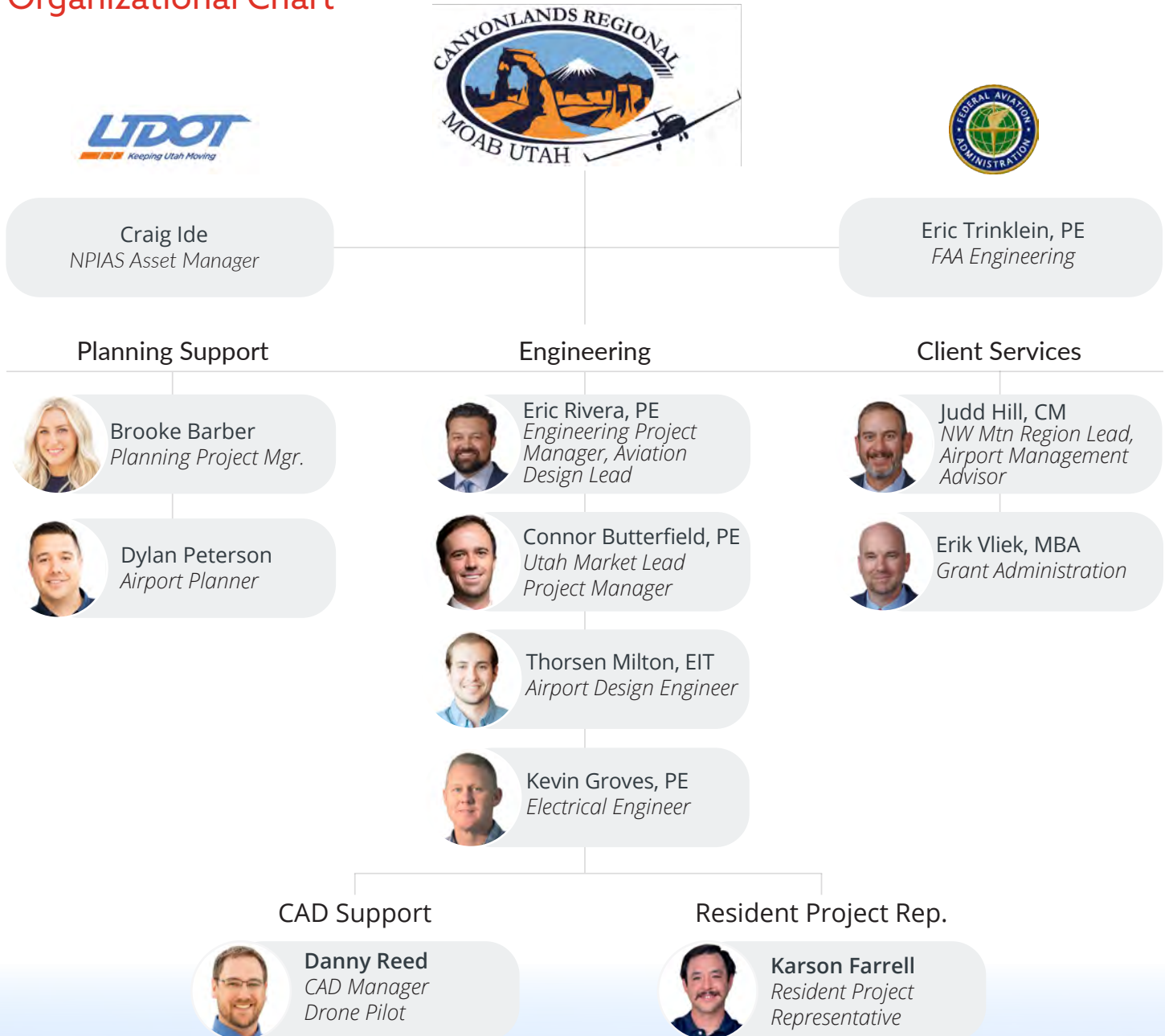


Local Government - Lochner is committed to fostering seamless collaboration with Grand County and local governments across Utah to facilitate the successful execution of engineering projects. Our approach encompasses comprehensive engagement in planning, zoning, plan review, and permitting processes, ensuring alignment with local regulations and requirements. By leveraging our extensive experience working with 15 airport clients throughout Utah, we bring a wealth of knowledge and expertise to navigate the intricacies of municipal procedures efficiently. We prioritize open communication and close coordination with County officials and stakeholders to address any challenges proactively and ensure project success.



QUALIFICATIONS OF THE PROJECT MANAGER & PROJECT TEAM

Organizational Chart



Personnel Resumes & Qualifications



EDUCATION

B.S., Civil Engineering,
New Mexico State University

LICENSES

Professional Engineer:
UT, CO, NM

CONTACT

970.255.2016
715 Horizon Drive
Suite 225
Grand Junction, CO 81506
erivera@hwlochner.com

Eric Rivera, PE

Engineering Project Manager, Aviation Design Lead | 11 Years of Experience

Eric is dedicated to delivering high-quality design and construction administration services for a diverse range of engineering projects. Eric has provided project management services for each CNY construction project since 2016. Currently, Eric is actively engaged in the design and construction phases of various airport projects. These encompass drainage initiatives, as well as multi-million-dollar undertakings involving runway and taxiway construction.

In his role as Aviation Design Lead, Eric focuses primarily on overseeing complex, larger projects at commercial service airports. This strategic focus allows him to channel his expertise and commercial service experience, positioning him as a reliable and invaluable resource for the team. As you have experienced, clients benefit from Eric's commitment to providing the level of service and attention they rightfully deserve.

After graduating from New Mexico State University, Eric transitioned into roles as a Construction Estimator and Project Manager, focusing on commercial and civil construction projects. His extensive background includes direct involvement in the design and construction of numerous large-scale airport projects.

Relevant Experience

Apron Reconstruction & Taxilanes Expansion | Grand County | Canyonlands Regional Airport, UT – Project Manager

Runway 3-21 ARC Upgrade | Grand County | Canyonlands Regional Airport, UT – Project Manager

Perimeter Fencing | Grand County | Canyonlands Regional Airport, UT – Project Manager

Apron Hardstands | Grand County | Canyonlands Regional Airport, UT – Project Manager

SRE Building | Grand County | Canyonlands Regional Airport, UT – Project Manager

Terminal Apron Rehabilitation | City of Farmington | Four Corners Regional Airport, NM – Project Manager

Taxiway B & G Relocation | City of Farmington | Four Corners Regional Airport, NM – Project Manager

Runway Rehabilitation | City of Farmington | Four Corners Regional Airport, NM – Project Manager

Parking Lot Construction | Humboldt County Aviation Department | California Redwood Coast-Humboldt County Airport, CA – Project Manager

Runway 14-32 Rehabilitation & In-Pavement Lighting System Upgrades | Humboldt County Aviation Department | California Redwood Coast-Humboldt County Airport, CA – Project Manager

Airfield Lighting System and Vault Rehabilitation | Humboldt County Aviation Department | California Redwood Coast-Humboldt County Airport, CA – Project Manager

Taxilanes Development | Uintah County & Vernal City | Vernal Regional Airport, UT – Project Manager

**EDUCATION**

BS, Civil Engineering,
University of Utah

REGISTRATIONS

Professional Engineer: UT

CERTIFICATIONS

Private Pilot

CONTACT

801.644.8294

2755 E Cottonwood Pkwy
Suite 560
Salt Lake City, UT 84121
cbutterfield@hwlochner.com

Connor Butterfield, PE**Utah Market Lead, Engineering Project Manager | 7 Years of Experience**

Connor is an accomplished engineering professional with a lifelong passion for math and science. While he explored various engineering fields, he was drawn to Civil Engineering and the potential to contribute to sustainable development and community improvement.

Since becoming a pilot in 2019, Connor has seamlessly merged a career in engineering with a love for aviation. This unique combination has fueled a dedication to airport and aviation projects, allowing him to work across a range of airports throughout Utah and the western U.S. Each airport presents its own unique challenges, and Connor thrives on collaborating with teams to devise innovative solutions.

In his role, Connor serves as an extension of client staff, providing comprehensive support that includes general correspondence with state agencies, the FAA, sponsors, and contractors. He is adept at grant and payment processing, conducting design reviews, and ensuring that projects align with the clients' needs and Capital Improvement Plans.

With a commitment to excellence and a collaborative approach, Connor is dedicated to improving aviation infrastructure and enhancing the overall client experience in the aviation sector.

Relevant Experience

Apron Expansion Design | Grand County | Canyonlands Regional Airport, UT - Utah State Lead

Taxiway/Apron Expansion & Reconstruction | Grand County | Canyonlands Regional Airport, UT - Utah State Lead

New Runway Construction | Privately Owned | West Desert Airpark, UT – Project Manager

Pavement Maintenance | Skypark Airport Assoc., LLC | Skypark Airport, UT – Project Manager

Replace Directional Signs | Logan-Cache Airport Authority | Logan-Cache Airport, UT – Project Manager

Pavement Maintenance | Garfield County | Bryce Canyon Airport, UT - Project Manager

REILs Replacement | Garfield County | Bryce Canyon Airport, UT - Project Manager

Pavement Maintenance | City of Escalante | Escalante Municipal Airport, UT - Project Manager

Pavement Maintenance | City of Monticello | Monticello Municipal Airport, UT - Project Manager

Runway Rehabilitation | Panguitch City Corporation | Panguitch Municipal Airport, UT – Project Manager


EDUCATION

BS, Civil Engineering,
University of Colorado
Boulder

CERTIFICATIONS

Engineer in Training: CO

AFFILIATIONS

American Society of Civil
Engineers (ASCE)

CONTACT

970.255.2027
715 Horizon Drive
Suite 225
Grand Junction, CO 81506
tmilton@hwlochner.com

Thorsen Milton, EIT

Airport Design Engineer | 4 Years of Experience

As an Airport Design Engineer, Thorsen has been involved in the design and construction of a variety of airport projects ranging from airport lighting replacements to multimillion dollar runway construction. He joined the Lochner team as an intern during his last semester of undergraduate studies. Upon graduating and obtaining a Bachelor of Science in Civil Engineering from the University of Colorado Boulder in December 2020, he joined Lochner full-time. Thorsen's primary duties include engineering designs, preparation of construction plans and specifications, cost estimating, writing project design reports and final reports, writing construction safety and phasing plans, re-preparation of grant applications and capital improvement programs, contract administration, and construction project management.

Relevant Experience

Pavement Maintenance and REILs | Garfield County | Bryce Canyon Airport, UT – Design Engineer

Pavement Maintenance and Wildlife Fencing | City of Blanding | Blanding Municipal Airport, UT – Design Engineer

Runway Construction | Panguitch City Corporation | Panguitch Municipal Airport, UT – Design Engineer

Runway Rehabilitation | Green River City Corp. | Green River Municipal Airport – Design Engineer

Pavement Maintenance | City of Milford | Milford Municipal Airport, UT – Design Engineer

Pavement Maintenance | City of Monticello | Monticello Airport, UT – Design Engineer

Runway Relocation | Privately Owned | West Desert Airpark, UT – Design Engineer

Security Entrance Gate | Green River City Corp. | Green River Municipal Airport – Design Engineer

Runway Rehabilitation & Lighting Replacement | City of Parowan | Parowan Airport - Design Engineer

Install AWOS | City of Blanding | Blanding Municipal Airport, UT – Design Engineer

Install AWOS | City of Monticello | Monticello Airport, UT – Design Engineer

Blast Pad & Blast Fence | Skypark Airport Assoc., LLC | Skypark Airport, UT – Project Manager

Install Wildlife Fencing | Jackson County | Walden-Jackson County Airport, CO – Design Engineer

Reconstruct Runway 16-34 | Ohkay Owingeh Tribal Council | Ohkay Owingeh Airport, NM – Design Engineer

**EDUCATION**

BS in Electrical Engineering,
South Dakota School of Mines
and Technology, 1996

REGISTRATION

Professional Electrical
Engineer: 2005

CONTACT INFO

605.515.0455

kevin.groves
@hwlochner.com

Kevin Groves, PE
Electrical Engineer | 26 Years of Experience

Kevin is a seasoned Electrical Engineer with over 25 years of experience in the utility engineering sector, including both staff and management positions. He possesses in-depth expertise in airfield lighting and controls, having overseen numerous airfield lighting upgrades and new installations. With a background of more than 30 years as both a military and civilian aviator, he brings valuable insights into the aviation industry.

In addition to his engineering roles, Kevin has been a prominent speaker at state aeronautical conferences, sharing his knowledge on engineering topics. His extensive experience spans various brands of electrical automation and protection equipment, as well as SCADA systems, for both investor-owned and cooperative utilities.

Throughout his career, Kevin has been involved in project and customer development, product research, design, protection and coordination, and arc flash analysis. He is adept at managing projects to ensure compliance with industry standards, including FAA regulations and national codes.

Relevant Experience

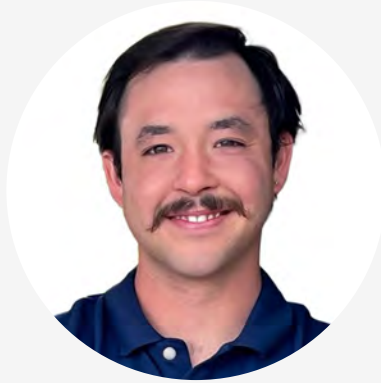
Fuel System Upgrades | Custer County | Westcliffe Airport, CO - Electrical Engineer

Generator Design and Installation | City of Burlington | Burlington-Kit Carson County Airport, CO - Electrical Engineer

KPIR Runway 13-31 Rehabilitation | City of Pierre | Pierre Regional Airport, SD - Electrical Engineer

KCSM Runway 17R-35L Lighting Upgrade | City of Burns Flat | Clinton – Sherman Airport, OK- Electrical Engineer

KWWR Runway 17-35 Extension and Taxiway Additions | City of Woodward | West Woodward Airport, OK- Electrical Engineer


EDUCATION

B.S. Business Marketing and Economics, University of Nevada Reno

CONTACT ME

(702) 677-1140
 1575 Delucchi Lane, Suite 219
 Reno, NV 89502
kfarrell@hwlochner.com

Karson Farrell

Resident Project Representative (RPR) | 7 Years of Experience

Karson's career in construction administration has been a journey fueled by passion and a strong work ethic. Before joining Lochner, he played a crucial role in helping developers build ranches and equestrian properties. His responsibilities encompassed project management, payroll administration, subcontractor coordination, and ensuring successful project completion. He also excelled at managing client relationships and driving the progress of design discussions.

Joining Lochner aligned perfectly with his passion for construction administration and career goals. Karson's dedication to his craft is unwavering. He finds fulfillment in guiding projects to completion and leaving a lasting impact on the physical landscape. With each new endeavor, he carries his passion, experience, and commitment to excellence, ensuring that every airport he contributes to would stand as a testament to aviation's remarkable progress.

Relevant Experience

Pavement Maintenance and Wildlife Fencing | City of Blanding | Blanding Municipal Airport, UT – RPR

Runway Construction | Panguitch City Corporation | Panguitch Municipal Airport, UT – RPR

Runway Relocation | Privately Owned | West Desert Airpark, UT – RPR


EDUCATION

B.A., Computer Aided Drafting
 Colorado Mesa University
 Certificate, Land Survey and Geomatics
 University of Wyoming

LICENSES

Drone Pilot

CONTACT

715 Horizon Drive
 Suite 225
 Grand Junction, CO 81506
dreed@hwlochner.com

Danny Reed

CAD Manager, Drone Pilot | 17 Years of Experience

Danny leads a team of six CAD Technicians exclusively dedicated to airport designs and technical exhibits. Our CAD team's focus, workload, and expertise revolves exclusively work on airport engineering and planning projects ensuring that we are exceptional at one thing and have a deep knowledge of the specific and complex airport design standards. Having a CAD team exclusively dedicated to airport projects frees up engineers and planners to focus solely on their core tasks. Danny prioritizes client relationships, needs assessment, and the delivery of high-quality engineering, planning, and design work, while providing clear direction to the CAD department based on client specifications.

Danny personally reviews each CAD drawing within his department, ensuring they meet FAA standards and align with the airport's vision. Danny is also a licensed drone pilot and often travels to our airports collecting data via drone as well as quality photography for marketing purposes for the airport.

Relevant Experience

Airport Layout Plan | Grand County | Canyonlands Regional Airport, UT — CAD Manager

Taxiway A1 & Apron Expansion | Grand County | Canyonlands Regional Airport, UT — CAD Manager, QA/QC

Pavement Maintenance | Moffat County | Craig-Moffat County Airport, CO — CAD Manager

Runway Reconstruction | Green River City Corp. | Green River Municipal Airport, UT — CAD Manager

Taxiway A Relocation | City of Lander | Hunt Field Airport, WY — CAD Manager

Airport Master Plan | City of Holyoke | Holyoke Municipal Airport, CO — CAD Manager

**EDUCATION**

M.S., Idaho State University

M.S., Wake Forest University

B.S., Wake Forest University

CERTIFICATIONS

Certified Member (C.M.) -
American Association of
Airport Executives (AAAE)

Airport Security
Coordinator

Private Pilot

Aircraft Rescue Firefighter

AFFILIATIONS

Utah Airport Operators
Association (UAOA)

Aircraft Owners and Pilots
Association (AOPA)

American Association of
Airport Executives (AAAE)

Experimental Aircraft
Association (EAA)

CONTACT

435.260.2143

715 Horizon Drive
Suite 225
Grand Junction, CO 81506
jhill@hwlochner.com

Judd Hill, CM**Northwest Mountain Region Lead, Airport Management Advisor |
14 Years of Experience**

Judd primarily oversees our planning and engineering projects within the FAA's Northwest Mountain Region. He also serves as an Airport Management Advisor, offering support across various airport improvement projects for our clients. As a private pilot, Judd brings a valuable user perspective to his assessments. Prior to joining the Lochner team, he held the position of Airport Director at Canyonlands Regional Airport (CNY) in Moab, UT, where his tenure experienced remarkable growth and enhancement.

Under Judd's leadership, CNY underwent transformative airfield projects, resulting in the ARC upgrade of Runway 3/21, an expansion and remodel of the terminal building, and the introduction of regional jet service to the region. His achievements at CNY also encompassed the upgrade and expansion of both landside and airside facilities, collaboration with commercial airlines to initiate new services, oversight of a certified Aircraft Rescue Firefighting crew, and the establishment of a Department of Homeland Security-TSA presence at the airport.

Judd's diverse background contributes to a distinctive perspective, blending expertise in airport management, insights from a pilot's vantage point, and a comprehensive understanding of airport improvement processes.

Relevant Experience

Airport Master Plan | Grand County | Canyonlands Regional Airport, UT - Airport Director

Airport Master Plan | City of Monticello | Monticello Airport, UT - Project Manager

Airport Layout Plan | City of Blanding | Blanding Municipal Airport, UT - Project Manager

Taxilane and Apron Rehabilitation | Skypark Airport Assoc., LLC | Skypark Airport, UT - Project Manager

Pavement Maintenance and Wildlife Fencing | City of Blanding | Blanding Municipal Airport - Project Manager

Pavement Maintenance and Entrance Road Rehabilitation | City of Delta | Delta Municipal Airport, UT - Project Manager

Pavement Maintenance and REILs | Garfield County | Bryce Canyon Airport, UT - Project Manager

Runway Construction | Panguitch City Corporation | Panguitch Municipal Airport, UT - Project Manager


EDUCATION

BA, Business Management,
Colorado Mesa University

AFFILIATIONS

Utah Airport Operators
Association (UAOA)

American Association of
Airport Executives (AAAE)

Association of California
Airports (ACA)

Colorado Airport Operators
Association (CAOA)

CONTACT

970.255.2037

715 Horizon Drive
Suite 225

Grand Junction, CO 81506
bbarber@hwochner.com

Brooke Barber

Planning Project Manager | 8 Years of Experience

As Planning Project Manager, Brooke enjoys the task of working with communities to develop conceptual plans that will eventually be brought to fruition, and aid in the development of a community's airport facilities. In her eight years of experience, Brooke has collaborated on dozens of FAA AIP grant funded planning projects, including AMPs, ALP Updates, and Heliport Development. In addition to her involvement in various planning studies, Brooke personally handles the environmental and airspace documentation required for both planning and engineering projects, which has allowed her the opportunity to work in several different regions and interact with FAA personnel from multiple Airport District Offices (ADO's).

Brooke's role as a Planning Project Manager is rarely done in isolation, but requires the input and perspective from a variety of team members including our Engineers, CAD Technicians, Client Managers and you, our valuable clients. This input, coupled with a deep technical understanding of the FAA Design Standards results in a final document that is a reflection of the goals of the community, feasible from a technical aspect, and intended to be a proactive tool to guide the airport through the future. Brooke strives to not just generate a document that is technically accurate, but to also facilitate an environment of collaboration and dialogue throughout the process.

Brooke applies her knowledge of recent business and aviation trends and practices to the Lochner team, establishing more efficient systems that support the airport planning functions, and aim to make the master planning exercise an effective and collaborative process.

Relevant Experience

Airport Master Plan | City of Parowan | Parowan Airport, UT — Project Manager

Airport Master Plan | City of Richfield | Richfield Municipal Airport, UT — Project Manager

Airport Master Plan | City of Monticello | Monticello Municipal Airport, UT – Airport Planner

Airport Master Plan | Green River City Corp | Green River Municipal Airport, UT – Airport Planner

Airport Master Plan | Town of Taos | Taos Regional Airport, NM – Project Manager

Airport Master Plan | Huerfano County | Spanish Peaks Airfield, CO – Project Manager

Airport Master Plan | Grand County | McElroy Field, CO – Project Manager

Airports System Plan | Humboldt County | Humboldt County Airports, CA – Airport Planner

Airport Master Plan | Elko County | Jackpot Hayden Field, NV – Project Manager

Airport Master Plan | City of Cortez | Cortez Municipal Airport, CO – Airport Planner

**EDUCATION**

B.S., Aviation Management,
Utah Valley University

A.A.S., Unmanned Aerial Vehicle
Flight Operator, Cochise College

U.S. Army Unmanned Aerial
System (UAS) Instructor
Operator (RQ-7B "Shadow"),
U.S. Army Aviation Center of
Excellence, Fort Huachuca, AZ

LICENSES

Private Pilot

CONTACT

970.255.2039

715 Horizon Drive
Suite 225
Grand Junction, CO 81506
dpeterson@hwlochner.com

Dylan Peterson**Airport Planner, Pilot | 3 Years of Experience**

As an Airport Planner, Dylan has carried a lifelong connection with aviation. This passion ultimately lead him to join the military, study Aviation Management, and become an Airport Planner. Through his military experience on airfields, he understands the importance of having a safe and functional airport to serve a community. Dylan looks forward to planning an even brighter future for CNY and the County.

Dylan offers fresh perspectives to airports as a pilot, aircraft mechanic, drone instructor, and aviation planner. During his undergraduate studies, he worked full-time as an Aircraft Mechanic on the AH-64 "Apache" and UH-60 "Black Hawk" helicopters for the Utah Army National Guard. He served as an Unmanned Aerial System (UAS) Instructor Operator on the RQ-7Bv2 "Shadow" drone in the United States Army, where he trained UAS Operators to operate, plan, layout UAS runways, and complete missions with manned aircraft and ground forces. Dylan is currently serving in the Army National Guard where he continues to achieve more aviation knowledge, experience, and relationships. His unique understanding of airports makes him the ideal partner to plan your airport's future.

Relevant Experience

Airport Layout Plan | Grand County | Canyonlands Regional Airport, UT — Airport Planner

Airport Master Plan | Huerfano County | Spanish Peaks Airfield, CO – Airport Planner

Airport Master Plan | Grand County | McElroy Field, CO – Airport Planner

Airport Master Plan | Logan-Cache Airport Authority | Logan-Cache Airport, UT — Airport Planner

Airport Master Plan | City of Parowan | Parowan Airport, UT — Airport Planner

Airport Master Plan | City of Richfield | Richfield Municipal Airport, UT — Airport Planner



EDUCATION

M.B.A., Business Administration,
Colorado Mesa University

B.A., Accounting, Colorado
Mesa University

B.S., Psychology, Colorado Mesa
University

CONTACT INFO

970.242.0101

715 Horizon Drive
Suite 225

Grand Junction, CO 81506

evliek@hwlochner.com

Erik Vliek, MBA

Business & Operations Manager, Grant Administration | 16 Years of Experience

Erik is responsible for all accounting and financing activities. In addition, he has a role in every project, for every client, to ensure that they are properly reimbursed for project related expenses. Since joining Lochner in 2008, Erik has worked on over 900 airport projects in thirteen states and two countries and has received compliments from the FAA and State Agencies for the quality and accuracy of my work. His duties include the tracking of billable time and project expenses, preparing all grant reimbursement filings, and assisting Sponsors with the management of Federal and State grants. He has established excellent working relationships with personnel in the FAA, State Aviation/Aeronautics Divisions, and those responsible at the local level for accounting and finance.

Relevant Experience

Taxiway A Reconstruction | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$9,322,999 (Multiple Grants)

Construct Apron Hardstands | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$1,000,000

Apron Expansion | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$2,800,000

Airport Master Plan | Grand County | Canyonlands Regional Airport, UT - Grant Administration | Grant amount: \$300,000

Apron Reconstruction | Garfield County | Rifle Garfield County Airport, CO - Grant Administration | Grant amount: \$3,100,000

Runway Reconstruction | City of Roswell | Roswell Air Center - Grant Administration | \$19,487,753 (Multiple Grants)

Taxiway Pavement Preservation | City of Roswell | Roswell Air Center - Grant Administration | \$326,611 (Multiple Grants)

Construct Taxiway Z | Douglas County | Minden-Tahoe Airport, NV - Grant Administration | \$6,472,476 (Multiple Grants)

Runway Rehabilitation | City of Show Low | Show Low Regional Airport, AZ - Grant Administration | \$2,324,491 (Multiple Grants)

Apron Expansion & Construct Hardstands | City of Winnemucca | Winnemucca Municipal Airport, NV - Grant Administration | Grant amount: \$2,149,449

Runway Lighting, Signage, and Windcone | City of Holbrook | Holbrook Municipal Airport, NV - Grant Administration | Grant amount: \$535,517 (Multiple Grants)

Replace Runway Lighting, Signage & Vault | Cochise County | Bisbee Douglas International Airport, AZ - Grant Administration | Grant amount: \$549,865

Electrical Improvements (Bid & Construct) | Town of Holyoke | Holyoke Municipal Airport, CO - Grant Administration | Grant amount: \$346,500

Runway Rehabilitation (Design Only) | Town of Holyoke | Holyoke Municipal Airport, CO - Grant Administration | Grant amount: \$400,000

Airport Master Plan | City of Cortez | Cortez Regional Airport, CO - Grant Administration | Grant amount: \$499,000

Airport Master Plan | City of Alamosa | San Luis Valley Regional Airport, CO - Grant Administration | Grant amount: \$353,000

Airport Master Plan | City of Monticello | Monticello Municipal Airport, UT - Grant Administration | Grant amount: \$331,000

REPUTATION |

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

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

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



KEN CAMPBELL | Airport Manager
 Vernal Regional Airport | Vernal, UT
 801.875.1002 | kencampbell@vernal.gov
Project History: Airfield Pavement Maintenance, Apron Rehabilitation, GA Apron Hardstand, Taxilane C Construction



CURT EIKERMAN | Airport Operations Manager
 Humboldt County Airports (6) | Humboldt County, CA
 707.613.0531 | ceikerman@co.humboldt.ca.us
Project History: Taxiway A Relocation, Apron Rehabilitation, Runway Rehabilitation, Lighting System Upgrades



SAM CARVER | Airport Director
 Rifle-Garfield County Airport | Rifle, CO
 970.625.1091 | scarver@garfield-county.com
Project History: Airport Master Plan, Hangar Development, Apron Expansion, Pavement Maintenance, Business Plan



COLTON RAPSTINE | Airport Manager
 Taos Regional Airport | Town of Taos, NM
 575.758.4995 | coltonr@taosnm.gov
Project History: Airport Master Plan, Airport Layout Plan, Terminal Evaluation Study, Environmental Assessment, Runway Reconstruction, Airfield Pavement Preservation



MIKE LEWIS | Airport Manager
 Four Corners Regional Airport | Farmington, NM
 505.599.1462 | mlewis@fmrtn.org
Project History: Terminal Study, Terminal Apron Rehab, Relocate Taxiways, Pavement Maintenance, Runway Rehab

REPUTATION WITHIN INDUSTRY

Given our commitment to airports in Utah, we also stay active in the local aviation community. We are active within the Utah Airport Operators Association (UAOA). We attend regular meetings, the yearly conference, and stay up to date with industry information. With our involvement in Utah aviation, our clients benefit from our industry insights, innovations, and continued education. We will continue to be an extension of your staff as we remain involved in Utah airport committees by bringing forward the needs of your community and airports. The aviation community is extremely collaborative and your airport will directly benefit from our industry involvement. As experts in Utah aviation, you can rest assured that your Lochner team will continue to advocate for your success across the state.

RECENT ENGINEERING PROJECT EXPERIENCE |

Lochner has served the aviation community for more than 60 years. In this time, our partnerships, perseverance, and hard work have resulted in hundreds of airport improvement projects completed for our clients. As a result, we are intimately familiar with aviation requirements across multiple Federal Aviation Administration (FAA) regions and have built strong working relationships with FAA and UDOT staff. Working with these two entities on a day-to-day basis, Lochner is concentrating its efforts in helping airport sponsors maximize the benefit of every dollar invested. The following pages reflect applicable projects that have started or have been completed in the last five years. Because Lochner has a vast aviation practice, we generally complete 40 to 50 AIP projects each year across 13 states and have a large list of projects from just the last five years alone. We have included projects in the FAA-Denver ADO with the most relevance to CNY. Select projects will be expanded upon in more detail, and we encourage you to contact the references provided. In the last five years Lochner has completed **more than**:

45
Runway
Projects

30
Apron
Projects

60
Taxiway
Projects

60
Pavement
Projects

100+
Capital
Improvement
Plans

100+
Airports
Receive Grant
Administration

HIGHLIGHTED PAVEMENT MAINTENANCE PROJECTS

Airport	Project Description	Location	Completion Year
Canyonlands Regional Airport	Pavement Maintenance	Moab, UT	2019
Green River Municipal Airport	Pavement Preservation	Green River, UT	2018
Escalante Municipal Airport	Pavement Maintenance	Escalante, UT	2015
Duchesne Municipal Airport	Pavement Maintenance	Duchesne, UT	2015
Milford Municipal Airport	Pavement Maintenance	Milford, UT	2017
Escalante Municipal Airport	Pavement Maintenance	Escalante, UT	2018
Monticello Municipal Airport	Pavement Maintenance	Monticello, UT	2018
Logan Cache Airport	Pavement Preservation	Logan, UT	2018
Parowan Municipal Airport	Pavement Preservation	Parowan, UT	2019
Erie Municipal Airport	Pavement Maintenance	Erie, CO	In Progress
Sterling Municipal Airport	Pavement Maintenance	Sterling, CO	In Progress
Holyoke Municipal Airport	Pavement Maintenance	Holyoke, CO	2020
Trinidad Municipal Airport	Pavement Maintenance	Trinidad, CO	2020
Granby Grand County Airport	Airfield Pavement Maintenance	Granby, CO	2019
Perry Stokes Airport	Runway Pavement Maintenance	Trinidad, CO	2019
Erie Municipal Airport	Apron Rehabilitation, Runway Joint Seal and Remark	Erie, CO	2018
Minden-Tahoe Airport	Runway Pavement Rehabilitation	Minden, NV	2018
Owyhee Airport	Pavement Maintenance	Owyhee, NV	2021
Carson City Airport	Pavement Maintenance	Carson City, NV	2021
Hunt Field	Seal Coat and Remark Runway	Lander, WY	2019

HIGHLIGHTED FENCING PROJECTS

Airport	Project Description	Location	Completion Year(s)
Bryce Canyon Airport	Terminal Area Fencing	Bryce Canyon, UT	2019
Parowan Airport	Install Fencing	Parowan, UT	2015, 2020
Escalante Municipal Airport	Fence and Erosion Control Grading	Escalante, UT	2017
Sterling Municipal Airport	Install Wildlife Fence	Sterling, CO	2018
Grand Canyon West Airport	Install Buried Chain Link Fence	Peach Springs, AZ	2018



HIGHLIGHTED LIGHTING PROJECTS

Airport	Project Description	Location	Completion Year(s)
Canyonlands Regional Airport	Taxiway Lighting Replacement	Moab, UT	2015
Bryce Canyon Airport	PAPI Replacement	Bryce Canyon, UT	2020
Minden-Tahoe Airport	Airfield Lighting System Upgrades	Minden, NV	2016
Bisbee Douglas Int. Airport	Replace Runway 17/35 Lighting, install signage and vault	Bisbee Douglas, AZ	2018
Artesia Municipal Airport	PAPI Phase II Construction	Artesia, NM	2020

HIGHLIGHTED FUEL SYSTEM PROJECTS

Airport	Project Description	Location	Completion Year
Monticello Municipal Airport	Fuel System Improvements	Monticello, UT	2016
Green River Municipal Airport	Taxiway, Apron, and Fuel System	Green River, UT	2017
Yuma Municipal Airport	Fuel Farm	Yuma, CO	2020
Truth or Consequences Municipal Airport	Fuel Tank	Truth or Consequences, NM	2019
Lincoln County Airport	Construct Fuel System	Panaca, NV	2018





FOUR CORNERS REGIONAL AIRPORT | FARMINGTON, NM

ARC Upgrade Runway 5-23, Taxiways and Runway Safety Area Improvements, Terminal Building Improvements

Four Corners Regional Airport (FMN) has been a cornerstone of the Farmington, New Mexico, and Four Corners Region for over 50 years, historically served by airlines such as Frontier, Mesa, and Great Lakes Airlines. In late 2018, FMN faced a significant challenge when Great Lakes Airlines, its sole provider at the time, ceased operations, leaving the airport without scheduled airline service for the first time in decades. Soon after, SkyWest Airlines expressed interest in providing scheduled service, contingent on the airport's ability to accommodate regional jet aircraft. FMN's existing B-II runways were insufficient for this purpose, necessitating an upgrade to an Airport Reference Code (ARC) of C-II.

Lochner collaborated closely with the airport, the FAA, and the State to expedite the analysis and planning required for this upgrade. Our planners and engineers conducted a thorough evaluation to determine the necessary modifications, presenting layout alternatives and cost estimates to the stakeholders. It was concluded that upgrading Runway 5-23 was the optimal solution to quickly meet immediate needs and ensure long-term success. The airport secured FAA and State grants totaling \$3 million for the Runway Safety Area (RSA) project and the re-marking of Runway 5-23. This project also included the replacement of the entire airfield lighting system associated with Runway 5-23, enabling the airport to meet ARC C-II requirements while maximizing the use of existing infrastructure. Construction of the RSA improvement project was completed in the spring of 2020.

Concurrently with the RSA project, Lochner conducted a terminal evaluation study in partnership with Gensler to assess the existing terminal building and determine necessary modifications for expanded TSA operations required for regional jets. With input from the TSA, a conceptual plan was developed, leading to the award of an NMDOT-Aviation Division grant for the full design and construction of the terminal improvements identified in the study. Lochner and Gensler completed the design, and construction of the terminal improvements is currently underway, preparing FMN for the return of airline service. In 2019, the RSA upgrade for Runway 5-23 was completed. By 2021, Runway 5-23 underwent further rehabilitation, including an asphalt mill and overlay to replace the existing porous friction course with a grooved pavement surface. Despite the project receiving approval only in March 2021, the Lochner team swiftly completed the design and bid the project, meeting tight FAA deadlines to ensure construction within the same calendar year. In 2023, Lochner completed the design and construction to relocate Taxiways B and G to comply with C-II standards.

CLIENT CONTACT

Mike Lewis, Airport Manager
 mlewis@fmrn.org
 505.599.1462

RUNWAY PROJECT SCHEDULE

Scheduled days: 70
 Completion days: 68

RUNWAY PROJECT BUDGET

Engineer's Est.: \$6,168,527
 Bid: \$6,215,720
 Final: \$5,791,227

YEARS AS A CLIENT

10 Years



CALIFORNIA REDWOOD COAST - HUMBOLDT COUNTY AIRPORT | MCKINLEYVILLE, CA

Runway 14-32 Rehabilitation and In-Pavement Lighting System

Lochner was selected to design and oversee the construction of an \$18 million runway and in-pavement lighting rehabilitation project for Runway 14-32 at California Redwood Coast - Humboldt County Airport (ACV) in McKinleyville, California. This project involved milling and overlaying the runway pavement and completely removing and reinstalling the in-pavement touchdown zone and centerline lighting systems. The existing lighting systems were over 40 years old and non-operational, failing to meet FAA standards.

The project was divided into three phases to minimize disruption to airport operations:

Phase One: Involved 60 days of nightly runway closures to remove the existing lighting systems and install new underground infrastructure.

Phase Two: Required a 12-day full runway closure to rehabilitate the runway pavement.

Phase Three: Entailed 75 days of nightly runway closures to install the new lighting system components.

CLIENT CONTACT

Curt Eikerman, Airport
Operations Manager
ceikerman@co.humboldt.ca.us
707-613-0531

PROJECT SCHEDULE

Scheduled days: 155
Completion days: 155

PROJECT BUDGET

Engineer's Est.: \$16,621,337
Bid: \$16,961,961
Final: \$16,775,885

YEARS AS A CLIENT

4 Years

Project Challenges and Solutions

1. Accelerated Timing for FAA Funding

The FAA notified the airport in the fall of 2021 that it would receive FY2022 FAA discretionary funding for the runway project. Despite having only a preliminary study underway, Lochner completed the entire design and bidding process within a six-month window, meeting the accelerated time frame requirements and ensuring the airport received the necessary funding.

2. Construction Phasing to Minimize Disruption

ACV is a primary commercial service airport with approximately 200,000 annual enplaned passengers, and Runway 14-32 is the only runway available for scheduled airline operations. Any closure significantly impacts airline operators and passengers. Lochner developed a detailed phasing plan in close coordination with airport staff and users to maximize the amount of work completed without disrupting scheduled operations. The unavoidable 12-day full closure was carefully scheduled to align with a period of anticipated favorable weather and minimal passenger load, reducing the impact on airlines and passengers.

Through meticulous planning and collaboration, Lochner ensured that the project would proceed smoothly, balancing the need for significant infrastructure upgrades with the operational demands of a busy commercial airport.



VERNAL REGIONAL AIRPORT | VERNAL, UT

Taxilanes Development

Vernal Regional Airport is a non-hub primary commercial airport with Essential Air Service (EAS) service provided by Contour Airlines. Similar to CNY, in addition to the commercial airline service needs that the airport facilitates, there is a growing demand for private hangar development. Prior to the taxilanes getting constructed, there were essentially no hangar sites with access to the pavement available to be developed. The construction of new taxilanes was essential for any future hangar development.

Because of the low priority to the FAA in funding taxilanes, Lochner staff worked with the Sponsor and the FAA to ensure that a viable funding plan was in place and funding was available for the projects as intended. To take advantage of the funding that was made available by the Bipartisan Infrastructure Law Bill (BIL), the Lochner staff worked with the Sponsor and the FAA to shift priorities and adjust the Airports Capital Improvement Plan to ensure the taxilanes could get funded. The project was tailored as needed to allow for the maximum amount of taxilane to be constructed with the funding available. Lochner worked closely with the Airport to ensure that the needs of the Airport were understood and that the funding plan for this project was available.

Two separate taxilanes were constructed with the project, Taxilane B and Taxilane D. Taxilane B was designed to accommodate general aviation aircraft under 30,000 pounds SWG and approximately five 50'x50' box hangars. Taxilane D was designed and constructed to accommodate corporate aircraft weighing up to 60,000 pounds DWG and approximately five 100' x 100' hangars. Within the same year of the construction of the taxilanes, there was already a hangar developed with a second being designed for development.

CLIENT CONTACT

Ken Campbell, Airport Manager
 kencampbell@vernal.gov
 801.875.1002

PROJECT SCHEDULE

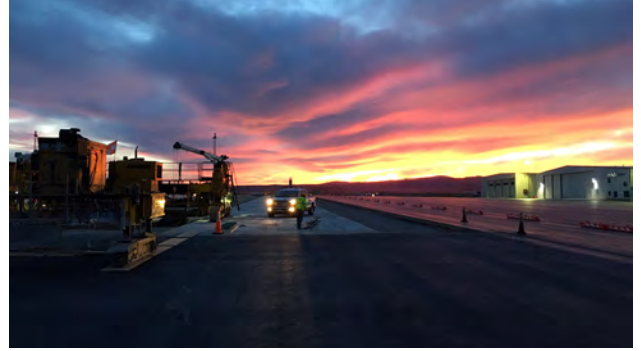
Scheduled days: 75
 Completion days: 60

PROJECT BUDGET

Engineer's Est.: \$1,178,038
 Bid: \$1,801,698
 Final: \$1,793,502

YEARS AS A CLIENT

2 Years



RIFLE GARFIELD COUNTY AIRPORT | RIFLE, CO

Expand Aircraft Parking Apron/Ramp Expansion

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

The original design for the apron included asphalt pavement in order to minimize project costs, however the winning bidder proposed a low cost upgrade to concrete pavement taking advantage of the concrete batch plant they had mobilized into the area for an ongoing CDOT highway project. Lochner completed a modification to the design documents to permit the change to a concrete pavement section at no additional cost to the Sponsor and in a short timeframe that took advantage of the timing of the highway project. The final project cost was \$3.26M, which includes the locally funded \$100k upgrade to concrete and approximately \$4k in additional pavement maintenance work on the adjacent existing aircraft parking. The project was completed in 89 calendar days, which was 7 days longer than allowed by the contract. Towards the end of the project, the airport received a significant snow event which delayed construction. The Contractor was granted the additional 7 calendar days of contract time due to the abnormal weather conditions and no liquidated damages were assessed.

Hangar Development RFP Assistance

Lochner played a pivotal role in supporting the County's efforts in creating an RFP (Request for Proposal) for hangar development. The project commenced by formulating the concept plan for the Hangar Development Area and subsequently providing assistance to the County in updating their Airport Development Guide. Currently, the RFP is in its final stages of completion, with the objective of attracting private investment groups to the airport for the purpose of constructing hangars.

CLIENT CONTACT

Sam Carver, Airport Director
 970.625.1091
 scarver@garfield-county.com

PROJECT SCHEDULE - APRON

Start date: August 17, 2020

Scheduled Completion Date:
 October 22, 2020

Actual Completion Date: November 17, 2020 *(fifteen additional days were granted in supplemental agreement No. One, an additional 7 days were requested, and a 3-day work stoppage was approved due to inclement weather, which resulted in a total contract time of 89 calendar days).*

PROJECT BUDGET

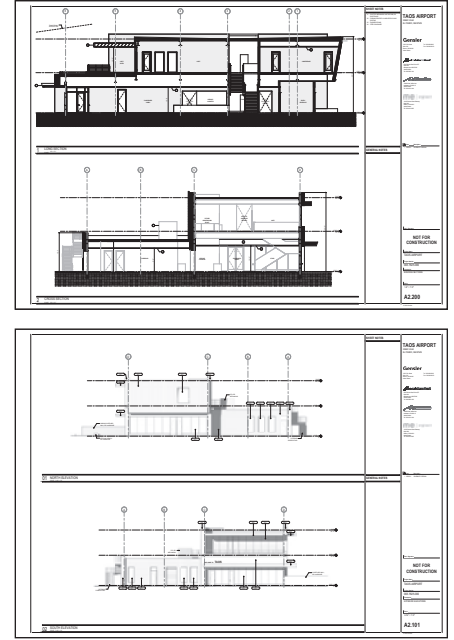
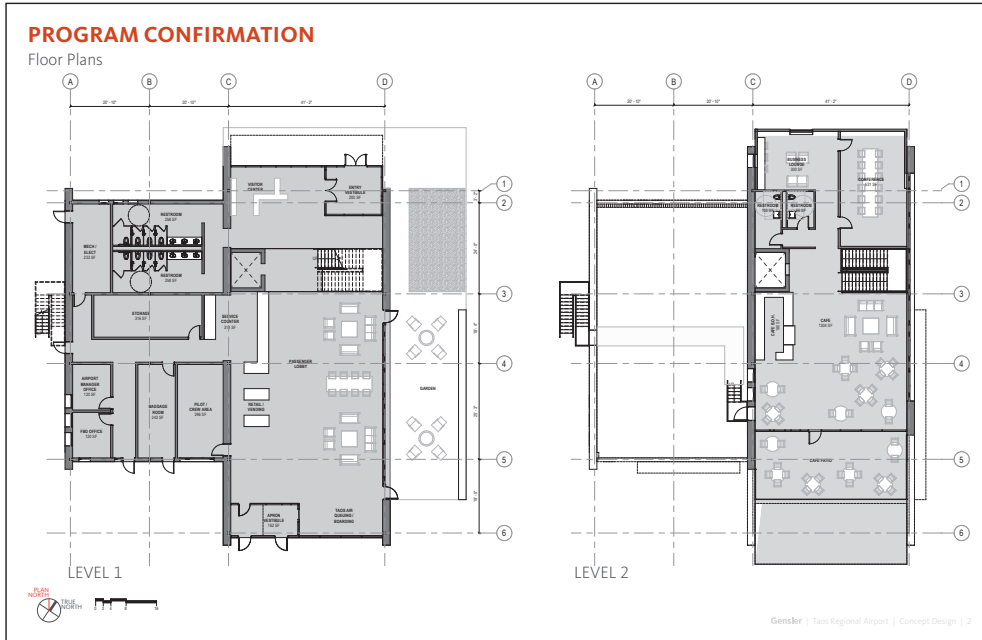
Engineer Estimate: \$3,498,896

Awarded Bid: \$3,154,300

Final Cost: \$3,258,558 *(inc \$100k concrete upgrade & additional pavement maint performed w/ project)*

YEARS AS A CLIENT

5 Years



TAOS REGIONAL AIRPORT | TAOS, NM

Terminal Expansion

Taos Regional Airport (SKX) is nestled in the scenic mountains of northern New Mexico. The airport supports a mix of general aviation, corporate, and seasonal commercial flights, providing essential connectivity for residents, tourists, and businesses alike. Recently, the airport has undergone significant improvements, including a runway extension to accommodate larger aircraft and enhance safety.

The need for the terminal expansion project arose due to the increasing demand for scheduled charter service, which the old terminal could no longer support. The existing 1,200 square foot terminal was inadequate for handling the growing number of passengers checking in and out. To address this, the terminal is being expanded to 7,000 square feet. The new terminal will include a conference room, ticketing and baggage areas, and offices for personnel, enhancing its functionality and capacity to better serve the needs of the airport and its users.

The project faced several challenges, primarily related to the expansion of the existing terminal. This required relocating existing utilities, including power, sewer, and water lines. Additionally, improvements to the ramp/apron area and the parking area were necessary to ensure better access and functionality. To save costs and improve efficiency, the project involved retrofitting existing structures where possible.

We overcame these challenges through meticulous project design and planning. A solid plan was crucial, and we collaborated closely with our architectural partner, Gensler, to ensure every aspect of the project was addressed. This partnership enabled us to effectively manage the complexities of the expansion while maintaining a clear vision for the terminal's new layout and functionality.

Our commitment to providing above-and-beyond services was evident in our adaptive approach to design and budgeting. Despite budget constraints, we developed several design iterations to ensure we delivered a high-quality product that met the client's needs. We worked closely with the client throughout the process to align the project with their budget and requirements, ensuring the expanded terminal not only met but exceeded expectations in terms of utility and efficiency.

CLIENT CONTACT

Colton Rapstine, Airport
Manager
575.758.4995
coltonr@taosnm.gov

YEARS AS A CLIENT

18 Years

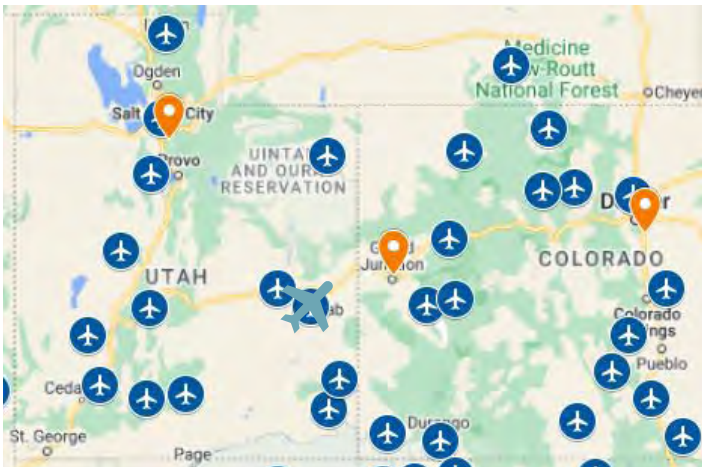
ABILITY TO MEET SCHEDULES WITHIN BUDGET

At Lochner, our ability to meet time requirements is foundational to our approach. Through effective team organization, proximity to clients, meticulous phasing plans, qualified Resident Project Representatives (RPRs), and integrated planning and engineering services, we ensure projects are delivered on time, within budget, and to the highest standards of quality and efficiency.



TEAM ORGANIZATION

The organization of our team plays a pivotal role in meeting time requirements. At Lochner, teamwork is fundamental, and our cohesive approach ensures timely project delivery. As CNY's Engineering Project Manager, Eric Rivera, PE, will work closely with State Lead, Connor Butterfield, PE, to oversee our Utah engineering team including Thorsen Milton, EIT, based in our Grand Junction office. Together, they are responsible for meeting the deadlines set by our sponsors. Our Utah team maintains strong working relationships, facilitating effective communication and organization to ensure project quality and timeliness.



PROXIMITY

Our office locations are strategically positioned to facilitate frequent client visits, ensuring their project needs are consistently met. Our Utah team will continue to serve CNY from our offices in Salt Lake City and Grand Junction.

Our proximity to the County is especially noteworthy, aligning with our commitment to CNY and aviation in Utah. Eric Rivera, PE, Judd Hill, CM, and Thorsen Milton, EIT, all based in Grand Junction, will continue regular site visits, particularly during a project. Our personal investment in the communities we serve underscores our dedication to your airports' success.

EFFECTIVE PHASING PLANS

Effective phasing plans are integral to minimizing disruptions to airport operations and maximizing construction efficiency. Leveraging the expertise of former airport managers on our staff, including previous CNY Director, Judd Hill, CM, we develop comprehensive Construction Safety and Phasing Plans (CSPP) that strike a balance between operational safety and construction productivity. Our CSPPs undergo thorough review and vetting, streamlining the approval process and providing clear work phasing and area delineation. This approach not only enhances operational safety and contractor certainty, but also facilitates on-time project completion with minimal surprises.



QUALIFIED RESIDENT PROJECT REPRESENTATIVES (RPRs)

Lochner delivers comprehensive airport services, covering conceptual design, project design, construction administration, and inspection. Our seasoned engineers excel in managing challenging projects with unique design requirements, addressing issues such as difficult soil conditions and topography. With a dedicated team of RPRs on-site throughout construction, we ensure FAA specification compliance and successful project outcomes.

Our RPRs play a pivotal role, acting as the liaison between engineers, clients, and construction managers. Beyond

their inspection duties, they excel at conflict resolution, fostering a harmonious working environment even in challenging situations. Rain or shine, these reliable professionals are on-site, adept at maintaining project momentum and ensuring smooth execution. The direct involvement of our engineers and project managers, coupled with up-to-date knowledge of AIP processes, results in a high-quality, on-budget, and on-time project inspection team. At Lochner, we bring a unique combination of experience, expertise, and effective coordination to every project.



IN-HOUSE PLANNING & ENGINEERING

We streamline the planning and engineering process by integrating engineering and planning under one roof. Our engineers collaborate closely with planners on Airport Master Plans (AMPs) and Environmental Assessments (EA), assessing development feasibility. Leveraging our engineers' understanding of UDOT and FAA priorities, they contribute to the 20-year Airport Capital Improvement Plan (ACIP) preparation within the AMP. This ensures realism and positions airport sponsors for long-term success.

Additionally, our planners contribute to engineering projects, ensuring that each project is assessed from a planning perspective. They consider important facets of airport design, including any restrictions of the current Airport Layout Plan (ALP) and airspace requirements. This

approach ensures that your engineering projects align with and facilitate growth and developmental goals.

By consolidating these services under one firm, we save you time and money. You will continue to gain access to a comprehensive understanding of your airports from all perspectives. With no need to act as a middleman between multiple firms, you are relieved of additional communication or coordination efforts. Our entire firm collaborates as a cohesive team to seamlessly execute your projects and transform your vision into reality.



FULL-SERVICE SUPPORT

Lochner operates as a comprehensive, full-service team, offering expertise across various domains. Our team comprises grant managers, client managers, project coordinators, DBE coordinators, and airport management advisors, all working collaboratively to support your projects. We thrive on camaraderie and hard work, fostering a supportive environment where colleagues are also friends. We encourage clients to leverage our full range of services not only to meet our deadlines but also your own, streamlining your administrative processes. For instance, Connor and Thorsen ensure timely input of CIPs, grant requests, and Delphi drawdowns for optimal funding, while our DBE coordinator, Jessica Callow, manages DBE goals and submissions to the FAA, ensuring compliance with standards. Our aim is to serve as an extension of your staff, alleviate your workload, and facilitate effective airport management.



Project Schedule & Budget Examples

Budget and schedule are the two most critical factors associated with any airport construction project. The ability to effectively manage both is vital to achieving successful results, and Lochner is proud of our results managing on-budget/ on-schedule project completions for our airport clients. While our stats speak for themselves, our in-house processes behind the results are important differentiators between us and our competitors. *You will find examples of our project budgets in the table below and on pages 19-23.*

Airport	Project Description	Award Amount	Engineer's Estimate	Final Project/ Const Cost	Scheduled Days	Actual Days
Canyonlands Regional Airport, UT	Runway 3-21 ARC Upgrade	\$11,279,544	\$14,135,080	\$10,635,446	120	120
Canyonlands Regional Airport, UT	Replace Taxiway Lighting & Signage	\$440,498	\$496,205	\$409,589	30	29
Canyonlands Regional Airport, UT	Reconstruct Taxiway A & Commercial Parking Apron	\$8,914,011	\$8,245,702	\$8,375,750	130	117
Logan Cache Airport, UT	Runway Lighting & PAPIs	\$353,857	\$327,890	\$362,254	30	24
Milford Municipal Airport, UT	Apron Rehabilitation	\$460,150	\$497,610	\$432,174	30	16
California Redwood Coast - Humboldt County Airport, CA	Runway 14-32 Rehabilitation and In-Pavement Lighting System	\$16,621,337	\$16,961,961	\$16,775,885	155	155
Four Corners Regional Airport, NM	ARC Upgrade Runway 5-23, Taxiways and Runway Safety Area Improvements, Terminal Building Improvements	\$6,168,527	\$6,215,720	\$5,791,227	70	68
Roswell Air Center, NM	Runway 3-21 Reconstruction	\$1,027,600	\$1,011,683	\$1,083,586	20	29
Minden-Tahoe Airport, NV	Taxilanes E, F, G Rehabilitation	\$1,367,007	\$1,485,877	\$1,307,869	79	59
Minden-Tahoe Airport, NV	Taxiway Z Construction	\$2,980,335	\$3,131,397	\$2,910,430	90	85
Winnemucca Municipal Airport, NV	Expand Heavy Aircraft Parking Apron	\$1,724,886	\$1,299,090	\$1,724,886	75	68
Blake Field, CO	Runway 3-21 Reconstruction	\$3,699,004	\$4,621,980	\$3,230,553	89	69
Rifle Garfield County Airport, CO	Apron Expansion	\$3,154,300	\$3,498,896	\$3,258,558	82	89 (weather)
McElroy Field, CO	Runway 9-27 Rehab	\$2,642,558	\$2,625,476	\$2,438,242	60	47
Show Low Regional Airport, AZ	South Apron Reconstruction	\$950,418	\$1,072,295	\$942,698	81	81

QUALITY OF PREVIOUS AIRPORT PROJECTS |

A high-quality project is a direct result of having a highly experienced team with unwavering dedication to your airport's success. Achieving the highest quality project outcome requires choosing the right solution for your airport and community vision, then skillfully executing that vision. Quality and client satisfaction go hand in hand; without one, the other is minimized. The quality of a project goes beyond a successful final product. Below are various aspects in which we are dedicated to provide the highest quality to our clients:



Aviation Knowledge

We have the highest quality of people

Our staff of industry experts have dedicated their careers to the development and advancement of aviation. We focus solely on airports and we have the experience and knowledge to design and manage your projects. Additionally, Lochner fosters ongoing education for employees to stay up to speed on the latest technologies and standards for airports.



Permanent Solutions

Solutions that stand the test of time

We have long-standing client relationships, some of which extend over 30 years. They continue to choose Lochner because they know we provide innovative ideas and permanent solutions. We build airports that last, which will save your community money and allow funds to be reallocated towards other airport goals.



Understanding FAA

Innovative planning and effective design

We have serviced 300 airports with over 3,000 capital improvement projects. This experience demonstrates that we are more than familiar with FAA requirements. With this unparalleled knowledge, we provide our clients with FAA-approved designs, resulting in projects that are on-time and on-budget. We serve as an FAA liaison for our clients to streamline communications and ensure federal standards and deadlines are met.



Winning Projects

Reflection of our attention to detail

Lochner has been privileged to receive numerous awards for high quality airport improvement and planning projects. These awards are not only a representation of our work, but also reflect the attention to detail and exceptional level of customer service we offer our clients.



Community Partners

We are here to listen

Your vision for your airport matters to us. We tailor our services to meet the needs of each of our clients. For example, we have staff to assist you with marketing, DBE assistance, securing funds, management advisory, and more. We are your partner in making your vision a reality. Staff can be found in the organizational chart on page 6.



Collaborative Approach

Realistic and accurate plans

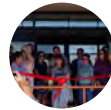
We prioritize your goals by providing the best solutions for each project. Through our in-house departmental collaboration, we create realistic, and accurate plans while paying close attention to each detail. We want our first draft to be as close to the final product as possible, saving you time and frustration. Ongoing communications with the County allows for the most comprehensive service and maximum return on investment for the County.



Exceptional Client Service

We do not nickel and dime you

Contact us with any question; request any of our services at any time. In addition to your project team, we offer a myriad of value-added services with staff that are available for any request. Lochner is a one-stop-shop with a full team of specialists dedicated to every angle of your success. We believe this is the best way to provide responsive assured quality to our clients.



Feedback from You

We want to know how we are doing

Ensuring the highest level of quality service requires feedback from our clients. The best way for us to find areas of improvement or continue successful service is to consistently gather client feedback. We want to hear it all. We value an in-person relationship, constant, open communication, and are dedicated to providing continuous and exceptional service as an extension of your staff.

FAMILIARITY WITH SPONSOR & PROJECT LOCATION

CNY plays a crucial role in connecting Moab and Southeastern Utah to the broader U.S. and the world. As a key community asset, the airport provides significant benefits in multiple ways. Located near the world-renowned Arches and Canyonlands National Parks, Moab attracts visitors from across the globe, and CNY serves as the primary gateway for many of these travelers. The airport also creates economic opportunities for the region, offering convenient access that encourages out-of-town businesses to invest in the local workforce and community. In this way, CNY acts as an economic engine, supporting local infrastructure, airport-based businesses, and the many other industries that have direct ties to the airport.

Since our initial selection in 1985, Lochner (formerly Armstrong Consultants) has been deeply involved with the airport, contributing to its growth and transformation over the years. We have worked closely with you on numerous successful projects, including the major effort to upgrade the airport reference code (ARC) to accommodate regional jets and, more recently, the development of the large hardstand to accommodate the heavier aircraft now utilizing the airport. This long-standing partnership has given us an unmatched level of familiarity with the airport. In addition to maintaining comprehensive records and files for all the projects we have undertaken, we retain the institutional knowledge of these projects through the very team members who executed them. We not only understand how these projects were built, but also the reasons behind their design and implementation. As we move forward with future planning initiatives, we will continue to leverage our deep experience to help shape the next chapter of the airport's development.

We have served Utah airports for over 30 years. As such, our partnerships, perseverance, and hard work have resulted in hundreds of airport improvement projects for our clients across Utah. As a result, we are intimately familiar with aviation in Utah and have close working relationships with the FAA and UDOT-Aeronautics. Working

with these two entities on a day-to-day basis, Lochner is concentrating our efforts on helping airport sponsors maximize the benefit of every dollar invested.

In the past five years, Lochner's engineering team has completed approximately 200 projects throughout the United States. Of these projects, several dozen were at Utah airports, including CNY. Given our experience, we are one of the leading firms serving Utah's aviation community.

Our team will serve you from both our Grand Junction, CO, and Salt Lake City, UT offices, ensuring we can respond quickly and in person as needs arise. Over the years, we have consistently been on-site and readily available to support your planning, engineering, and various other service needs. Lochner remains actively engaged with the airport, regularly attending board meetings to provide project updates and offer assistance with any other discussions or issues that may come up.

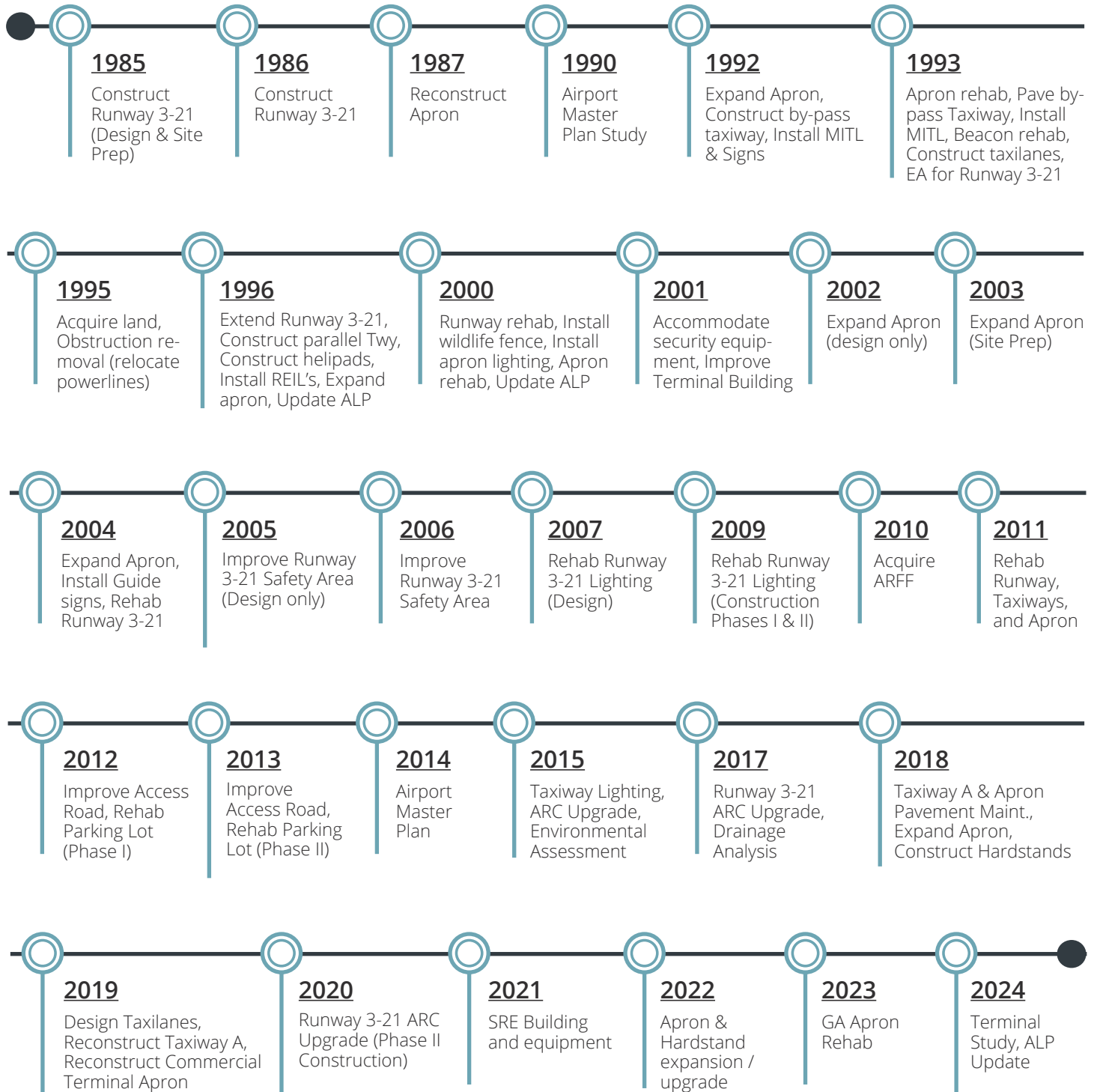
We recently helped prepare your current ALP, which will drive your upcoming development goals at the airport. We recognize that some of the potential developments can be impacted by the current location of the VHF Omnidirectional Range (VOR) navigation system. Our understanding of the impact of the VOR on your development will help us develop a plan to best meet your needs. In addition to the VOR, the Airport's Capital Improvement Plan (CIP) shows the need for a taxiway relocation project to upgrade the airport from a C-II to a C-III airport in the outer years. Having assisted in the development of your previous master plan, which successfully supported your transition from a B-II to a C-II facility, we are eager to support you in taking the next major step, should the need arise.

The following page outlines the CNY and Lochner partnership beginning in 1985. We look forward to building on our past success while continuing to strive for new heights at CNY.



Project History | A Partnership of Success

Since 1985, Lochner has served the Moab community at CNY. The timeline below outlines our partnership and a history of success at the airport.



We look forward to continuing our partnership with CNY, the Moab community, and Grand County.

UNDERSTANDING OF THE PROJECTS & SPONSOR SPECIAL CONCERNS

Lochner is dedicated to delivering the highest level of service for CNY's upcoming engineering projects. Our strong partnership with the County, along with our extensive experience at CNY, provides a distinct advantage for the planned projects. This ongoing collaboration has enabled our Lochner team to gain a comprehensive understanding of the projects outlined below.

APRON EXPANSION

Since the completion of the Runway 3-21 ARC upgrade in 2018, there has been a significant increase in transient corporate jet traffic at CNY, in addition to regional service provided by Contour Airlines. This growth in corporate jet activity has heightened the demand for aircraft parking and space on an already crowded apron. While the completion of the Taxiway A and Commercial Terminal Apron Reconstruction in 2020 provided sufficient pavement to meet the needs of the airlines for the foreseeable future, the airport's apron outside the commercial area has historically been designed to accommodate lighter general aviation aircraft. As a result, there is limited space to park heavier aircraft without risking damage to the pavement.

In response to this, a 75' x 175' concrete hardstand was constructed on the existing apron in 2018 as a short-term solution, which has proven effective for parking heavier aircraft. However, with the expected continued increase in air traffic, additional apron space is now necessary to meet the growing demand.

To address this, the ALP was revised to include a significant expansion of the existing apron to the west. This expansion will feature a large concrete apron capable of accommodating transient corporate jet aircraft weighing up to 85,000 lbs. In 2024, the project was designed and bid alongside the Relocation of Taxiway A1. However, due to limited funding, the FAA was only able to allocate funds for the relocation of Taxiway A1 and did not have the discretionary funding available for the apron expansion. The apron expansion project is now expected to be re-bid in the spring of 2025, with the goal of securing discretionary funding for construction in 2025.

SNOW REMOVAL EQUIPMENT (SRE) AND SRE BUILDING

The runway pavement dimensions were expanded from 75' x 7,100' to 100' x 7,300', resulting in a 37% increase in runway pavement area. In addition to this expansion, upcoming apron and taxiway expansions will further increase the overall pavement area, which will in turn heighten the demand for snow removal. With support from Lochner staff, the airport has recently acquired new snow removal equipment, including a front-end loader with multiple plow attachments and a sweeper attachment. This equipment is stored in a newly constructed SRE building. To help the airport keep pace with the growing snow removal needs, Lochner will utilize our in-house airport operations specialist, Mike Dikun, to help specify additional equipment that can better meet these demands and assist airport staff in clearing the pavements more efficiently.



PAVEMENT PRESERVATION

Regular pavement maintenance is crucial for extending the lifespan of airfield pavements. Lochner, in collaboration with the FAA and the State Aeronautics Department, recommends that airports crack seal, fog seal, and remark their airfield pavements every four to five years. Incorporating pavements into a regular maintenance schedule not only prolongs their life but also adds structure and consistency to the Airport Capital Improvement Plan (ACIP). For airports with significant jet traffic, such as CNY, rubber removal is typically advised as part of runway pavement maintenance.

With multiple clients across the region, Lochner is able to coordinate several pavement maintenance and preservation projects simultaneously. This coordination ensures that pre-bid meetings, bid dates, and construction timelines are aligned, allowing contractors to participate in your project without scheduling conflicts. It also enables contractors to take advantage of economies of scale, which can result in more competitive bids. During the scoping phase of a pavement maintenance project, our in-house planning team will also review your pavement markings to ensure they comply with current standards.





CONSTRUCT HANGAR TAXILANES

To accommodate the growing demand for hangar development, additional taxilanes need to be constructed. However, there is limited available land for development with direct access to the existing pavement. In 2024, Lochner completed the design for multiple taxilanes to support both controlled private development and future FAA-funded projects. It is anticipated that this project will be bid in the spring of 2025, with the goal of securing 2025 BIL funding for the construction of the taxilanes.



HANGAR CONSTRUCTION

As part of our value-added services, we will advise the County on the most suitable locations for each hangar, taking into account airspace constraints and the available landside and airside infrastructure. We will also coordinate with the hangar developer to submit the necessary airspace review case and any required NEPA documentation to the FAA. For hangars developed by the County or for the refurbishment of existing hangars, we will collaborate with you to determine the optimal size and location based on both current and future needs. Additionally, we can assist in assessing refurbishment requirements and identifying necessary upgrades, such as hangar doors or other equipment. Lochner's planning team works closely with our engineers to ensure that hangar placement supports efficient operational flow.



IMPROVE UTILITIES

Lochner has extensive experience with the existing utilities at CNY, and we are well-versed in the constraints of the current well and wastewater treatment systems. Should funding become available, we are fully prepared to assist in improving these utilities. While our primary focus is airport design and construction, our civil engineering team is also equipped to provide recommendations and design solutions for utility upgrades. Depending on the scope of future utility projects, we may collaborate with a local or regional civil engineer who has a proven track record of successfully completing similar work in the County. Lochner also has in-house water and wastewater engineers who can contribute to the design process as needed.

Our staff will coordinate the necessary environmental and aeronautical clearances for your development projects. We will also work closely with the local civil engineer to address local requirements, permitting, and other municipal project needs. Together, we will manage utility revisions, access road improvements, parking for airport users, and other community needs that have specialized requirements due to their location at the airport. Updating your utilities will not only support future airport development but also enhance services for existing users, ultimately strengthening the airport's impact on the community.



CONSTRUCT PARALLEL TAXIWAY

Lochner understands the critical role of the parallel taxiway and the importance of timing this project to align with the current volume and fleet mix at CNY. We will collaborate closely with the airport to achieve the goals of an ARC upgrade at CNY, which includes relocating Taxiway A to meet C-III separation standards. Our team will work with the airport to thoroughly plan and accurately time the project to ensure its success.

Pavement sections will be designed based on data gathered during a comprehensive geotechnical investigation, as well as our existing data. The taxiway geometry will be designed to meet the latest FAA requirements. The project will be phased to minimize runway closures and reduce disruptions to airport operations. Additional improvements to the taxiway system will be incorporated into the ACIP and scheduled strategically to maximize funding opportunities from the FAA and other available sources.

AIRFIELD LIGHTING SYSTEM

Lochner has extensive experience with all aspects of airfield lighting, from complete system replacements to the installation of new components, such as beacons with tip-down towers or precision approach path indicators (PAPIs), including LED models. CNY's lighting system was installed during the runway reconstruction in 2018, while the Taxiway A lighting system was installed by Lochner staff in 2015.

One area for improvement in the airfield lighting system is the addition of a backup generator for the lighting vault. Currently, the airport is forced to close during power outages when runway lighting is needed. In addition, other airfield lighting devices, such as the beacon and ramp lighting, will be regularly evaluated for efficiency, incorporating the latest materials and technologies. Ongoing maintenance will also be required as components age and wear out.



FUEL SYSTEM IMPROVEMENTS

The existing self-serve fuel system will be affected by the upcoming apron reconstruction project. Currently, the system is configured so that aircraft fueling at the self-serve station must park on Taxiway E, which restricts access for other aircraft on the taxiway. Lochner will assist the airport in relocating and/or improving the fuel system to meet the airport's desired level of involvement. Our team has extensive experience in completing fuel system improvement projects and is well-versed in the unique requirements and challenges associated with these types of projects.



FENCING - WILDLIFE ESCAPE RAMPS

CNY currently has a barbed wire fence surrounding its perimeter. In 2024, Lochner assisted in the design and management of approximately 9,000 feet of wildlife fence along the north side of the airfield. The ACIP includes multiple phases of fence construction, which, as funding allows, will eventually enclose the entire perimeter with wildlife fencing.

If the airport upgrades its commercial airline service to accommodate 70-seat aircraft, more stringent security and fencing requirements will be triggered. This may necessitate the installation of new security fencing and upgraded airfield access control systems. Lochner will work closely with the airport to address its fencing needs and adapt to evolving security demands as the airport continues to grow and develop.



ENGINEERING PROJECT APPROACH

Lochner specializes in airport projects, completing 40 to 50 FAA Airport Improvement Program (AIP) funded planning, design, and construction administration projects annually.

The annual AIP process starts with ACIP meetings from May to July, where the County identifies projects for the next five years and sets priorities for the upcoming year. Lochner assists the County in uploading their ACIP to UDOT's website and guides them through the submission process. After the ACIP is printed, signed, and forwarded to the FAA, the process concludes with the submission.

Following the ACIP meeting, the next deadline is for environmental clearance in October. Every FAA-funded project must pass environmental review before a grant is issued. Lochner prepares the necessary documentation for County review, and once signed, we send it to the FAA for concurrence. Projects typically achieve environmental clearance via a Categorical Exclusion, though the FAA may require cultural and biological assessments.

Next, we submit the grant application to the FAA for fiscal year programming. Lochner prepares each application to facilitate quick signing and submission.

Project timelines vary: design work often begins after the grant for design-only projects, while design for projects like fog seals or LED lighting can start as early as November. The design phase involves project formulation, finalizing the scope, and progressing through initial and final design stages.

Upon completion of design, the project moves into construction. Lochner coordinates with subconsultants, establishes contracts, and issues the Notice to Proceed. We oversee construction administration and inspection, ensuring projects are built as intended. After construction, we conduct a final inspection and assist in project closeout. Our outlined process ensures efficiency and clarity.



PHASE 1: PROJECT FORMULATION

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



PHASE 2: INITIAL DESIGN

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



PHASE 3: FINAL DESIGN

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



PHASE 4: CONSTRUCTION

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



SUBMITTED BY

Lochner

715 Horizon Drive, Suite 225
Grand Junction, CO 81506

Contact: Eric Rivera, PE | 970.255.2016



REQUEST FOR QUALIFICATIONS

Engineering Consulting Services
for Canyonlands Regional Airport
GRAND COUNTY, UTAH



NOVEMBER 2024

Corporate Office

Salt Lake City

181 East 5600 South
Murray, UT 84107
T 801 530 3148

St. George

230 N. 1680 E.
Building V
St. George, UT 84770
T 435 674 4800

Logan

40 W. Cache Valley
Blvd.
Building 1, Suite B
Logan, UT 84341
T 435 752 5081

Arizona

1602 S. Priest Drive
Suite #103
Tempe, AZ 85281
T 480 889 5075

Spokane

905 W Riverside Ave,
#214
Spokane, WA 99201
T (385) 377-2759

November 15, 2024

Gabe Woytek

Grand County Clerk/Auditor

125 E Center Street

Moab, UT 84532

RE: Request for Qualifications, Engineering Consulting Services for Canyonlands Regional Airport

Dear Mr. Woytek and Members of the Selection Committee:

When considering a Mechanical and Electrical Engineering partner that will be with you for the next FIVE YEARS, you'll want to find a partner that has developed expertise in airport facilities and systems, a partner that has established strong, respectful working relationships with various regional airports' personnel, and a partner that takes great joy in working for the airports. We trust that our long-standing reputation and related project will demonstrated just that!

With more than fifty years providing mechanical engineering solutions on projects throughout the state, the region, and even the world, we count regional airports as some of our most valued clients. As you review proposals from a variety of well-qualified firms, we offer the following benefits which make us particularly well-suited:

- A team with vast experience working at some of the state's regional airports
- Emphasis on quality, coordination and communication
- Local firm, within four hours of the Canyonlands Regional Airport
- Diversity of team experience, including a full range of Mechanical, Electrical and Plumbing, Consulting, Fire Protection, BMS Controls Design and Installation, Quality Assurance/Quality Control and Civil Engineering services supported by a working background of airport facilities
- A portfolio that includes On-Call contracts for the airports, for various local school districts and for Salt Lake County.
- Extensive experience in performing energy audits and making recommendations toward energy efficiency measures.

I will be your main point of contact, and can be reached:

VBFA

181 E 5600 South
Murray, UT 84770

T 801 910-6451

e jlyman@vbfa.com

VBFA stands ready, prepared, and willing to perform the mechanical, electrical, fire protection engineering services and BMS Controls services required by the Canyonlands Regional Airport for the next five years. We look forward to the opportunity to interview with you and to further discuss your needs and offer assistance with the design of successful projects. Please don't hesitate to contact us if you have any questions.

Respectfully,

Jed Lyman, P.E.

Principal Mechanical Engineer



CAPABILITY OF THE FIRM TO PERFORM WORK

About VBFA

Van Boerum & Frank Associates, Inc. was founded and incorporated in the State of Utah in 1972 and has now been in operation for 52 years.

With 52 years in business providing mechanical engineering design and consulting services, Van Boerum & Frank Associates, Inc. has grown to be the largest and one of the most respected mechanical engineering firms in the Intermountain area.

VBFA's electrical division began in 2007 and the firm has also added building commissioning to their areas of expertise.

VBFA's current staff includes **150 employees** in five (5) offices - three (3) Utah offices (Salt Lake City, Logan, and St. George), as well as offices in Phoenix, Arizona and Spokane, Washington. Professional engineers from both VBFA's Salt Lake City and St. George offices can be to the Moab Airport within a short four-hour window.

Former Name

Previously, the firm Smith & Van Boerum was established in 1966 and operated for six years until its dissolution and the creation of Van Boerum & Frank Associates, Inc. in 1972.

Areas of Expertise



Mechanical Systems



Lighting Design



Power & Electrical Systems



HVAC



Plumbing



BMS & Controls Systems



Geo Exchange



Energy Engineering & Sustainability



Building Systems Commissioning



Fire Protection Engineering



Air Quality



QA/QC



Value Engineering

Name and Address of Principal Office

Van Boerum & Frank Associates, Inc.
181 East 5600 South, Suite 130
Murray, Utah 84107

Telephone

(801) 530-3148

Fax

(801) 530-3150

Type of Entity

Van Boerum & Frank is organized as an ESOP/S Corp.

Contact person for this RFQ process is:

Jed Lyman, Principal

o (801) 530-3148

m (801) 910-6451

e jlyman@vbfa.com



CAPABILITY OF THE FIRM TO PERFORM WORK

VBFA's proposed project team has years of experience with airport projects including those at SGU, working side-by-side with airport architects, engineers and technical personnel. Over time, we've developed relationships with not only the engineering department, but also the maintenance and construction crews overseeing mechanical and electrical improvements. VBFA has "lessons learned" from dozens of projects. This includes knowing the type of equipment the airport desires on various facilities, what's required for maintaining operations at desired levels during construction, and how to integrate airport tenant systems with existing airport terminal and concourse systems. Some of our relevant project experience is listed below.

St. George Regional Airport

- Terminal Building 2nd Floor Lounge Remodel
- Million Air FBO
- KSGU 55K Hangar
- JAV Hangar
- Sandstone Aviation FBO
- Hangar 1E
- Hughes St. George Hangar
- Intermountain Health Life Flight Hangar

Salt Lake City International Airport

- Mechanical and Electrical Term Contracts
- North Concourse Quality Control
- Delta Reservations Training Center
- Delta Tower TI
- Commissary Kitchen
- Equipment Storage Building
- Employee Screening Building
- Gate 11 Guard Shack
- Pump Station #1 Reconstruction
- Maintenance Fuel Tanks
- South Lighting Vault Equipment Building
- Xpresspa Concourses A and B
- Central Utility Plant Crossover Piping
- Fedex Cargo Facility Expansion
- National Weather Service Electrical

Provo Airport

- Badging Office
- Allegiant Suite
- Snow Removal Equipment Building
- Ticketing and Baggage Expansion

Kanab Airport

- Terminal Building

CDC Cedar City Airport

- Controls Upgrade
- SUU Hangar

Price Airport

- USU Hangar

Other

- Desert Rose Inn Helicopter Hangar
- Dugway 8K Hangar
- HAFB Building 204 Hangar
- Galland Hangar
- Heber Hangar Project
- Huish Hangar
- HAFB MACC III Hangar Bay Mezzanine





JED LYMAN, PE

Principal, Mechanical Engineer

EXPERTISE

Jed Lyman brings experience in airport infrastructure and systems, highlighted by his recent work at Provo Regional Airport. With a strong focus on optimizing airport operational efficiency and safety, he has led and contributed to projects that align with the unique demands of aviation facilities. His approach integrates advanced engineering solutions that enhance energy management, system reliability, and scalability—key factors in long-term airport functionality. Known for his ability to navigate complex regulatory standards and coordinate seamlessly with both public and private stakeholders, Jed delivers reliable, forward-thinking engineering strategies that support sustainable growth and adaptability in a dynamic airport environment.

EDUCATION

B.S., Mechanical Engineering,
University of Utah,
1998

PROFESSIONAL REGISTRATIONS

Licensed Professional Engineer:
2004, Utah, #04-3620224-2202
also licensed in Idaho

PROJECT EXPERIENCE (PARTIAL LIST):

- Provo Airport, Bagging Office, Provo, UT
- Provo Airport, Allegiant Suite, Provo, UT
- Provo Airport Snow Removal Equipment Building, Provo, UT
- Provo Airport Ticketing and Baggage Expansion, Provo, UT
- Delta Airlines Flight Simulator Building, Salt Lake City, UT
- Delta Airlines Multi-Stakeholder Training Facility, Salt Lake City, UT
- SLCIA, Delta Reservations Building, In-Flight Reservations Remodel, Salt Lake City, UT
- SLCIA, Delta Reservations Training Building, Salt Lake City, UT





PETER TIMMRECK

Mechanical Engineer

EXPERTISE

Peter Timmreck is a meticulous mechanical engineer driven by a relentless pursuit of accuracy and intentional design. Peter has honed his skills in precision engineering and innovative design solutions. Peter has earned a reputation for his attention to detail and his unwavering commitment to delivering engineering solutions of the highest quality. He believes that every component, from the smallest fastener to the most complex system, plays a crucial role in the overall functionality and reliability of a design. Peter is a valuable asset to every project he is involved in.

EDUCATION

B.S., Mechanical Engineering,
University of Utah, 2022

PROFESSIONAL AFFILIATIONS

Member, U.S. Green Building
Council (USGBC)

PROJECT EXPERIENCE (PARTIAL LIST):

- Provo Airport, Badging Office, Provo, UT
- Provo Airport Snow Removal Equipment Building, Provo, UT
- SLCIA, Delta Airlines Flight Simulator Building, Salt Lake City, UT
- SLCIA, Delta Reservations Building, In-Flight Reservations Remodel, Salt Lake City, UT





EDUCATION

B.S., Mechanical Engineering,
University of Utah, 2021

TYLER PETERSON

Mechanical Engineer

EXPERTISE

Tyler Peterson is a dedicated mechanical engineer with a focus on plumbing systems across diverse project types, including senior centers, hotels, laboratories, and healthcare facilities. His breadth of experience highlights his versatility and ability to meet the specific needs of various complex environments. Known for his attention to detail and commitment to quality, Tyler ensures that all systems are designed and implemented to meet rigorous standards. His collaborative approach and technical expertise contribute to the seamless integration of mechanical solutions, making him a valuable addition to any project.

PROJECT EXPERIENCE (PARTIAL LIST):

- Provo Airport Snow Removal Equipment Building, Provo, UT
- Delta Airlines Flight Simulator Building, Salt Lake City, UT
- SLCIA, Delta Reservations Building, In-Flight Reservations Remodel, Salt Lake City, UT
- Ogden Eccles Conference Center Mechanical Upgrade, Ogden, UT
- Hyatt Regency Salt Lake Misc. Projects, Salt Lake City, UT
- Hale Center Beehive Academy, Sandy, UT





EDUCATION

B.S., Electrical Engineering,
University of Utah, 2007

PROFESSIONAL REGISTRATIONS

Licensed Professional Engineer,
Utah, License #9075170-2202

PROFESSIONAL AFFILIATIONS

Member, Illumination Engineering
Society (IES)

LEWIS WONG, PE, LEED AP

Principal, Electrical Engineer/Lighting Designer

EXPERTISE

Lewis is an experienced electrical engineer with 17 years in the industry, contributing to projects across various sectors such as civic, educational, and commercial facilities. His expertise includes providing on-call electrical services for organizations like the City of Salt Lake and Utah Valley University, where he managed tenant improvements and electrical system updates. Lewis's work consistently meets project requirements while maintaining adherence to budget and schedule.

Throughout his career, Lewis has been responsible for creating electrical designs that prioritize functionality, ease of maintenance, and energy efficiency. His approach to project coordination ensures that all work progresses smoothly, with a focus on communication and attention to detail.

Lewis is recognized for delivering high-quality, maintainable electrical systems. His dedication and responsiveness make him a valuable contributor to municipal airport projects.

PROJECT EXPERIENCE (PARTIAL LIST):

- SLCIA Southwest Airlines Cargo Remodel, Salt Lake City, UT
- SLCIA Car Wash Re-Build, Salt Lake City, UT
- Arizona State University Tempe Campus, Exterior Lighting Study, Tempe, AZ
- SLCIA Delta Reservations UPS Replacement, Salt Lake City, UT
- Heber Hangar Complex, Heber City, UT
- Elemental Aviation Talley Hangar, Heber City, UT
- Denver International Airport Larimer Street Market, Denver, CO
- Denver International Airport The Arts District Market, Denver, CO
- SLCIA Delta Reservations CRAC Replacement, Salt Lake City, UT





KEVIN CONNER, LC, LEED GA

Senior Electrical Designer, Lighting Designer

EXPERTISE

Kevin Conner is an experienced project manager with 18 years experience in the AEC industry. He is an accomplished electrical design engineer specializing in power distribution systems and lighting design. Through active participation in every project, he provides the insight and expertise expected to produce a successful project. Kevin believes in common sense design, but has a flair for custom design when requested. Kevin has experience working on small projects for the Salt Lake International Airport including remodels and food service projects. He has also done numerous electrical upgrades, retrofits and additions for K-12, higher education, and administration facilities.

PROJECT EXPERIENCE (PARTIAL LIST):

- Million Air FBO, St. George, UT
- St. George Airport Terminal Renovation, St. George, UT
- SLCIA Xpresspa Concourse A, Salt Lake City, UT
- SLCIA Xpresspa Concourse B, Salt Lake City, UT
- SLCIA TU1 6th Floor Remodel, Salt Lake City, UT*
- SLCIA Greek Souvlaki, Salt Lake City, UT*
- SLCIA French Meadows, Salt Lake City, UT*
- SLCIA High West Distillery, Salt Lake City, UT*
- SLCIA Veloce (Tuscan Vivace), Salt Lake City, UT*
- SLCIA Salt Lake Pizza & Pasta, Salt Lake City, UT*
- SLCIA Market Street Grill, Salt Lake City, UT*

**Project completed prior to joining VBFA*

EDUCATION

Salt Lake Community College Business Management

Bridgerland ATC
Architectural Drafting

IESNA Fundamentals of Lighting

PROFESSIONAL REGISTRATIONS

National Council of Qualified Lighting Professionals (NCQLP)

Lighting Certified, 2013





SYDNEE ANDERSON

Sr. Designer, Electrical Engineer

EXPERTISE

Sydnee is a talented CAD designer specializing in the design and drafting of various electrical systems. During her time at VBFA, she has contributed to multiple projects, including her current work on the St. George airport renovation, where she plays a key role in the electrical systems design.

In her role, Sydnee is responsible for producing precise design documentation and collaborating closely with engineering teams to ensure accurate implementation of electrical systems. Her familiarity with a range of electrical components, from power distribution to lighting systems, makes her a valuable asset to any project she supports.

EDUCATION

B.S., Electrical Engineering,
University of Utah, 2018

Passed the Fundamentals of
Engineering Exam, 2024

PROFESSIONAL AFFILIATIONS

Firm Member, U.S. Green
Building Council (USGBC)

RELATED PROJECT EXPERIENCE (PARTIAL LIST):

- SLCIA Xpress Spa Concourse A, Salt Lake City, UT
- SLCIA Xpress Spa Concourse B, Salt Lake City, UT
- SLCIA Pick-Up Stix, Salt Lake City, UT
- St. George Airport Terminal Renovation, St. George, UT
- Visit Salt Lake Remodel, Salt Lake City, UT
- Pearl Harbor Submarine Maintenance Enclosure, Honolulu, HI
- Little America Boiler Replacement, Salt Lake City, UT
- Snow College Humanities Building Generator Replacement, Ephraim, UT
- Utah Valley University Student Life Center, Orem, UT
- Lagoon Night Train Roller Coaster, Farmington, UT





SEAN TINGEY, F.P.E.

Associate Fire Protection Engineer

EXPERTISE

Sean Tingey is one of only a few licensed fire protection engineers in the State of Utah. He is experienced in complete fire sprinkler system layout and hydraulic calculation. He specializes in fire sprinkler and standpipe system high level Revit design BIM coordination and NFPA/IFC code consulting. He is also experienced with clean agent, inert gas, water cannon, foam, and various arrangements of complex system types. His experience includes designs for K-12 schooler, higher education facilities, healthcare, residential, rural, industrial, warehouse, storage, manufacturing, high rise buildings, and libraries. Sean communicates very well and is adaptable in any situation. His sound judgment and excellent decision-making ability are essential to the success of every project.

RELATED PROJECT EXPERIENCE (PARTIAL LIST):

- SGU Airport Sandstone Aviation FBO, St. George, UT
- Cedar City Airport BMS, Cedar City, UT
- Provo Airport Snow Removal Equipment Building, Provo, UT
- Provo Airport Badging Office, Provo, UT
- Provo City Airport, Provo, UT
- LAP Paint Booth Hangar, Mesa, AZ

EDUCATION

B.S., Mechanical Engineering,
BYU-Idaho, 2016

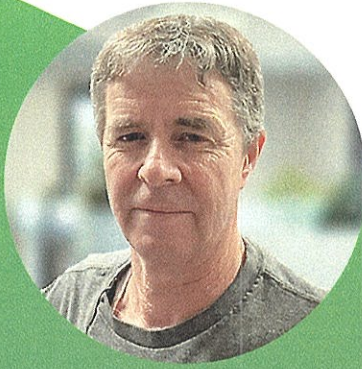
PROFESSIONAL REGISTRATIONS

Licensed Professional Engineer:
Utah, License #12645083-
2202

PROFESSIONAL AFFILIATIONS

President, Utah Society of Fire
Protection Engineers (SFPE)

Firm Member, U.S. Green
Building Council (USGBC)



DARRYL WIGGINS

Control Systems Engineer

EXPERTISE

Darryl Wiggins brings more than 20 years of experience as a Control Systems Engineer. As the leader of VBFA's Controls Division, he provides the skills and expertise to ensure each project achieves the successful outcome that building owners seek. Darryl provides an understanding of all aspects of control systems including new construction, remodels, renovations, expansions, and on-going maintenance projects. His practical knowledge of mechanical and electrical systems enables him to integrate each building's control system seamlessly. Darryl has a proven record of implementing innovative solutions, improving system efficiency, and accuracy. He is a valuable asset to each project he is involved in.

RELATED PROJECT EXPERIENCE (PARTIAL LIST):

- Cedar City Airport BMS, Cedar City, UT
- Washington County School District, Career & Technology High School, St. George, UT
- St. George Temple Renovation, St. George, UT
- Iron County School District Parowan High School Field House, Parowan, UT
- Washington County Solid Waste Buildings BMS, Washington, UT
- University of Utah Naval Sciences Building HVAC Upgrade, Salt Lake City, UT

PROFESSIONAL REGISTRATIONS

Master Electrician, Utah
#178547-5502

General Contractor License,
Utah #9459165501

Fire Protection Engineering
Technology and Fire Alarm
Systems, Level III

PROFESSIONAL AFFILIATIONS

Member, National Institute for
Certification in Engineering
Technologies (NICET)



REPUTATION

VBFA has established itself as a **trusted provider** of **mechanical and electrical engineering services**, known for consistently delivering sophisticated, efficient designs tailored to the **specialized demands** of critical facilities, including regional airports.

With decades of experience in both **large-scale** and **on-call projects**, our team is adept at navigating the **complex regulatory environment** unique to aviation, ensuring that each system design **enhances operational efficiency, passenger comfort, and energy performance** while remaining **fully compliant**.

Our work at facilities like **SLCIA**, the **St. George Regional Airport**, and the **Provo Airport** underscores VBFA's ability to anticipate and address the **evolving needs of airports**, from optimizing HVAC and power systems to integrating the latest in sustainable technologies.

We recognize that airports require more than standard engineering solutions—they demand **resilience, adaptability, and efficiency** to serve high-traffic environments and fluctuating seasonal demands. Our engineers take a **proactive, detail-oriented approach** to every project, tailoring each design to meet precise project goals **within budget** and **on schedule**.

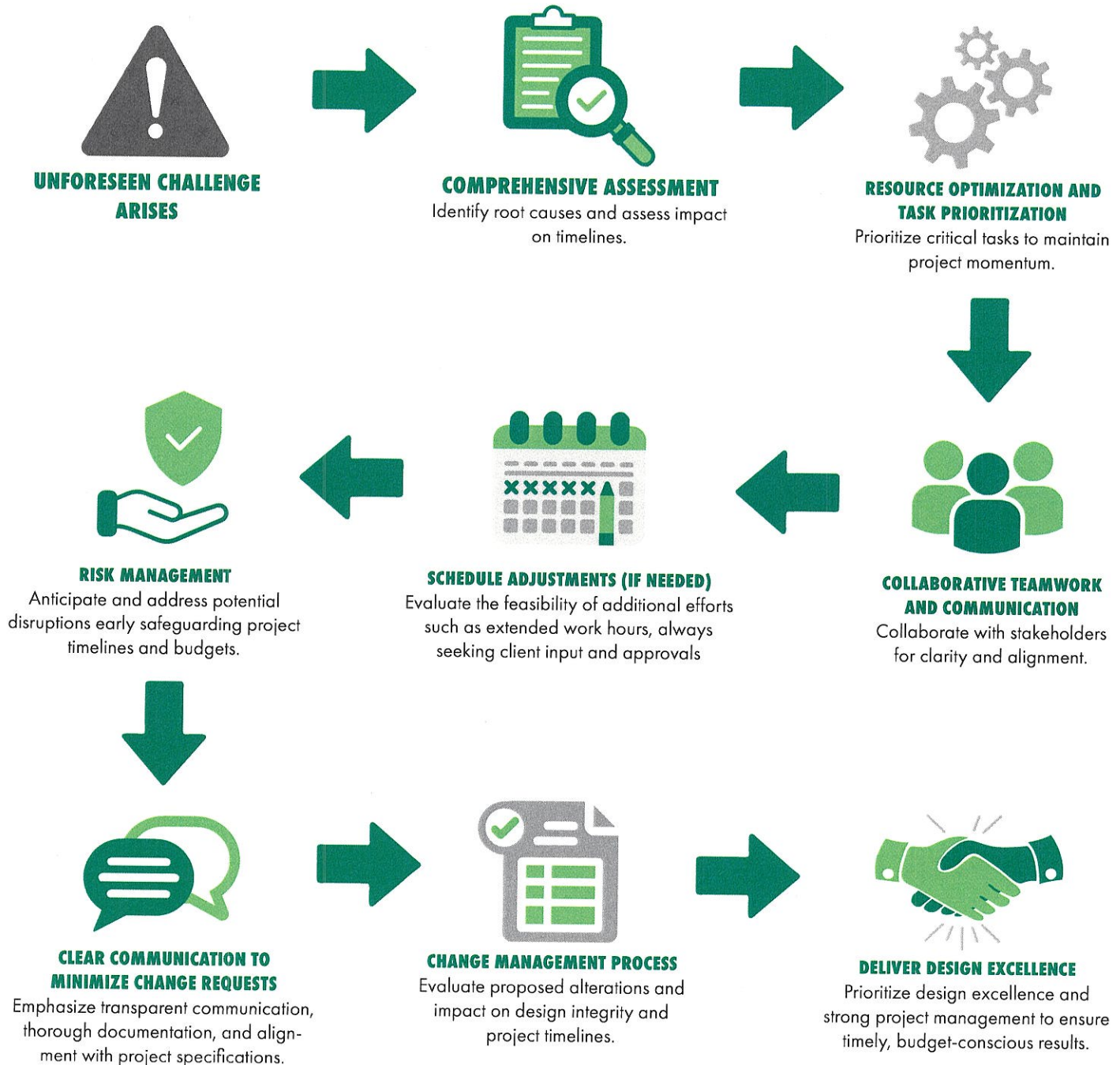
At VBFA, we pride ourselves on fostering **long-term partnerships** built on **transparent, reliable communication**.

Our team collaborates closely with **clients, contractors, and regulatory bodies**, ensuring seamless coordination across all project phases. With a reputation for **meeting and exceeding expectations**, VBFA is a trusted partner to many **repeat clients** who value our commitment to **innovative, reliable, and future-ready** engineering solutions. We bring this same dedication to every regional airport project, aiming to help our clients achieve **operational excellence** and **sustainable growth** through the next five years and beyond.



ABILITY TO MEET SCHEDULES WITHIN BUDGET

In our design-focused approach at VBFA, meeting project schedules and delivering on budget without major escalations or disputes is paramount to our success. We employ a strategic action plan that aligns with the unique demands of design projects.



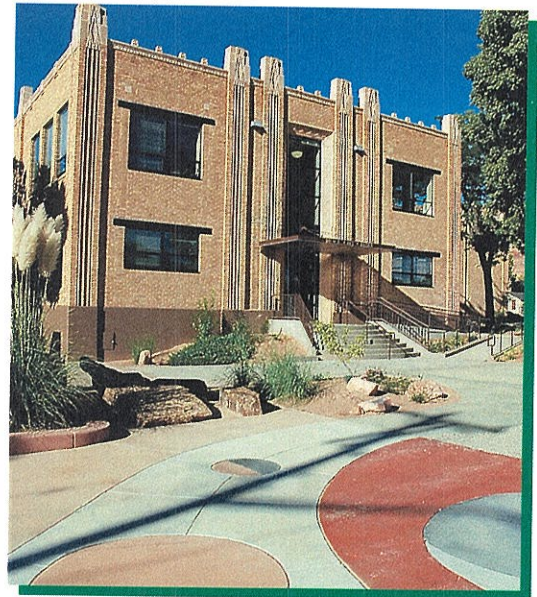
QUALITY OF PREVIOUS AIRPORT PROJECTS

Our firm has a long history of successfully delivering **high-quality HVAC solutions** for several key airport facilities across Utah, including **Provo City Airport**, **Salt Lake International Airport**, and **St. George Airport**. Throughout these projects, we have consistently received **positive feedback** from clients and facility owners, underscoring our commitment to **excellence in design, execution, and customer satisfaction**. Our **strong reputation** is a result of our rigorous **Quality Assurance** and **Quality Control (QA/QC) processes**, which provide designs that meet the highest standards of performance, efficiency, and reliability. This attention to detail and **dedication to quality** has led to ongoing relationships with airport authorities facility owners and design teams, who continue to seek our expertise and involvement in future work and improvements. We take pride in being **trusted partners**, continually involved in the growth and development of these critical infrastructure projects.



FAMILIARITY WITH PROJECT LOCATION

VBFA has done multiple projects in Moab and its vicinity. In addition to the ASHRAE weather data collected from the station located at the airport, we have firsthand knowledge of the specific geography and how that can impact the local climate. While local contractors, like Moab Heat-N-Cool and Quality HVAC, are candidates for smaller projects, larger projects can be supported by Redd Mechanical in Blanding, SR Mechanical in Salina or, going further north, Western States Mechanical or US Mechanical. These contractors have a reputation for quality work and providing support after the project is complete. Mountainland Supply Company has a warehouse in Monticello receiving daily shipments of material and equipment and the rep firms in Salt Lake City regularly provide equipment and support for projects in the Moab area. The Salt Lake equipment rep firms support the Grand and San Juan County areas due to territory boundaries even though Grand Junction, CO and Farmington, NM are closer. Our work in Moab includes the city hall, the recreation center, Moab Regional Hospital and the Spanish Valley Clinic. We are currently designing end-of-life equipment replacement projects for the city hall, recreation center and the animal shelter. While the nearest VBFA office to the project location is based in Salt Lake City, the team supporting this contract frequently travels to the area to visit project active sites and spend time with family and friends.



UNDERSTANDING OF THE AIRPORT

Canyonlands Regional Airport (CNY), located near Moab, Utah, serves as a **key transportation center** for both locals and tourists visiting the nearby Canyonlands and Arches National Parks. Given its **remote desert location** and **fluctuating seasonal traffic**, the airport experiences a mix of **low passenger volumes** in winter **off-season** and **increased activity** during peak travel periods between spring and fall. The climate in this region is characterized by hot summers, with **temperatures often exceeding 100°F**, and cold winters, with **occasional snowfall**. These temperature extremes, combined with the unique demands of an airport facility—such as high traffic in terminal spaces, offices, and operational areas—require **robust and efficient HVAC systems** that provide consistent comfort, air quality, and energy efficiency.

From our extensive **work in Utah's three largest airports**, we understand how careful planning and phasing of construction are crucial to **minimizing operational impacts** while making facility improvements. With this airport **ranked fifth in order of enplanements**, and the **significant growth** it has seen in recent years, understanding these operational and environmental factors are critical to providing an HVAC solution that meets both the airport's needs and sustainability goals.



APPROACH TO PROPOSED PROJECTS

Our approach leverages the team's extensive airport experience, including significant projects at Provo and St. George airports, as well as insights gained through term contracts like the Salt Lake City International Airport. As Principal in Charge, I have assembled a proficient team of MEP, fire protection, and Controls engineers who specialize in airport infrastructure and regulatory compliance.



Preliminary Phase

We establish well-defined project pathways by collaborating with the Sponsor, FAA, and Grand County stakeholders to refine project scope, timelines, and regulatory compliance.



Design Phase

Our focus during the design phase is on accuracy and collaboration, resulting in detailed, functional, cost-effective, and environmentally conscious designs. The team coordinates closely across disciplines to resolve design issues swiftly and incorporates value engineering when needed.



Bidding and Negotiation Phase

Leveraging established industry relationships and in-depth knowledge, we assist with bid analysis, contractor selection, and contract negotiations, ensuring comprehensive documentation and effective communication.



Construction Phase

During construction, our engineering and site observation teams maintain diligent oversight to ensure quality and adherence to the schedule. We address contractor inquiries, manage unforeseen conditions, thoroughly review all equipment and materials before ordering, and conduct all required testing to ensure compliance.



Technical Services

Our airport-specific expertise, grounded in collaborative and quality-focused solutions, positions us to deliver impactful results for Canyonlands Regional Airport. We look forward to a successful partnership that supports both operational needs and the long-term vision of Grand County.



Grand County

4562. AIRPORT Department

Account Details

For Period December

Account	2024 YTD Actuals	2024 Annual Budget	2024 Annual Variance	2024 Annual Percentage Variance	2024 YTD Encumbrance
10-4562-110-000. SALARIES	434,284	484,610	50,326	89.62%	0
10-4562-110-001. OVERTIME	6,463	5,000	-1,463	129.26%	0
10-4562-130-000. EMPLOYEE BENEFITS	217,846	254,085	36,239	85.74%	0
10-4562-210-000. DUES & SUBSCRIPTIO	574	804	230	71.39%	0
10-4562-220-000. PUBLIC NOTICE	339	200	-139	169.50%	0
10-4562-230-000. TRAVEL	4,005	10,500	6,495	38.14%	0
10-4562-240-000. OFFICE SUPPLIES	1,299	1,500	201	86.58%	0
10-4562-250-000. TERMINAL MAINTENAI	26,931	16,000	-10,931	168.32%	0
10-4562-260-010. JANITORIAL SUPPLIES	6,199	6,200	1	99.99%	0
10-4562-260-020. VENDING SUPPLIES	6,983	0	-6,983	0.00%	0
10-4562-260-030. WATER & SEWER SYS	8,768	5,280	-3,488	166.07%	0
10-4562-260-040. ELECTRICAL REPAIRS	0	0	0	0.00%	0
10-4562-260-050. ELECTRONIC COMPOI	0	0	0	0.00%	0
10-4562-260-060. HANGAR MAINTENANC	12,500	7,000	-5,500	178.58%	0
10-4562-260-080. GROUNDS MAINTENAI	1,514	1,500	-14	100.97%	0
10-4562-260-090. WEED CONTROL	1,973	0	-1,973	0.00%	0
10-4562-260-100. FIRE EQUIPMENT MAI	1,727	1,200	-527	143.93%	0
10-4562-260-110. RUNWAY/TAXI/RAMP M	21,539	16,000	-5,539	134.62%	0
10-4562-270-010. ELECTRICITY	27,659	26,000	-1,659	106.38%	0
10-4562-270-020. PROPANE	4,505	10,000	5,495	45.05%	0
10-4562-270-030. TRASH PICKUP	16,688	13,500	-3,188	123.61%	0
10-4562-270-040. MISCELLANEOUS	2,435	2,500	65	97.39%	0
10-4562-270-050. TELEVISION	0	0	0	0.00%	0
10-4562-270-060. TELEPHONE	4,005	3,250	-755	123.25%	0
10-4562-290-000. FUEL	5,037	7,000	1,963	71.96%	0
10-4562-300-000. ARFF EXPENSE	11,264	11,000	-264	102.40%	0
10-4562-310-000. LEASE EXPENSE	15,020	18,795	3,775	79.91%	0
10-4562-310-010. AIRPORT SECURITY C	0	0	0	0.00%	0
10-4562-310-030. LOBBY POP MACHINE	0	0	0	0.00%	0
10-4562-310-040. EXPENSE REIMBURSE	0	0	0	0.00%	0
10-4562-360-000. CELL PHONE ALLOWA	3,700	4,440	740	83.33%	0
10-4562-400-000. AIRPORT VEHICLE MA	13,474	10,000	-3,474	134.74%	0
10-4562-620-000. MISC SUPPLIES	2,071	2,500	429	82.85%	0
10-4562-720-000. CAPITAL BUILDING	0	0	0	0.00%	0
10-4562-730-010. '96 GRANT BALANCE	0	0	0	0.00%	0
10-4562-730-020. RUNWAY/TAXIWAY PA	0	0	0	0.00%	0

10-4562-730-030. CROSSWIND RUNWAY	0	0	0	0.00%	0
10-4562-740-000. CAPITAL EQUIPMENT	0	0	0	0.00%	0
10-4562-800-000. INVENTORY	18,756	18,000	-756	104.20%	0
10-4562-860-000. SCHOOLING EXPENSE	15,095	15,000	-95	100.64%	0
Grand Total	892,654	951,864	59,210	93.78%	0

Grand County - Fund 10 Airport- 10-4562							
	2023 Full Year Actuals	2023 Annual Budget	2024 YTD Actuals	2024 Annual Budget	2025 Initial Budget Request	2025 Initial Budget Request Comments	
10-4562-110-000. SALARIES	461,893	481,738	348,635	484,610	495,674	Based on 2025 Estimate w/o COLA	
10-4562-110-001. OVERTIME	10,696	2,222	5,794	5,000	0		
10-4562-130-000. EMPLOYEE BENEFITS	206,910	260,963	174,026	254,085	221,837	Based on 2025 estimate	
10-4562-210-000. DUES & SUBSCRIPTIONS	2,119	700	250	804	804	Subscriptions and memberships to relevant business associations	
10-4562-220-000. PUBLIC NOTICE	362	200	131	200	262	Posting official notices in news papers	
10-4562-230-000. TRAVEL	10,910	10,900	3,079	10,500	10,500	Travel to out of area destinations (conferences/training/continuing ed)-includes food, lodging, gas, hire car, plane tickets, & expenses	
10-4562-240-000. OFFICE SUPPLIES	2,394	1,650	1027	1,500	1,500	Stationery, paper, pens, and other general office supplies	
10-4562-250-000. TERMINAL MAINTENANCE	13,878	16,000	19,102	16,000	16,500	Repairs and upkeep of terminal facilities. Plumbing, electrical, paint, floor maintenanceAging infustructure and inflation costs of materials	
10-4562-260-010. JANITORIAL SUPPLIES	7,647	6,000	4,289	6,200	6,200	Supplies for cleaning county properites at the airport (ARFF hangar, terminal building.	
10-4562-260-020. VENDING SUPPLIES	7,407	0	4,326	0	7,500	This service does generate revenue to recoup it's cost	
10-4562-260-030. WATER & SEWER SYSTEM	13,242	11,042	560	5,280	7,000	Maintenance of the onsite well, pumping system, water treatment, pipe repairs and required water quality testing. Maintenance of the stand-alone sewer system, i.e. pumping of the septic tanks, maintenance of the sewage lagoons and sewer lines.. Additional water testing requirements by TSA.	
10-4562-260-040. ELECTRICAL REPAIRS	503	1,000	0	0	0		
10-4562-260-050. ELECTRONIC COMPONENT REPAIRS	0	0	0	0	0		
10-4562-260-060. HANGAR MAINTENANCE	7,516	7,000	11,129	7,000	7,500	Maintenance of ARFF hangar (including county offices),maintenance of the two hangars rented by the FBO, the rental car wash facility,	
10-4562-260-080. GROUNDS MAINTENANCE	1,736	1,500	1408	1,500	1,500	Components and supplies for maintaining airport landscaping and grounds	
10-4562-260-090. WEED CONTROL	616	1,800	1038	0	2,000	Control of weeds on airport grounds; specifically chemical control	
10-4562-260-100. FIRE EQUIPMENT MAINTENANCE	1,451	1,200	1282	1,200	1,450	Maintenance of fire extinguishers; compliance with NFPA standards	
10-4562-260-110. RUNWAY/TAXI/RAMP MAINTENANCE	30,778	36,000	16,607	16,000	20,000	Repairs and upkeep for radios and electronics for aircraft communications, Maintaining electrical infrastructure of the airfield, Wildlife Hazard Mitigation Plan, paint and pavement maintenance, maintenance of safety areas. Increase in cost of materials to maintain airfield equipment. One light cost \$486.32, \$588 for windsocks, one half pallet of glass beads for runway paint is \$6,250	
10-4562-270-010. ELECTRICITY	28,531	0	20,476	26,000	28,500	Power for airport buildings and airfield lighting	
10-4562-270-020. PROPANE	12,853	0	4,505	10,000	10,000	Propane for heating ARFF hangar and SRE building.	

Grand County - Fund 10 Airport- 10-4562						
	2023 Full Year Actuals	2023 Annual Budget	2024 YTD Actuals	2024 Annual Budget	2025 Initial Budget Request	2025 Initial Budget Request Comments
10-4562-270-030. TRASH PICKUP	14,595	12,600	9,962	13,500	15,000	Airport provided dumpster for all airport tenants. Fees are collected to help offset the cost.
10-4562-270-040. MISCELLANEOUS	2,632	3,000	1312	2,500	2,500	Miscellaneous supplies and services for the airport not covered in other categories. Physicals for CDL license, tools, food, drinks.
10-4562-270-050. TELEVISION	0	0	0	0	0	
10-4562-270-060. TELEPHONE	4,189	0	2,899	3,250	4,200	Landline telephones, Internet for the Terminal and County offices.
10-4562-290-000. FUEL	9,021	6,500	4,286	7,000	7,100	Diesel and Unleaded Fuel for CNY fleet vehicles
10-4562-300-000. ARFF EXPENSE	18,351	9,700	11,045	11,000	11,000	Aircraft Rescue Firefighting equipment; firefighting gear, tools, lights, medical equipment, fire hoses and appliances, PPE and rescue equipment
10-4562-310-000. LEASE EXPENSE	29,207	14,433	12,530	18,795	24,795	Leased vehicles and equipment. Add tractor lease to replace our 2009 tractor that is in need of major repairs. The replacement tractor will work with our existing implements. With the trade in of the old tractor. Price varies depending on the length of the lease. I have estimated on the highest end of the price range.
10-4562-310-010. AIRPORT SECURITY COORDINATOR	0	0	0	0	0	
10-4562-310-030. LOBBY POP MACHINE	0	0	0	0	0	
10-4562-310-040. EXPENSE REIMBURSEMENT	0	0	0	0	0	
10-4562-360-000. CELL PHONE ALLOWANCE	3,837	4,560	2,925	4,440	4,500	Airport employees are required to be available by phone at all times.
10-4562-400-000. AIRPORT VEHICLE MAINTENANCE	9,265	7,500	11,159	10,000	10,000	Maintenance of CNY fleet vehicles, i.e. tires, batteries, lights, windshield, oil changes, air filters.
10-4562-620-000. MISC SUPPLIES	4,969	3,500	2,071	2,500	3,000	Employee uniforms - shirts, pants, boots, jackets.
10-4562-720-000. CAPITAL BUILDING	0	0	0	0	424,899	see details below
10-4562-730-010. '96 GRANT BALANCE	0	0	0	0	0	No longer in use
10-4562-730-020. RUNWAY/TAXIWAY PAINT	0	0	0	0	0	
10-4562-730-030. CROSSWIND RUNWAY STUDY	0	0	0	0	0	No longer in use
10-4562-740-000. CAPITAL EQUIPMENT	0	0	0	0	8,300	Forks for front end loader
10-4562-800-000. INVENTORY	17,570	18,300	11,013	18,000	25,400	Phones - \$600, computers - \$3000, Industrial Shelving - \$6500, Radios - \$11,000, weather station \$4300

Grand County - Fund 10 Airport- 10-4562						
	2023 Full Year Actuals	2023 Annual Budget	2024 YTD Actuals	2024 Annual Budget	2025 Initial Budget Request	2025 Initial Budget Request Comments
10-4562-860-000. SCHOOLING EXPENSE	35,399	45,000	10,743	15,000	18,610	Continuing education; Airport specific courses for performing job duties; training reimbursements. ACE training - \$1800, UAOA - \$700, Live Fire - \$6700, WHMP - \$3150, ASOS - \$4160, AAE - \$2100
Grand Total	970,477	965,008	697,609	951,864	1,398,031	
2025 Budget Request % vs. 2024	146.87%		Budget Narrative: CNY plays a vital role in Grand County's economy and emergency services. The airport provides a gateway not only for tourism, but for the business sector and for our healthcare system. Many healthcare providers utilize the airport to provide services to the community that we would otherwise have to travel hundreds of miles to receive. Critically injured and sick patients can receive definitive care quickly because the hospital and EMS services can call on air resources for transportation to larger hospitals. On any given year the airport supports nearly 100 good paying jobs to the community. Grand County generates \$19, for every \$1 spent at the airport. Visitors that fly to Moab infuse more money into Grand County's economy than visitors who drive. It is a reality that the airport is one of the more expensive departments to fund; however, the airport has the ability to generate revenue as an enterprise fund. The expense of the airport should be seen as an investment into the community and it's economy and efforts should be taken to build an airport that will attract pilot's and businesses. The Airport needs a marketing fund to spend on advertising and promotion of the airport and the airline service. The airport should invest in a website based on some other platform than the Civic Plus program the County utilizes. CNY has the potential to become self sustaining financially, if we invest into the infrastructure and maintenance of our assests. I have a waiting list of people who want to invest in our airport but the infrastructure is just not in place to get them to commit. Please consider the impact of the airport on the economy of Grand County and the surrounding communities when deciding on this budget.			
Approved FTE Employees						
New Position/Reclass. Req.? (Since 2020?)	Airport Operations Manager					
Software utilized by Dept.	App 139 \$4,550, Adobe Acrobat Cost?					
	10-3413-000-000. AIRPORT FEES 10-3623-100-000. AIRPORT LEASE/10-3623-200-000. AIRPORT SHUTTLE10-3620-000-000. RENTS AND CON					
Dept. Revenue Codes						
Expected Reimbursements	\$224,542					
Grants FAA AIP	\$13,951,485					
AEAS Grant (reimbursement)		\$6,656,475				

Grand County - Fund 10 Airport- 10-4562							2025 Initial Budget Request Comments
	2023 Full Year Actuals	2023 Annual Budget	2024 YTD Actuals	2024 Annual Budget	2025 Initial Budget Request		
2025 Match funds for FAA grants 5%		\$605,847	<---Must pay in 2025 to get \$14M, pay from Airport revenue generated 2020 to 2024...CARES, CRSA, ARPA				
2024 match funds for FAA grant to carry over (\$119,542 will be reimbursed at closeout of the Twy project)		\$343,302.00		\$ Amt	Total		
		Detail 1	Airline Advertising - reimbursement from Contour Airlines	\$25,000	\$25,000		FAA reimbursement for Grant #47 \$119,542 FEMA grant reimbursement \$80,000
		Detail 2	State requirement for an additional water pump to supply the entire airport. To serve as a back up.	\$8,000	\$8,000		
		Detail 3	Terminal roof replacement, original 1994 roof.	\$40,000	\$40,000		
		Detail 4	Terminal Foundation repairs	\$120,000	\$120,000		
		Detail 5	Parking Lot lights, Security recommendation from Homeland Security	\$35,000	\$35,000		Grant possibilities