

ORDINANCE NO. 551

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUNSMUIR
AMENDING Section 15.40.130 and Section 15.40.140
OF THE DUNSMUIR CITY CODE REGARDING BANNERS, PENNANTS AND
SIGNS IN COMMERCIAL AND MANUFACTURING ZONES**

Whereas, Title 17 of the Dunsmuir City Code authorizes the Planning Commission to recommend to City Council Zoning Text amendments; and

Whereas, the Planning Commission has found that certain language in the existing code is vague, incomplete, contradictory and inadequate with regard to banners, signs and pennants; and

Whereas, the Planning Commission held a public hearing to review draft amendments, and recommends revised language; and

Whereas, the City Council held a duly noticed public hearing to discuss the proposed revisions and further revised the language to allow the same colors in the historic District as in other zones; and

Whereas, the ordinance was read at two regular meetings of the city Council;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Dunsmuir as follows:

Section 1. Subsection F is added to Section 15.40.130 of the Dunsmuir City Code to read as follows:

- F. Banners advertising a special sale or temporary situation are permitted in the (C-1) Neighborhood Commercial District and the (C-2) Central Commercial District including the Historic District, and the (C-M) Commercial Services District by filing an application with the City for a fee as listed on the approved Fee Schedule. Approval of such permits requires a minimum of 48 business hours from filing to approval by staff, and shall be approved for a specific period of time not to exceed ninety (90) days. Each storefront shall be allowed one banner at a time, plus a fin and feather flag. The location and size of such banner shall not obstruct the view of the neighboring property and shall not be mounted above the roofline. Maximum height of fin and feather flags is 14 feet. Materials shall be sturdy so as not to rip or tear. Fin and feather flags may only be displayed during the hours a business is open. They may occupy the hole in the sidewalk designed for flags, so long as the city is not using the flag for a special event or holiday display.
- 2) Staff has the authority to review and approve such applications. Where staff is uncertain of their appropriateness, staff may refer the application to the Historic Delegates and/or the Planning Commission. The permit shall contain reasonable conditions such as fines and other code enforcement regulations guaranteeing removal of such banners, pennants or signs at the end of the permit period. Where any such permit is denied by staff, the applicant may appeal to the Planning Commission, and where denied by the Planning Commission, the applicant may appeal to the City Council. Any appeals shall be made in conformance with Section 17.20.060.

Section 2. Subsection F of Section 15.40.140 of the Dunsmuir City Code is amended to read as follows:

F. Banners and pennants advertising a special sale or temporary situation are permitted in the (L-M) Light Industrial, and (M) Industrial zones (but not in the Historic District overlay district), by filing an application with the City for a fee as listed on the approved Fee Schedule. Such permits shall be approved for a period of time not to exceed sixty (60) days. Each storefront shall be allowed three (3) such permits annually, with a minimum of 30 days in between permits. The location and size of such banners and pennants shall not obstruct the view of the neighboring property and shall not be mounted above the roofline. Materials shall be sturdy so as not to rip or tear. Staff has the authority to review and approve such applications. Where staff is uncertain of their appropriateness, staff may refer the application to the Planning Commission. The permit shall contain reasonable conditions such as fines and other code enforcement regulations guaranteeing removal of such banners, pennants or signs at the end of the permit period. Where any such permit is denied by staff, the applicant may appeal to the Planning Commission, and where denied by the Planning Commission, the applicant may appeal to the City Council. Any appeals shall be made in conformance with Section 17.20.060.

Section 3. CEQA. This ordinance is not a “project” subject to the California Environmental Quality Act (CEQA). “Project” does not include “general policy and procedure making” or “organization or administrative activities of governments that will not result in direct or indirect physical changes in the environment” pursuant to CEQA Guidelines 15378(b).

Section 4. Severability. If any section, subsection, sentence, clause, phrase or portion of the Ordinance or its application to any person or circumstance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances. The City Council of the City of Dunsmuir hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional and, to that end, the provisions hereof are hereby declared to be severable.

Section 5. Publication. The City Clerk shall cause this Ordinance to be published or posted in accordance with California Government Code section 36933 and shall certify to the adoption of this Ordinance.

Section 6. Effective Date. This Ordinance shall take effect thirty days after its adoption pursuant to California Government Code section 36937.

* * * * *

Introduced and first read at a regular meeting of the City Council on the 16th day of June, 2016, by the following vote:

- AYES: Shanta, Keisler, Deutsch, Craig, Spurlock
- NOES: None
- ABSENT: None
- ABSTAINING: None

FINAL PASSAGE AND ADOPTION by the City Council of the City of Dunsmuir occurred at a regular meeting thereof held on the 7th day of July, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINING:

Josh Spurlock, Mayor

ATTEST:

Julie Iskra, Deputy City Clerk

City Council Agenda Item

Acting City Manager Staff Report

Item No:

Date: July 7, 2016

Subject: Consider and accept revised construction plans for the Dunsmuir Recreation and Parks District Building.

The City of Dunsmuir applied for and received a grant from the Department of Housing and Community Development for an upgrade to the Community Building. The grant award for this project is \$372, 093. The original project was put out to bid, with only one responder which came in at \$454,948. The Engineer revised the plans and submitted for approval to the Park and Recreation District Board. The Engineer feels confident the revisions will support the construction budget of \$300,000. The board approved the attached plans at the board meeting on June 15, 2016. If Council approves the plans, project will be re-bid in September with construction during November/December.

Recommendation: Staff recommends approval of the submitted plans

Attachments:

Preliminary Design Plans pages 1-3



624 S. POINT SANITA BLVD
 POINT SANITA, CA 95047
 TEL: (925) 336-4300
 FAX: (925) 336-4307

SCE REGISTRATION NO.
 STRUCTURAL ENGINEERING,
 CIVIL ENGINEERING,
 ENVIRONMENTAL ENGINEERING,
 GEOTECHNICAL ENGINEERING,
 MECHANICAL ENGINEERING,
 ELECTRICAL ENGINEERING,
 PLUMBING ENGINEERING,
 MECHANICAL ENGINEERING,
 ELECTRICAL ENGINEERING,
 PLUMBING ENGINEERING,
 MECHANICAL ENGINEERING,
 ELECTRICAL ENGINEERING,
 PLUMBING ENGINEERING

30 DAY SIGNATURE GUARANTEE

DISBURSE, SUPERVISOR, AND
 PARTS CONTRACT

CONTRACT NUMBER: 13016.1

DATE: 03-18-15

SCALE: AS NOTED

DRAWN BY: RDH/BTL

ENGINEER: CPS

CHECKED: CPS

SHEET: A1.1

FLOOR PLAN NOTES

- 1. STATE HEIGHTS
- 2. OPENING
- 3. HANDRAILS AT WALL @ 33" ABV. T.O. NOSE
- 4. HANDRAILS AT OPEN SIDES @ 33" ABV. T.O.
- 5. HANDRAIL/GUARDRAIL AT OPEN SIDE OF STAIR
- 6. TREAD NOSING OR A.F.F.
- 7. GUARDRAILS AT 2ND & 3RD FLOOR
- 8. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 9. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 10. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 11. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 12. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 13. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 14. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 15. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
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- 47. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 48. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 49. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE
- 50. GUARDRAILS AT 2ND & 3RD FLOOR/GRAZE

WALL LEGEND

REFERENCE STRUCTURAL DRAWINGS FOR
 WALLS, THICKNESS, CONNECTIONS AND
 LOCATIONS

(N) 24" HD. FRAME

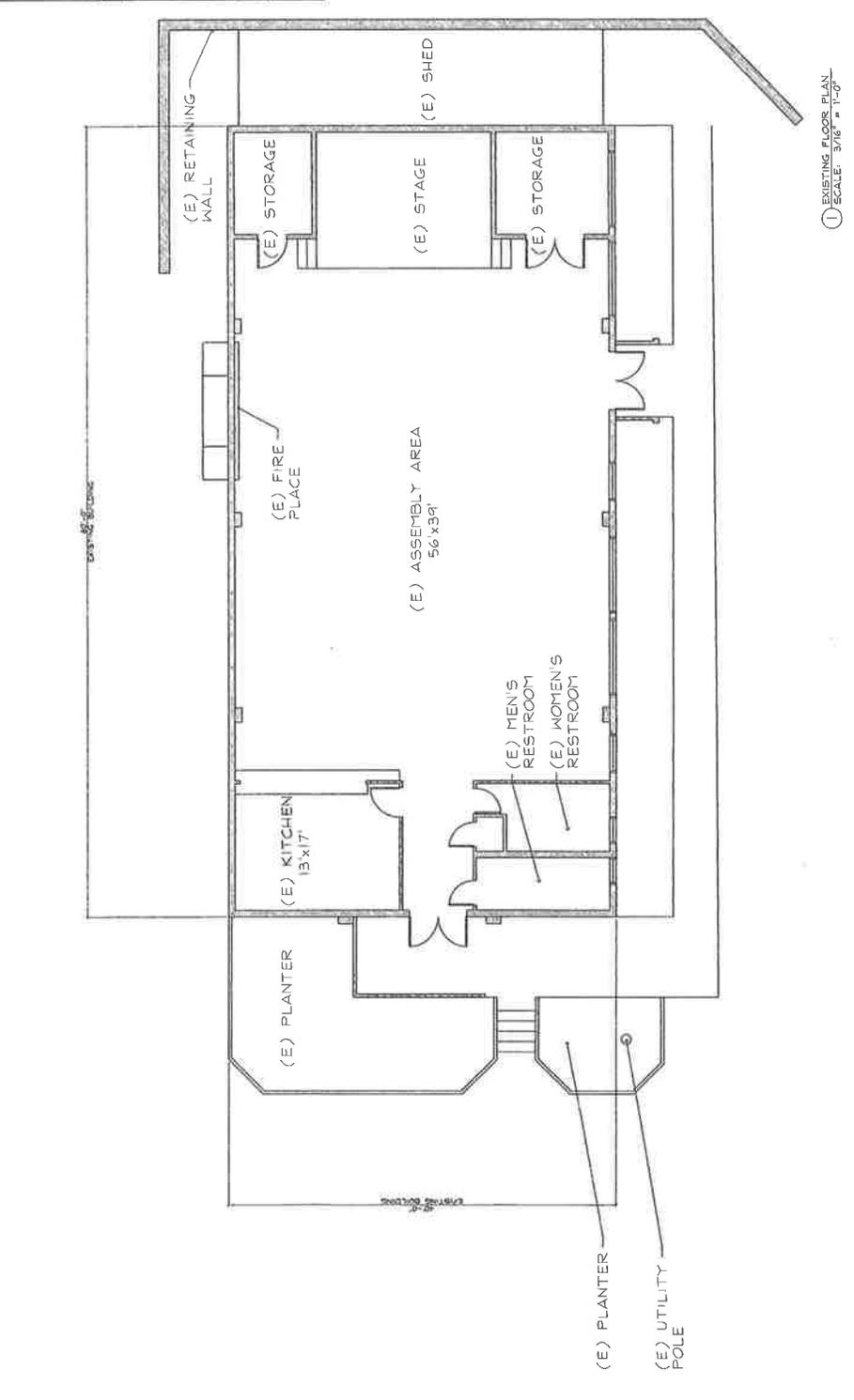
(N) 24" HD. FRAME

METAL BLOC

1" INS FIRE RATING

CONTRACTOR NOTES

VERIFY ALL DIMENSIONS. CONTRACTOR TO
 CHECK ALL WORK FOR BUILDING CODES
 AND IS TO IMMEDIATELY NOTIFY ENGINEER OF
 ANY DISCREPANCIES. CONTRACTOR TO
 TAKE INTO ACCOUNT CONDITIONS NOT VISIBLE



1. EXISTING FLOOR PLAN.
 SCALE: 3/16" = 1'-0"



SCHUMBERGER CONSULTING ENGINEERS, INC.

404 S. MOUNT SHASTA BLVD
MOUNT SHASTA, CA 96067
TEL: (530) 938-1901
FAX: (530) 938-1901

10000 S. MOUNT SHASTA BLVD
MOUNT SHASTA, CA 96067
TEL: (530) 938-1901
FAX: (530) 938-1901

FLOOR PLAN NOTES

BLAZING: 1/2" = 1'-0" (SEE NOTES)
 UNFINISHED WALL: 1/2" = 1'-0" (SEE NOTES)
 FINISHED WALL: 1/2" = 1'-0" (SEE NOTES)
 CONCRETE: 1/2" = 1'-0" (SEE NOTES)
 METAL BLOK: 1/2" = 1'-0" (SEE NOTES)
 1 HR. FIRE RATING: 1/2" = 1'-0" (SEE NOTES)
 2 HR. RATED CEILING: 1/2" = 1'-0" (SEE NOTES)
 2 HR. RATED WALL: 1/2" = 1'-0" (SEE NOTES)
 2 HR. RATED FLOOR: 1/2" = 1'-0" (SEE NOTES)

CONTRACTOR NOTES

VERIFY ALL DIMENSIONS. CONTRACTOR TO FIELD VERIFY LOCAL DIMENSIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. TAKE INTO ACCOUNT CONDITIONS NOT VISIBLE ON DRAWING.

WALL LEGEND

REFERENCE STRUCTURAL DRAWINGS FOR WALL TYPES, THICKNESS, AND LOCATIONS.
 (N) 2x4 HD. FRAME
 METAL BLOK
 1 HR. FIRE RATING
 2 HR. RATED CEILING
 2 HR. RATED WALL
 2 HR. RATED FLOOR

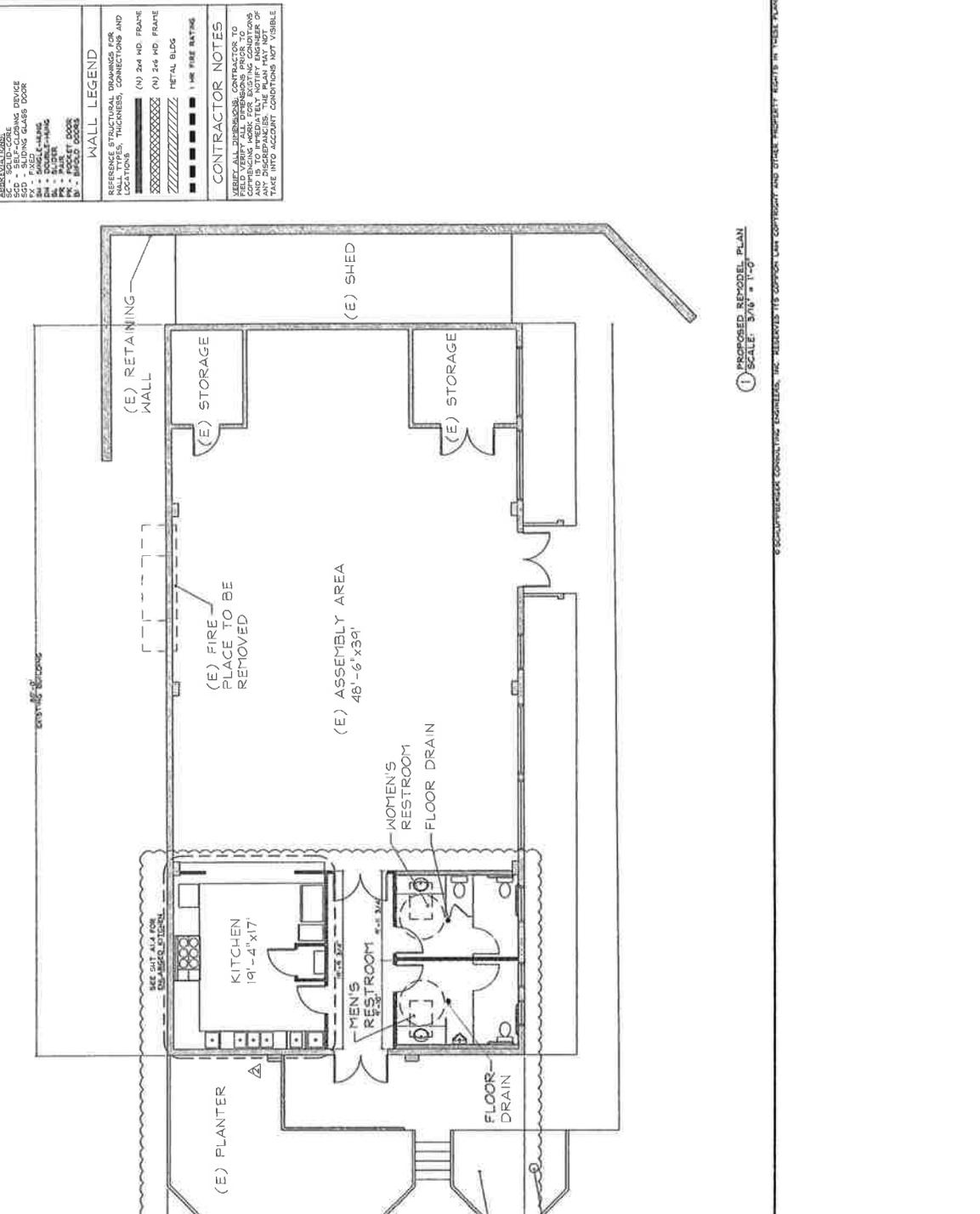
CONTRACTOR NOTES

VERIFY ALL DIMENSIONS. CONTRACTOR TO FIELD VERIFY LOCAL DIMENSIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. TAKE INTO ACCOUNT CONDITIONS NOT VISIBLE ON DRAWING.

WALL LEGEND

REFERENCE STRUCTURAL DRAWINGS FOR WALL TYPES, THICKNESS, AND LOCATIONS.
 (N) 2x4 HD. FRAME
 METAL BLOK
 1 HR. FIRE RATING
 2 HR. RATED CEILING
 2 HR. RATED WALL
 2 HR. RATED FLOOR

PROPOSED FLOOR PLAN
 PROJECT NUMBER: 13016.1
 SHEET DATE: 03-18-15
 SCALE: AS NOTED
 DRAWN BY: RDM/BTL
 ENGINEER: CPS
 CHECKED: CPS
 SHEET: A1.2



PROPOSED REVISION PLAN
 SCALE: 3/8" = 1'-0"

City Council Agenda Item

Acting City Manager Staff Report

Item No:

Date: July 7, 2016

Subject: Consider and accept Addendum # 3 for Schlumpberger Consulting Engineers, Inc.

Schlumpberger Consulting Engineers, Inc. is the current Engineer for the Community Building Project. With the additional work in revising the plans, the firm is requesting an additional \$10,400. Services to date total \$26,567. All costs associated with this project will be reimbursed through the Department of Housing and Community Grant Program.

Recommendation: Staff recommends approval

Attachments:

Request for Extra Services Agreement



Schlumpberger Consulting Engineers, Inc.
Structural/Civil /Environmental/Construction Mgt.

Main Office: Mount Shasta
624 S. Mt. Shasta Blvd., Mt. Shasta, CA 96067
Tel: 530-926-2605 Fax: 530-926-8921

Oregon: 17744 #A11 Hwy 101 N. Brookings, OR 97415
Tel: 541-412-2901
Website: www.sceshasta.com

REQUEST FOR EXTRA SERVICES

RES. No. 3

Date: June 30, 2016

Project No: 13018.1

Client: City of Dunsmuir

Project: Dunsmuir Commmunity Bld Remodel

You have authorized the following services to be initiated on the above referenced project:

Downscoping, value engineering, updated drawings for permit, revise Bid Specifications and provide Bid Assistance

Value Engineering; \$10,000, Reimbursables; \$400

Our fee for these services will be a fixed amount of: \$10,400.00

Work to be billed as: "RES 3 - Value Eng, Plan Updates, Bid Assist"

The purpose of this agreement is to authorize the initiation of design and engineering services. All scope and hourly estimate information contained within this authorization will be included in the project contract. All work will be performed in accordance with the Terms and Conditions of the SCE, Inc. Contract and Hourly Rate Schedule.

Thank you,

SCE, Inc.


Charles P. Schlumpberger, PE, Lic. #C-50456

6/29/16
Date

Approved by:

Company
Or Authorized Representative

_____ Date

Background:

A few years ago Dunsmuir refused a Grant from the FAA for Airport improvements.

In the last year Dunsmuir has worked hard to regain the FAA's confidence. Airports such as Dunsmuir Muni -Mott are entitled to receive approximately \$150,000 per year. If that money is not used this year Dunsmuir will lose access to that money. In addition, Dunsmuir is slated to receive approximately \$350,000 this year for two separate Grants. It would not look good for the City of Dunsmuir to fail to follow through to get these two grants.

- **Consider and accept request for qualifications (RFQs) for updated airport layout plan and Pavement Maintenance Management Plan study,**
- **Accept responses to the RFQs,**
- **Authorize negotiations with respondents,**
- **Authorize Independent Fee Estimate (IFE),**
- **Authorize City Manager/Acting City Manager to execute contracts for the work.**

- **Authorize City Manager/Acting City Manager to execute the Grants for the receipt of grant awards from FAA.**

Adopting resolution for grant:

1) Authorizing the Interim City Manager (Airport Manager) to execute two grant agreements (AIP Nos. _____) with the Federal Aviation Administration to be used for study and construction of safety, security and infrastructure improvements at the Dunsmuir Muni Mott Airport; and authorizing the Interim City Manager to execute any other documents associated with the acceptance of said grant funds from the Federal Aviation Administration; and

2) Authorizing The Interim City Manager (Airport Manager) to execute grant agreements with the California Dept of Transportation for matching grants equal to five (5%) of Federal Aviation Administration (FAA) grants (AIP Nos. _____) for the study and construction and safety, security and infrastructure improvements at the Dunsmuir Muni Mott Airport; and authorizing the Interim City Manager to execute any other documents associated with the application and acceptance of said grant funds from the California Dept of Transportation.

DISCUSSION:

Changes in the way the FAA is now awarding Airport improvement grants requires that the City/ County/Tribe be able to execute and return the grant agreements to the FAA within very tight timelines in order to qualify for the grant funds, sometimes within days of receiving the grant offer. To ensure the City is able to accept the maximum of FAA and state DOT grant funds available, staff is recommending that the Board, Council/ Tribe authorize the Director of Public Works/Interim City Manager/ City Manager/ to execute future Airport improvement grant agreement offered by the FAA and DOT for the Dunsmuir Muni Mott Airport, and to sign any other documents associated with the application and acceptance of said grant funds from the FAA and DOT.

INCOME STATEMENT

City of Dunsmuir

YEAR: THROUGH JUNE

YTD Amd. Bud.

YTD Actual

Fund: 40 - AIRPORT ENTERPRISE		
	YTD Amd. Bud.	YTD Actual
Revenues		
4430.00 BUILDING RENTALS	11,000.00	12,911.75
4440.00 LEASE OF GROUND AREA	2,500.00	4,596.75
4460.00 AIRPORT PARKING/TIEDOWNS	100.00	165.00
4640.00 CA DOT	30,000.00	30,000.00
4650.00 FAA GRANT	150,000.00	0.00
Revenues	193,600.00	47,673.50
Expenditures		
7100.00 SALARIES	16,130.00	12,294.47
7110.00 OVERTIME	251.00	97.52
7130.00 FICA	1,253.00	795.25
7140.00 PERS	2,528.00	1,125.25
7150.00 GROUP INSURANCE	7,888.00	4,370.16
7160.00 WORKMAN COMP INSURANCE	1,466.00	1,466.00
7180.00 DEFERRED COMP	259.00	84.91
7210.00 MEETINGS & TRAVEL	0.00	379.64
7310.00 CONTRACT/SPECIAL SERV	14,600.00	15,866.67
7480.00 MANAGEMENT/ADM CHARGES	10,011.00	10,008.00
7610.00 EQUIP MAINT & RPLC	2,223.00	1,394.85
7720.00 MAINTENANCE BUILDINGS/GROUNDS	4,000.00	3,204.92
7730.00 UTILITIES	1,500.00	1,588.95
8100.00 LIABILITY INSURANCE	384.00	4,400.00
8110.00 PROPERTY INSURANCE	1,299.00	1,299.00
Expenditures	63,792.00	58,375.59
<hr/>		
Grand Total Net Effect:	129,808.00	-10,702.09

* Skipped Unbudgeted \$0 Balance Accounts

GENERAL LEDGER REPORT

YEAR: THROUGH JUNE
City of Dunsmuir

Page: 1
7/1/2016
10:14 am

Post Date	JE Type	JE No.	Journal Entry Desc Line 1	Beg. Bal.	Debit	Credit	Begin/End Bal.
GL#: 40-000-7310.00			CONTRACT/SPECIAL SERV				0.00
12/18/2015	AP	188212	FORD AVIATION CONSULTANTS, INC		1,141.55	0.00	
01/28/2016	AP	189878	FORD AVIATION CONSULTANTS, INC		800.00	0.00	
03/18/2016	AP	192487	CANTRELL, E. PETTY CASH		12.56	0.00	
03/18/2016	AP	192488	CANTRELL, E. PETTY CASH		12.56	0.00	
04/29/2016	AP	194624	FORD AVIATION CONSULTANTS, INC		800.00	0.00	
04/30/2016	GJ	196942	to Reclassify: Ford Aviation		11,500.00	0.00	
04/30/2016	AP	197021	FORD AVIATION CONSULTANTS, INC		800.00	0.00	
05/31/2016	AP	197022	FORD AVIATION CONSULTANTS, INC		800.00	0.00	
40-000-7310.00	CONTRACT/SPECIAL SERV			0.00	15,866.67	0.00	15,866.67
Fund: 40 - AIRPORT ENTERPRISE Totals:					15,866.67	0.00	
Grand Totals:					15,866.67	0.00	

**REQUEST FOR QUALIFICATIONS
AIRPORT CONSULTANT
DUNSMUIR MUNI- MOTT AIRPORT
CITY OF DUNSMUIR, CALIFORNIA**

The City of Dunsmuir is soliciting qualifications and experience information to be used for the selection of an Airport Engineer/Consultant for the Dunsmuir Muni-Mott Airport. All proposals must be received at the, City Manager's Office, 5915 Dunsmuir Avenue, Dunsmuir, CA 96025 by June 1, 2016 not later than 4:00 pm. Faxed submittals will not be accepted. For additional information, please contact Paul H. Poczobut Jr., City Manager, (530) 235-4822 ext. 103. All work shall be accomplished in accordance with FAA Advisory Circular 150/5100-14E.

**SCOPE OF WORK
PROJECTS AND SERVICES**

It is anticipated that consulting services under this Request for Qualifications (RFQ) will be required for between twelve (12) and sixty (60) months, depending on the availability of funding. Prospective consultants are advised that no obligations or commitments are incurred by the City in soliciting these statements. Services and Projects may include, but not be limited to the following:

Services:

Provide engineering design services, including, but not limited to, the preparation of working drawings, specifications and contract documents; assisting the City with part time construction administration; Provide assistance with FAA processes and coordination.

Some Potential Projects include:

- Pavement Maintenance Management Program
- GIS Study
- Rehabilitate Runways and Apron Pavement
- Lighting/Rotating Beacon Repair/Replacement

The selected Consultant should be prepared to develop a Program of Services and Fee Proposal immediately upon selection, and begin services promptly upon Notice-to-Proceed following successful negotiations and resultant contract approvals.

PROPOSAL SUBMISSION

Proposers should submit four (4) copies of their Statement of Qualifications. Submittals shall be brief and concise and limited to a total of no more than 25 pages including cover, resumes, experience, etc.

All proposals must be received at the City, City Manager's Office; 5915 Dunsmuir Avenue, Dunsmuir, CA 96025 by June 1, 2016 not later than 4:00 pm. Faxed submittals will not be accepted. For additional information, please contact Paul H. Poczobut Jr., City Manager, (530) 235-4822 ext. 103.

Proposals should include:

- a) Description of the firm(s) including company organizational structure, company size and history, recent experience with comparable airport projects and experience with FAA projects and regulations.
- b) Identification of key personnel (including sub-consultants) who will be assigned to and responsible for the projects.
- c) Approach and information pertinent to the projects listed for the Dunsmuir Airport.
- d) Evidence of establishment and implementation of an Affirmative Action Program, especially as it may apply to this agreement.
- e) Evidence of general liability and professional liability insurance.

The City of Dunsmuir reserves the right to reject all or portions of any or all proposals, to waive irregularities and technicalities, to re-advertise, or to proceed to provide the services otherwise, in the best interest of the City and the Airport. The City may, at its sole discretion, modify or amend any and all provisions herein.

The City reserves the right to extend the proposal submittal date if needed. It is the responsibility of the proposer to be properly recorded as a proposer of record with the City for purposes of receiving clarifications, addenda or other pertinent information. All changes and/or clarifications will be distributed to all proposers of record in the form of addenda. A list of proposers and others who have been issued Request for Qualification documents will be made available upon request.

The contract issued to the successful engineer/consultant is subject to the provisions of Executive Order 11246 (Affirmative Action to Ensure Equal Employment Opportunity) and to the provisions of the Department of Transportation Regulation 49 CFR Part 26 (Disadvantaged Business Enterprise Participation). DBE firms are encouraged to participate.

Please note that this request is for a Statement of Interest and Qualifications and a detailed cost proposal should not be included with your submittal. Final project costs will be determined through negotiations with the selected firm. The City reserves the right to enter into negotiations with more than one firm.

EVALUATION AND SELECTION CRITERIA

The City will review and evaluate each proposal to determine whether each proposer's qualifications are in accordance with the needs of the Airport and the proposed projects outlined. The City will deem proposals not including qualifications submitted in accordance with these documents to be non-responsive, and may reject all non-responsive proposals.

Selection of the short listed proposers and/or the top ranked proposer will be based upon the following criteria in conjunction with FAA Advisory Circular 150/5100-14D and relative importance of the required information:

- a. Qualifications, reputation and stability of the firm and Key Personnel assigned to and responsible for this project. (40%).
- b. Experience and understanding of the Federal Aviation Administration and Airport Improvement Program (AIP) funded projects (40%).
- c. Current workload and demonstrated ability to meet schedules or deadlines (10%).
- d. Project Understanding (10%).

Upon the request of and at the discretion of the City, proposers may be required to supply additional information, or to make assigned personnel available for interviews, or to make additional or supplemental submissions under secondary selection criteria, if deemed necessary by the selection committee.

RFQ ADDENDUM #1
Date of Addendum: 5 -27 -2016

NOTICE TO ALL POTENTIAL RESPONDENTS

The Request for Qualifications (RFQ) is modified/clarified as set forth in this Addendum. The original RFQ Documents and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the RFQ. Respondent shall take this Addendum into consideration when preparing and submitting its Qualification.

QUALIFICATION SUBMITTAL DEADLINE

The Qualification submittal deadline remains the same and is not changed by this Addendum.

Please acknowledge receipt of this Addendum #1 in cover letter or separate acknowledgement.

1.0 – RFQ

Item	Section	Description of Change
1.1	Deleted DBE language, Pg 2 next to last paragraph	Delete last sentence.
1.2	Added DBE language, Pg 2	Add the following language to Pg 2 next to last paragraph after last sentence: "The City of Dunsmuir will ensure that the following clause is included in each contract we sign with a contractor and each subcontract the prime contractor signs with a subcontractor: The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the City of Dunsmuir deems appropriate."

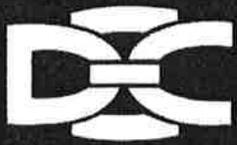
2.0 – QUESTIONS AND ANSWERS

The following questions and answers are provided as a matter of information to clarify issues raised about the RFQ. To the extent that changes to the RFQ are required based on the questions received, the RFQ has been modified as noted above in the RFQ section of this Addendum.

Item	Questions and Answers
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2.1	<p><u>Question:</u> What is current condition of the pavement?</p> <p><u>Answer:</u> The pavement of the runway is, according to time since the Caltrans Pavement Study in 2011 and non- professional visual inspection, poor.</p>
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END OF ADDENDUM



DYER
ENGINEERING
CONSULTANTS

STATEMENT OF INTEREST AND QUALIFICATIONS
AIRPORT ENGINEERING AND CONSULTING SERVICES
DUNSMUIR MUNI-MOTT AIRPORT

9160 DOUBLE DIAMOND PKWY STE. A, RENO, NV, 89521
(775) 852-1440 - shane@dyerengineering.com
www.dyerengineering.com



Dunsmuir Muni-Mott Airport

June 1, 2016

Mr. Paul H. Poczobut Jr.
City of Dunsmuir, City Manager
5915 Dunsmuir Avenue
Dunsmuir, California 96025

Dear Mr. Poczobut and Members of the Selection Committee,

Dyer Engineering Consultant, Inc. (DEC) is pleased to submit this Statement of Interest and Qualifications for Airport Engineering and Consulting Services for Dunsmuir Muni-Mott Airport. We have assembled a strong team of professionals that brings successful experience at similar sized airports in the FAA Western Pacific Region. DEC will be the prime consultant and subcontract with the following specialists to assist in the completion of the work:

- Dinter Engineering (Airfield Lighting and Electrical)
- Mapca Surveys, Inc. (Surveying and GIS Data Collection)

The City can consider the following when selecting the DEC team:

Driven by Results: DEC knows how to obtain and closeout FAA grants. We are familiar with FAA requirements and grant assurances. There are strict procedures to follow in order for Sponsors to remain eligible for funds. **Benefit:** *The airport will be successful in securing grants through the FAA's Airport Improvement Program (AIP) and position itself to take advantage of discretionary funding as it becomes available.*

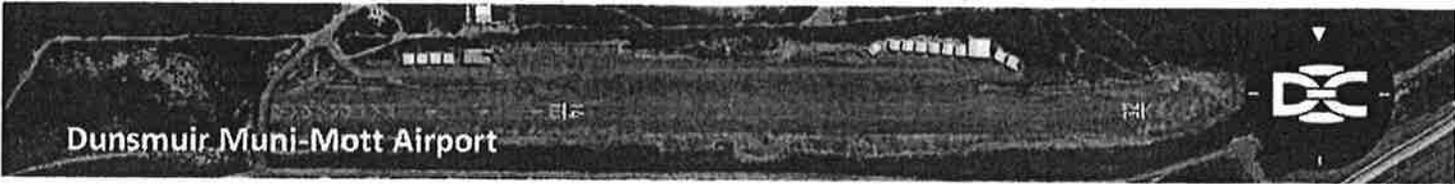
Technical Expertise: The DEC team consists of talented individuals that are experts in their respective fields relevant to Airfield design and construction. Heath Hildebrandt (FAA coordination and airfield pavements), Shane Dyer (Construction Management, GIS, and Drainage), and Dan Dyer (Geotechnical soils and pavement foundations) present a formidable team to design the next round of projects at Dunsmuir. **Benefit:** *The City can be assured that Quality is the number one priority for the DEC team through design AND construction. This will result in a superior project that meets the strict quality requirements of the FAA.*

We are excited about the opportunity to serve you and we are ready to begin immediately upon selection. Please review our qualifications and feel free to contact me at 1-775-852-1440 if you have any questions or need additional information.

Thank You,

Heath Hildebrandt P.E.
Aviation Practice Builder





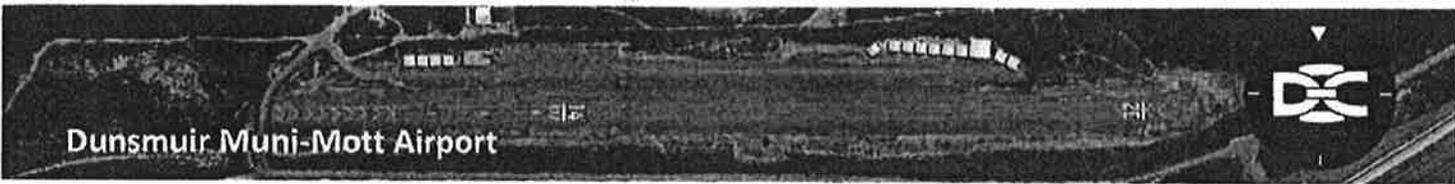
Dunsmuir Muni-Mott Airport



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a) DESCRIPTION OF THE FIRM

Feature of the Firm	Dyer Engineering Attributes
Organizational Structure	Dyer Engineering is a privately held, employee-owned corporation. There are currently three partners that form the ownership of the firm. We are organized as a corporation in the State of Nevada.
Company Size	10 full-time employees.
History	Dyer Engineering Consultants, Inc. was founded in 1998 by Mr. Dan L. Dyer, P.E., a specialist in civil and geotechnical engineering. Dyer Engineering has grown to a full-service engineering consulting firm that provides innovative, effective solutions for over 18 years in the Northern Nevada and Northern California Region. DEC has performed work in most western states with the majority of our projects in Nevada, California, Utah, and Montana. DEC has also worked internationally in Finland, Canada, Mexico, Panama, and for international corporations from China.
Reputation	<p>Dyer Engineering Consultants, Inc. has developed a reputation as a trusted consultant with the ability to devise solutions to the most complex issues. Our past work speaks for itself; over 75% of our business is from repeat clients. Our reputation has earned our firm and its employees several formal awards throughout the years:</p> <ul style="list-style-type: none"> • Recipient of the Rural Project of the Year Award, State of Nevada, 2009. • Shane K. Dyer, Vice President, was the awarded the Young Engineer of the Year by ASCE Truckee Meadows Branch in 2014. • Runner-up, 2014 Project of the Year, Northern Nevada
Stability	Dyer Engineering Consultants, Inc. has never been sold, never purchased another firm, never changed names and has never changed its culture of excellence since its founding in 1998.





EXPERIENCE WITH FAA PROJECTS AND REGULATIONS

The Dyer Engineering Consultants, Inc. (DEC) team presents Dunsmuir Muni-Mott Airport a highly experienced and diverse group of engineers and technicians. The DEC team collectively has experience at over twenty airports in the Western United States. DEC will be the prime consultant for the Dunsmuir Muni-Mott Airport on-call. With the unique combination of expertise in airfield engineering, geotechnical design, environmental permitting, and construction inspection, our diverse skills will enable us to serve the airport for years to come.

<p>Airfield Engineering</p> <ul style="list-style-type: none"> ✦ Runways ✦ Taxiways ✦ Aprons ✦ Hangars ✦ Access & Service Roads ✦ Safety Areas ✦ Pavement Maintenance ✦ CSPPs <p>Airfield Lighting</p> <ul style="list-style-type: none"> ✦ Runway Edge Lights ✦ Taxiway Edge Lights ✦ Apron Flood Lights <p>NAVAIDs</p> <ul style="list-style-type: none"> ✦ MALSRs ✦ Glide Slopes ✦ Localizers ✦ PAPIs ✦ REILs 	<p>Airfield Security</p> <ul style="list-style-type: none"> ✦ Security Fencing ✦ Security Gates <p>Construction Phase Support</p> <ul style="list-style-type: none"> ✦ Construction Administration ✦ Cost Estimating ✦ Constructability Plan Reviews ✦ Resident Construction Administration ✦ Construction Observation <p>FAA Coordination</p> <ul style="list-style-type: none"> ✦ Grant Assurances ✦ AIP Guidance ✦ Cost Estimates ✦ ACIP Maintenance ✦ FAA Requirements <p>General & Administrative</p> <ul style="list-style-type: none"> ✦ FAA Grant Applications & Administration ✦ Financial Feasibility Studies Benefit Cost Analysis
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McCarran International Airport - Runway 7R-25L, Taxiway A and Taxiways A2 – A8

This project included the design and preparation of construction documents for the reconstruction of Runway 7R-25L, Taxiway A and Taxiways A2 – A8 at McCarran International Airport. The 10,000 foot runway, parallel taxiway and seven cross taxiways were originally asphalt concrete and reconstructed to be Portland cement concrete. Additionally, two high-speed acute angle exit taxiways were added. The project also included taxiway edge and centerline lights, guidance signs, drainage, grading, paving, utility relocations and pavement striping. In addition to the design services, Construction Administration services were provided for the project, which included, review of contractor submittals, responding to contractor inquiries, periodic field review of construction activities and the preparation of record drawings.



Project Cost: \$65 million
Date of Completion: 2009





Dunsmuir Muni-Mott Airport

San Jose International Airport - Taxiway W

This was a multi-year project to construct a full parallel taxiway adjacent to Runway 12R-30L approximately 10,000 feet in length. This project was designed and implemented as AIP funding became available. Bid packages were assembled and shelved to take advantage of discretionary and ARRA funding. The concrete pavement section was designed to mitigate the high potential for swelling found in the fat clays that were the prevalent soil materials. Fat clays were the predominant soil type in the Taxiway W subgrade. Therefore, a lime-treated subgrade was engineered to increase the soil strength and decrease the potential for soil expansion in high moisture conditions. The new taxiway also included major improvements to the storm water conveyance system and required close coordination with airfield operations and the tower to ensure the project was phased to maintain efficient aircraft movement. Construction phasing was a critical issue in order to minimize the operational impacts at the airport. Construction was necessary within the glideslope critical area thereby creating impacts to the Instrument Landing System (ILS). The glideslope antenna was turned off for a short period to allow for construction grading of the infield. This shutdown was closely coordinated with Tower personnel to ensure it occurred during a seasonal period when approach minimums were not an issue.



Phase IV

Award Amount: \$7.2 million

Engineer's Estimate: \$9.1 million

Final Construction Cost: \$7.2 million

Construction Period: August 2012 – March 2013

Phase V

Award Amount: \$5.1 million

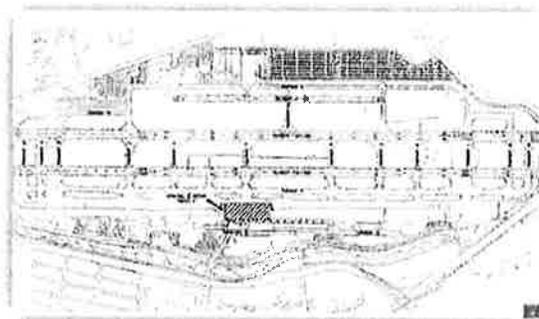
Engineer's Estimate: \$6.9 million

Final Construction Cost: \$5.1 million

Construction Period: August 2013 – March 2014

San Jose International Airport - Terminal B Apron Reconstruction

This project consisted of reconstructing the existing apron adjacent to the new terminal building. There were approximately 32,000 square yards of new PCC pavement that was constructed, along with improvements to the storm drain system. Extensive subsurface investigations were performed prior to design to ensure there were no unanticipated items during construction. This project required close coordination with operations personnel to ensure baggage handling was not interrupted during construction. A unique phasing operation was established to ensure that baggage handlers would have access to the construction site.



Project Cost: \$5 million

Date of Completion: 2009





LAX International Airport - Taxiway T and RON Apron

This project consisted of the design and preparation of construction documents for a new Taxiway in the heart of one of the busiest airports in the world. This project was the third in a series of implementation projects to construct the new Mid-Field Satellite Concourse. The new infrastructure is designed to accommodate the Airbus A380 aircraft. Taxiway T, 86,000 square yards of new PCC pavement, now serves as a critical connection between the North and South airfields. The new RON Apron, approximately 25,000 square yards of new PCC pavement, now provides aircraft parking on the American Airlines leasehold area.



The project was designed to maximize the amount of PCC pavement that meets ultimate grades for the Mid-Field Satellite Concourse. Pavements that could not meet ultimate grade were value engineered and designed for a shorter service life. As a major construction project in the center of LAX, the phasing plans were very complex to ensure air carrier schedules were not compromised. Significant efforts were required to ensure the project was coordinated with two major active projects adjacent to the proposed improvements.

Award Amount: \$36 million

Engineer's Estimate: \$50 million

Final Construction Cost: \$36 million

Construction Period: June 2013 - August 2014





DEC Team Member Prior Experience & Expertise	CSSPPs	Pavement Design	Grant Administration	Construction Admin.	Stakeholder Outreach	Basis of Design Report	Construction Plan Docs	Technical Specifications	Alternates Study	Cost Estimating	Bidding Support Services	Constructability Reviews	Final Closeout Report
Elko Regional Airport Obstruction Removal – Phases I and II	X		X	X	X	X	X	X		X	X	X	X
Elko Regional Airport Movement Area Pav't Maintenance	X	X	X	X	X	X	X	X	X	X	X	X	X
Elko Regional Airport ARFF Building			X	X	X	X	X	X	X	X	X	X	X
Elko Regional Airport Runway 5-23 Rehabilitation	X	X	X	X	X		X	X	X	X	X	X	X
Reno-Stead Airport Taxiway B Rehabilitation		X			X	X	X	X		X	X	X	X
Reno-Stead Airport T-Hangar Taxilanes		X			X		X	X		X	X	X	X
Boulder City Municipal Airport Apron Expansion		X	X				X	X	X	X	X	X	X
Boulder City Municipal Airport Perimeter Road & Security Fence			X	X	X		X	X		X	X	X	X
Boulder City Municipal Airport Runway 9R-27L Safety Enhancements	X	X	X	X	X	X	X	X	X	X	X	X	X
Boulder City Municipal Airport Airport Drainage Master Plan			X			X			X			X	X
Salinas Municipal Airport Taxiway, Service Road, Tie-Down Reconfiguration, and Beacon		X	X	X	X	X	X	X		X	X	X	X
San Jose International Airport Taxiway W	X	X			X		X	X		X	X	X	X
San Jose International Airport Terminal B Apron Reconstruction	X	X			X		X	X	X	X	X	X	X
McCarran International Airport Runway 7R-25L, Taxiway A and Taxiways A2 – A8	X	X	X	X		X	X	X	X	X	X	X	X
LAX International Airport Taxiway T and RON Apron	X	X					X	X	X	X	X	X	
Oakland International Airport North Field RSA Improvements	X	X	X	X		X	X	X	X	X	X	X	





Dunsmuir Muni-Mott Airport

RECENT EXPERIENCE WITH COMPARABLE AIRPORT PROJECTS

DEC staff and our team members have provided aviation services to numerous airports throughout the Western United States. The following projects represent comparable aviation experience relevant to the projects upcoming at Dunsmuir.

Elko Regional Airport - Movement Area Pavement Maintenance

This project consisted of maintenance of the asphalt pavements on the airfield. Most of these pavements were in need of crack repair and pavement rejuvenating surface seal to maintain and prolong their functional life. A visual inspection of the pavements was made. In addition, measurement of the width and length of the cracks were performed to evaluate the pavement distresses. Repair solutions were developed and coordinated with the airport staff. This project included full-time on-site construction administration services.



Project Cost: \$1 Million

Date of Completion: 2011

Elko Regional Airport - Runway 5-23 Rehabilitation

This project consisted of a mill and fill of the asphalt concrete runway. Grade corrections were made to increase the cross slope on the runway and bring the profile into FAA compliance. This project also included the replacement of the in pavement MALSR lights. A reimbursable agreement was required for this project and close coordination was maintained with the FAA Facilities group.

Project Cost: \$2.5 Million

Date of Completion: 2011

Boulder City Municipal Airport - Perimeter Road and Security Fence

This project included the design and preparation of construction documents for a new perimeter road and security fence. This project addressed the need to prevent wildlife from entering the Airport Operations Area (AOA). The service road provides access to areas of the airport that were previously difficult for maintenance personnel to reach. The new chain-link perimeter fence provides enhancements to airport security and functions as a wildlife deterrent.

Project Cost: \$1 Million

Date of Completion: 2008

Boulder City Municipal Airport - Runway 9R-27L Safety Enhancements

This project consisted of designing of an asphalt concrete overlay of the 5,000 foot runway, grading of the RSA to FAA standards, and the construction of two new asphalt concrete run-up pads. This project successfully brought the RSA into full compliance with FAA standards and provided corrections to the profile grade to smooth out the runway landing surface.

Project Cost: \$1.5 Million

Date of Completion: 2009





Salinas Municipal Airport - Taxiway, Service Rd, Tie-Down Reconfiguration, & Beacon

This project consisted of a new taxiway constructed to facilitate future expansion for a new airpark development anticipated at the airport. Additionally, a new asphalt service road was built, the tie-downs on the apron were reconfigured, and the beacon was refurbished.

Project Cost: \$500,000

Date of Completion: 2008



Reno-Stead Airport - T-Hangar Taxilanes

This project consisted of the reconstruction of approximately 19,000 square yards of asphalt pavement for the T-Hangar Taxilanes. A trench drain was installed to correct existing drainage issues in front of the hangars. Construction phasing was a critical issue in order to minimize the operational impacts to the airport and minimize the impacts to hangar access.

Project Cost: \$500,000

Date of Completion: 2008

Reno-Stead Airport - Taxiway B Rehabilitation

This project consisted of an asphalt concrete overlay. Crack repair was also performed to repair the existing environmental cracks in the asphalt pavement under the overlay. The shoulders were also modified to accommodate the new pavement grade.

Project Cost: \$500,000

Date of Completion: 2007



Dinter Engineering Experience with Beacon Repair/Replacement

Vernal Airport – Vernal, UT

Reno-Stead Airport - Reno, NV

Prescott Municipal Airport – Ernest A. Love Field, Prescott, AZ

Northwest Arkansas Regional Airport – Bentonville, Arkansas

Lee Vining Airport, Lee Vining, California

Meeker Airport – Meeker, Colorado

Silver Springs Airport – Silver Springs, Nevada

New Emergency Remote Heliports for New Mexico DOT– (Cimarron, Red River, Mosquero and Catron County)

El Paso International Airport – El Paso, Texas

Grand Coulee Dam Airport – Electric City, Washington

Laramie Regional Airport – Laramie, Wyoming



b) IDENTIFICATION OF KEY PERSONNEL

Heath Hildebrandt, P.E. - Aviation Project Manager



Heath Hildebrandt is the project manager for the team. His leadership role will keep the project team organized and the project on budget and on schedule. Among his core philosophies are client service and a keen sense for project costs and budget driven decisions. As a consultant, Heath strives to provide value to the project and serve in a role that is a virtual extension to airport staff. His problem solving skills and attention to detail enable him to deliver the highest quality deliverables, while remaining on schedule and within budget. He has extensive experience with the FAA grant process, runway design, taxiway design, apron construction, relocations, planning, and rehabilitation projects. His experience also includes high-speed exits, run-up areas, drainage facilities, right-of-way issues, NAVAID relocations, lighting/signage, utility relocations, and landside facilities.

Heath has been a Construction Manager for numerous airfield construction projects, during which he observed and monitored construction activities, processed contractor progress payments, coordinated and documented QC/QA testing, and led weekly construction progress meetings. He was also the Project Engineer for airfield design projects. He accelerated plan submittals to take advantage of FAA discretionary funding. Heath has managed the production of airside and landside improvement plans to include: grading, drainage, pavement, onsite sewage disposal system, and utilities.

Heath's leadership skills have been proven on numerous airside projects in the Western United States at airports ranging in size from large international air carrier to regional and general aviation facilities. He has demonstrated his skills on many projects, including:

- Elko Regional Airport, Elko, Nevada – Taxiway Relocation, Project Engineer, Design
- Elko Regional Airport, Elko, Nevada – ARFF Building, Project Manager, Design and Construction
- Elko Regional Airport, Elko, Nevada – Obstruction Removal Phases 1 and 2, Project Manager, Design and Construction
- Elko Regional Airport, Elko, Nevada – Movement Area Pavement Maintenance, Project Manager, Design and Construction
- Elko Regional Airport, Elko, Nevada – Ramp Reconstruction, Construction Inspection
- Lambert St. Louis International Airport – Taxiway H, Construction Testing and Inspection
- Reno-Stead Airport, Reno, Nevada –Concrete Pads
- Reno-Stead Airport, Reno, Nevada –Taxiway B Overlay, QA/QC for Design
- Reno-Stead Airport, Reno, Nevada –T-Hangar Taxilanes, QA/QC for Design
- Reno-Tahoe International Airport, Reno, Nevada – Taxiway C, QA/QC for Design
- Reno-Tahoe International Airport, Reno, Nevada - Airfield Lighting Systems Upgrade, Civil Project Manager
- San Jose International Airport, San Jose, California - Taxiway "W" Reconstruction, Deputy Project Manager for Design
- San Jose International Airport, San Jose, California – Terminal B Apron, Deputy Project Manager, Design
- McCarran International Airport, Las Vegas, Nevada – Runway 7R-25L and Taxiway A Reconstruction, Project Engineer, Design and Construction



- Boulder City Municipal Airport, Boulder City, Nevada – GA Apron, Project Manager, Design and Construction
- Boulder City Municipal Airport, Boulder City, Nevada – Security Fence and Perimeter Road, Project Manager, Design and Construction
- Boulder City Municipal Airport, Boulder City, Nevada – Drainage Master Plan, Project Manager
- Boulder City Municipal Airport, Boulder City, Nevada – Runway 9R-27L RSA Safety Enhancements, Project Manager, Design
- Oakland International Airport, Oakland, California – North Field RSA Improvements, Project Engineer
- Telluride Regional Airport, Telluride, Colorado – Hangar Design, Project Engineer
- Monterey Regional Airport, Monterey, California – RSA Improvements, Project Engineer
- Salinas Municipal Airport, Salinas, California – Taxiway B, Project Manager, Design
- Chino Airport, Chino, California – RSA Improvements, Project Engineer
- Los Angeles International Airport, Los Angeles, California – Crossfield Taxiway T Project, Deputy Project Manager, Design
- Los Angeles International Airport, Los Angeles, California – Crossfield Taxiway C Project, Deputy Project Manager, Design
- Fresno-Yosemite Airport, Fresno, California – Terminal Apron Reconstruction, Project Engineer
- San Diego International Airport (SDCRAA) - Taxiway C Reconstruction - Schematic Design, San Diego County, CA. Project Engineer

Dan Dyer, P.E. - President



Mr. Dan L. Dyer is the President and Founding Principal of Dyer Engineering. Throughout his career he has managed multiple offices for various multi-state and national engineering firms. He founded DEC in 1998, and has over 30 years of engineering management experience. His skills as a manager have been tried and tested on many multi-million dollar projects. He is a respected and trusted geotechnical engineer. Mr. Dyer has managed and conducted geotechnical engineering investigations for more than 30 years. His experience has included pavement foundation design, groundwater studies, pipe culvert load analyses, utility investigations, pavement rehabilitation, foundation analysis, pavement section design, seismic engineering evaluations, bridge foundation design, slope stability analysis, construction management and inspection, and

construction quality control. During his career prior to establishing DEC, Mr. Dyer has obtained the following relevant airport experience:

- Reno-Tahoe International Airport, Reno, Nevada – Runway Quality Assurance Testing/Dry Creek Slope Stability Analysis
- Glasgow International Airport, Glasgow, Montana – Runway 12-30 Asphalt Overlay
- Billings Logan International Airport, Billings, Montana – Runway 10L-28R Extension
- Reno-Stead Airport, Reno, Nevada –Concrete Pads



Shane Dyer, P.E. - Vice President



Mr. Dyer is the Vice President of Dyer Engineering. He is an experienced engineer and NEPA coordinator with over 15 years of industry experience. He has managed many civil engineering projects throughout the western United States and Nevada. In March of 2015 he was named ASCE Young Engineer of the Year (Truckee Meadows) for his continued excellence and innovative design. Shane earned a master's degree in engineering, with a Masters Minor in Business Management from the Marriot School of Business. Shane has extensive grant management experience, and has led many major state and federally grant funded projects to success. Experience includes Feasibility & Preliminary Studies/planning, NEPA compliance, groundwater analysis, paving, site planning, ADA compliance, site civil design, storm water controls, sanitary sewer, septic systems, site utilities and construction management.

Keller C. Hackbusch, P.E.

Chief Executive/Manager of Airfield Electrical Department | Electrical Engineer/ Project Manager

Mr. Hackbusch has 20 years of experience in electrical project management, design and construction observation services. In 2004, he became manager of Dinter's Airfield Electrical Department and is now also Chief Executive for the firm. Keller's considerable airfield project experience includes work for 66 airports and 12 military air bases in 15 states. Mr. Hackbusch is a member of seven airport-related professional organizations, including ACC, AAAE, NWAAAE, SWAAAE and AzAA, and has lead educational presentations at two ACC/AAAE Airport Planning, Design and Construction Symposiums; two NWAAAE Annual Conferences, and an APWA Conference. Keller's experience includes multiple projects at the following airports:

- Fallon Municipal Airport, Fallon, Nevada
- Naval Air Station, Fallon, Nevada
- Reno-Stead Airport, Reno, Nevada
- Battle Mountain Airport, Lander County, Nevada
- Beatty Airport, Beatty, Nevada
- Gabbs Airport, Gabbs, Nevada
- Jackpot Airport/Hayden Field, Jackpot, Nevada
- Silver Springs Airport, Silver Springs, Nevada
- Projects for Tonopah Airport, Tonopah, Nevada
- Reno-Tahoe International Airport, Reno, Nevada
- Henderson Executive Airport, Henderson, Nevada
- North Las Vegas Airport, North Las Vegas, Nevada
- Bryant Field Airport, Bridgeport, California
- Truckee Tahoe Airport, Truckee, California
- Sacramento Executive Airport, Sacramento, California
- Ralph Wenz Field, Pinedale, Wyoming
- McCarran International Airport, Las Vegas, Nevada





Dunsmuir Muni-Mott Airport

Current Workload

The DEC team has adequate staffing and availability in order for key personnel to be available from project inception through completion. Taking into account the current workload of staff, DEC will exceed expectations for project delivery. DEC team members are readily available to serve Dunsmuir Muni-Mott Airport. Many of our projects are nearing completion, making our team available to start immediately on projects at Dunsmuir Muni-Mott Airport.

Team Member	Other Concurrent Projects	Percentage of Time Availability for Dunsmuir Muni-Mott Airport
Heath Hildebrandt	Reno-Stead Concrete Pads Zunino Boat Launch Truckee River Floodplain Modeling Susanville Paving	30%
Dan Dyer	Homestretch Dam Big Mike Mine Reno-Stead Concrete Pads	25%
Shane Dyer	Zunino Boat Launch Reno-Stead Concrete Pads Boca Dam Honey Lake Valley RCD	30%
Keller Hackbusch	Fallon Naval Air Station March Air Force Base Vernal Airport Runway Fourth Street Reconstruction	25%

Ability to Meet Schedules and Deadlines

DEC's current and projected workloads do not impede our ability to offer high quality, timely services. DEC is available and committed to working closely with Dunsmuir Muni-Mott Airport. We will meet all of your needs and schedules while maintaining our excellent quality control of our projects.

Scheduling begins with a clear definition of the project scope, the project objectives, a list of deliverables, budget, and milestone completion dates for specific tasks and the overall project. DEC will develop a work plan for each project that allocates staff-hour commitments for each project task. Twice monthly, our internal accountant produces a report showing actual time billed to each task as compared to task budget. This allows DEC to track budgets and make adjustments that may be necessary to maintain schedule and stay within budget.

DEC uses the Microsoft Project scheduling program to maintain the project schedule. On a monthly basis, progress of each task in the original project schedule is reviewed. The percent completion is determined for each task and then used to update the schedule. Each month a copy of the schedule is sent to our client along with our monthly invoice, and a monthly progress report.





c) APPROACH AND INFORMATION PERTINENT TO PROJECTS

APPROACH

In order to remain eligible for reimbursement under the Airport Improvement Program, Sponsors must follow a strict set of procedures during the development of a project. DEC understands the requirements of the FAA. In fact, DEC's approach to design and construction is specifically tailored to satisfy these requirements. DEC relies on the core concepts of communication and open dialogue with the Sponsor and Program Manager to ensure that FAA requirements are satisfied and the Sponsor receives a project that meets their goals and objectives. These fundamentals have proven successful on numerous projects designed by DEC personnel.

DESIGN PHASE

Pre-design Meeting

DEC will confer with the Sponsor and the FAA regarding the scope of the approved AIP eligible work, including limits of AIP participation, funding limitations, design alternatives, pavement design considerations, airfield electrical system, drainage, utilities, operational safety and phasing requirements, and Part 77 notification for construction.

Preliminary Investigations

DEC will research and retrieve all available as-built information, collect topographic information from field surveys, collect geotechnical data from field sampling and observations, and utilize all previous data. Existing and new topographic data will be collected for each project. Data will consist of horizontal and vertical information taken in project areas and adjacent pavements. This data will serve as the basis for design for the project. All tie-ins will be field-surveyed. The accuracy and integrity of the base mapping in both the horizontal and vertical planes will be critical to the development of the final geometrics and accurate calculations of bid quantities.

DEC will provide field and laboratory testing of the existing soils. The field investigation will consist of soils borings to a depth needed (generally 10 feet for pavement areas) and field classification of soil types. The laboratory testing will consist of a program to determine the CBR values of the soils as well as the normal testing of soils to determine Atterberg limits, specific gravity, soil classification, etc. All soils data will be collected as prescribed in the pavement design advisory circular AC 160/5320-6 Airport Pavement Design.

Engineers Report and 30% Design

The 30% design will be completed based upon the data in preliminary investigations and the pre-design meeting. The engineer will prepare a 30% design report that discusses the design considerations. Each individual project will present unique design considerations and DEC will tailor the engineer's report to address the issues for each specific project. This includes a description of work, photographs that depict the existing site, list of applicable design standards, pavement design considerations, drainage design, airfield lighting and signage, NAVAIDs, pavement markings, environmental considerations, underground utilities in the project limits, life cycle cost analysis, requested modifications to AIP construction standards, delineation of AIP non-participating Work, DBE participation, project schedule, estimate of probable construction costs, and preliminary project budget.





Dunsmuir Muni-Mott Airport



Construction Safety & Phasing Plan (CSPP)

At 30% design, the engineer will prepare preliminary CSPP for the project. The CSPP will be submitted to the FAA for review. The CSPP will include the following elements: project description, coordination information, existing conditions, temporary impact, phasing and sequencing, safety provisions and control, safety requirements and responsibilities, hazard marking, FOD control, safety and phasing drawings, construction safety drawings, and individual phase drawings

Safety Risk Management (SRM)

While not anticipated for projects at Dunsmuir Mott-Municipal Airport, select projects may require an SRM panel due to project impacts to normal airport operations. The SRM panel will assess risks posed by the project and establish procedures to mitigate risk. The Engineer will incorporate SRM findings into the design of the project.

Preliminary Plans & Specifications (P&S) Submittal

DEC will prepare and submit preliminary plans and specifications (P&S) typically at the 90% phase. Depending on the complexity of the projects, earlier submittals may be required. Less complex projects may only require one submittal.

The project plans will graphically depict the physical aspects (layout, profile, dimensions, etc.) of the development requirements in an accurate and concise manner. The extent of a project drawing set will vary per the type and complexity of a project. A typical drawing package will generally consist of the following drawings: Cover Sheet, General Information Sheet, Project Layout Plan, Survey and Boring Information, Construction Safety and Phasing Plan, Demolition Plan, Typical sections, Grading Plan, Plan and Profile, Pavement Details, Marking Plan, Electrical Plan and Details, NAVAIDs, Drainage Plan, Miscellaneous (SWPPP, Security Fencing, Utilities, Cross Sections).

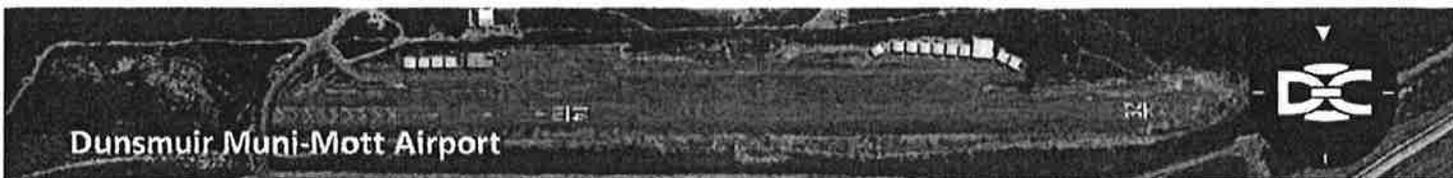
Technical specifications will be prepared to convey technical requirements for materials, quality acceptance, performance characteristics, and permissible construction methods. As a condition of receiving an AIP grant, Sponsors must conform to the standards and guidelines established within applicable Advisory Circulars attached to the grant agreement. For airfield development projects, the FAA standard construction specification is AC 150/5370-10, Standards for Specifying Construction. DEC will incorporate this AIP standard when preparing a project specific technical specification.

Front-end Documents: Serves to convey the bidding and contract administration requirements of the project. These documents typically include bid instructions, proposal form, general provisions, special provisions, the form of the contract agreement and certifications. DEC will provide a written response to each FAA and/or Sponsor comment by stating the action taken to resolve the comment.

Submittal of Final P&S and Sponsor Certification

Once all appropriate revisions are complete, DEC shall provide the Sponsor one copy of the final plans and specifications along with an executed sponsor certification for plans and specifications. The Sponsor shall submit this package to the FAA for approval to advertise for contractor bids.





Dunsmuir Muni-Mott Airport

BID PHASE

FAA Approval to Solicit Bids

Verify that the FAA has granted approval to solicit bids. This is especially critical for projects proposed for discretionary funding.

Public Solicitation

Assist the Sponsor with public advertisement for bids in order to solicit an adequate number of prospective bidders and to create a competitive bidding environment. Advertisement will be at least 30 days in order to give bidders adequate time to respond.

Pre-Bid Conference

DEC will conduct a pre-bid conference. This conference will allow an opportunity for prospective bidders to ask questions and for Sponsors to convey clarifications. The discussion will address project specific issues such as CSPP requirements, site access, staging area location, material stockpile locations, airport operations, and construction constraints. The agenda for this meeting will contain other non-technical matters such as Disadvantaged Business Enterprise participation by DBE firms, sponsor DBE liaison, good faith efforts, sponsor's DBE policy statement, Buy American, and Davis-Bacon Wage rate Schedule. The procurements package (Plans, specification, front end, addenda, etc.) constitute the complete requirements and prospective bidder needs in order to prepare and submit a bid. DEC will document any clarifications or revisions made as part of the pre-bid conference by issuing an addendum.

Bid Opening

DEC will assist the Sponsor with conducting a public bid opening. The bid opening will identify the apparent low bidder determine whether they are responsive and responsible.

Bid Evaluation

DEC will assist the Sponsor with evaluating the apparent low bid. The low bid proposal will be analyzed for such things as bid errors, proper extension of all unit prices, bid irregularities, unbalanced bids, bidder responsiveness, bid guarantee, qualified bids, DBE Utilization, including good faith effort is goal not met, Buy America Certification, including waiver request if necessary. The bid evaluation period for Entitlement funded projects is 45-60 days and for Discretionary funded projects is 90-120 days.

DBE Evaluation

DEC will assist the Sponsor to evaluate the apparent low bidder's DBE participation to determine if either the advertised goal was met or the apparent low bidder has provided good faith effort on why they failed to meet the advertised goal.

Buy American Certification Evaluation

DEC will assist the Sponsor to evaluate the apparent low bidder's submittal to determine if the low bidder certifies they will meet Buy American preferences by only furnishing material and equipment manufactured in the United States. If the apparent low bidder requests a waiver to the requirements, DEC will determine whether the waiver request includes support documentation such as component cost calculation.





Dunsmuir Muni-Mott Airport

Sponsor Written Recommendation

DEC will help the Sponsor determine whether the low bid proposal contains fair and reasonable costs. DEC will prepare a letter for the sponsor to submit to the FAA with written recommendation of award of contract, a copy of the bid tabulation, Contractor's proposed DBE participation and Sponsor approval of good faith efforts (if applicable), and a Copy of Buy American Certificate and Sponsor approval of waiver request (if applicable). The letter will indicate that the Sponsor has thoroughly evaluated the bid by the apparent low bidder and has determined the bidder to be responsive and responsible, determined that the contract price is fair and reasonable.

FAA Approval in Award of Contract

FAA will review the award documentation for a determination of AIP eligibility prior to the grant offer. FAA approval of the award of contract is typically based on a combination of sponsor certification and a cursory review of the bid results. DEC will assist the Sponsor in completing a "Sponsor Certification for Award of Contract" at the time of submittal of the bid summary information to the FAA.

PROJECT CONSTRUCTION

Preconstruction Meeting

DEC will conduct a preconstruction meeting in accordance with AC 150/5300-9 prior to commencement of the work. The preconstruction conference will offer a forum for all interested parties to discuss the scope of the project and its impact on normal airport operations. The primary purpose of the conference is to thoroughly discuss critical project issues such as contract requirements, operational safety, construction phasing and sequencing, airport security, quality control, acceptance testing, labor requirements, EEO obligations, DBE requirements and other pertinent matters. Each project may be unique in type and complexity. DEC will tailor the agenda for each conference to address the issues specific to their project.

Construction Observation Program

DEC will prepare a Construction Observation Program (COP) that details the measures and procedures the Engineer will utilize to comply with quality assurance provisions of the construction contract, including but not limited to all tests required by the project specifications. The program shall include the following items as a minimum:

- Brief narrative that describes the general scope of the project work.
- Name and title of the Sponsor's authorized representative (Airport Manager, City Engineer etc.).
- Name of Contractor and project Superintendent.
- Name of Project Engineer/Manager that has overall responsibility for administration of the construction contract. This person shall have the authority, as described in Section 50-08 of AC 150/5370-10, to take necessary actions to assure compliance with the contract requirements.
- Name of Resident Observer. Identify the limits of the observer's responsibilities
- Name of Sponsor's Quality Assurance testing laboratory and a copy of their certificate of accreditation.
- Name of Contractor's Quality Control testing laboratory including a point of contact.
- Names of any other engineering firms with quality assurance responsibilities for the project. Include a description of the services each firm will provide.
- List qualifications for the Project Engineer, site inspectors, laboratory personnel, and testing personnel.





Dunsmuir Muni-Mott Airport



- Itemized listing of all tests required by the contract specification. Include the type and frequency of required tests, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test.

NOTAMs

DEC will assist the Sponsor in establishing all required Notice-to-Airmen (NOTAMS) prior to commencement of work activities.

Project Schedule

DEC will help ensure that the project is executed in accordance with the FAA approved plans and specifications and project schedule. DEC will prepare and submit quarterly performance reports that compare progress with the base line schedule.

Change Orders/Supplemental Agreements

DEC will coordinate all change orders and supplemental agreements with the FAA for a determination of AIP eligibility and reasonableness of costs prior to implementing the change or seeking reimbursement. For items of work that do not have an established unit price, prepare an engineer's estimate of cost prior to entering into negotiations with the contractor. DEC will submit a copy of the change order or supplemental agreement along with engineer's estimate of cost and the record of negotiations. DEC's methodology will ensure that the Contractor will not make any drawdowns for costs associated with unapproved change orders.

Progress Payments

DEC will assist the Sponsor in seeking reimbursement for periodic payments made to the contractor for approved work. DEC will review the contractor pay request and assemble cost documentation that supports value of grant drawdown and prepare an invoice summary

Inspection/Reporting

DEC will provide a Project Engineer/Manager that is licensed in the state of California. This will be the same Project Manager for the design of the project and shall have overall responsibility for construction observation of the project. The project engineer will be on the project site at the beginning of any critical operations and shall supervise all additional construction observation personnel. The engineer shall have authority to make decisions regarding the project, subject to approval of the sponsor/owner and the FAA and will sign official project documents (i.e. change orders, inspection reports, etc.). DEC will provide a Resident Observer to assist the Project Engineer with construction observation DEC will provide and maintain competent technical supervision at the construction site throughout the duration of the project. DEC will maintain detailed daily records that detail the work accomplished that day. As a minimum, DEC shall record the following:

- Daily weather conditions and temperatures
- Worked accomplished that day, including exact location
- Work day count and contract time
- Percentage estimate of physical work completed to date
- Hours worked per day
- Quality and Quantity of material delivered on-site
- Type and amount of equipment in use
- Size of work force including presence of contractor's supervisor





- Acceptance tests conducted and results obtained
- Corrective actions taken by the contractor
- Status of approved Safety Plan measures
- Identification of critical construction issues

DEC shall prepare a weekly construction progress and inspection report conforming to FAA form 5370-1. DEC will record and file test reports in a timely and orderly manner. Test reports shall include type of tests taken, applicable standards, location of tests, tests results (highlighting those test which fail specification requirements), provisions for failed tests, and specification requirements. Test reports will be made available for FAA review upon request.

Final Acceptance

DEC will conduct a final inspection once all work is satisfactorily completed. Prepare a record that documents the date of the inspection, those present and any punch list items.

Final Construction Report

DEC shall prepare and submit a final construction report that provides a brief narrative of the project, listing of milestone dates, explanation of contract time, statement of substantial compliance with approved plans and specifications, explanation of overruns and underruns, summary of acceptance testing results and photographs of completed work. The final report will document the results of the test and quality control results of all tests performed. This will highlight tests that failed or did not meet the applicable test standard and note corrective action and retesting results. The report shall also include any applied pay reductions and justification for accepting any out-of-tolerance materials

As-built Project Drawings

DEC will maintain and prepare a final copy of the record drawings for the completed project.

As-Built Airport Layout Plan

When improvements alter existing airfield geometric configurations, DEC will update the ALP set to reflect new configuration.



INFORMATION PERTINENT TO PROJECTS

Pavement Maintenance Management Program

A Pavement Maintenance Management Program (PMMP) will be established to help increase pavement useful life, evaluate the condition of the pavements, and assist in determining Maintenance & Rehabilitation (M&R) needs including consideration of future operational needs and/or planned airport expansion projects. The PMMP will also identify budget requirements necessary to maintain pavement functionality, document the present and future condition of the pavements, provide a Life Cycle Cost Analysis for various M&R alternatives, and identify the impact on the pavement if no major repairs are performed. Pavement condition information will be collected and should be continually updated to keep data current. Alternative rehabilitation strategies will be identified along with decision criteria and a maintenance policy that will determine which rehabilitation procedures are employed. Models will be developed for prediction of performance, cost of alternate strategies, and optimization procedures that consider the entire pavement life cycle. A system for accomplishing these objectives includes: creation of a database for collecting and storing information regarding existing pavement structure and pavement condition, establishment of an objective and repeatable system for evaluating pavement condition, procedures for predicting future pavement condition, and procedures for modeling both past and future pavement performance conditions.

GIS Study

The FAA has been encouraging airports to develop GIS databases for their airport. This project will include the collection of data and development of a GIS database to be used for the following: geodetic control for engineering projects, development of an electronic Airport Layout Plan to assist in airport planning and land use studies, and update aeronautical publications.

Rehabilitate Runways and Apron Pavement

The asphalt concrete pavements on the Runway and Apron have an extensive amount of environmental block cracking or environmental cracking. Rehabilitation of these pavements is necessary to keep them a functional part of the airport. Extensive geotechnical subgrade and pavement investigations will be necessary to identify modes of failure and repair solutions. This project will improve the smoothness of the pavements and increase safety for the aircraft. Also, the repairs will extend the life of the airfield pavements by reducing the amount of water penetrating the base and subgrade layers. Crack repair will be a major component of this project. Any unsatisfactory areas will also be repaired. DEC will analyze the cost of an overlay versus seal coat on the pavement. This project will also include re-marking of the pavements to FAA standards.

Lighting/Rotating Beacon Repair/Replacement

This project includes refurbishing, repairing, or replacing the airport beacon. There are several companies that will take an existing airport beacon, and swap it out for an upgraded/refurbished beacon. A specification will be prepared and a procurement process will be administered that is not sole source and stays within guidelines for reimbursement eligibility under the Airport Improvement Program. Furthermore, there can be an evaluation of the eligibility and available funds to extend to painting and any additional upgrades to the supporting tower.





Dunsmuir Muni-Mott Airport



d) AFFIRMATIVE ACTION PROGRAM

Dyer Engineering Consultants, Inc. (DEC) does not discriminate on the grounds of race, color, creed, national origin, sex, sexual orientation, gender identity or expression, or age in the selection and retention of any employee or applicant for employment, and subcontractors, including procurements of materials and leases of equipment. DEC hereby pledges to carry out applicable requirements of 49 CFR Section 21.5 in the award and administration of this contract if selected. DEC understands that failure to carry out these requirements is a material breach of the contract, which may result in the termination of this contract or such other remedy, as the City of Dunsmuir deems appropriate.

Dyer Engineering Consultants, Inc. (DEC) does not discriminate on the basis of race, color, national origin, or sex in the performance of this or any other contract. DEC hereby pledges to carry out applicable requirements of 49 CFR Section 26 in the award and administration of this contract if selected. DEC understands that failure to carry out these requirements is a material breach of the contract, which may result in the termination of this contract or such other remedy, as the City of Dunsmuir deems appropriate.

DEC prioritizes the use of qualified Minority and Women Business Enterprises sub-consultants on all of its contracts. Dyer Engineering has committed to use Mapca Surveys, Inc., a firm certified in the State of California as a DBE, for land surveying services on this project. This is a testament to Dyer Engineering's commitment to engage MBE/WBEs in meaningful roles in all of its projects.





e) INSURANCES

ACORD **CERTIFICATE OF LIABILITY INSURANCE** DATE (MM/DD/YYYY)
03/17/2016

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

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

<p>PRODUCER State Farm </p> <p>Jolene R Falcone Insurance Agency 3590 W. Plumb Ln., Ste. 204 Reno, NV 89509</p>	<p>CONTACT NAME: Dana Sebeslyen PHONE (Day, Hk, Ext.): 775-329-1111 FAX (Day, Hk, No.): 775-329-5888 E-MAIL ADDRESS:</p> <p>INSURER(S) AFFORDING COVERAGE</p> <p>INSURER A: State Farm Fire and Casualty Company NAIC # 25143 INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:</p>
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INSURED

Dyer Engineering Consultants Inc
9160 Double Diamond Pkwy, Ste. A
Reno, NV 89521

COVERAGE	CERTIFICATE NUMBER:	REVISION NUMBER:
<p>THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.</p>		
<p>INSR LTR</p>	<p>TYPE OF INSURANCE</p>	<p>ADOL'NR' (INSR) (VOL)</p> <p>POLICY NUMBER</p> <p>POLICY EFF (MM/DD/YYYY)</p> <p>POLICY EXP (MM/DD/YYYY)</p> <p>LIMITS</p>
<input checked="" type="checkbox"/>	<p>COMMERCIAL GENERAL LIABILITY</p> <p>CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR</p> <p>GEN'L AGGREGATE LIMIT APPLIES PER</p> <p>POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC</p> <p>OTHER:</p>	<p>98-B5-1677-9</p> <p>01/15/2016</p> <p>01/15/2017</p> <p>EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (if occurrence) \$ 300,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTION - COMP/OP AGG \$ 2,000,000</p>
	<p>AUTOMOBILE LIABILITY</p> <p>ANY AUTO</p> <p>OWNED AUTO: ONLY</p> <p>HOLD AUTO: ONLY</p> <p>OTHER:</p>	<p>279-3571-E27-28M</p> <p>11/27/2015</p> <p>05/27/2016</p> <p>100-2261-C01-28B</p> <p>03/01/2016</p> <p>09/01/2016</p> <p>COMBINED SINGLE LIMIT (if applicable) \$ BODILY INJURY (per person) \$ 1,000,000 BODILY INJURY (per accident) \$ 1,000,000 PROPERTY DAMAGE (per occurrence) \$ 1,000,000</p>
	<p>UMBRELLA LIAB</p> <p>EXCESS LIAB</p> <p>DEF. <input type="checkbox"/> RETENTION</p>	<p>OCCUR</p> <p>CLAIMS MADE</p> <p>EACH OCCURRENCE \$ AGGREGATE \$</p>
	<p>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</p> <p>ANY PROPRIETOR/PARTNER/EXECUTIVE (OFFICER/OWNER EXCLUDED?) (Mandatory in NH)</p> <p>If yes, describe under DESCRIPTION OF OPERATIONS below</p>	<p>98-BQ-P454-7</p> <p>04/01/2015</p> <p>04/01/2016</p> <p>28-BQ-R073-1</p> <p>04/01/2016</p> <p>04/01/2017</p> <p>PER STATUTE <input checked="" type="checkbox"/> OTHER <input type="checkbox"/> E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - LA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000</p>
<p>DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)</p>		

<p>CERTIFICATE HOLDER</p>	<p>CANCELLATION</p> <p>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.</p> <p>AUTHORIZED REPRESENTATIVE</p> <p><i>[Signature]</i></p>
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DYERENG-01 ARACHEL

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
5/12/2016

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

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

PRODUCER American Insurance & Investment Corp. 8765 West Russell Rd Ste 150 Las Vegas, NV 89118		CONTACT NAME: April M. Rachel PHONE (AG, No, Ext): (702) 877-1760 FAX (AG, No): E-MAIL ADDRESS: april.rachel@american-ins.com	
INSURED Dyer Engineering 5442 Longley Lane Ste A Reno, NV 89511		INSURER(S) AFFORDING COVERAGE INSURER A: Beazley Insurance Company Inc NAIC # 37540 INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR	WYO	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR DENL AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Per occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Per accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A				PER STATUTE OTHER E L EACH ACCIDENT \$ E L DISEASE - EA EMPLOYEE \$ E L DISEASE - POLICY LIMIT \$
A	Professional Liab.			V187D0160201	05/16/2016	05/16/2017	Each Claim 1,000,000
A	Claims Made/Rpt'd			V187D0160201	05/16/2016	05/16/2017	Aggregate 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 Professional Liability Retro Date: Full Prior Acts

FOR INSURANCE VERIFICATION

CERTIFICATE HOLDER FOR INSURANCE VERIFICATION	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE

ACORD 25 (2014/01)

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Airport Planning, Engineering and Consulting Services
 Statement of Interest and Qualifications

**REQUEST FOR QUALIFICATIONS
AIRPORT CONSULTANT
DUNSMUIR MUNI- MOTT AIRPORT
CITY OF DUNSMUIR, CALIFORNIA**

The City of Dunsmuir is soliciting qualifications and experience information to be used for the selection of an Airport Engineer/Consultant for the Dunsmuir Muni-Mott Airport. All proposals must be received at the, City Manager's Office, 5915 Dunsmuir Avenue, Dunsmuir, CA 96025 by June 1, 2016 not later than 4:00 pm. Faxed submittals will not be accepted. For additional information, please contact Paul H. Poczobut Jr., City Manager, (530) 235-4822 ext. 103. All work shall be accomplished in accordance with FAA Advisory Circular 150/5100-14E.

**SCOPE OF WORK
PROJECTS AND SERVICES**

It is anticipated that consulting services under this Request for Qualifications (RFQ) will be required for between twelve (12) and sixty (60) months, depending on the availability of funding. Prospective consultants are advised that no obligations or commitments are incurred by the City in soliciting these statements. Services and Projects may include, but not be limited to the following:

Services:

Provide necessary planning and environmental analysis; and contract documents;
Provide assistance with FAA processes and coordination.

Some Potential Projects include:

- Update Airport Layout Plan with Narrative
- Runway and Apron Rehabilitation Environmental
- Wildlife Assessment

The selected Consultant should be prepared to develop a Program of Services and Fee Proposal immediately upon selection, and begin services promptly upon Notice-to-Proceed following successful negotiations and resultant contract approvals.

PROPOSAL SUBMISSION

Proposers should submit four (4) copies of their Statement of Qualifications. Submittals shall be brief and concise and limited to a total of no more than 25 pages including cover, resumes, experience, etc.

All proposals must be received at the City, City Manager's Office; 5915 Dunsmuir Avenue, Dunsmuir, CA 96025 by June 1, 2016 not later than 4:00 pm. Faxed submittals will not be accepted. For additional information, please contact Paul H. Poczobut Jr., City Manager, (530) 235-4822 ext. 103.

Proposals should include:

- a) Description of the firm(s) including company organizational structure, company size and history, recent experience with comparable airport projects and experience with FAA projects and regulations.
- b) Identification of key personnel (including sub-consultants) who will be assigned to and responsible for the projects.
- c) Approach and information pertinent to the projects listed for the Dunsmuir Airport.
- d) Evidence of establishment and implementation of an Affirmative Action Program, especially as it may apply to this agreement.
- e) Evidence of general liability and professional liability insurance.

The City of Dunsmuir reserves the right to reject all or portions of any or all proposals, to waive irregularities and technicalities, to re-advertise, or to proceed to provide the services otherwise, in the best interest of the City and the Airport. The City may, at its sole discretion, modify or amend any and all provisions herein.

The City reserves the right to extend the proposal submittal date if needed. It is the responsibility of the proposer to be properly recorded as a proposer of record with the City for purposes of receiving clarifications, addenda or other pertinent information. All changes and/or clarifications will be distributed to all proposers of record in the form of addenda. A list of proposers and others who have been issued Request for Qualification documents will be made available upon request.

The contract issued to the successful engineer/consultant is subject to the provisions of Executive Order 11246 (Affirmative Action to Ensure Equal Employment Opportunity) and to the provisions of the Department of Transportation Regulation 49 CFR Part 26 (Disadvantaged Business Enterprise Participation). DBE firms are encouraged to participate.

Please note that this request is for a Statement of Interest and Qualifications and a detailed cost proposal should not be included with your submittal. Final project costs will be determined through negotiations with the selected firm. The City reserves the right to enter into negotiations with more than one firm.

EVALUATION AND SELECTION CRITERIA

The City will review and evaluate each proposal to determine whether each proposer's qualifications are in accordance with the needs of the Airport and the proposed projects outlined. The City will deem proposals not including qualifications submitted in accordance with these documents to be non-responsive, and may reject all non-responsive proposals.

Selection of the short listed proposers and/or the top ranked proposer will be based upon the following criteria in conjunction with FAA Advisory Circular 150/5100-14D and relative importance of the required information:

- a. Qualifications, reputation and stability of the firm and Key Personnel assigned to and responsible for this project. (40%).
- b. Experience and understanding of the Federal Aviation Administration and Airport Improvement Program (AIP) funded projects (40%).
- c. Current workload and demonstrated ability to meet schedules or deadlines (10%).
- d. Project Understanding (10%).

Upon the request of and at the discretion of the City, proposers may be required to supply additional information, or to make assigned personnel available for interviews, or to make additional or supplemental submissions under secondary selection criteria, if deemed necessary by the selection committee.

**A Statement of Qualifications to Provide Necessary Planning
and Environmental Analysis; and Contract Documents;
Provide Assistance with FAA Processes and Coordination**

DUNSMUIR

MUNICIPAL-MOTT AIRPORT



Submitted by:



In association with:

SWCA
ENVIRONMENTAL CONSULTANTS

MTZ
MARTINEZ GEOTECHNICAL



May 27, 2016

Mr. Paul H. Poczobut, Jr.
City Manager
CITY OF DUNSMUIR
5915 Dunsmuir Avenue
Dunsmuir, CA 96025

RE: Airport Consulting Services (Planning and Environmental) Statement of Qualifications (SOQ) for Dunsmuir Municipal – Mott Airport

Dear Mr. Poczobut:

In response to your recent Request for Statements of Qualifications for the above referenced services, Coffman Associates, Inc. is pleased to submit this document for your review and consideration.

Since our founding in 1979, Coffman Associates has been dedicated exclusively to aviation and airport development. During the past 37 years, we have been involved in over 1,000 airport planning assignments, including over 500 master plans, 100 airport noise and land use compatibility studies, and over 200 airport environmental studies. This represents more airport planning experience than any other firm during the same period. Coffman Associates has provided planning services to over 122 airports in FAA's Western-Pacific Region, including over 69 airports in California.

Jim Harris will serve as the Principal-In-Charge for this particular assignment and Matt Quick will serve as the Project Manager. Jim and Matt will be supported by 23 professional and technical staff members who deal only with airports and aviation issues on a daily basis.

Joining the Coffman Associates team for this assignment will be SWCA Environmental Consultants and Martinez Geospatial. SWCA will assist Coffman Associates with specific environmental resource studies related to cultural, historic, and biological resources. Martinez Geospatial (MTZ) is a leader in providing aeronautical surveys and airport data collection and will provide services in support of FAA's new Airports Geographic Information System (AGIS) survey/data requirements for the Airport Layout Plan Update. MTZ is also a certified California Disadvantaged Business Enterprise (DBE) firm.

As requested, Coffman Associates also acknowledges receipt of Addendum Number 1.

The Coffman Associates team is eager and available to extend our airport consulting services to the City of Dunsmuir, particularly because we sincerely believe that this assignment is ideally suited to the qualifications and competitive strengths of our team. Thank you for your consideration.

Sincerely,



James M. Harris
President

Kansas City • Phoenix

4835 E. Cactus Rd., Suite #235, Scottsdale, AZ 85254 • Phone: 602.993.6999 • FAX: 602.993.7196



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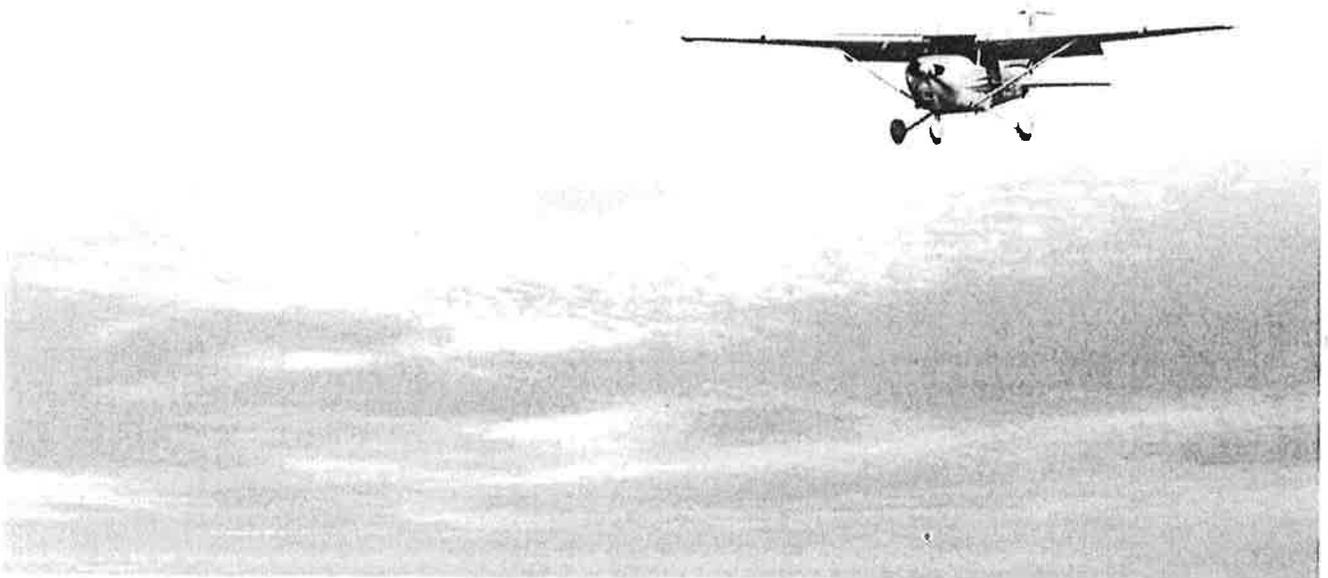
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We believe that our team’s capabilities and experience are particularly well-suited for this assignment. We are dedicated to airport planning and development, and we prepare our studies in the best interests of the airport and the community. Nearly all of our past studies were funded through the Federal Aviation Administration (FAA) and/or state grants. Our firm was responsible for the management/administration of these projects and ensuring compliance with all applicable federal and state criteria.



DUNSMUIR MUNICIPAL-MOTT AIRPORT



DESCRIPTION OF FIRM

COFFMAN ASSOCIATES, INC.

Firm Established: 1979
 State Incorporated: Missouri
 www.coffmanassociates.com

SIZE OF FIRM

Personnel by Discipline

Airport/Environmental Planners	13
GIS Technicians	2
Airport Planning Technicians.....	3
Graphic Artists.....	3
Printing/Production	1
Executive Assistants	2
Accountant.....	1
Total Employees	25

HISTORY OF FIRM

Coffman Associates is a specialized airport planning firm comprised of 25 professional and technical staff members whose work is focused exclusively on airport planning and associated environmental and noise studies. Therefore, the entire firm, its capabilities, and experience are directed at producing the most valuable master plans, noise compatibility studies, and environmental documentation obtainable in the industry. Coffman Associates has earned a reputation for excellence since its founding in 1979 and has been awarded the American Association of Airport Executives Corporate Cup of Excellence Award and the FAA Partnership Award.

Over the past 37 years, Coffman Associates has completed over 1,000 planning assignments, including more than 500 airport master plans, 100 airport noise compatibility studies, and over 200 airport environmental studies. **While this experience is nationwide, it includes over 150 planning assignments for 69 different airports in the State of California.** As an extension of these three primary services, Coffman Associates has also completed specific studies focusing on wildlife hazard issues, airport financial analysis, rates and fee assessments, minimum standards, airport rules and regulations, airport business and strategic planning, obstruction analysis, and airport zoning and land use planning. Furthermore, Coffman Associates has been involved with the FAA-Airports GIS program since its inception, including being one of a few firms selected to complete a Phase One pilot eALP. The firm has continued to be involved through participation in the Phase Two eALP pilot program and various other Airports-GIS required projects.

REPUTATION

2013 Corporate Award

Presented by the South Central Chapter of AAAE for "Appreciation of the Outstanding Service and Support to the South Central Chapter"

2008 and 2009 FAA Partnership Awards

Presented by the FAA for "Recognition of Outstanding Contribution and Partnership with the FAA, Western-Pacific Region, Airports Division"

2008 Corporate Award of Excellence

Presented by the Southwest Chapter of AAAE for "Professionalism and Contributions to the Association and the Aviation Industry"

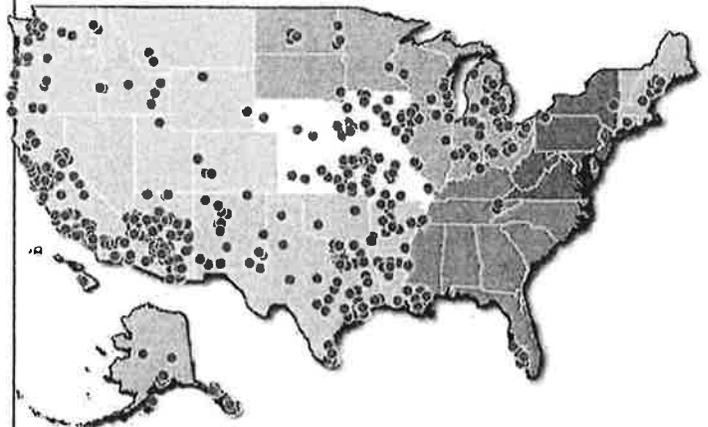
2006 Consultant of the Year

Presented by the Oregon Airport Managers' Association for "Master Planning, Noise and Land Use Studies at Hillsboro, Medford, Coos Bay and Redmond"

2005 AAAE National Corporate Cup of Excellence

Presented by the American Association of Airport Executives

SUMMARY OF EXPERIENCE



- 500 + Airport Master Plans
- 30 + Site Selections
- 100 + Noise Studies
- 200 + Environmental Documentation
- 150 + Feasibility and Project-Specific Studies

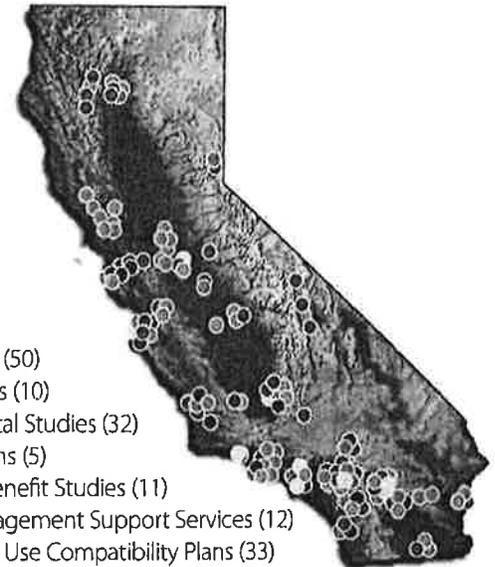
CALIFORNIA AIRPORT PLANNING EXPERIENCE

Coffman Associates has been serving airports in the State of California since 1984 when we prepared a Part 150 Noise Compatibility Study for Palm Springs International Airport. Since then, Coffman Associates has completed over 150 planning assignments for 69 different airports in the State of California. With this experience, we have developed an excellent working relationship with the FAA Airports District Offices in both San Francisco and Los Angeles, as well as the CALTRANS-Division of Aeronautics office in Sacramento. Furthermore, as a part of nearly every planning assignment, Coffman Associates is well versed in coordinating with local agencies and stakeholders that have a vested interest in the airport.

Coffman Associates has provided planning services for the following airports

- Angwin
- Apple Valley
- Benton Airport
- Bishop Airport
- Blythe Airport
- Bob Hope Airport
- Camarillo Airport
- Castle Airport
- Charles M. Schulz-Sonoma Co. Airport
- Chino Airport
- Chiriaco Summit Airport
- Cloverdale Municipal Airport
- Desert Center Airport
- Desert Resort Airport
- Flabob Airport
- French Valley Airport
- Fresno Chandler Executive Airport
- Fresno Yosemite International Airport
- Half Moon Bay Airport
- Hawthorne Municipal Airport
- Hayfork Airport
- Hayward Executive Airport
- Healdsburg Municipal Airport
- Hollister Municipal Airport
- Imperial County Airport
- Independence Airport
- Kingdon Airport
- Livermore Municipal Airport
- Lodi Airport
- Lodi (Precissi) Airpark
- Lone Pine Airport
- Los Angeles International Airport
- Marina Municipal Airport
- Meadows Field Airport
- Mesa Del Ray Airport

- McClellan-Palomar Airport
- Modesto City-County Airport
- Mojave Air & Space Port
- Monterey Regional Airport
- NAS Point Mugu
- New Jerusalem Airport
- Oceano Airport
- Oxnard Airport
- Palm Springs International Airport
- Petaluma Municipal Airport
- Pine Mountain Lake Airport
- Redding Municipal Airport
- Redlands Municipal Airport
- Riverside Airport
- Ruth Airport
- Salinas Municipal Airport
- San Bernardino International Airport
- San Joaquin County
- San Carlos Airport
- San Luis Obispo County Airport
- Santa Barbara Airport
- Santa Maria Public Airport
- Santa Monica Airport
- Santa Paula Airport
- Sonoma County Airport
- Sonoma Skypark
- Sonoma Valley Airport
- Southern California Logistics Airport
- Stockton Metropolitan Airport
- Taft-Kern County Airport
- Thermal Airport
- Tracy
- Truckee-Tahoe Airport
- Weaverville



LEGEND

- Master Plans (50)
- Noise Studies (10)
- Environmental Studies (32)
- Site Selections (5)
- Economic Benefit Studies (11)
- Airport Management Support Services (12)
- Airport Land Use Compatibility Plans (33)
- Wildlife Hazard Management Studies (3)

DUNSMUIR MUNICIPAL-MOTT AIRPORT



RECENT COMPARABLE EXPERIENCE

KNOWLEDGE OF FAA REGULATIONS, POLICIES, AND PROCEDURES

Over ninety-five percent of the airport planning services completed by Coffman Associates, Inc. have been funded through Federal and State grants. Our firm is responsible for the management/administration of the projects and ensuring compliance with all applicable Federal and State criteria. Coffman Associates has considerable recent experience in the development of planning studies including Airport Master Plans, *National Environmental Protection Act (NEPA)* and *California Environmental Quality Act (CEQA)* documents, Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Studies, and Airport Land Use Compatibility Plans for airports throughout the United States. Our success in the preparation of such documents stems from our vast knowledge of the requirements set forth in various Federal and State guidance documentation. This includes a thorough understanding of the FAA's 150/5300-13A, *Airport Design*, and 150/5070-6B, *Airport Master Plans*. For NEPA documents, we also have a complete understanding of FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and the FAA Office of Airport's *Environmental Desk Reference for Airport Actions*. We have become experts in these regulations because we work with these guidance documents and the FAA daily at airports across the United States.

RECENT EXPERIENCE WITH AIRPORT LAYOUT PLAN UPDATE AND NARRATIVE REPORTS, AND AIRPORT MASTER PLANS

The following airport plans have received funding from the FAA and have met all of the requirements of FAA advisory circulars.



Benton Airpark - Redding, CA

Project: ALP Update and Narrative Report

Completed: 2015

Contact: Bryant Garrett, AAE,
Airports Manager (530) 224-4321

One of two public-use airports owned and operated by the City of Redding, California, Benton Airpark serves as a general aviation (GA) airport in the FAA's National Plan of Integrated

Airport Systems (NPIAS). Primarily catering to small GA aircraft, the Airpark offers full-service fixed base operator (FBO) amenities, including 100LL and Jet A fuel. The ALP Update and Narrative Report examined the Airpark's existing airfield and landside facilities to identify needed improvements over a 20-year period. Recommended improvements included the relocation of the Airpark's wash rack, which has limited accessibility to larger multi-engine aircraft, to a more accessible site; the implementation of GPS instrument approach capabilities to increase the Airpark's usefulness and to attract flight training and itinerant aircraft operators; and the installation of an Automated Weather Observation System (AWOS) to improve on-site weather reporting for pilots. Flexibility was the focus for future landside developments to allow for expanded hangar capacity in appropriate areas as demand dictates. A capital improvement program (CIP) was also prepared to identify potential funding sources for individual projects and to allow Airpark officials to budget accordingly for future projects.



Salinas Municipal Airport - CA

Project: ALP Narrative Report

Completed: April 2010; current study estimated completion by April 2016.

Reference: Brett Godown,
Airport Manager, (831) 758-7214

The Salinas Municipal Airport is an active general aviation facility serving the City of Salinas, California, which is located approximately 20 miles east of Monterey. The new airport manager and the City were seeking to update the airport layout plan (ALP) which they believed was not realistic given the physical constraints to airport expansion. New forecasts were developed and a complete alternatives analysis was completed. It was determined that there were methods that could be employed to plan for airport growth in a realistic manner. The resultant plan called for maintaining the primary runway length, but improving the safety areas to meet the standards for larger business jet aircraft. The crosswind runway was planned for a modest extension and improvements to the safety areas. A significant element of the plan was to identify a hangar expansion area on the undeveloped side of the airport. This included the relocation of a VOR to accommodate a variety of hangar types. Coffman Associates was recently retained, and is in the process of updating the previous ALP and Narrative Report.

DUNSMUIR MUNICIPAL-MOTT AIRPORT



Livermore Municipal Airport - CA

Project: ALP Update and Narrative Report

Completed: April 2013

Reference: Leander Hauri, Airport Manager (925) 960-8230

Livermore Municipal Airport is reliever airport located 25 miles east of Oakland International Airport in the San Francisco Bay Area. As a reliever airport, the facility received extensive activity by operators of general aviation business jets which represent the design aircraft. In 2012, the airport had over 130,000 annual operations and it is forecast to have more than 220,000 by 2030. More than half of the operations are local training operations. There are nearly 500 aircraft based at the airport including several business jets. It had been some time since the ALP had been updated and a variety of planned projects, both airside and landside, needed to be included. New mapping was obtained as part of the project and served as the base information for the ALP. Several planned projects required extensive discussion and justification which was provided in the narrative report. In addition, the airfield geometry had several existing non-standard conditions which required an alternatives analysis and a resolution to be depicted on the ALP. The project was successfully completed, including local and FAA approvals within nine months.



Glendale Municipal Airport - AZ

Project: ALP Update and Narrative Report

Completion: Ongoing

Reference: Kenneth Potts, Airport Administrator, (623)-930-2188

Glendale Municipal Airport is located in the greater Phoenix metropolitan area, only six miles from the City of Glendale's central business district. Owned and operated by the City of Glendale, the airport is less than three miles from the University of Phoenix (Arizona Cardinals) Stadium and Gila River (Arizona Coyotes) Hockey Arena. Several years ago, the City of Glendale developed Camelback Ranch on property southeast of the airport—the spring training home of the Los Angeles Dodgers and Chicago White Sox. The single runway is 7,150 feet long, can handle all business jets less than 60,000 pounds (dual wheel gear), and has area navigation instrument approaches to each runway end. With over 400 individual hangar units, a 22,000-square foot public terminal and an airport traffic control tower on the field, the facility serves a wide range of fixed wing and helicopter traffic. Coffman Associates has been associated with planning for the airport since participating

in the original airport feasibility and site selection study in 1982. Through active planning, the airport has been able to maximize their hangar development areas on the west side of the runway. Future hangar development will take advantage of open area on the east side of the airfield.



Rexburg-Madison County Airport - ID

Project: ALP Narrative Report

Completed: May 2011

Reference: John Millar, Public Works Director, (208) 359-3020

This single-runway airport is confined by a highway, the Teton River, and the Rexburg golf course. Previous planning studies undertaken in 1995 examined possible runway extensions and alternative configurations based upon FAA design standards in place at the time. However, the cost/benefit of major development in the Teton River floodplain, potential property acquisition, and/or airport relocation resulted in "no action" by the co-sponsors (the City of Rexburg and Madison County). With BYU-Rexburg and the local hospital as important users of the facility, Coffman Associates was retained to review justification for projects which can be added to the airport's capital improvement program and placed on the FAA-approved airport layout plan drawing.



Tillamook Airport - OR

Project: ALP Narrative Report

Completed: August 2011

Reference: Michele Bradley, General Manager, (503) 842-2413

Tillamook Airport is a public use facility that was developed from the former Tillamook Naval Air Station (NAS). The airport is owned and operated by the Port of Tillamook Bay, which also operates an Industrial Park on the 1600-acre property. With a 5,000-foot primary runway and 2,900-foot secondary runway, the Port of Tillamook Bay (as the fixed base operator) provides fueling and aircraft storage services to locally based and itinerant aircraft. The ALP and Narrative Report provided an update to the long-term plan for the airport, including the placement of additional taxiways for improved efficiencies, new locations and configurations for future hangars, and the designation of several properties for release from federal obligations and transfer to the Port of Tillamook Bay. In addition, several facilities were noted for relocation from flood-prone areas on airport property. The ALP and Narrative Report was completed within a 12-month time frame.



Apple Valley Airport - CA

Project: Master Plan

Completed: December 2011

Reference: James Jenkins,
Director of Airports, (909) 387-8816

The Apple Valley Airport is a general aviation airport catering to a variety of users, including the California Highway Patrol, air ambulance, corporate/business aviation activities, aerial acrobatics clubs, and recreational and flight training operations. The Master Plan recommended a shift of the primary runway to meet Runway Safety Area (RSA) standards and an extension to meet length requirements for small- and medium-sized business jet aircraft that are anticipated to utilize the Airport. An extension to the crosswind runway was also recommended to meet FAA length requirements for smaller aircraft. Other airfield projects include taxiway improvements to meet recommendations in the FAA's Engineering Brief 75, which are meant to improve operational safety by reducing the potential for runway incursions. The Master Plan includes changes to Airport access and vicinity roadways, in association with regional roadway plans being implemented, including the construction of a new interstate highway system near the Airport. Landside plans include designating leasable parcels for revenue support, as well as areas for hangar and apron development. Environmental considerations identified by the Master Plan include the potential for sensitive-species habitat in the vicinity of the Airport, culturally sensitive tribal sites and features near the Airport, and water quality issues related to drainageways on the Airport.



Camarillo Airport - CA

Project: Master Plan

Completed: July 2011

Reference: Todd McNamee,
Director of Airports, (805) 388-4200

Camarillo Airport serves as a reliever airport to the Los Angeles International Airport. The Airport Master Plan was undertaken to address the dynamic growth of aviation, especially corporate aviation, in the Ventura County region. The plan indicated that aviation growth at the airport will continue to increase the demand for additional aviation facilities. In order to accommodate the projected demand, the proposed development plan included the development of a parallel runway and taxiway system, construction of additional aircraft parking apron, and

construction of additional aircraft storage hangars. Much of the plan considered the rehabilitation needed to allow the airport to continue to operate as the premier general aviation airport in the region. The resultant plan will aid the airport in providing adequate facilities aimed at accommodating an increase in corporate aircraft activity, as well as providing expanded facilities to meet recreational general aviation aircraft operators.



Chino Airport - CA

Project: Master Plan

Completed: December 2011

Reference: James Jenkins,
Director of Airports, (909) 387-8816

Chino Airport serves as a general aviation reliever airport to the greater Los Angeles metropolitan area. Equipped with three runways, the longest providing 7,000 feet of usable length, and precision instrument approach capabilities, the airport can accommodate the full array of general aviation activities, ranging from small single engine piston-powered aircraft up to large corporate business jets. In order to satisfy these aviation needs, as well as position the airport for growth and development, the Master Plan focused on the airport's ability to meet future demands while providing a safe and efficient airfield system. The recommended concept proposed a runway extension, taxiway improvements, and a new terminal building. The entirety of airport property was analyzed and evaluated for aviation and non-aviation development in order to maximize revenue enhancement opportunities for the County of San Bernardino's Department of Airports.



Marina Municipal Airport - CA

Project: Master Plan

Completion: Awaiting CEQA documentation

Reference: Jeff Crechriou,
Airport Services Manager
(831) 384-2901

Coffman Associates is currently in the process of developing a Master Plan for the Marina Municipal Airport. While the plan is not complete, several issues have emerged that are being addressed in the Master Plan. This airport is home to the U.S. Navy's Center for Interdisciplinary Remotely-Piloted Aircraft Studies (CIRPAS). The CIRPAS mission includes weather research capability utilizing unmanned aerial systems (UAS). In addition, the Airport is a rural former military airfield which presents its own unique



set of challenges. For example, the Airport has large expansive apron areas which are costly to maintain. The Master Plan established a priority system for rehabilitating and financing pavement maintenance. Like many former military airfields, the total property is large, exceeding that needed to support the airport. As a result, an airport land use plan that will be acceptable to the FAA has been developed, thereby assuring airport compliance with FAA grant assurances. The airport land use plan identifies potential excess property that could be used to generate much-needed airport revenue through non-aviation uses.



Riverside Airport - CA

Project: Master Plan

Completed: January 2010

Reference: Mark Ripley (retired),
Airport Director, (915) 351-6113

Riverside Airport has historically been a small general aviation reliever airport located approximately 60 miles to the east of downtown Los Angeles. The airport began to realize an increase in business jet activity and commissioned the Master Plan to address growing needs. The Master Plan forecast a transition of the airport from a design standard represented by small piston aircraft to much larger business jets. The Master Plan identified numerous high priority projects, including adding runway length, adding an arresting system at the end of one runway end, constructing a second parallel taxiway, and providing hangar development areas. All of these projects were scheduled in the master plan capital improvement program to take place as demand-based triggers are reached.



Scottsdale Airport - AZ

Project: Master Plan

Completed: June 2015

Reference: Gary Mascaro, Aviation Director
(480) 312-2321

Coffman Associates initially began serving the City of Scottsdale in 1985 by conducting a new Airport Master Plan and Part 150 Study. The airport, which has over 300 based aircraft and recorded nearly 150,000 annual operations in 2012, is also home to 95 based business jets. The rapid growth of the Phoenix/Scottsdale area has resulted in several updates of the Airport Master Plan and the Part 150 Study as the City has continuously needed to address increased corporate jet and helicopter activity, as well as land use compatibility issues. Coffman Associates has recently completed its third Airport Master Plan for the airport, as

well as an Environmental Assessment for proposed runway improvements. Over the last three decades, the airport has expanded from a 4,800-foot long runway serving small general aviation aircraft to its present 8,249-foot length, regularly serving large corporate aircraft with "through-the-fence" access to the adjacent 2,500-acre industrial airpark. As a result of the rapid changes in the airport's facilities, Coffman Associates has regularly conducted FAA design standard and capacity studies. In response to FAA's Runway Safety Area Program, a detailed review of the airport's runway safety areas was conducted, resulting in several recommended changes and improvements.



Sedona Airport - AZ

Project: Master Plan

Completed: January 2016

Reference: Tim Stotler, Assistant Yavapai
County Engineer (928) 771-3183

The Sedona Airport, located atop a mesa overlooking the City of Sedona, serves a tourist destination community that attracts between two and four million tourists per year. Equipped with a single runway, the airport serves a variety of air taxi and general aviation operations including extensive helicopter air tour activity, seasonal aerial firefighting, business/corporate turbine operations, and recreational flying. The Master Plan's primary focus was to bring the airport into compliance with FAA design standards for the Runway Safety Area (RSA). Steeply sloping terrain off each end of the runway does not conform to RSA design standards so an extensive RSA evaluation was conducted that analyzed multiple alternatives. Ultimately, the Master Plan recommended the non-conforming areas of the RSA be filled and graded utilizing appropriately designed and constructed retaining walls to ensure stability. Another challenge facing the airport is that it is surrounded by land owned and managed by the United States Forest Service (USFS). To ensure that the airport sponsor maintains adequate control over airport safety areas, portions of which extend onto USFS land, the Master Plan recommended the expansion of existing easements of USFS land, which will protect the airspace surrounding the runway. Landside developments proposed in the Master Plan also had to consider surrounding land constraints. One of the top priorities for the airport sponsor was to avoid acquiring USFS property for landside development so the Master Plan focused on maximizing the utility of undeveloped airport property and targeted redevelopment of underutilized areas to meet long term demands and enhance revenue generation.

DUNSMUIR MUNICIPAL-MOTT AIRPORT



RECENT EXPERIENCE WITH COMPARABLE ENVIRONMENTAL DOCUMENTATION



Apple Valley Airport - CA
Project: Initial Study
Completed: November 2012
Reference: James Jenkins, Director of Airports, (909) 387-8816

As a part of the current Airport Master Plan Update at Apple Valley Airport, an Initial Study was conducted to determine potential *California Environmental Quality Act* (CEQA) impacts of proposed projects. Projects proposed in the master plan include the extension of both primary Runway 18-36 and crosswind Runway 8-26 and the expansion of the taxiway system. Landside improvements proposed include the expansion of aircraft parking aprons, storage hangar capacity, and other service facilities including an aircraft wash rack. Based upon the scope of the projects in the master plan and the findings thus far, it is anticipated that a mitigated negative declaration will be approved.



Riverside Airport - CA
Project: Environmental Assessment/ Initial Study
Completed: March 2013
Reference: Mark Ripley, Airport Director (951) 351-6113

The *Riverside Airport Environmental Assessment and Initial Study* was prepared to provide the City of Riverside NEPA and CEQA clearance for property reimbursement, runway safety area grading, and north side airport improvements consistent with the recent Airport Master Plan Update. Coordination between the City, County, State of California, and Federal Aviation Administration was essential for bringing together all facts and data relevant to the project and to developing a mutual agreement regarding the extent of both NEPA and CEQA environmental documentation.



Monterey Regional Airport - CA
Project: Initial Study for the Master Plan
Completed: December 2015
Contact: Chris Morello, Planning Manager - Grants and Planning
Shelley Glennon, Planning Manager
(831) 648-7000

Coffman Associates completed an Initial Study on the Monterey Regional Airport's draft Final Airport Master Plan. The conclusion of this study was that an Environmental Impact Report (EIR) is necessary to fully evaluate the proposed Master Plan impacts under the *California Environmental Quality Act*. A Notice of Preparation for an EIR was circulated and the EIR Scoping period was just concluded. In conjunction with the EIR Scoping period, Coffman Associates helped the District to prepare an EIR Scoping packet and conducted a public and agency EIR Scoping workshop.



Scottsdale Airport - AZ
Project: Environmental Assessment
Completed: August 2014
Contact: Gary Mascaro, Aviation Director (480) 312-2321

The Scottsdale Airport's Environmental Assessment (EA) for Proposed Strengthening of Runway 3-21 was prepared to provide the City of Scottsdale with environmental clearance under NEPA and the FAA's NEPA Implementing Guidelines. The proposed project involved the strengthening of the runway to allow its use by corporate jet aircraft weighing up to 100,000 pounds. One of the specific environmental issues included aircraft noise, and a robust public outreach component, was included in the overall environmental planning process.



Wickenburg Municipal Airport - AZ
Project: Environmental Assessment
Completed: February 2011
Reference: Steve Boyle, Airport Manager (928) 668-0512

The Wickenburg Municipal Airport Environmental Assessment considers the potential environmental impacts related to the construction of a 30,000 square-foot mid-field parking apron and access road. The apron will include 26 aircraft parking spaces for use by based and transient aircraft. The project will require relocation of an existing ephemeral wash regulated by the U.S. Army Corps of Engineers. Nationwide permit clearance is conditional upon in-lieu mitigation fee payment for the preservation of a similar area at the nearby Hassayampa River Preserve.

DUNSMUIR MUNICIPAL-MOTT AIRPORT



RECENT EXPERIENCE WITH WILDLIFE ASSESSMENTS



Meadows Field Airport, Bakersfield, CA
Project: Wildlife Hazard Assessment/
 Management Plan
Completed: WHA - July 2012
 WHMP - October 2015
Reference: Ron Brewster,
 Airport Operations Manager, (661) 391-1800

Meadows Field Airport (BFL) is located in unincorporated Kern County just northwest of the City of Bakersfield in the southeastern portion of the San Joaquin Valley. The airport property is bordered by dense residential areas in the southeast, agricultural areas in the northwest and southwest, and commercial/industrial areas in the southwest. BFL is a public non-hub airport that supports air carrier, general aviation, air taxi, military, and emergency agency operations. The Wildlife Hazard Assessment recommended 16 measures, including appointing a wildlife coordinator, improving wildlife strike reporting, obtaining a Migratory Bird Depredation Permit, repairing gaps in the perimeter fence, and using avian perch guards. The WHMP identified several administrative, habitat modification, and wildlife control techniques that were implemented into the airport's Part 139 Certification Manual.



Monterey Regional Airport, CA
Project: Wildlife Hazard Assessment/
 Management Plan
Completed: WHA - May 2011
 WHMP - January 2013
Reference: Chris Morello,
 Planning Manager - Grants and Planning
 (831) 648-7000

Monterey Peninsula Airport (MRY) is situated on approximately 597 acres that supports two runways, airport facilities, and natural areas. The airport facilities and runways constitute approximately 414 acres (69%) of airport property. The natural areas constitute approximately 183 acres of airport property and include a variety of vegetative communities, such as central maritime chaparral, oak woodland, Monterey pine forest, coastal scrub, ruderal, and annual grassland. According to the FAA's National Wildlife Strike Database, 19 reports have been filed at MRY relating to many different species of birds, particularly gulls, during descent, approach, landing, take-off run, and climb. The National Wildlife Strike Database identified one instance of substantial damage that involved a Mesa Airlines flight hitting an unknown species of bird and damaging the fan blades on the right engine.



Santa Maria Public Airport, CA
Project: Wildlife Hazard Assessment/
 Management Plan
Completed: WHA - July 2015/
 WHMP - Pending
Reference: Chris Hastert, General Manager
 (805)-922-1726

Santa Maria Public Airport (SMX) is located in the city of Santa Maria in northern Santa Barbara County. The airport property is bordered by agricultural and grazing land to the north, west, and south. The grazing land in the south includes stands of mature eucalyptus (*Eucalyptus* spp.) trees and ponds. Residential and commercial development is located to the east of the airport. This area includes two golf courses and Waller Park. SMX is a public non-hub airport that supports air carrier, general aviation, air taxi, military, and emergency agency operations. The Wildlife Hazard Assessment recommended 17 measures, including appointing a wildlife coordinator, improving wildlife strike reporting, obtaining a Migratory Bird Depredation Permit, coordination with waste management services, grass and vegetation management, tree removal, avian perch modifications, using pyrotechnics for hazing, and lethal control. The pending WHMP is anticipated to include several administrative, habitat modification, and wildlife control techniques that will be incorporated into the airport's Part 139 Certification Manual.



Lawton-Ft. Sill Regional Airport, OK
Project: Wildlife Hazard Assessment/
 Management Plan
Completed: WHA/WHMP - September 2013
Reference: Barbara McNally
 (580) 353-4869 ext 100

Lawton-Fort Sill Regional Airport (LAW) has 14 wildlife strikes recorded, and two of the reported strikes were with multiple birds. LAW is situated in the central Great Plains region, which is typically characterized by grasslands; however, this habitat was largely converted to developments, agricultural fields, and pastures. East Cache Creek, Wolf Creek, and a small lake at Lawton Golf Course lie adjacent to LAW. In general, these water features and other habitats attract large concentrations of birds and other wildlife which can be hazardous to air operations. LAW also is located in the Central Flyway for migratory birds; thus, large numbers of waterfowl, shorebirds, and songbirds migrate through or winter in the surrounding areas.

DUNSMUIR MUNICIPAL-MOTT AIRPORT



eALP/AIRPORTS GIS EXPERIENCE

As specialists in airport planning, Coffman Associates has been a forerunner in airport-based Geographic Information Systems (GIS) and the application of GIS to assist airport staff manage day-to-day questions such as airspace issues, or leasing questions. We have been involved in airport-based GIS for over a decade and were one of the first firms selected to participate in the FAA Phase I Airports-GIS Pilot program in 2008, including the second FAA-approved eALP/AGIS (Albuquerque International Sunport). We have continued to work with FAA Airports-GIS staff, providing valuable feedback in the maturity of the Airports-GIS system.

GIS is a database-driven technology that links information systems and maps allowing for the reporting and display of the data. Our applied GIS solutions dig deeper into the data, giving the airport the ability to analyze data as if it were an extra GIS staff member. The variable nature of working with diverse airports and state systems across the country has allowed us to become experts at data interchange and connectivity.

Coffman Associates' GIS base is a stable, secure enterprise platform. Our data array is used to serve both internal needs and to provide data to our web-based GIS system. Coffman Associates developed the web-based GIS system to respond to needs of general aviation and the smaller commercial service airports. These users need specific GIS functionality, such as airspace analysis and lease management, but found GIS difficult or cost-prohibitive to implement themselves.

GIS AIRPORT MANAGEMENT APPLICATIONS OFFERED BY COFFMAN ASSOCIATES



Web-based data systems are an ideal way to communicate the airport's information. Modern web-based GIS systems are reliable and secure. The blending of internet-based technology and database systems allow content to be organized for rapid data retrieval and universal access. Our web-based systems allow the users to interact with the data providing updates, run analysis, or create reports. The use of the GIS enterprise database system allows for creating multi-media style reports, merging tables with maps and graphics.

Our applications provide fine tuned security and access to information. Publicly accessible pages can be created that show, for example, potential homeowners or developers where regulated airspace exists. Analytical tools accessible through such a system would give local governments the ability to provide quick answers to airspace issues and even work with developers to find suitable areas to accommodate their investment in the community.

The security inherent in the database, combined with the reach of the Web, allows for levels of access to content and reports by individuals or by group. Data extraction is also possible. A report on CIP expenditures can be created and viewed, then exported to an image or Excel format for use in printed material or distribution. Finally, the interactive nature of GIS web systems allows for the dissemination of information without printing a page. For example, a web conference between airport staff, state government, and local government could be convened using the system to generate real time reports and maps viewed by all without incurring the expense or energy to travel to a common site. Critical reports resulting from the meeting could be printed or simply made into PDF documents and emailed; as a result, paper is saved and a common clarity is achieved since all participants are viewing the same information.

COFFMAN ASSOCIATES' eALP/AIRPORTS GIS EXPERIENCE



- **eALP Experience**
 - Albuquerque International, NM
 - Double Eagle II, NM
 - Phoenix-Mesa Gateway, AZ
- **Airports-GIS Experience**
 - Boulder City, NV
 - Columbus Regional, NE
 - Grand Canyon, AZ
 - Half Moon Bay, CA
 - Lawrence Regional, KS
 - Lincoln Airport - NE
 - Lubbock International, TX
- **Airports-GIS (continued)**
 - Monterey Regional, CA
 - North Texas Regional, TX
 - Phoenix Deer Valley, AZ
 - Phoenix-Mesa Gateway, AZ
 - Portland International, ME
 - Redding Municipal, CA
 - Salina Regional, KS
 - San Carlos, CA
 - Santa Barbara, CA
 - Santa Maria, CA
 - Scottsdale, AZ
 - Torrington Municipal, WY

DUNSMUIR MUNICIPAL-MOTT AIRPORT



SUBCONSULTANTS



For three decades, SWCA has provided comprehensive environmental planning, regulatory compliance and natural and cultural resource management services to businesses and government clients across the United States. They are an employee-owned firm of scientists, planners, and technical specialists. SWCA combines scientific expertise with sound technical skills to provide solutions to a full spectrum of environmental projects.

As one of the largest purely environmental planning and natural and cultural resources management firms in the United States, SWCA provides a comprehensive, full-service approach to managing the planning, permitting, and environmental compliance efforts for aviation projects. They focus on providing high-value services and products that are timely and cost effective. SWCA does this by leveraging their long-standing, positive agency relationships to work through the regulatory and permitting processes. They maintain open and constant communication with clients, agencies, and stakeholders, and possess a passionate dedication to project success.

With 23 offices throughout the western and central United States, SWCA's size provides them the flexibility to easily adjust assignments so key personnel can focus on environmental and wildlife hazard studies for Dunsuir Municipal-Mott Airport. Furthermore, SWCA's qualified airport wildlife biologist will conduct the WHMP surveys, thereby directly observing the hazardous wildlife attractants and wildlife movements in and around the Airport. SWCA's specialized focus allows them to bring the specialty, depth, and project management expertise needed to solve difficult environmental challenges, such as human-wildlife conflicts. SWCA has built a reputation on its ability to provide clients with any and all personnel and organizational resources needed to complete projects in the most efficient and professional manner possible.

SWCA's natural resources staff has extensive experience performing wetland delineations, threatened and endangered species surveys, habitat assessments, wildlife surveys, and Federal permitting in all ecosystems throughout the western and central United States. Thus, their biologists are familiar with the flora and fauna, as well as the seasonal patterns and movements of wildlife that may occur in and around Dunsuir. In California, SWCA has conducted over 200 natural resource projects.



For over 40 years, Martinez Geospatial (MTZ), a California certified Disadvantaged Business Enterprise (DBE) has provided a variety of geospatial services to transportation industries. With a focus on the aviation industry, MTZ provides the expertise of its twenty-seven member staff to service airfield survey, obstruction/airspace analysis, mapping, ortho-photography, and GIS projects in support of Master Plans/Airport Layout Plans.

MTZ possesses expertise with regards to Airport Layout Plan, FAA Airport-GIS and eALP projects. MTZ has participated in over 50 FAA Airports-GIS and/or eALP projects.

MTZ has designed and implemented production processes specifically designed to service airport data-collection projects. These processes have been designed to service these types of projects quickly and efficiently, with many quality controls built into the system to ensure quality data.

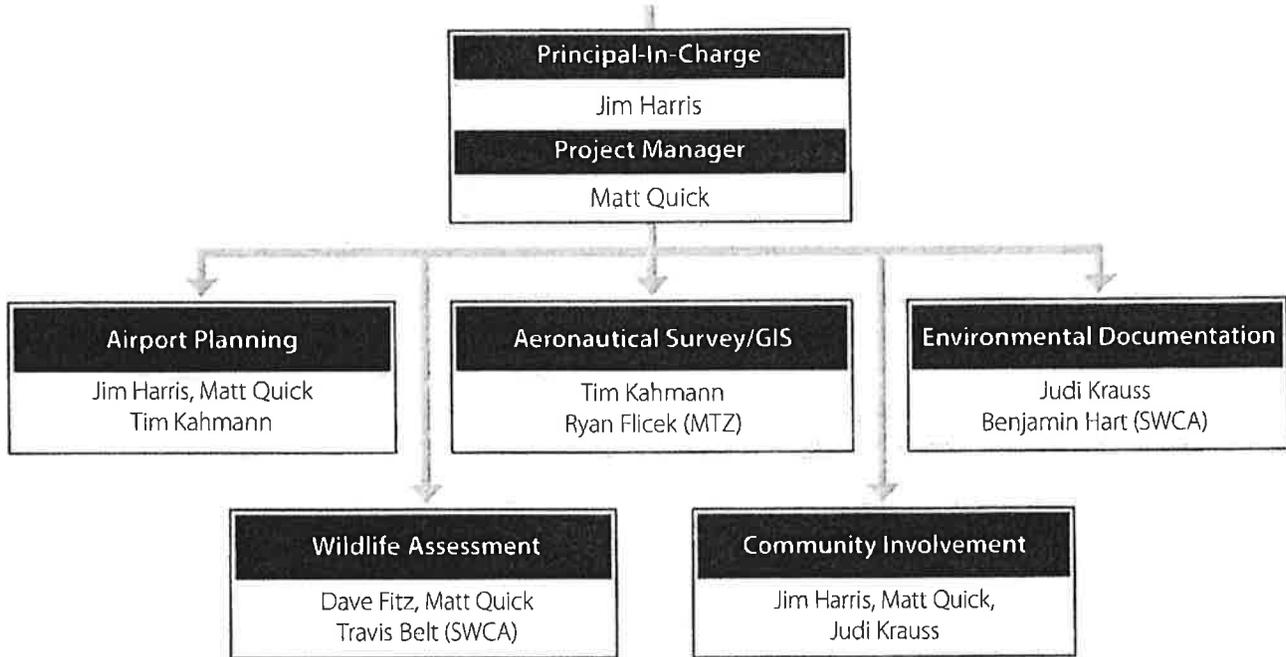
MTZ provides airports with the following services: consultation (needs-assessments, FAA-AGIS training and Advisory Circular compliance), project management (interfacing with FAA, airport operations, and air traffic control), aerial flight mission planning and coordination, field surveying (runways, NAVAIDS, and geodetic control), remote-sensing (digital orthophotography and digital mapping), airspace analysis (in accordance with AC-150/5300-18 and Part 77) and GIS (data formatting, attribution, and data delivery quality assurance). MTZ has demonstrated the ability to closely follow federal government guidelines, while meeting the specific/unique needs of the airport and producing high-quality products in a dynamic industry. MTZ prides itself on staying ahead of the curve on FAA standards/specifications concerning airfield survey work, airport imagery and GIS standards. MTZ recognizes that each airport is unique and has its own specific needs; in this spirit, MTZ strives to meet FAA-AGIS universal standards (AC-150/5300-16, 17, and 18) while still placing the utmost importance on the individual airport's needs and goals.



Section 2: KEY PERSONNEL

PROJECT ORGANIZATION

DUNSMUIR MUNICIPAL-MOTT AIRPORT



Our project team is structured to provide objective and responsive airport planning for Dunsmuir Municipal-Mott Airport. If selected, Coffman Associates will assign the personnel shown in the organizational chart above to specific planning assignments at the airport. In addition to the personnel shown above, Coffman Associates' specialization in airport planning allows us to integrate the collective talents of all 25 professional and technical staff members and subconsultants into the assignment.

We propose Jim Harris as the Pincipal-In-Charge for our team. Jim is President of Coffman Associates, has been with the firm for 34 years, is a registered professional engineer, and has over 37 years of experience exclusively in airport planning and development. He has managed over 250 planning projects, most of which were located in the FAA Western-Pacific Region. Jim will be responsible for the day-to-day project coordination with the City/Airport staff, as well as the planning team.

Matt Quick is proposed as the Project Manager. He is an owner and has been with the firm for 10 years. Matt has completed nearly 50 planning assignments with Coffman Associates and has a vast knowledge of all aspects of airport planning. Before joining Coffman Associates, Matt managed a general aviation airport in Texas. Matt will be responsible for the day-to-day project coordination with the City/Airport staff, as well as the planning team.

Joining the Coffman Associates team for this project will be SWCA Environmental Consultants and Martinez Geospatial. SWCA will assist with specific environmental resource studies related to cultural, historic, and biological resources, and with the Wildlife Assessment. Martinez, a California certified Disadvantaged Business Enterprise (DBE), is a geospatial firm who will provide aeronautical survey support for the Airport Layout Plan Update and Narrative Report and GIS Study.



TIMOTHY M. KAHMANN

Personal Information:

- GIS Manager/Airspace Analyst
- 14 Years of Experience
- M.S. Geographic Information Systems
Northwest Missouri State University
- B.S. Geography
University of Central Missouri



Member:

- Association of American Geographers (AAG)

Since joining Coffman Associates, Tim has served as the GIS team lead, incorporating GIS processes into project workflows for most project types. He has been extensively involved in performing airspace and obstruction analyses, as well as site analysis, wind analysis, land use analysis, demographics and statistical analysis, and also including spatial database design and cartography. In addition, Tim is our primary 3D modeler using GIS to perform three-dimensional analysis and rendering. Prior to joining the firm, Tim worked for local and county governments as a GIS Analyst.

Relevant Projects

eALP/Airports GIS

- Albuquerque International Sunport - NM
- Columbus Municipal Airport - NE
- Double Eagle II Airport - NM
- Lawrence Municipal Airport - KS
- Lincoln Airport - NE
- Monterey Peninsula Airport - CA
- Phoenix-Mesa Gateway Airport - AZ
- Salina Regional Airport - KS
- Santa Barbara Airport - CA

Airspace Analysis

- Angwin Airport-Parrett Field - CA
- Camarillo Airport - CA
- Laughlin/Bullhead International Airport - AZ
- Lawton-Ft. Sill Regional Airport - OK
- Maricopa County - AZ
- Topeka Billard Airport - KS
- Portland International Jetport - ME

Wildlife Hazard Assessments & Management Plans

- Amarillo International Airport - TX
- San Angelo Regional Airport - TX
- Waco Regional Airport - TX

RYAN P FLICEK

Personal Information:

- Vice President/Aviation Director
- Saint Olaf College (MN) -
B.A. Political Science (2003)
- Minneapolis Community and Technical
College (MN) - A.A. Air Traffic Control
- Federal Aviation Administration Academy (OK) -
AirTraffic Control (2008)



Certifications:

- FAA Commercial Pilot (2004)
- FAA Certificated Flight Instructor (2005)
- FAA Certificated Ground Instructor (2005)

Ryan has serviced the aviation industry in a variety of fields over the past 10 years, including experience as a pilot, an air traffic controller, and a managing consultant in the mapping/photogrammetry field. Aviation is Ryan's passion, both as a professional consultant and as a flight instructor & aerobatic pilot in his spare time. His knowledge of the national airport and airspace system as a professional, a teacher, and a user, give Ryan a rare thorough understanding of the system as a whole. He has acted as MTZ's Project Manager on over 40 Airport Layout Plan, eALP/AGIS, and/or Obstruction Analysis projects; this includes work on seven eALP Pilot-Projects. His skills include project planning, project management, procedural control, project specifications, quality assurance, compliance management, and aviation technical support.

Ryan has acted as Project Manager for Martinez Geospatial on several major airport projects, including El Paso International, Albuquerque International, and Los Angeles International Airports. These airport projects have included various data acquisition services in support of Airport Layout Plans, electronic Airport Layout Plans, and Airspace Studies. He has quality experience overseeing the following airport data acquisition services: imagery and geodetic control survey, airfield survey (runways & NAVAIDS), aerial imagery acquisition & geo-reference, digital ortho-photography, Airport Airspace Analysis/Obstruction Surveys (TERPS, Part 77, and Airports GIS), Planimetric & Topographic Mapping, GIS Formatting & Attribution, and FAA Reporting & Compliance. Ryan is immersed in the FAA's Airports GIS Program and maintains strong working relationships with key individuals at both FAA-AGIS in DC and National Geodetic Survey (NGS).