



**Stevensville Airport Board Meeting
Agenda for
MONDAY, MARCH 16, 2026
6:00 PM**

1. Call to Order and Roll Call
2. Approval of Minutes
 - a. Airport Board Meeting Minutes 01/13/26
3. Engineers Report
4. New Business
 - a. Discussion/Decision: Review and Approve MDT Grant Offer for New Tractor and Mower
 - b. Discussion/Decision: Review and Approve Skydive Missoula Viewing Area
 - c. Discussion/Decision: Discuss and Recommend Avgas Discount Structure
 - d. Discussion/Decision: Review Asphalt Rehabilitation Project Bid Results and Vote on Recommendation to Council
 - e. Discussion: 2026 Spring Cleanup Event, Vote on Dates and Committee to Create Scope List
 - f. Discussion/Decision: Establish a Committee to Review and Create a Stevensville Airport Standards Document
 - g. Discussion: Blinding Light at End of 12
5. Airport Manager's Report
 - a. Airport Manager's Report
6. Public Comments
7. Adjournment

Guidelines for Public Comment

Public Comment ensures an opportunity for citizens to meaningfully participate in the decisions of its elected officials. It is one of several ways your voice is heard by your local government. During public comment we ask that all participants respect the right of others to make their comment uninterrupted. The council's goal is to receive as much comment as time reasonably allows. All public comment should be directed to the chair (Mayor or designee). Comment made to the audience or individual council members may be ruled out of order. Public comment must remain on topic, and free from abusive language or unsupported allegations.

During any council meeting you have two opportunities to comment:

1. During the public comment period near the beginning of a meeting.
2. Before any decision-making vote of the council on an agenda item.

Comment made outside of these times may not be allowed.

Citizens wishing to speak during the official public comment period should come forward to the podium and state their name and address for the record. Comment during this time maybe time limited, as determined by the chair, to allow as many people as possible to comment. Citizens wishing to comment on a motion for decision before any vote can come forward or stand in place as they wish. Comment must remain on the motion before the council.

File Attachments for Item:

- a. Airport Board Meeting Minutes 01/13/26

Airport Board Meeting Minutes for January 13, 2026 @ 6:00pm

Present

Alex

Jim J.

Wally

Rich

Brian

Mayor Crews

Tyler

Kevin

Mike

Jerry

Craig

Absent Brad

Motion to approve 21 Oct 25 minutes by Jim J. Seconded by Rich passed Wally abstaining

Late comer agreement by phone by Brad by phone needs to be completed by town attorney an example to be provided to the mayor.

Tabled until communication from the town attorney.

Hanger block3 Lot 7 addition as reviewed by engineers. Motion to approve seconded passed. Wally abstaining.

Block 3 Lot 7 Athens lease to drill a well and develop a Septic system. Motion to approve both by Jim J. Second by Rich. Passed. Wally abstaining.

Reduced fuel rate for Skydive Missoula much discussion Tabled.

Spector area for Skydive Missoula. Considerable discussion Tabled.

Thank you note signed by board SAF and engineers and chair Craig will get delivered to Bob.

Discussion of the direction of the airport. Bring all up to current situation. Great interaction.

Engineer's Report:

Montana Aeronautics Grant: The Airport submitted a grant application to Montana Aeronautics for a new mower in November. The Board Meeting is scheduled for January 28-29 in Helena at MDT Headquarters. Tyler will attend, and Brian and Craig plan to be there as well to all present to the Board.

Taxi lane Rehabilitation Project: This project will be re-bid this Spring since we received no bids last year. Brian, Kevin, and Tyler had a conference call with Michael Grover to review the schedule and grant funding.

Pavement Maintenance Project: Morrison-Maiele has been in contact with CR Contracting who will be performing the work. As we approach spring, a construction schedule will be established and communicated in advance to airport users, since it will impact airfield operations, including a temporary shutdown of the runway, as well as the aprons and various taxiways.

New AVGas Fuel Tank Project: EnergiSystems has been working on the civil and electrical work since January 5th, and the progress is on schedule. The tank is still expected to arrive by mid-February at the earliest, but the lead time could be longer.

Meeting Adjournment motion second passed 7:23pm

Craig

(Jenelle Please add Brian's managers' report.)

Stevensville Airport Manager's Report

January 2026

1. Maintenance

- a. This past weekend, during the monthly inspection, it was noticed that one of the PAPI enclosures wasn't illuminating. The PCB was burned at the power terminals. This same enclosure experienced the same failure approximately two years ago. The other enclosure has not experienced*

this. We are working with the manufacturer to troubleshoot. Suspecting a failing voltage regulator.

- b. There are a couple locations where the perimeter fence was damaged during recent wind events. I have secured the fence temporarily but need to still make permanent repairs.*
 - c. One panel of metal siding was also partially removed from the SRE building due to the wind. The siding has been resecured, but it did sustain some damage when it was bent backwards on itself. Three short tears in the ribs are apparent and need to be sealed.*
 - d. There is a failure in the asphalt in Flying Lane, adjacent to the parking lot. This failure grew substantially this last year, and it is expected that it will continue to grow. It will need a hot patch and sealer to buy it more time.*
- 2. CIP Projects for 2025/2026*
- a. On Monday 1/5/2026, Energi Systems mobilized to begin construction on the new fuel farm. They will spend the next several weeks placing foundations and flatwork, installing underground utilities, and constructing the QC structure. The tank is expected to arrive in early March, and the fuel farm is expected to be online by the end of March.*
 - b. MM and I have been discussing strategy on when to rebid the asphalt rehabilitation project. We want to bid early but need to balance that with when grant funds will be released. The 2025 grant cycle was several months behind.*
- 3. Fuel Sales*
- a. December saw similar sales volume to November. The unfavorable flying weather has continued and aligns with previous year's volume. On clear, relatively calm days, we generally see a short spike in sales. In total, we sold 207 gallons, or \$1,115.31.*
- 4. Leases*

We have one remaining lease that is unpaid for this FY.

File Attachments for Item:

- a. Discussion/Decision: Review and Approve MDT Grant Offer for New Tractor and Mower



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	New Business
Person Submitting the Agenda Item:	Brian Germane
Second Person Submitting the Agenda Item:	
Submitter Title:	Department Head
Submitter Phone:	406-880-3361
Submitter Email:	airportmanager@townofstevensville.gov
Requested Council Meeting Date for Item:	4/9/2026
Agenda Topic:	Review and approve MDT grant offer for new tractor and mower
Backup Documents Attached?	Yes
If no, why not?	
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	3/16/2026
Notes:	



February 18, 2026

Town Of Stevensville
STEVENSVILLE Airport
206 Buck Street
Stevensville, MT 59870



Subject: STEVENSVILLE Non-federal/2027-Grant

Dear Brian Germane,

The Montana Aeronautics Board has considered your application for state airport financial assistance at its January 29, 2026 meeting in Helena. We are pleased to inform you the Aeronautics Board has approved funding in support of the work outlined in your application as follows:

Type of Work	Awarded Grant
Acquire Equipment (e.g., Sweepers, etc.)	\$57,600

Grant funds were awarded for one or more specific categories of work. By accepting grant funds, you (the Sponsor) agree to utilize the awarded funds as specified in the above table.

Division grants may not exceed 100% of sponsor share of actual total project costs. Consequently, you are prohibited from retaining and must return grant funds that exceed 100% of the actual total project cost. **In no case, may you retain grant funds that exceeds 100% of the actual total project cost.**

To obtain your grant, the Aeronautics Division must receive the following documents by June 30, 2027:

- 1) An Executed Montana Grant Agreement to include Signed Certificate of Sponsor's Attorney
- 2) A signed copy of the Notice-To-Proceed or an applicable contract

Please reach out to request required document templates once you are ready to receive your awarded funds. If you are unable to provide the above documents by the deadline, you may submit a request for an extension. **The request for an extension must be received in the Aeronautics Division office by May 21st, 2027.**

Please be aware a Loan and Grant Status Report / Closeout Form will be required within 30 days after closure of the project or board-approved category of work, or within one year following fund distribution, whichever occurs earliest. If the project is not completed within one year following fund disbursement, the grant or loan recipient must provide a status report detailing the reason the project has not closed and projected closure date upon which the close-out report will be filed. In addition, Administrative Rules of Montana § 18.13.407(14) states "Any grant or loan recipient which fails to provide the close-out form, status report, or any requested reimbursement is not eligible for future grant or loan awards until the deficiency is remedied." An electronic Loan and Grant Status Report / Closeout Form is available on the MDT loan and grant website at the following location; <https://app.mt.gov/loangrant/Home/AccessCode>.

The Montana Aeronautics Division thanks you for your continued support and interest in airport safety and development as demonstrated by your financial commitment to this project. Please feel free to contact us if you have any questions or need any additional information.

Sincerely,



Karen Hallenbeck, Bureau Chief
Airports/Airways Bureau

enclosures

cc: Aeronautics File

File Attachments for Item:

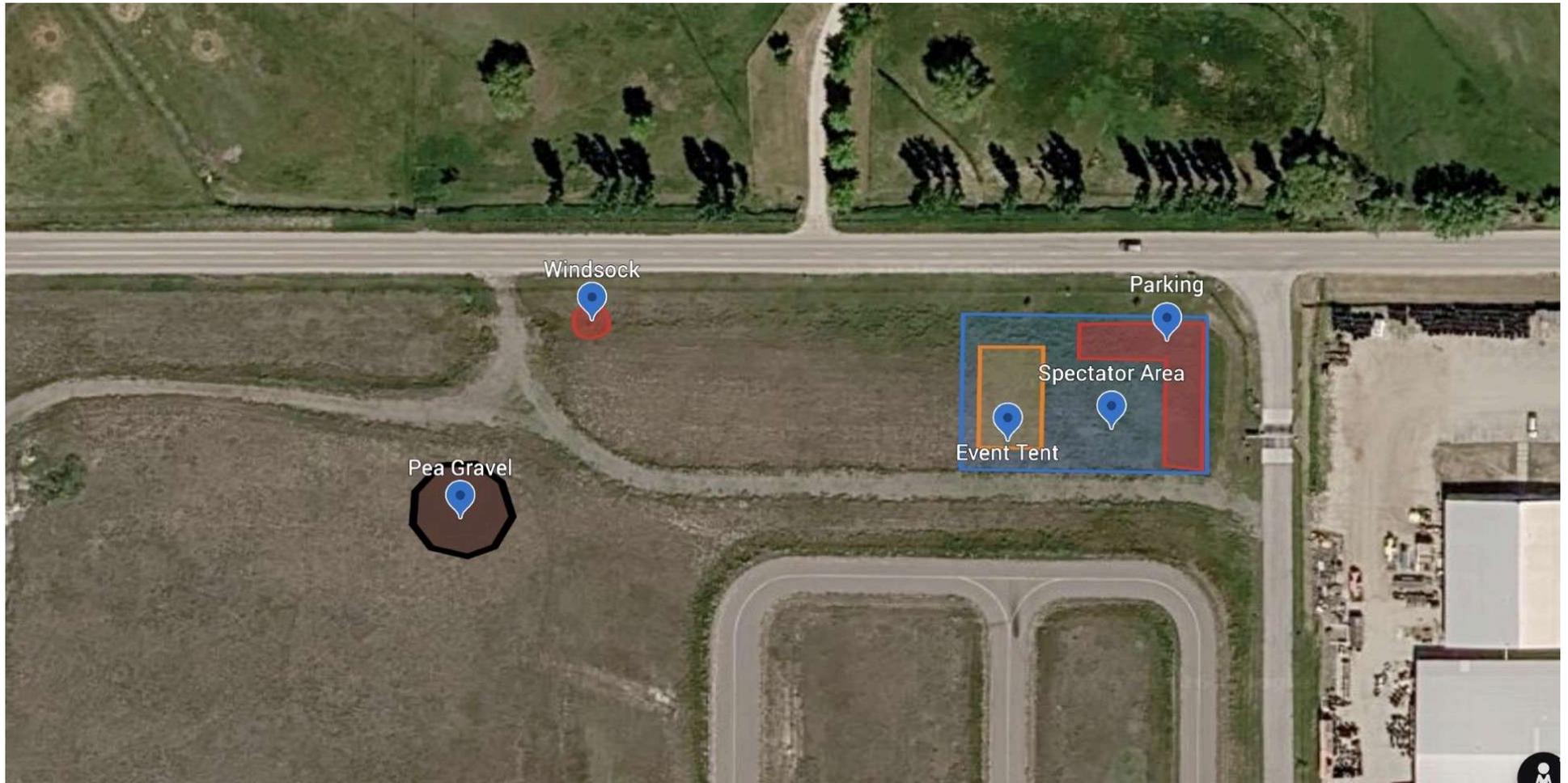
b. Discussion/Decision: Review and Approve Skydive Missoula Viewing Area



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	Unfinished Business
Person Submitting the Agenda Item:	Brian Germane
Second Person Submitting the Agenda Item:	
Submitter Title:	Department Head
Submitter Phone:	406-880-3361
Submitter Email:	airportmanager@townofstevensville.gov
Requested Council Meeting Date for Item:	
Agenda Topic:	Review and approve Skydive Missoula viewing area
Backup Documents Attached?	Yes
If no, why not?	
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	3/16/2026
Notes:	



File Attachments for Item:

c. Discussion/Decision: Discuss and Recommend Avgas Discount Structure



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	Unfinished Business
Person Submitting the Agenda Item:	Brian Germane
Second Person Submitting the Agenda Item:	
Submitter Title:	Department Head
Submitter Phone:	406-880-3361
Submitter Email:	airportmanager@townofstevensville.gov
Requested Council Meeting Date for Item:	04/09/2026
Agenda Topic:	Discuss and recommend avgas volume discount structure
Backup Documents Attached?	Yes
If no, why not?	
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	3/16/2026
Notes:	

Average bulk fuel cost per gallon	\$4.56	
Average CC Fee Per Gallon	\$0.1427	
Fuel farm lease cost per gallon	\$0.00	Expected to end in April 2026
Utility fees per gallon	\$0.05	
Fuel farm liability insurance per gallon	\$0.10	
Total cost per gallon	\$4.85	
Retail price per gallon	\$5.50	
Revenue per gallon	\$0.65	

File Attachments for Item:

d. Discussion/Decision: Review Asphalt Rehabilitation Project Bid Results and Vote on Recommendation to Council



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	New Business
Person Submitting the Agenda Item:	Brian Germane
Second Person Submitting the Agenda Item:	
Submitter Title:	Department Head
Submitter Phone:	406-880-3361
Submitter Email:	airportmanager@townofstevensville.gov
Requested Council Meeting Date for Item:	03/19/2026
Agenda Topic:	Review asphalt rehabilitation project bid results and vote on recommendation to council
Backup Documents Attached?	No
If no, why not?	Bid results will not be made available until the 03/12/2026 Council meeting
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	3/16/2026
Notes:	

BID PROPOSAL PACKET

Pavement Rehabilitation for Stevensville Airport

AIP 3-30-0044-0XX-2026

March 2026

- Completed Bid Form with unit prices in Words and Figures
- 10% Bid Bond Enclosed
- Completed Tax Delinquency and Felony Conviction Certification
- Completed Bidder's List
- Evidence of Competency & Evidence of Financial Responsibility
- Completed Buy American Certification
- Bid Proposal Signed/Dated
- Contractor's Registration Number Provided
- Addendums Acknowledged



Missoula Office
1055 Mount Ave.
Missoula, MT 59801
(406) 542.8880

BIDDER INFORMATION

See Section 1.2 for Bid Proposal Packet Information

Name: Hollow Contracting, Inc
Address: 404 W Greenwood Ave Butte, MT 59701
Telephone: 406-782-6033
Project No.: 0442.017.02. Set No.: _____

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**BID PROPOSAL
STEVENSVILLE AIRPORT**

AIP 0XX – Pavement Rehabilitation

To the Town of Stevensville, Montana

(Hereinafter called "Owner")

The undersigned bidder, having examined the plans, specifications and other proposed Contract Documents, the extent, character and location of the proposed work, the nature and type of the excavation to be done, the condition and arrangement of existing structures affecting or affected by the proposed work, and being cognizant of the location and condition of existing roadways giving access to the sites of the work, and the topography of the site of the work, and its effect on drainage and surface runoff which might affect the work, hereby proposes to furnish all materials, tools, labor and equipment for the completion of the approximate quantities of work listed below and all of the work appurtenant thereto in connection with this project for the Town of Stevensville, Stevensville, Montana.

PAVEMENT REHABILITATION

Schedule 1 – Pavement Rehabilitation

And all specified work appurtenant thereto in connection with this project for the Town of Stevensville, Stevensville, Montana, in accordance with plans, specifications and other contract documents on file at the Town of Stevensville, Town Hall – Stevensville, Montana, for the unit prices quoted on the bid sheet(s) included herein.

Basis of Award: Refer to Special Provisions Section 4.03 for Basis of Award.

**SCHEDULE 1
PAVEMENT REHABILITATION**

Bid Item No.	Spec. No.	Description	Qty.	Units	Unit Price	Total Price
101	C-105-3.1	Mobilization (Not to exceed 10%)	1	LS	\$ 30,000	\$ 30,000.00
		<u>thirty thousand and 0/100</u> (Unit Price Written in Words)		Dollars per LS		
102	C-105-3.2	Taxes, Insurance, and Bonds (Not to exceed 2%)	1	LS	\$ 3,500.00	\$ 3,500.00
		<u>three thousand five hundred and 0/100</u> (Unit Price Written in Words)		Dollars per LS		
103	C-105-3.3	Traffic Control (Not to exceed 2%)	1	LS	\$ 2,500.00	\$ 2,500.00
		<u>two thousand five hundred and 0/100</u> (Unit Price Written in Words)		Dollars per LS		
104	C-102-5.1	Erosion Control (Not to Exceed 2%)	1	LS	\$ 2,500.00	\$ 2,500.00
		<u>two thousand five hundred and 0/100</u> (Unit Price Written in Words)		Dollars per LS		
105	P-101-5.1	Saw Cut Existing Asphalt	1,564	LF	\$ 5.50	\$ 8,602.00
		<u>five dollars and 50/100</u> (Unit Price Written in Words)		Dollars per LF		
106	P-207-5.1	Pulverize Existing Asphalt & Reclaim Existing Base (9")	7,732	SY	\$ 14.00	\$ 108,248.00
		<u>fourteen dollars and 0/100</u> (Unit Price Written in Words)		Dollars per SY		
107	P-401-8.1	Asphalt Surface Course (3")	1,270	TON	\$ 72.00	\$ 91,440.00
		<u>seventy two and 0/100</u> (Unit Price Written in Words)		Dollars per TON		
108	P-401-8.2	Asphalt Surface Course Binder (PG 64-28)	80	TON	\$ 765.00	\$ 61,200.00
		<u>seven hundred sixty-five and 0/100</u> (Unit Price Written in Words)		Dollars per TON		
109	P-620-5.1	Yellow Pavement Markings-Initial	1,567	SF	\$ 4.69	\$ 7,349.23
		<u>four dollars and 69/100</u> (Unit Price Written in Words)		Dollars per SF		

**SCHEDULE 1
PAVEMENT REHABILITATION**

Bid Item No.	Spec. No.	Description	Qty.	Units	Unit Price	Total Price
110	T-905-5.1	Topsoil	3,779	SY	\$5. ⁰⁰	\$18,895. ⁰⁰
		<i>five dollars and 0/100</i> (Unit Price Written in Words)			Dollars per SY	

TOTAL SCHEDULE 1 \$ 334,234.²³

Three hundred thirty-four thousand two hundred - Dollars
(Total Schedule Cost Written in Words) *thirty four and 23/100*

SUMMARY OF SCHEDULES

SCHEDULE 1 - PAVEMENT REHABILITATION \$ 334,234.²³

Three hundred thirty-four thousand two hundred thirty four and 23/100 Dollars

BASE BID TOTAL SCHEDULE 1 \$ 334,234.²³

Three hundred thirty-four thousand two hundred thirty four and 23/100 Dollars

NOTE: The following constants and contingency factors have been used as the basis for quantities in the proposal.

- SAW CUT ASPHALT PAVEMENT: 5% for contingencies
- PULVERIZE & RECLAIM (9"): 5% for contingencies
- ASPHALT SURFACE COURSE: 5% for contingencies.
- ASPHALT BINDER: 5% for contingencies
- PAVEMENT MARKINGS: 3% for contingencies
- TOPSOIL: 3% for contingencies

The undersigned Bidder further agrees to furnish the required bonds, Insurance, Buy American Information and Waiver Requests, and to enter into a contract for the work awarded to him/her within fifteen (15) consecutive calendar days from and including the date of Owner's acceptance of this proposal.

BID BOND

Enclosed herewith is a Bid Bond in the amount of 10% (\$ _____), which the undersigned agrees is to be forfeited to and become the property of the **Town of Stevensville, Stevensville, Montana**, as liquidated damages, should this Proposal be accepted and the contract awarded to him/her and he/she fails to enter into a Contract in the form prescribed and to furnish the required bonds within fifteen (15) days as above stipulated, but otherwise, the Bid Guaranty shall be returned to the undersigned upon the signing of the contract and delivery of the approved bonds to the Town of Stevensville.

CONTRACT TIME: The Bidder further agrees that if awarded the contract he/she will commence work on or before the date stipulated in the Notice to Proceed, and further agrees to complete all work within the number of calendar days specified in the Special Provision for each Schedule of work, unless the period of completion is extended otherwise by the Contract Documents.

LIQUIDATED DAMAGES AND DAMAGES FOR ADDITIONAL ENGINEERING SERVICES: The Owner shall be entitled to liquidated damages paid by the Bidder, as specified in the Special Provisions.

In addition, the Owner shall be entitled to be paid by the Bidder for actual damages and additional engineering services, as specified in the Special Provisions, during any contract time overrun; for unscheduled employment of the Engineer necessitated by the Contractor working overtime, Sundays or holidays; and for furnishing materials or equipment not in conformance with the Contract Documents, necessitating redesign by the Engineer. Liquidated damages, actual damages and damages for additional engineering services shall be paid by deduction from monthly progress payments and the final payment.

INSURANCE REQUIREMENT: By submitting a bid, the bidder certifies that he/she has reviewed the insurance requirements of the **Special Provisions**, and agrees to provide the insurance coverage required under the **Special Provisions** if awarded the contract.

CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS: The bidder must complete the following two certification statements. Refer to **Section 1.8 –Federal Contract Provision, Item A24**. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark "X" in the space following the applicable response. The bidder agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

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

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

Term Definitions:

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

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

CERTIFICATION OF OFFEROR/BIDDER REGARDING DEBARMENT

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

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a "covered transaction", must confirm each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally-assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>.
2. Collecting a certification statement similar to the Certification of Offeror /Bidder Regarding Debarment, above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract.

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

CERTIFICATION REGARDING DOMESTIC PREFERENCES FOR PROCUREMENTS

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

PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS)

The Bidder or Offeror certifies that they are aware of and comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with all related requirements in the FAA Reauthorization Act of 2024 (Public Law 118-63), section 936 (49 U.S.C. § 44801 note).

Contractor warrants that all UAS operations will be conducted in full compliance with all applicable Federal Aviation Administration (FAA) regulations, including but not limited to 14 CFR Part 107, and any other applicable local, state, or Federal laws and regulations.

Sponsors and subgrant recipients cannot use AIP grant funds to enter into, extend, or renew a contract related to covered unmanned aircraft systems (UAS). This includes both procurement and operational contracts, as well as contracts with entities that operate such systems.

CERTIFICATION REGARDING LOBBYING

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

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

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

TRADE RESTRICTION CERTIFICATION

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

- 1) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);

- 2) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- 3) has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

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

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

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

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

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

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

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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION COMMITMENT: The Stevensville Airport has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. To complete the work included in this contract, Stevensville Airport anticipates that it will receive Federal financial assistance from DOT, and as a condition of receiving this assistance, has signed an assurance that it will comply with 49 CFR Part 26.

Policy: It is the policy of the Department of Transportation that Disadvantaged Business Enterprises (DBE's) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this agreement.

Bidder's List: The Owner is required to create a bidders list, consisting of information about **all DBE firms and non-DBE firms (contractors, subcontractors, suppliers, etc.) that bid or quote on DOT-assisted contracts.** The bidder shall **submit with his bid** the name, address, DBE/Non-DBE Status, age, and annual gross receipts, for each firm submitting a bid or quote. A range of annual gross receipts of the firm shall be reported, rather than an exact amount, as noted below. **A bidder who fails to provide complete Bidder's List information with his bid will be**

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Bidder's List Collection Form

Firm Name	Firms Address + Zip	DBE/Non-DBE	NAICS Code Scope Bid	Age of the Firm					Annual Gross Receipts of firm					
				<1 Y	1-3 Y	4-7 Y	8-10 Y	>10 Y	< \$1 M	\$1- \$3 M	\$3- \$6 M	\$6- \$10 M	> \$10 M	
Hollow Contracting	404 W Greenwood Blvd MT 59701	Non	237310 237300 CH					CH ✓						CH ✓
Highway Specialties	2424 Old Home Highway 59414	DBE	237310					CH ✓		✓				

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COMMON NAICS CODES USED IN AIRPORT CONSTRUCTION		
NAICS Codes	NAICs Description	Examples
237110	Water and Sewer Line and Related Structures Construction	Water Main Sewer main construction
237310	Highway, Street, and Bridge Construction	Asphalt Paving (Airfield) Concrete Paving (Airfield) Pavement Marking (Airfield) Storm Drain Pavement Resurfacing
238210	Electrical Contractors and Other Wiring Installation Contractors	Airport runway lighting contractors Fiber optic cable (except transmission line) contractors Lighting system installation Telecommunications equipment and wiring (except transmission line) installation contractors Traffic signal installation Cable splicing, electrical or fiber optic
238910	Site Preparation Contractors	Concrete breaking and cutting for demolition Exterior demolition contractors Equipment rental (except crane), construction, with operator Excavating, earthmoving, or land clearing contractors Trenching (except underwater)
238990	All Other Specialty Trade Contractors	Crack Seal Seal Coat, Fencing
541330	Engineering Services	Civil Engineering Services SWPPP Plans
541370	Surveying and Mapping (except Geophysical) Services	Design and Construction Survey
541380	Testing and Laboratory Services	Quality Control Testing Environmental Testing Geotechnical Testing Asphalt Testing
561730	Landscaping Services	Surface Restoration Seeding Hydromulch

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Upon completion of the project, the Bidder agrees to complete the "Affidavit of Amounts Paid DBE Participants" (located in Forms Appendix) indicating actual DBE firms used, a description of utilization, and the amount paid each DBE firm.

The bidder hereby certifies (a) that this bid is genuine and is not made in the interest of, or on behalf of, any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization, or corporation; (b) that he/she has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid; (c) that he/she has not solicited or induced any person, firm or corporation to refrain from bidding; and (d) that he/she has not sought by collusion or otherwise to obtain for himself/herself any advantage over any other bidder or over the **Stevensville Airport**.

EVIDENCE OF COMPETENCY

The Contractor shall submit Evidence of Competency in accordance with General Provisions, Section 20-02. The form below satisfies this requirement. **Failure to submit this information will result in rejection of the bid.**

This form is a guideline, and the Contractor is free to submit separate information detailing their Evidence of Competency. If separate Evidence of Competency is submitted with this bid package, and is in accordance with General Provisions, Section 20-02, please state such at the bottom of this form.

Related Work Similar to This Project: In the table below, list projects the bidder has worked on that are similar in nature and magnitude to the project being bid. *

Year	Project Description	\$ Amount of Project
2023	MDT - Butte Urban Mill/Fill	\$ 3,650,000
2025	Butte Mill/Fill	\$ 685,000
2025	Ravalli County Mill/Fill	\$ 1,135,000
2024	Burrett's - Dillon MDT	\$ 3,340,000

List of Major Equipment Available for this Project: In the table below, list the major equipment that is available for work on the project. *

Cat AP1055F Paver	Dynapac 6200 steel drum x 2
Wirtgen 800i Reclaimer	Cat 160H Grader.

List of Key Personnel Available for Work: In the table below, list key personnel who are available for the work such as project managers, project superintendents, and foremen. *

Name	Title
Cal Hollow	President
Tim Weed	Superintendent

*Attach separate sheets as necessary to provide complete information.

We have submitted separate evidence of competency meeting Section 20-02.

The Contractor hereby certifies that it has the required experience, equipment, and personnel available and capable of performing the work proposed on this project.

EVIDENCE OF FINANCIAL RESPONSIBILITY

The contractor shall submit Evidence of Financial Responsibility in accordance with General Provisions, Section 20-02. The form below satisfies this requirement. **Failure to submit this information will result in rejection of the bid.**

The Bidder may submit evidence that they are prequalified with the State Highway Division and are on the current "bidder's list" of the state in which the proposed work is located. Evidence of State Highway Division prequalification may be submitted as evidence of financial responsibility in lieu of the certified statements or reports specified in General Provision Section 20-02.

This form is a guideline, and the Contractor is free to submit separate information detailing their Evidence of Financial Responsibility. If separate Evidence of Financial Responsibility is submitted with this bid package, and is in accordance with General Provisions, Section 20-02, please state such at the bottom of this form. *

- 1. Contractor Financial assets for previous calendar year or fiscal year:
\$ 1,865,324.⁵⁹
- 2. Contractor Financial Liabilities for previous calendar year or fiscal year:
\$ 987,930.⁵¹
- 3. The Contractor shall check the appropriate box below that best describes the current financial condition at the time the bid is submitted.

At the time this bid is submitted, the financial responsibility of the Contractor is approximately the same as the information provided above.

At the time this bid is submitted, the true financial responsibility of the Contractor is substantially changed from the previous year. Explain below:

The Contractor hereby certifies that it has the required financial responsibility to construct the work proposed on this project.

We have submitted separate evidence of Financial Responsibility and is included with the Bid Proposal.

FAA BUY AMERICAN PREFERENCE:

The Contractor certifies that its bid/offer is in compliance with 49 U.S.C. § 50101, BABA and other related Made in America Laws¹, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in

Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder or offeror certifies that all construction materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

¹Per Executive Order 14005 "Made in America Laws" means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to "Buy America" or "Buy American," that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

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Certification of Compliance with FAA Buy American Preference – Construction Projects

PROJECT NAME:	AIP 0XX Pavement Rehabilitation
AIRPORT NAME:	Stevensville Airport
AIP NUMBER:	3-30-0044-XX-2026

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 U.S.C. § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (✓) or the letter "X".

- Bidder or offeror hereby certifies that it will comply with 49 USC § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:
 - a) Only installing iron, steel and manufactured products produced in the United States;
 - b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.
 - c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
 - b) To faithfully comply with providing U.S. domestic products.
 - c) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
 - d) Certify that all construction materials used in the project are manufactured in the U.S.
- The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
 - a) To the submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.

- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To furnish U.S. domestic product for any waiver request that the FAA rejects.
- e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Waiver Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials or manufactured goods are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “facility/project.” The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- d) Percentage of non-domestic component and subcomponent cost as compared to total “facility” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

- a) A completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bids and/or offers;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

PROPOSAL SIGNATURE

DATED AT Butte, MT this 11 day of March, 2026.
(City) (State)

Firm Name Hollow Contracting, Inc

IRS E.I. Number 81-0481062

By [Signature]
(Signature)

By Cal Hollow
(Name Printed)

Title President

Address 404 W Greenwood Ave Butte
MT 59701

MONTANA CONTRACTOR'S REGISTRATION NUMBER 7928

The Bidder acknowledges receipt of the following addenda:

Addendum No.:
1
2

Date of Issuance:
3/4/2026
3/6/2024

BID PROPOSAL PACKET

Pavement Rehabilitation for Stevensville Airport

AIP 3-30-0044-OXX-2026

March 2026

- Completed Bid Form with unit prices in Words and Figures
- 10% Bid Bond Enclosed
- Completed Tax Delinquency and Felony Conviction Certification
- Completed Bidder's List
- Evidence of Competency & Evidence of Financial Responsibility
- Completed Buy American Certification
- Bid Proposal Signed/Dated
- Contractor's Registration Number Provided
- Addendums Acknowledged



Missoula Office
1055 Mount Ave.
Missoula, MT 59801
(406) 542.8880

BIDDER INFORMATION

See Section 1.2 for Bid Proposal Packet Information

Name: JTL Group Inc. dba Knife River

Address: 4800 Wilkie St. ~ Missoula, MT 59808

Telephone: (406) 532-5250

Project No.: 0442.017.02. Set No.: _____

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**BID PROPOSAL
STEVENSVILLE AIRPORT**

AIP 0XX – Pavement Rehabilitation

To the Town of Stevensville, Montana

(Hereinafter called "Owner")

The undersigned bidder, having examined the plans, specifications and other proposed Contract Documents, the extent, character and location of the proposed work, the nature and type of the excavation to be done, the condition and arrangement of existing structures affecting or affected by the proposed work, and being cognizant of the location and condition of existing roadways giving access to the sites of the work, and the topography of the site of the work, and its effect on drainage and surface runoff which might affect the work, hereby proposes to furnish all materials, tools, labor and equipment for the completion of the approximate quantities of work listed below and all of the work appurtenant thereto in connection with this project for the Town of Stevensville, Stevensville, Montana.

PAVEMENT REHABILITATION

Schedule 1 – Pavement Rehabilitation

And all specified work appurtenant thereto in connection with this project for the Town of Stevensville, Stevensville, Montana, in accordance with plans, specifications and other contract documents on file at the Town of Stevensville, Town Hall – Stevensville, Montana, for the unit prices quoted on the bid sheet(s) included herein.

Basis of Award: Refer to Special Provisions Section 4.03 for Basis of Award.

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**SCHEDULE 1
PAVEMENT REHABILITATION**

Bid Item No.	Spec. No.	Description	Qty.	Units	Unit Price	Total Price
101	C-105-3.1	Mobilization (Not to exceed 10%)	1	LS	<u>\$42,000.00</u>	<u>\$42,000.00</u>
		Forty Two Thousand and 00/100 (Unit Price Written in Words)		Dollars per LS		
102	C-105-3.2	Taxes, Insurance, and Bonds (Not to exceed 2%)	1	LS	<u>\$8,000.00</u>	<u>\$8,000.00</u>
		Eight Thousand and 00/100 (Unit Price Written in Words)		Dollars per LS		
103	C-105-3.3	Traffic Control (Not to exceed 2%)	1	LS	<u>\$8,000.00</u>	<u>\$8,000.00</u>
		Eight Thousand and 00/100 (Unit Price Written in Words)		Dollars per LS		
104	C-102-5.1	Erosion Control (Not to Exceed 2%)	1	LS	<u>\$8,000.00</u>	<u>\$8,000.00</u>
		Eight Thousand and 00/100 (Unit Price Written in Words)		Dollars per LS		
105	P-101-5.1	Saw Cut Existing Asphalt	1,564	LF	<u>\$5.00</u>	<u>\$7820.00</u>
		Five Dollars and 00/100 (Unit Price Written in Words)		Dollars per LF		
106	P-207-5.1	Pulverize Existing Asphalt & Reclaim Existing Base (9")	7,732	SY	<u>\$12.00</u>	<u>\$92,784.00</u>
		Twelve Dollars and 00/100 (Unit Price Written in Words)		Dollars per SY		
107	P-401-8.1	Asphalt Surface Course (3")	1,270	TON	<u>\$137.00</u>	<u>\$173,990.00</u>
		One Hundred Thirty Seven and 00/100 (Unit Price Written in Words)		Dollars per TON		
108	P-401-8.2	Asphalt Surface Course Binder (PG 64-28)	80	TON	<u>\$700.00</u>	<u>\$56,000.00</u>
		Fifty Six Thousand and 00/100 (Unit Price Written in Words)		Dollars per TON		
109	P-620-5.1	Yellow Pavement Markings-Initial	1,567	SF	<u>\$6.00</u>	<u>\$9,402.00</u>
		Six Dollars and 00/100 (Unit Price Written in Words)		Dollars per SF		

**SCHEDULE 1
PAVEMENT REHABILITATION**

Bid Item No.	Spec. No.	Description	Qty.	Units	Unit Price	Total Price
110	T-905-5.1	Topsoil	3,779	SY	\$6.00	\$22,674.00
Six Dollars and 00/100 (Unit Price Written in Words)			Dollars per SY			
TOTAL SCHEDULE 1			\$ \$428,670.00			

Four Hundred Twenty Eight Thousand Six Hundred Seventy and 00/100 **Dollars**
(Total Schedule Cost Written in Words)

SUMMARY OF SCHEDULES

SCHEDULE 1 – PAYMENT REHABILITATION	\$ \$428,670.00
Four Hundred Twenty Eight Thousand Six Hundred Seventy and 00/100	
BASE BID TOTAL SCHEDULE 1	\$ \$428,670.00
Four Hundred Twenty Eight Thousand Six Hundred Seventy and 00/100	

NOTE: The following constants and contingency factors have been used as the basis for quantities in the proposal.

SAW CUT ASPHALT PAVEMENT: 5% for contingencies

PULVERIZE & RECLAIM (9"): 5% for contingencies

ASPHALT SURFACE COURSE: 5% for contingencies.

ASPHALT BINDER: 5% for contingencies

PAVEMENT MARKINGS: 3% for contingencies

TOPSOIL: 3% for contingencies

The undersigned Bidder further agrees to furnish the required bonds, Insurance, Buy American Information and Waiver Requests, and to enter into a contract for the work awarded to him/her within fifteen (15) consecutive calendar days from and including the date of Owner's acceptance of this proposal.

BID BOND

Enclosed herewith is a Bid Bond in the amount of 10% of bid (\$ 10%), which the undersigned agrees is to be forfeited to and become the property of the **Town of Stevensville, Stevensville, Montana**, as liquidated damages, should this Proposal be accepted and the contract awarded to him/her and he/she fails to enter into a Contract in the form prescribed and to furnish the required bonds within fifteen (15) days as above stipulated, but otherwise, the Bid Guaranty shall be returned to the undersigned upon the signing of the contract and delivery of the approved bonds to the Town of Stevensville.

CONTRACT TIME: The Bidder further agrees that if awarded the contract he/she will commence work on or before the date stipulated in the Notice to Proceed, and further agrees to complete all work within the number of calendar days specified in the Special Provision for each Schedule of work, unless the period of completion is extended otherwise by the Contract Documents.

LIQUIDATED DAMAGES AND DAMAGES FOR ADDITIONAL ENGINEERING SERVICES: The Owner shall be entitled to liquidated damages paid by the Bidder, as specified in the Special Provisions.

In addition, the Owner shall be entitled to be paid by the Bidder for actual damages and additional engineering services, as specified in the Special Provisions, during any contract time overrun; for unscheduled employment of the Engineer necessitated by the Contractor working overtime, Sundays or holidays; and for furnishing materials or equipment not in conformance with the Contract Documents, necessitating redesign by the Engineer. Liquidated damages, actual damages and damages for additional engineering services shall be paid by deduction from monthly progress payments and the final payment.

INSURANCE REQUIREMENT: By submitting a bid, the bidder certifies that he/she has reviewed the insurance requirements of the **Special Provisions**, and agrees to provide the insurance coverage required under the **Special Provisions** if awarded the contract.

CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS: The bidder must complete the following two certification statements. **Refer to Section 1.8 –Federal Contract Provision, Item A24.** The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark "X" in the space following the applicable response. The bidder agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

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

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

Term Definitions:

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

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

CERTIFICATION OF OFFEROR/BIDDER REGARDING DEBARMENT

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

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a "covered transaction", must confirm each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally-assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>.
2. Collecting a certification statement similar to the Certification of Offeror /Bidder Regarding Debarment, above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract.

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

CERTIFICATION REGARDING DOMESTIC PREFERENCES FOR PROCUREMENTS

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

PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS)

The Bidder or Offeror certifies that they are aware of and comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with all related requirements in the FAA Reauthorization Act of 2024 (Public Law 118-63), section 936 (49 U.S.C. § 44801 note).

Contractor warrants that all UAS operations will be conducted in full compliance with all applicable Federal Aviation Administration (FAA) regulations, including but not limited to 14 CFR Part 107, and any other applicable local, state, or Federal laws and regulations.

Sponsors and subgrant recipients cannot use AIP grant funds to enter into, extend, or renew a contract related to covered unmanned aircraft systems (UAS). This includes both procurement and operational contracts, as well as contracts with entities that operate such systems.

CERTIFICATION REGARDING LOBBYING

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

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

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

TRADE RESTRICTION CERTIFICATION

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

- 1) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);

- 2) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- 3) has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

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

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

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

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

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

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

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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION COMMITMENT: The Stevensville Airport has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. To complete the work included in this contract, Stevensville Airport anticipates that it will receive Federal financial assistance from DOT, and as a condition of receiving this assistance, has signed an assurance that it will comply with 49 CFR Part 26.

Policy: It is the policy of the Department of Transportation that Disadvantaged Business Enterprises (DBE's) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this agreement.

Bidder's List: The Owner is required to create a bidders list, consisting of information about **all DBE firms and non-DBE firms (contractors, subcontractors, suppliers, etc.) that bid or quote on DOT-assisted contracts.** The bidder shall **submit with his bid** the name, address, DBE/Non-DBE Status, age, and annual gross receipts, for each firm submitting a bid or quote. A range of annual gross receipts of the firm shall be reported, rather than an exact amount, as noted below. **A bidder who fails to provide complete Bidder's List information with his bid will be**

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COMMON NAICS CODES USED IN AIRPORT CONSTRUCTION		
NAICS Codes	NAICs Description	Examples
237110	Water and Sewer Line and Related Structures Construction	Water Main Sewer main construction
237310	Highway, Street, and Bridge Construction	Asphalt Paving (Airfield) Concrete Paving (Airfield) Pavement Marking (Airfield) Storm Drain Pavement Resurfacing
238210	Electrical Contractors and Other Wiring Installation Contractors	Airport runway lighting contractors Fiber optic cable (except transmission line) contractors Lighting system installation Telecommunications equipment and wiring (except transmission line) installation contractors Traffic signal installation Cable splicing, electrical or fiber optic
238910	Site Preparation Contractors	Concrete breaking and cutting for demolition Exterior demolition contractors Equipment rental (except crane), construction, with operator Excavating, earthmoving, or land clearing contractors Trenching (except underwater)
238990	All Other Specialty Trade Contractors	Crack Seal Seal Coat, Fencing
541330	Engineering Services	Civil Engineering Services SWPPP Plans
541370	Surveying and Mapping (except Geophysical) Services	Design and Construction Survey
541380	Testing and Laboratory Services	Quality Control Testing Environmental Testing Geotechnical Testing Asphalt Testing
561730	Landscaping Services	Surface Restoration Seeding Hydromulch

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Upon completion of the project, the Bidder agrees to complete the "**Affidavit of Amounts Paid DBE Participants**" (located in Forms Appendix) indicating actual DBE firms used, a description of utilization, and the amount paid each DBE firm.

The bidder hereby certifies (a) that this bid is genuine and is not made in the interest of, or on behalf of, any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization, or corporation; (b) that he/she has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid; (c) that he/she has not solicited or induced any person, firm or corporation to refrain from bidding; and (d) that he/she has not sought by collusion or otherwise to obtain for himself/herself any advantage over any other bidder or over the **Stevensville Airport**.

EVIDENCE OF COMPETENCY

The Contractor shall submit Evidence of Competency in accordance with General Provisions, Section 20-02. The form below satisfies this requirement. **Failure to submit this information will result in rejection of the bid.**

This form is a guideline, and the Contractor is free to submit separate information detailing their Evidence of Competency. If separate Evidence of Competency is submitted with this bid package, and is in accordance with General Provisions, Section 20-02, please state such at the bottom of this form.

Related Work Similar to This Project: In the table below, list projects the bidder has worked on that are similar in nature and magnitude to the project being bid. *

<u>Year</u>	<u>Project Description</u>	<u>\$ Amount of Project</u>

List of Major Equipment Available for this Project: In the table below, list the major equipment that is available for work on the project. *

List of Key Personnel Available for Work: In the table below, list key personnel who are available for the work such as project managers, project superintendents, and foremen. *

<u>Name</u>	<u>Title</u>

*Attach separate sheets as necessary to provide complete information.

We have submitted separate evidence of competency meeting Section 20-02.

The Contractor hereby certifies that it has the required experience, equipment, and personnel available and capable of performing the work proposed on this project.

EVIDENCE OF FINANCIAL RESPONSIBILITY

The contractor shall submit Evidence of Financial Responsibility in accordance with General Provisions, Section 20-02. The form below satisfies this requirement. **Failure to submit this information will result in rejection of the bid.**

The Bidder may submit evidence that they are prequalified with the State Highway Division and are on the current "bidder's list" of the state in which the proposed work is located. Evidence of State Highway Division prequalification may be submitted as evidence of financial responsibility in lieu of the certified statements or reports specified in General Provision Section 20-02.

This form is a guideline, and the Contractor is free to submit separate information detailing their Evidence of Financial Responsibility. If separate Evidence of Financial Responsibility is submitted with this bid package, and is in accordance with General Provisions, Section 20-02, please state such at the bottom of this form. *

1. Contractor Financial assets for previous calendar year or fiscal year:
\$ _____

2. Contractor Financial Liabilities for previous calendar year or fiscal year:
\$ _____

3. The Contractor shall check the appropriate box below that best describes the current financial condition at the time the bid is submitted.

At the time this bid is submitted, the financial responsibility of the Contractor is approximately the same as the information provided above.

At the time this bid is submitted, the true financial responsibility of the Contractor is substantially changed from the previous year. Explain below:

The Contractor hereby certifies that it has the required financial responsibility to construct the work proposed on this project.

We have submitted separate evidence of Financial Responsibility and is included with the Bid Proposal.

FAA BUY AMERICAN PREFERENCE:

The Contractor certifies that its bid/offer is in compliance with 49 U.S.C. § 50101, BABA and other related Made in America Laws¹, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in

Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder or offeror certifies that all construction materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

¹Per Executive Order 14005 "Made in America Laws" means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to "Buy America" or "Buy American," that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

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Certification of Compliance with FAA Buy American Preference – Construction Projects

PROJECT NAME:	AIP 0XX Pavement Rehabilitation
AIRPORT NAME:	Stevensville Airport
AIP NUMBER:	3-30-0044-XX-2026

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 U.S.C. § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (✓) or the letter "X".

Bidder or offeror hereby certifies that it will comply with 49 USC § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:

- a) Only installing iron, steel and manufactured products produced in the United States;
- b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.
- c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
- d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
- b) To faithfully comply with providing U.S. domestic products.
- c) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- d) Certify that all construction materials used in the project are manufactured in the U.S.

The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

- a) To the submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.

- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To furnish U.S. domestic product for any waiver request that the FAA rejects.
- e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Waiver Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials or manufactured goods are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “facility/project.” The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- d) Percentage of non-domestic component and subcomponent cost as compared to total “facility” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

- a) A completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bids and/or offers;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

PROPOSAL SIGNATURE

DATED AT Missoula, MT this 11 day of March, 2026.
(City) (State)

Firm Name JTL Group Inc. dba Knife River

IRS E.I. Number 81-0465363

By 
(Signature)

By Mike Eichner
(Name Printed)

Title Authorized Agent

Address 4800 Wilkie St.

Missoula, MT 59808

MONTANA CONTRACTOR'S REGISTRATION NUMBER 10089

The Bidder acknowledges receipt of the following addenda:

<u>Addendum No.:</u>	<u>Date of Issuance:</u>
<u>1</u>	<u>3/4/2026</u>
<u>2</u>	<u>3/6/2026</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

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File Attachments for Item:

e. Discussion: 2026 Spring Cleanup Event, Vote on Dates and Committee to Create Scope List



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	New Business
Person Submitting the Agenda Item:	Brian Germane
Second Person Submitting the Agenda Item:	
Submitter Title:	Department Head
Submitter Phone:	406-880-3361
Submitter Email:	airportmanager@townofstevensville.gov
Requested Council Meeting Date for Item:	
Agenda Topic:	Discuss 2026 Spring Cleanup event. Vote on dates and committee to create scope list
Backup Documents Attached?	No
If no, why not?	No documents available until scope list is created
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	3/16/2026
Notes:	

File Attachments for Item:

f. Discussion/Decision: Establish a Committee to Review and Create a Stevensville Airport Standards Document



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	New Business
Person Submitting the Agenda Item:	Brian Germane
Second Person Submitting the Agenda Item:	
Submitter Title:	Department Head
Submitter Phone:	406-880-3361
Submitter Email:	airportmanager@townofstevensville.gov
Requested Council Meeting Date for Item:	
Agenda Topic:	Establish a committee to review and create a Stevensville Airport Standards document
Backup Documents Attached?	No
If no, why not?	No documents available at this time
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	3/16/2026
Notes:	

File Attachments for Item:

g. Discussion: Blinding Light at End of 12



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	New Business
Person Submitting the Agenda Item:	Craig Thomas
Second Person Submitting the Agenda Item:	
Submitter Title:	Chairperson
Submitter Phone:	
Submitter Email:	
Requested Council Meeting Date for Item:	Airport Board Meeting 03/16/2026
Agenda Topic:	Discussion: Blinding Light at End of 12
Backup Documents Attached?	No
If no, why not?	
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	03/16/2026
Notes:	

File Attachments for Item:

a. Airport Manager's Report



**Town of Stevensville
Airport Board
Agenda Item Request**

To be submitted at least 8 days prior to the scheduled meeting

Agenda Item Type:	New Business
Person Submitting the Agenda Item:	Brian Germane
Second Person Submitting the Agenda Item:	
Submitter Title:	Department Head
Submitter Phone:	406-880-3361
Submitter Email:	airportmanager@townofstevensville.gov
Requested Council Meeting Date for Item:	
Agenda Topic:	Manager's Report
Backup Documents Attached?	Yes
If no, why not?	
Approved/Disapproved by the Board Chair?	Approved
If Approved, Meeting Date for Consideration:	3/16/2026
Notes:	

Stevensville Airport Manager's Report

March 2026

1. Maintenance
 - a. Update on the lighting failure:
 - We now have all the parts for the repair of the PAPI system. Those repairs will take place over the next couple weeks while we wait for a status on the PCL receiver.
 - The PCL receiver has been sent to Aerotronics in Billings. We are hopeful that they will be able to repair it.
 - All airport lighting continues to be NOTAM'd out of service.
2. CIP Projects for 2025/2026
 - a. The fuel farm project is currently waiting for the tank to arrive. We received an update on 3/2 stating that the tank would now not ship until 4/20. M/M responded that that was unacceptable and that it was needed sooner. As of this writing, there has not been an update. The QC building has been fabricated and is scheduled to arrive the week of 3/9.
 - b. The asphalt rehab project was bid last month. Bidding closes on 3/11. Bids will be opened during the 3/12 council meeting. Those bids will be vetted by MM, reviewed and voted on by the Airport Board, and then the Board's recommendation brought back to Council on 3/19.
3. Fuel Sales
 - a. February fuel sales were slightly less than January, but still strong. February saw the sale of 410.15 gallons for a total of \$2,203.18.
4. MDT Aeronautics Board
 - a. We received the official grant offer from MDT Aeronautics for the purchase of the new tractor and mower. We have been pricing the equipment out with various vendors including LS, Kubota, and John Deere. Jenelle was able to get the town registered with SourceWell, which provides significant discounts to public entities across many items – construction and ag equipment being some. That discount has allowed us to entertain equipment from a larger number of manufacturers.
5. Upcoming
 - a. Missoula Skydiving's 2026 season opens April 17th. Missoula Skydiving, the Board, and I are working to address some of the issues that were discovered during their first season – namely a designated spectator area.