Minot International Airport
Engineering and Architectural Services

Interview and Q&A Session

MINOT, ND | MAY 4, 2021
SEH staff continues to maintain a high level of excellence in construction management and project planning. The wealth of knowledge they bring in advancing complex and challenging projects is invaluable. They have maintained strong contacts with the MSP community which includes MAC staff, airport tenants, consultants, local utilities, contractors and local, state and federal government agencies including the FAA.

- Pat Mosites, Project Manager
  Airport Development
  Metropolitan Airports Commission
YOUR CORE ENGINEERING AND ARCHITECTURE TEAM

SHAWN McMAHON
ENGINEERING MANAGER / FISHERMAN

LINDSAY REIDT
SR. AIRPORT ENGINEER / DOG HANDLER

KACI NOWICKI
AIRPORT PLANNING MANAGER / TRAVELER

BRIAN BERGSTROM
LEAD ARCHITECT / WINTER CAMPER

MELISSA UNDERWOOD
LEAD AIRPORT PLANNER / MINI GOLF CHAMPION

License and registration information is provided in the NOI
THE LARGER ENGINEERING & ARCHITECTURE TEAM

Minot International Airport

KEY TEAM LEADERSHIP

Shawn McMahon  |  Project Manager
Lindsay Reidt  |  Lead Airport Engineer
Brian Bergstrom  |  Lead Architect
Kaci Nowicki  |  Airport Planning Manager

SEH

TIM WEGWERTH  |  Airport Engineer
CHELSEA KUCHTA  |  Airport Engineer
MATT SCHAIBLE  |  Landside Civil Engineer
NATALIE WHITE  |  Lead Environmental/NEPA Specialist
JEREMY WALKGRAVE  |  Lead Water Resources Engineer
ROB ILLG  |  Survey
RON RUBENZER  |  Resident Project Representative

SUBCONSULTANTS

L&B  |  John DeCoste, Financial Consultant
MILLER DUNWIDDE  |  Greg Hulne, Architecture
BARR  |  Mark Ziemer, Electrical Engineering
PROSOURCE  |  Jason Alt, Easement Acquisition
BRAUN  |  Aaron Tast, Materials Testing
MARTINEZ  |  Ryan Flice, AGIS (DBE)

ADDITIONAL SEH TECHNICAL RESOURCES

SCOTT SANNES  |  Community Relations
MELISSA UNDERWOOD  |  Lead Airport Planner
DARYL HEAPS  |  Fuel Systems Engineer
KRISTIN PETERSEN  |  Public Engagement

License and registration information is provided in the NOI
ON-AIRPORT STAFF
WHERE DO YOU SEE MOT IN FIVE YEARS?
### Development MOT SWOT

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
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<tbody>
<tr>
<td>• Air service</td>
<td>• Important enabling tasks are not complete</td>
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<tr>
<td>• Knowledgeable/engaged staff</td>
<td>• Funding constraints</td>
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<tr>
<td>• High priority projects align to funding</td>
<td>• GA infrastructure</td>
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<tr>
<td>• Well defined projects</td>
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<tr>
<td>• Developable land</td>
<td></td>
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<td>• Infrastructure</td>
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<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
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<tbody>
<tr>
<td>• Funding</td>
<td>• Funding availability</td>
</tr>
<tr>
<td>• Military base</td>
<td>• Regional economy fluctuations</td>
</tr>
<tr>
<td>• Growing community</td>
<td>• Airline activity</td>
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<tr>
<td>• Cargo</td>
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DEVELOPMENT

ISSUES AND OPPORTUNITIES

DRAINAGE PROJECT | AIRFIELD DRAINAGE IMPROVEMENT PROJECT
1. TECH OPs COORDINATION Construction administration for drainage project. Coordinate with FAA tech ops regarding work in critical areas to ensure any needed FAA on-site observation is confirmed and scheduled.

RUNWAY 8/26
2. REHABILITATION AND THRESHOLD LOCATION Relocate Runway 8 threshold and rehabilitate runway pavement.
3. IAP DEVELOPMENT (not shown) Initiate instrument approach procedure development to the relocated Runway 8 threshold.
4. DEPARTURE SURFACE CHANGE Evaluate impacts of new Departure Surface dimensions on proposed alternative.
5. REMBURSABLE AGREEMENT Determine potential impacts to federal equipment and include early coordination on any needed Reimbursable Agreement.
6. RUNWAY 8 RPZ The FAA may require an RPZ analysis prior to funding the project.
7. HOT SPOT 1 Remove Hot Spot 1 and in-line taxiway and align Taxiway B at a 90 degree intersection with the Runway 8 end.
8. HOT SPOT 2 Evaluate intersection improvements to include in Runway 8/26 rehabilitation project that improve pilot situational awareness.
9. EASEMENT ACQUISITION AND TREE CLEARING (not shown) Obstruction removal evaluation based on existing and future Runway 8 end.

NON-AERONAUTICAL USE
10. EVALUATE NON-AERONAUTICAL DEVELOPMENT OPPORTUNITIES for any non-aeronautical development proposal. Areas throughout the airport can be evaluated to determine if they are needed for aeronautical use or if non-aeronautical use is appropriate.

ADDITIONAL PROJECTS | NOT DEPICTED ON PLAN VIEW
11. SNOW REMOVAL EQUIPMENT (SRE) Acquire additional equipment. Acquire additional SRE for maintenance of the airport pavement.

FUNDING OPPORTUNITIES | NOT DEPICTED ON PLAN VIEW
12. FINANCIAL PLANNING Opportunity to discover other revenue sources, determine future challenges for local spending.
13. GRANT FUNDING Explore other types of project funding available throughout the state.
14. CIP DEVELOPMENT Continue to meet with the FAA and NDAC staff to determine project and funding timelines. Work with the airport on local funding timelines.
Drainage Construction

- Project management plan
- Design and permit review
- Preconstruction coordination
- Construction management
- Project completion and close out
Runway Design

- Design elements
- Phasing
- ATCT coordination
- Procedure development
- Terminal access
- Obstruction removal design considerations
- Easement acquisition
Runway Construction

- Additional impacts
- Runway construction safety
- Post construction engagement
DEVELOPMENT

HOW WE’LL HELP YOU REACH YOUR ENGINEERING AND ARCHITECTURE GOALS

Additional Projects

- Obstruction removal
- Snow Removal Equipment
- Non-aeronautical development
WHY DO WE WANT TO WORK WITH YOU?

Alignment  Partner/guide  Relevant experience  Collaborative
Capacity  Committed  Priority  Good food
WHY SHOULD YOU CHOOSE US?

- We love our jobs!
- Construction Expertise and Safety
- Quality Control Design Process
- Stability/Longevity
- Customer Service
CURRENT AND UPCOMING WORKLOAD
Average Engineering/Architecture is historically $6 million (2019 – 2021)

- Overall, we have availability.
- We’ve added PMs (who aren’t on MOT team) to take on much of this projected work. The leads you see here – have availability.

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<tr>
<th>Current Client 5-Year CIP Values</th>
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<tbody>
<tr>
<td><strong>Engineering/Architecture</strong></td>
</tr>
<tr>
<td>Minnesota</td>
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<tr>
<td>South Dakota</td>
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<tr>
<td>North Dakota</td>
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<tr>
<td>Wisconsin</td>
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<tr>
<td>Other</td>
</tr>
<tr>
<td>Total</td>
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<td>Average/Year</td>
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*Includes subconsultant costs
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