



# COUNTY OF HUMBOLDT

## Legislation Details (With Text)

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**On agenda:** 11/16/2021      **Final action:** 11/16/2021  
**Title:** Professional Services Agreement with Armstrong Consultants, Inc. for Runway 14/32 Rehabilitation and Electrical System Improvement (Phase 1 & 2) Design

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Staff Report, 2. 2021-11-16 Professional Services Agreement - Armstrong Runway & Lighting Design (FINAL - REVISED).pdf, 3. Executed 2021-11-16 Professional Services Agreement - Armstrong Runway & Lighting Design .pdf

Date	Ver.	Action By	Action	Result
11/16/2021	1	Board of Supervisors	approved	Pass

**To:** Board of Supervisors

**From:** Aviation

**Agenda Section:** Consent

### SUBJECT:

Professional Services Agreement with Armstrong Consultants, Inc. for Runway 14/32 Rehabilitation and Electrical System Improvement (Phase 1 & 2) Design

### RECOMMENDATION(S):

That the Board of Supervisors:

1. Approve and authorize the Chair of the Board to execute the attached Professional Services Agreement with Armstrong Consultants, Inc. for the Runway Rehabilitation and Electrical System Improvement Design;
2. Authorize the Director of Aviation to execute any amendments and successor agreements after review by County Counsel and Risk Management; and
3. Direct the Clerk of the Board to return the original signed agreement to the Department of Aviation.

### SOURCE OF FUNDING:

Aviation Enterprise Fund (3530)  
Aviation Capital Projects (3539)

### DISCUSSION:

The Federal Aviation Administration (FAA) requires Airports to operate and maintain runway and taxiway pavements and airfield lighting and electrical infrastructure, in a safe condition for airline aircraft to utilize, per Federal Aviation Regulations (FARS).

The Department of Aviation, operating the California Redwood Coast-Humboldt County Airport (ACV), has an airfield electrical system, with many components that are 50-70 years of age. These components of the electrical infrastructure are beyond their useful life and can no longer be properly maintained as parts are no longer manufactured for these aged components.

The agreement before your Board would engage Armstrong to design, prepare documents, and manage the bidding process for the Runway 14/32 runway and the electrical system replacement projects at ACV. Runway 14/32 is the primary runway at the ACV Airport, and the only runway that airline aircraft can utilize. This runway last had a major rehabilitation/reconstruction project completed approximately 30 years ago. This pavement is beyond its useful life and has undergone a preliminary concept study by Mead & Hunt through an Airport Improvement Project (AIP) Grant. The results and recommendations of the preliminary concept study will be incorporated into this design effort.

In addition to major rehabilitation of the pavement associated with Runway 14/32, much of the electrical/lighting system associated with the runway requires replacement. This project includes the engineering design for replacement of the existing centerline and touchdown zone in pavement lighting systems, replacement of the lighting fixtures associated with the High Intensity Runway Light (HIRL) system, and replacement of the portions of the taxiway lighting system and the lighted guidance signs that fall within the runway safety area. In addition to this, phase 2 of this project will produce the final design for install of a new airfield lighting vault, including control system and standby generator, replace portions of taxiway lighting systems, and install a new beacon tower.

A Request for Qualifications (RFQ) was conducted earlier this year in accordance with the FAA regulations and was presented to, and approved by, the Board of Supervisors on April 27, 2021. The FAA does not allow for RFPs to be conducted that consider price. Instead, the FAA requires an RFQ with only consideration for expertise and experience of the firm. The FAA requires an Independent Fee Evaluation (IFE) to be conducted by a firm that has requisite qualifications. The IFE compares Armstrong's proposed fees to what the comparable firm would charge for the same work. The IFE has been submitted to the FAA and shows that Armstrong's proposed fees are fair and reasonable as they are less than 1% different than the fees developed by the firm completing the IFE.

#### **FINANCIAL IMPACT:**

The maximum amount payable for services rendered, and costs and expenses incurred, pursuant to the terms and conditions of this Agreement is \$1,858,240. Aviation has sufficient funds in its Aviation Capital Projects budget, 3539170, to cover this expense pending reimbursement from an AIP Grant. These expenses will be reimbursed at 100% by a future AIP Grant that the Federal Aviation Administration will be awarding to the Department of Aviation in Fiscal Year 2022

#### **STRATEGIC FRAMEWORK:**

This action supports your Board's Strategic Framework by providing for and maintaining infrastructure

#### **OTHER AGENCY INVOLVEMENT:**

N/A

**ALTERNATIVES TO STAFF RECOMMENDATIONS:**

The Board may decide not to authorize the agreement with Armstrong Consultants, Inc. However, this is not recommended as the ACV primary runway and electrical infrastructure will eventually completely fail and become unusable for providing critical safety to airline operated flights, and all aircraft operators, that utilize the ACV Airport.

**ATTACHMENTS:**

1. Professional Services Agreement with Armstrong Consultants, Inc.

**PREVIOUS ACTION/REFERRAL:**

Board Order No.: D1; D3

Meeting of: 04/27/2021; 08/10/2021

File No.: 21-509; 21-1045