



1360 19th Hole Drive
Suite 200
Windsor, CA 95492
707.526.5010
meadhunt.com

180 Promenade Circle
Suite 240
Sacramento, CA 95834
916.971.3961
meadhunt.com

November 15, 2017

Kevin Smith, General Manager
Truckee Tahoe Airport District
10356 Truckee Airport Road
Truckee, CA 96161

Subject: Airport Planning, Engineering and Consulting Services

Dear Mr. Smith and Selection Committee Members:

The Mead & Hunt team is excited for the opportunity to provide engineering and planning services for the Truckee Tahoe Airport District (TTAD) at Truckee Tahoe Airport (TRK). This Statement of Qualifications expresses Mead & Hunt's interest in:

- General (Local) Engineering Services
- Specialized Aviation Engineering Services
- Airport Planning Services

Mead & Hunt wants to make your decision simple. You are already familiar with our planners and architects, and we know your Airport. This selection provides an opportunity to introduce the rest of the Mead & Hunt team. Together with our local partners, we can provide the services necessary to fully assist you with your upcoming airport improvement projects.

We know the Airport and TTAD: Mead & Hunt has been involved in planning projects at TRK for the better part of the last decade, including the 2015 Master Plan with Airport Layout Plan development and approval, Executive Hangar Study, Demand Drivers, and various community outreach initiatives. We're working with you now on the Airports GIS Survey and the Hangar 2 Replacement projects. Your upcoming projects were developed during the 2015 Master Plan, including Runway 2/20 extension and widening, and taxiway improvements.

Mead & Hunt understands the challenges of operating a mountain airport from aeronautical, environmental, and community perception perspectives. Our knowledge comes from years of interacting with your stakeholders and understanding their concerns. The Godbe surveys show that the Airport is viewed favorably by the community, and our approach to every project is to enhance this reputation. We recognize TTAD strives to implement strategies and facilities that minimize impacts of aircraft operations on your neighbors, while providing a safe and efficient facility for the flying public.

We know engineering and planning: Mead & Hunt is a full-service firm that specializes in aviation engineering and planning. Having planners, architects, and engineering specialists in-house means that there is always someone at Mead & Hunt who can answer your questions. Our engineers are well experienced in project design, airfield pavements, Airport Improvement Program grant administration, and ACIP maintenance.

We are local: Your engineering projects will be staffed by our Sacramento office, and your planning projects will be primarily staffed by Sacramento and Santa Rosa. We are supported by the local team of Tieslau Civil Engineering and Holdrege & Kull who are both located just minutes from TRK.

Mead & Hunt wants to be your full-service engineering and planning consultant. Your program manager for these services is Brad Musinski. Brad has lead multiple planning projects at TRK in the past and has developed a great relationship with TRK staff. Brad will be supported by a strong multidiscipline team with the qualifications and experience needed to keep the process moving efficiently.

Respectfully submitted,

Mead & Hunt, Inc.

Jon J. Faucher
Vice President

Bradley Musinski, AICP
Project Manager



TABLE OF CONTENTS

1	UNDERSTANDING AND APPROACH	1
2	QUALIFICATIONS AND CAPABILITIES	8
	Corporate Profile	
	Innovative Approaches	
	About our Subconsultants	
	Organizational Chart	
	Key Personnel	
3	FAMILIARITY AND PROXIMITY.....	19
	Office Locations	
4	RECENT EXPERIENCE.....	20
	Relevant Projects	
5	DESIGN AND CONSTRUCTION PROCESS.....	27
6	WORKING WITHIN CALIFORNIA'S AIRPORT DISTRICTS.....	29
7	REFERENCES	30

This document was printed on paper that is manufactured entirely Carbon Neutral Plus, using 100% Certified Renewable Energy and made with fiber from well-managed forests. The paper is Green Seal™ certified ensuring it contains a minimum of 30% post consumer fiber and that the mill processes, including packaging, are environmentally preferable.

UNDERSTANDING AND APPROACH

We understand that Truckee Tahoe Airport (TRK or “the Airport”) plays an important role in the North Lake Tahoe region. There is a strong sense of community in the area, and this is an important factor for us to take into consideration when undertaking your projects and assembling our project team. Because of our history and experience with the Truckee Tahoe Airport District (TTAD), Mead & Hunt has a vested interest in continuing to be a part of the team that helps the Airport grow in a way that compliments the community. **We consider TRK a premier client and are eager to continue to assist in the development of your top-notch, general aviation (GA) airport.**

As a full-service aviation consulting firm, Mead & Hunt has some distinct advantages that can benefit TTAD. The combination of our airport design/engineering, architectural and planning specialists allows us to see the big picture of your projects. This leads to skilled problem solving and innovative solutions early on in a project, often translating to cost savings and reduced timelines for design as well as design and construction. We understand the importance of formulating plans and programs that are soundly based and financially achievable.

Open and effective communication are essential for successfully completing any airport project, especially in light of the need to minimize the impact to operations during the construction phase. This communication maintains the uniform flow of information and intent throughout the design and construction phases. Our approach is designed to keep the interaction flowing between the Airport, contractor and tenants to avoid potential obstacles during every facet of your projects, beginning at design development through completion of construction. Keeping all parties well informed of the process, timelines, schedules, costs and potential opportunities is where our Engineering Project Manager, Doug Asche, excels, especially with the support of our teaming partners, Tieslau Civil Engineering and Holdrege & Kull (now NV5). We are here to serve you by providing you with the day-to-day support needed to **minimize impacts to operations and preserving and extending the life of your pavements. We will keep the lines of communication open.**



We know that details count. Gathering field data and applying design standards while maintaining quality throughout the process is Mead & Hunt’s approach to engineering — an approach that serves our clients well. We keep current with the ever-changing FAA design policies and procedures to see that your improvement projects meet the latest agency criteria.

In addition, creating a “team-like environment” has proven successful in completing projects professionally and on-time. Mead & Hunt’s goal is to continue building a strong, productive and interactive working relationship with TRK. Our aviation engineering and planning experience at airports in California reaches back more than 40 years, and 75 years in the rest of the country. **When we undertake a project, we take ownership from beginning to end.**

ENGINEERING

Your 2018–2023 Airport Capital Improvement Plan (ACIP) lists the types of projects we are well-known for and do on a regular basis. We have highlighted some of our recent experience pertinent to your upcoming projects in *Section 4*. Our past experience enables our team to complete these projects efficiently, with sound engineering principles. TRK subsurface conditions with the Quaternary glacial deposits and favorable conditions will help reduce pavement sections required to accommodate the fleet mix. This may reduce the construction schedule and costs.

To maximize the efficiency of the crack and joint repair projects, additional undersealing requirements can be evaluated to determine if voids are present. If voids are documented, they can be incorporated into the project

improvements to increase Load Transfer Efficiency (LTE) and reduce the risk of future slab mid and corner cracking.

During the pavement reconstruction projects, we will consider the following factors in the design, such as:

1. Designing the pavement for hangar taxilanes with slopes steep enough to promote positive drainage, yet flat enough to allow tenants to easily move their aircraft into the hangars. Based on our past experience, this slope is between 1.10 and 1.35 percent.
2. Drainage improvements and potential subdrain improvements for subsurface areas with higher than normal moisture.
3. Scheduling airfield electrical improvements to potentially take advantage of airfield pavement closures.

For the PAPI installation, the Obstacle Clearance Surface survey will be performed early-on so PAPI unit siting location alternatives can be determined and the proper FAA documentation can be submitted for concurrence. The FAA will be informed of the construction schedule so the flight check can be performed in a timely manner to reduce the switchover from the VASI to the new PAPI.

TRUCKEE TAHOE AIRPORT ACIP PROJECTS SUMMARY	
2018	Hangar Taxilanes A - C, L, M & Warehouse Area; Joint & Crack Repair
	Taxilane R: 128,240 SF Reconstruction
2019	Runway 11-29 East Blast Pad: 18,000 SF Reconstruction
	Hangar Taxilanes J & K - Saw & Seal Joints
2020	Environmental Assessment: Runway 2-20 Extension
	Design: Reconstruct Runway 2-20; Replace VASI with New 2-box PAPI; Reconstruct & Relocate Taxiway G
2021	Construction: Reconstruct Runway 2-20; Replace VASI with New 2-box PAPI; Reconstruct & Relocate Taxiway G
2022	Airport Layout Plan Narrative Report
	Design/Construction: Taxiways A, B, C & D
	Design: Widen & Extend Runway 2-20 Runway 11-29 Crack Repair & Reseal Joints
2023	Reconstruct Apron A2
	Widen and Extend Runway 2-20 & Taxiway G

Pre-Project Planning and Program Management

Early and continued review of the various elements of a project are important. It is important to have early FAA concurrence with the project improvement goals. With ever-changing Advisory Circulars and guidance, it is critical to determine what corrections may be feasibility included in a proposed project and what elements may need to be programmed later. Also, having a current Airfield Pavement Management System (APMS) with Pavement Condition Indexes (PCIs) will assist with FAA discussions for justification. Our collaborative team effort and close coordination will ensure the proper steps are taken in advance.

Scoping

Satisfying the operational needs of airport users to deliver TRK's vision for customer service is the focus of the scoping, budgeting and scheduling of your projects. Our engineers and designers have worked within funding and operational constraints to develop award-winning solutions for airports throughout the country. With nationwide experience at general aviation airports, as well as more than 40 years of experience in California, Mead & Hunt combines a thorough understanding of complex airfield design with local experience working in Northern California. Our diverse background offers TRK comprehensive and innovative solutions with unmatched real-world experience.

Prior to beginning work and after FAA concurrence on the proposed project improvement intent, our team will sit down with Airport staff to discuss a comprehensive project scope and establish roles, responsibilities and expectations through each phase of the design. Based upon our history with TTAD, the submission of the scope, schedule and fee in the District-preferred format, and with our prior acceptance of the District's terms and conditions, the contract process should happen seamlessly.

Our scope development will collaboratively define the range of improvements planned for design, identify priorities and establish sequencing to meet your goals. We appreciate the time-critical nature and long-range planning involved with airside and landside design and engineering, and can adapt an approach and staffing plan to meet your timelines.

FAA Standards and Advisory Circular (AC) 150/5300-13A, Change 1 Analysis. The Airport Design AC was updated in February 2014. This revised version provides updated guidance that we apply to each of our projects. Our team has developed an internal checklist and set of workflows to comply with these standard operating procedures. By including them in our process, we improve the efficiency of our deliveries and produce plan sets that meet FAA requirements – reducing the need for rework and revision. For project plan compliance we routinely:

- Conduct site investigation to verify compliant and non-compliant areas.
- Review the physical characteristics of the airfield.
- Prepare design AC compliant alternatives for TTAD and FAA review and approval.
- Present alternatives to TTAD and FAA for review.
- Refine Design AC-13A report to reflect changes recommended by TTAD and FAA.
- Develop exhibits for recommended revisions to ALP.

After TTAD review of the Preliminary Design Report (PDR), our team will update the report and submit it to the FAA for concurrence. A meeting with the FAA will be scheduled in advance to see that review with the FAA is completed in a timely manner. Upon FAA's acknowledgement of the pavement rehabilitation approach, our team will proceed to develop 60% plans and specifications.

The **Construction Safety and Phasing Plan (CSPP)** will be developed early in the process to gain input from the stakeholders and FAA as design progresses. Although safety is the primary objective of the plan, the scheduling of events, phasing requirements and restrictions, as well as points of contact are also crucial elements. When we develop a CSPP, it goes beyond the construction requirements. The plan will begin with an introduction of the plan's purpose and responsibilities of the various entities; including the TTAD, FAA, Engineer, Contractor, Utility Companies and Public Agencies. Next, the phasing and time limitations are established and setup to keep the mobilization element (personnel badging, submittals, and procurement of materials and equipment) on track.

Our approach greatly reduces the probability of delays and miscommunication about expectations of the



scheduling. The CSPP also details the required lead-times for notifications of outages and elements of work which can be tailored to the specific project. Other key items of the CSPP include trash, hazardous materials and wildlife management, Foreign Object Debris (FOD), penalties, safety area/restricted work area boundaries, and requirements for the Contractor's Safety Plan Compliance Document. At completion of the CSPP, a comprehensive set of plans, specifications and an updated probable construction cost estimate will be produced.

Final Bid Package

Upon receipt of the FAA's comments and approval to bid the design team will incorporate any comments and provide the District a Final Bid Package for board approval.

Bid Administration

Upon receipt of board approval to bid the project, the design team will assist TTAD in soliciting prospective bidders, responding to questions, pre-bid conference attendance and facilitation, distribution of applicable addenda, bid review and recommendation of award. If requested, Mead & Hunt will help the Airport prepare board items for District approval of lowest responsive bidder, as well as construction contracts.

Grant Applications and Administration

Mead & Hunt has an excellent reputation with the FAA for providing high-quality comprehensive aviation consulting services. We have built our professional reputation by meeting agency goals and concerns. Our many years of interaction with SFO ADO personnel brings first-hand understanding of agency policy and procedures.

An important part of the services we provide includes preparing grant application packages before design begins and revising the application after bids are accepted. This includes completing and incorporating:

- Federal forms 424 and 5100.
- A program narrative, discussing the purpose and need of the work and the method of accomplishment.
- Project Funding Summary.
- Preliminary Estimate.
- Current Exhibit “A” Property Map.
- An exhibit of proposed project area to be submitted with application.
- Sponsor’s Certifications.
- Current Grant Assurances.
- Title VI Assurances.

We will prepare an electronic “application package” and submit it to TTAD for approval. Through our knowledge of FAA procedures and regulations, we can increase your ability to obtain and use grant funds for your projects. By preparing the necessary paperwork, we can reduce the staff time you devote to administering grants. We routinely assist our clients in the preparation of Airport Capital Improvement Plans (ACIPs) and AIP and Caltrans grant application packages.

Compliance with FAA grant programs. Mead & Hunt aviation professionals are well-versed in FAA grant program requirements. In the past 10 years, our firm has completed more than 600 airport design and engineering assignments, representing more than \$1 billion in public airport construction. These assignments were primarily FAA AIP grant projects, along with state-funding and some privately-funded projects.

Storm Water Management

Proper control of storm water runoff quantity and quality protects the environment and keeps the Airport in compliance with local, state and federal regulations. Mead & Hunt combines two of our core areas of expertise — water resources and airport development — to address the management needs of our clients in an economical way, while maintaining a safe flying environment. Our storm water capabilities include:

- Storm water management plans
- Storm water quality best management practices (BMP) implementation



- Runoff attenuation systems
- Storm water permitting
- Erosion control/construction storm water pollution prevention plans
- Storm water utility assessment credit applications
- Infiltration and detention systems

Value Engineering

Mead & Hunt conducts value engineering (VE) studies for projects as a routine part of our engineering design. Small savings add up, especially when considering the volume of pavement and project improvement areas. This analysis also offers another opportunity for innovation.

Our approach will balance the cost, effort and time of the materials, construction and maintenance associated with each improvement alternative. The goal here is to optimize the conceptual, technical and operational aspects of a project through a systematic, formal project review performed by experienced professionals. We will suggest new alternatives, variations of existing alternatives, or validate existing alternatives.

We will also review the appropriateness (“best fit”) of alternatives, stakeholder needs and impacts (number and severity). Finally, we will summarize cost savings while maintaining project functions. Because of the prominence and priority of your projects among the community, there will be many people monitoring the progress of your program. Our community involvement and public outreach efforts will continue to build confidence, support and satisfaction while avoiding misunderstanding, rumor and opposition.

Our team will provide an accurate and up-to-date financial accounting throughout each project's duration. Our interests are your interests. Our integrity, reputation and the trust of our clients are paramount to our firm's long-term success. We have been in business for 117 years and we attribute this professional longevity to our ethical and straightforward business practices.

Mead & Hunt forecasts project workloads using a time-frame that identifies staff availability for several months in advance. We consider these labor projections before pursuing additional work or making further staff commitments to our clients.

One of the gauges of the success of a project is not only the quality of the finished product, but how the Airport and community feel about the project when it is completed and accepted. Was the project well-coordinated with an unsurpassed awareness with current, up-to-date information available to anyone seeking out solutions to their questions? Were there scheduling delays as key elements or important conversations were overlooked? Did the various entities included in the project feel like they were part of the team? Because of our in-depth knowledge of TRK and long-standing relationship with your staff, our team is dedicated to making your projects successful through public awareness, sound engineering judgement, and partnerships with the Airport, FAA, District, Contractor and local agencies.

Meetings and Coordination

Communication is key to the success of any project. Our design team will meet with TTAD early and often to provide assurances that the design is on schedule and meeting the goals you have set. For CIP projects, initial coordination with Federal agencies (FAA, ATO, etc.) will be conducted to establish lines of communication and points of contact used throughout the design process.



Quality Assurance/Quality Control

Mead & Hunt's program is quality/improvement-based and integrated into our corporate, client, project and financial management procedures. The guidelines published in the Professional Engineers in Private Practice Handbook of the National Society of Professional Engineers (NSPE) and the Architect's Handbook of Professional Practice of the American Institute of Architects (AIA) have also been incorporated into our firm's policies and practices. We have developed systems and procedures that provide both our new and numerous repeat clients with a quality project and outcome.

Sustainable Practices for Engineering Projects

Sustainability is no longer a buzz word – it is a culture that seeks to optimize the balance between the social, environmental and economic objectives of a facility. We commend TTAD as you continue to incorporate sustainable development standards and practices into your projects.

Mead & Hunt also recognizes the need to strike a balance with sustainable practices during airfield improvements. On other pavement reconstruction and rehabilitation projects, our designs included pulverizing/milling the existing asphalt concrete and suitable underlying base, for re-purposing into the improvements as recycled base for pavement shoulders and subbase for the proposed pavement sections. We will look for similar opportunities at TRK.

AVIATION PLANNING

Good planning is essential to an airport's viability and growth, to avoid encroachment and to meet future demand. The ability to have a significant role in the transportation network and economic infrastructure depends on up-to-date planning.

Mead & Hunt develops long-range plans for airport facilities that reflect sound land use planning considerations, integrated engineering solutions, comprehensive environmental analyses and realistic financial considerations. We have completed master plans at more than 100 airports in California over the past 40 years.

We provide facility planning services to a broad spectrum of GA airports and our experience working within California's airport districts adds an extra dimension to our planning expertise. Our experience has addressed airside and landside issues, ranging from the need to add or extend runways to enhance operational capacity, to terminal development needed to accommodate additional passengers.

Coordinated public involvement efforts promote community acceptance of your long-range plans and goals. Effective relationships with airport sponsors, tenants and users, community representatives and the FAA throughout your recent master plan process was critical to success. Timely completion of planning studies for GA airports demonstrates our ability to develop, manage and implement complex projects. TRK is especially proactive in this regard.

Environmental Resources

Comprehensive environmental planning is also critical to the success of airport development projects. Our professionals have extensive expertise in both the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Our high-quality environmental documents undergo federal, state and local agency review processes.



Our staff includes environmental engineers, planners, noise, wetland and biological specialists, architectural historians and water quality experts. Specific to TRK, the following issues are areas for planning emphasis:

- Sustainability planning, particularly in the areas of social responsibility, economic vitality, and environmental accountability
- Financial planning for economic enhancement and to reduction of operating costs
- Land use planning of opportunities for revenue-generating projects for both aviation/non-aviation uses
- Maintaining a current airport layout plan set (ALP) and Exhibit A Property Map
- FAA land release processing
- Maximizing capital improvements to best serve the ever-changing sources of airport funding and establishing a realistic schedule for implementation
- Establishing a public involvement program that couples the views and opinions of the local community with the long-term needs of the Airport.

Outreach and Facilitation

Successful stakeholder involvement programs depend on the identification and understanding of stakeholder concerns that can be addressed through interaction and education.

A well-designed stakeholder involvement program can help manage, if not eliminate, misinformation that can arise during the course of a project. We are well-versed in facilitating public meetings and open houses and developing informational materials and social media content to help disseminate accurate information and gain public input. When appropriate, social media, small group meetings, informal gatherings and other communication methods can be implemented to reach the necessary stakeholders.

Providing Services within Budgets and Timelines

Mead & Hunt has an excellent track record of accomplishing work on-time and within budget, which can be confirmed by contacting our references.

We historically keep projects within five percent of the initial budget, while most projects are completed below the initial budget.

Final Thoughts

The Mead & Hunt team believes in a high level of client service, which begins with an organized method of project management. With our past experience on airport projects large and small, we are able to first define your project scope, then develop a realistic schedule, define the budget and design to this budget, deliver technically proficient and biddable drawings and specifications, and work with the contractor to implement construction following through completion and beyond. We are there when you call.

Our goal is to continue serving TTAD well into the future. We are truly excited to be considered for this solicitation, and look forward to building upon our strong working relationship with you. We have assembled the right team to help you solve the unique challenges your ACIP presents. We know you expect the very best from your consultants and the best is what you will get from Mead & Hunt.



QUALIFICATIONS AND CAPABILITIES

CORPORATE PROFILE



Mead & Hunt, Inc. is an employee-owned firm with 600 engineers, planners, architects and support staff in offices nationwide. Founded in 1900, Mead & Hunt is staffed by professionals who not only represent a nationally-ranked aviation services firm, but are also passionate about the industry we serve.

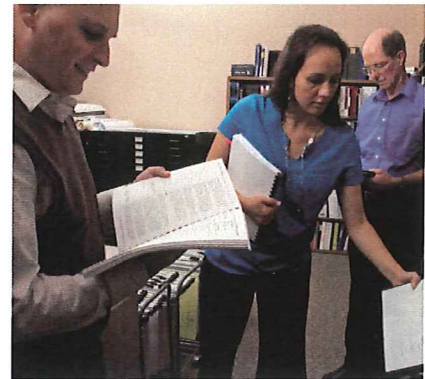
Growing. Mead & Hunt is one of the fastest growing architectural, engineering and planning firms in the nation. For several consecutive years, Engineering News Record has ranked Mead & Hunt as a top 200 A/E design firm and a “Top 25 in Airports” firm. In addition, we have received the prestigious American Association of Airport Executives’ Corporate Cup of Excellence award.

Local. While Mead & Hunt is a nationwide firm offering a wide range of engineering and planning services, we are also a firm committed to Northern California. Work performed for TRK will be conducted in our Sacramento and Santa Rosa offices by staff you are already familiar with. Major engineering tasks will be completed in our Sacramento office. Our offices encourage client visits to maximize project efficiency and allow for immediate feedback. We focus on listening to and understanding your needs; together, we determine the best possible solution.

If a single phrase can be used to describe our approach to aviation consulting services it would be “Building Relationships.” Mead & Hunt has always believed that we can best support our clients by developing and sustaining enduring relationships. We base this on personal service, responsiveness and our demonstrated ability to help our clients solve their problems and achieve their goals.

We continue to add skills to our toolbox so we can expertly serve all of our clients’ needs, making Mead & Hunt your one-stop shop for aviation consulting services, including services outside the aviation spectrum that TTAD may be interested in to support Airport projects: transportation services, architecture and historical resources.

Mead & Hunt’s Brad Musinski, will serve as program and planning project manager for this contract. Doug Asche will serve as your engineering project manager. He has extensive experience supporting airport staff with the day-to-day issues faced in keeping your Airport one of the top general aviation facilities in the state – from assisting with grant applications and attending meetings with the FAA to leveraging existing resources. With Brad, Doug and their chosen team, TTAD will receive well-coordinated, responsive support.



WHAT WE DO BEST

- Airports
- Aviation and public architecture
- Transportation
- Water resources
- Infrastructure and municipal engineering
- Military facilities
- Historical and cultural resource studies
- Food and industrial facilities
- Construction inspection
- Telecommunications

INNOVATIVE APPROACHES



Mead & Hunt owns and operates an **Unmanned Aerial Vehicle (UAV)**. We are currently using the UAV to document the construction progress during the different phases of work for the Meadows Field Runway 12L/30R Reconstruction, a 3-year, multi-phase project in Bakersfield. Our UAV has the ability to capture high-resolution video and photographs. The camera eliminates vibration due to abrupt movements of the UAV, resulting in extremely smooth video and crisp photographs. It can also be outfitted with GPS sensors and LiDAR units to obtain unique documentation perspectives.

The applications for our UAV are numerous. The videos and still photos are high resolution, making documentation during each phase of a construction project valuable. We have used ours for construction inspection, detailing airfield pavement improvements and damage on high buildings and control towers. Another example of how Mead & Hunt has used this technology is to document the roof structure and upper-story exterior of deteriorated historic buildings that are unsafe to enter.

Drones can move in any direction or hover indefinitely in a fixed location. This makes them ideal for structural investigations on buildings and bridges. They are safer, faster and often more economical for many tasks.

Though widespread commercial use of drones has been slowed by lack of clear regulatory framework, the FAA has proposed new provisions allowing their use. The rules would limit flights to daylight operations, require visual contact of the drone and create an operator certification program (which we have). This is good news for the continuing use of our drone at airports.



Waste Management and Recycling. In keeping with the environmental and community sensitivity that Truckee Tahoe Airport embraces, the District may wish to pursue specific sustainability measures of particular relevance to your airport, including return on investment and social concerns. Our team can analyze your facility to gauge near- and long-term costs and paybacks.

Airports need customized recycling and waste management plans to match their unique operational conditions and environmental objectives. Efficient solid waste management can directly reduce a facility's environmental footprint and contribute to improved stewardship.

Mead & Hunt assists airports in developing solid waste management plans that are in compliance with FAA requirements. We can evaluate existing efforts, complete gap analyses and assist in goal setting. We also update plans for continuous improvement.

A recent project example is the program we initiated at Phoenix Sky Harbor International Airport in Arizona. As a result of waste reduction efforts undertaken by their Aviation Department, currently 28% of the waste generated by tenants and passengers at the Airport is recycled. Their goal is a 40% reduction by 2020.

Recycling saves energy, conserves natural resources and reduces greenhouse gas emissions. Recycling just one aluminum can save enough electricity to light an energy-efficient bulb for 14 hours!



Mead & Hunt's **Applied Streetview Camera** allows us a turnkey solution to create street or airport views, in-house. The system includes the recording of information, processing of data and presentation of this information, all in one package. By having this capability internally, we

can provide valuable information to clients during all phases of airport development. Easily mounted on the roof of a car or even hand-held, the camera delivers maximum flexibility and cost-efficiency.

We can capture the “before” pictures of the site, and use this information to identify areas that may need to be further evaluated for obstructions, zoning, terrain and land use issues. Having this data in a shareable environment can provide a visual aid to see progress on the project and discuss any challenges that have been identified. Perfect for taking airport inventory or cataloging the condition of airfield pavements, our camera produces extremely high resolution images. After construction is complete, the camera can take new photos of the site, with the information easily integrated into the rest of the existing data that has been collected.

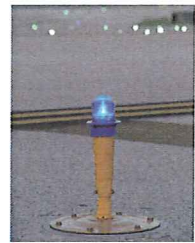
Sustainability. From recycling and reduced utility bills to life-cycle costs and solar panels, Mead & Hunt staff have been among the pioneers of this nationwide movement, spearheading practices for efficiency and duration. We have long incorporated operational efficiency and maintenance best practices into our project planning, design and implementation. Our team offers the experience and understanding to deliver ways to benefit your airport through sustainability projects.



One area for green design initiatives is in storm water management—both water quantity and quality improvements. Actual practices selected are based on site-specific factors, including soil types, the water table and slopes. Implementation of a good erosion control plan is key to minimizing soil loss and erosion.

Electrical design is another area that can provide for a greener project. New innovations in LED lighting can be specified to offer a dramatic decrease in energy use.

A beneficial service that we have provided to many clients is an **Airport Electrical Assessment**. They can save time and money, while functioning as a practical safety tool. An airfield electrical assessment provides a wealth of data that will demonstrate the need for upgrades or improvements. Currently, airports looking to update or improve runway and taxiway lighting may not include those costs in their pavement projects. According to the FAA's AIP Handbook, Order 5100.38D, lighting improvement funding must be submitted for approval in a stand-alone project. The handbook also states that rehabilitation of the airfield lighting must be supported by analysis demonstrating a need and that lighting rehabilitation will extend the life of the airfield lighting by at least five years.



Airfield lighting and signage, along with associated vault equipment, has a minimum useful life of 10 years according to the handbook. Unfortunately, many airports are so busy with day-to-day tasks that if “the lights come on at night,” airport managers feel everything on the electrical side is in good shape.

For example, we recently received a call from an airport wanting to find out if their electrical systems could last another five years when a planned runway extension would begin construction. When we began interviews, it was discovered that airfield maintenance crews were receiving electrical shocks when working next to lighting fixtures that were “de-energized.” Investigations revealed the circuits were more than 20 years old, and almost all had dead shorts. This caused a bleed-over and also allowed some of the fixture bases to become energized. Not only was this a dangerous situation for personnel, but also a waste of energy. After fixing the problems, the airport reported an average of 30 percent reduction in energy costs over a year's period. This savings was due to the installation of energy-efficient fixtures and the removal of the shorts from the ground.

The example above is not typical of most airports. However, it makes a good case for why assessments are valuable. They can help with the proper planning of future projects by indicating what and where are the most critical systems needing attention.

ABOUT OUR SUBCONSULTANTS

Unknown?

Tieslau Civil Engineering, Inc. (TCE) began in 2001 under the direction of Adrian Tieslau. TCE takes pride in their quality design, project efficiency and client service. They understand the importance of each project and the issues associated with working within an environmentally sensitive and highly regulated environment. Tieslau will continue to pursue their company's goal of providing the client with exceptional service. TCE understands the importance of each project and the issues associated with working within an environmentally-sensitive and highly-regulated region. TCE has over 15 years of experience submitting plans within Nevada and Placer counties and is very familiar with local design standards and practices. They are a member of the Tahoe Truckee Engineers Association and the North Tahoe Business Association. Well-known to Truckee Tahoe Airport and its surrounding community from previous projects, TCE will enhance our team by supporting civil design and construction management services and coordination with local municipalities.

Holdrege & Kull Consulting Engineers and Geologists (H&K), a geotechnical engineering, materials testing and inspection company **was acquired by NV5** in May 2017. Since 1993, H&K has provided geotechnical and geo-environmental engineering, materials testing and special inspection, geology, hydrogeology, and storm water pollution prevention plan (SWPPP) services throughout the western United States. H&K's professional staff include registered professional geologists, civil engineers, engineering geologists, geotechnical engineers, hydrogeologists, professionals in sediment and erosion control, and qualified SWPPP designers and practitioners. They have a deep bench of qualified engineering field and laboratory technicians and their laboratories are accredited by DSA, Caltrans, CCRL, AASHTO, ASTM, and the US Army Corps of Engineers. H&K performed geotechnical and materials testing services for the various TTAD and TRK projects listed in the sidebar.

Aviation Management Consulting Group (AMCG) provides a wide range of aviation management consulting services to airports and aviation businesses. They specialize in general aviation, serving clients located throughout the US. AMCG is comprised of a unique blend of talented and respected general aviation industry professionals who have strong credentials and proven track records. They track, monitor and analyze general aviation data and trends on an ongoing basis. AMCG performs feasibility studies to determine how much "capacity" for aviation products, services, and/or facilities a market can support. This includes using a realistic and attainable approach to estimate the revenue, costs, expenses and return-on-investment (ROI) potential associated with new facility development. AMCG's familiarity with TRK allows them to successfully respond with objective advice and accurate information.



TIESLAU CIVIL ENGINEERING, INC.

3080 North Lake Boulevard
Tahoe City, CA 96145
530.546.4805

TCE will enhance our local engineering.

Recent Local Projects

- Tahoe Vista Recreation Area
- Tahoe Truckee Community Foundation Community House
- Carnelian Bay West Watermain Improvement Project
- Ritz Carlton – Lake Club



10775 Pioneer Trail, #213
Truckee, CA 96161
530.587.5156

H&K will support both local and specialized airport engineering services.

Recent Local Projects

- TRK Terminal and Admin. Building
- TRK Facilities MTCE Master Plan
- TRK Office Building
- TRK Vehicle MTCE Building Addition
- Truckee Roundhouse Building



Aviation Management Consulting Group

9085 East Mineral Circle, Suite 315
Centennial, Colorado 80112-3499
303.792.2700

AMCG will support our airport planning.

Recent Local Projects

- TRK Primary Management Compliance Documents (PMCD)
- TRK Demand Drivers
- TRK Executive Hangar Financial Study

ORGANIZATION CHART



KEY PERSONNEL

BRADLEY MUSINSKI, AICP CLIENT PROGRAM MANAGER AND PLANNING PROJECT MANAGER

With over a decade of aviation planning experience, Brad Musinski will serve as client program manager and planning project manager for planning projects. Brad will maintain client contact during all planning and engineering projects and ensure that projects are being performed on schedule and to the Airport's satisfaction.

Brad has extensive experience at TRK. He was the project manager for the Airport Master Plan, Demand Drivers Study and Executive Hangar Study. Brad led the development of the Master Plan and subsequent ALP update in 2017. The projects on your ACIP were developed during this Master Plan, including the Runway 2/20 lengthening and widening, taxiway improvements and hangar development.

Brad is committed to providing TTAD and TRK with the highest quality product and understands the issues that concern the TTAD Board. He is aware of the dynamics between the Airport and the community. Brad's experience leading outreach for the Master Plan provided him detailed knowledge of public feelings for the Airport's vision, in addition to community and Board concerns on growth management.

Additionally, Brad has served various general aviation and small-hub clients throughout Northern California and Nevada. Brad prides himself on client satisfaction through quality control techniques, budget tracking and regular client communication.

Brad is currently assisting with the Reno-Tahoe Airport Master Plan Update as Senior Airside Planner. With Reno-Tahoe Airport located within the sphere of influence of TRK, this plan relates to aviation activity at TRK. Brad has also served as Deputy Project Manager on the Spokane International Airport Master Plan, plus various other master plans, ALP updates and AGIS projects in Northern California. Some of these include: Yuba County ALP Update with AGIS, Stockton Metropolitan Airport Master Plan, and the Arcata-Eureka ALP Update. He is also well experienced in land use planning, heliport planning, airspace analysis and noise studies.

Brad has been recognized with Mead & Hunt's Innovation Award for ALP and AGIS integration. In the Northern California region, the FAA has used Brad's ALP and Airspace plans as an example of the preferred techniques to use in preparing these documents.

Brad is committed to providing a superior product, on schedule and within budget. He excels in situations where the outcome depends on close collaboration, open communication and solid execution. Brad promotes teamwork, efficiency and he gets results.



Mead & Hunt

Areas of Expertise

- Project management
- Stakeholder engagement
- Airport layout plans
- Airport master plans
- Land use compatibility plans
- Heliport plans
- Aviation pavements
- Noise analysis
- AutoCAD

Education

- BS, Urban and Regional Planning, Michigan State University

JON FAUCHER – PRINCIPAL-IN-CHARGE AND ENGINEERING QUALITY ASSURANCE/QUALITY CONTROL

Jon Faucher is Mead & Hunt's west coast aviation services leader. He has overall responsibility for aviation services performed in the western US, as well as internationally. Jon has extensive knowledge of project funding sources, particularly FAA funding criteria, policies and requirements. He is a highly respected aviation professional with a profound knowledge of the industry he has served for more than 25 years.

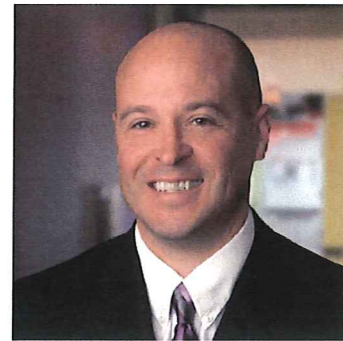
Jon has served as project manager for some of our most complex projects requiring coordination with multiple agencies and stakeholders. Among them was the runway extension and EMAS installation at San Luis Obispo County Regional Airport. This was the first application of EMAS as a means to extend a runway in California. Jon is the Project Manager for the Meadows Field Airport Rehabilitation and Reconstruction of Runway 12L/30R and associated taxiways. He also served as Program Manager for the Charles M. Schulz – Sonoma County Airport Runway Safety Area Improvements Project. Jon is a member of Mead & Hunt's Board of Directors, and is a Vice President and Business Unit Leader for Aviation. Jon is also a licensed private pilot.

MITCHELL HOOPER, MBA – PLANNING QUALITY ASSURANCE/QUALITY CONTROL AND ECONOMIC DEVELOPMENT

Mitch Hooper is Mead & Hunt's Western US Aviation Planning Manager and one of Mead & Hunt's forecast practice leaders. He is known by clients as knowledgeable, innovative and customer-focused. Mitch uses his years of experience to provide a comprehensive analysis of the four elements of airport sustainability: environmental, financial, socioeconomic and operational. Through firsthand experience coupled with degrees in Planning and Business Administration, Mitch understands how financial and economic factors determine where an airport is and where it is going. He speaks at tradeshows and industry groups about trending issues, best practices and innovative solutions.

Mitch has recently completed a complex runway extension analysis for the Reno-Tahoe International Airport (RNO) Master Plan, and is finishing the Master Plan for the Redmond Municipal Airport (RDM). Mitch has worked with TTAD on several projects, including the Demand Drivers Study, the Approach Procedures Study, and the Airports GIS Study.

Mitch has provided financial analysis services to airport clients for the past eight years, working on capital improvement projects, cost-benefit studies, and financial and economic analyses throughout California.



Education

- BS, Construction Administration, University of Wisconsin
- ACEC SEI Class 18, 2014



Education

- Masters, Business Administration, University of Oregon
- Certificate, Airport Financial Management, IATA Training and Development Institute
- BS, Urban Planning, Specializing in Transportation Planning and Geographic Information Systems, Arizona State University

DOUG ASCHE, PE – ENGINEERING PROJECT MANAGER/ CONSTRUCTION MANAGEMENT AND FAA COORDINATION

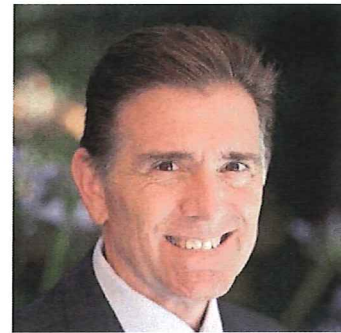
Doug Asche has a long track record of success in project management, design and implementation and efficient resource allocation. He has the ability to manage the big picture while seeing details at the preliminary level. Doug builds relationships and strategic partnerships to manage projects, team consultants, and contractors with cooperation and cost efficiency. He's a creative and innovative problem solver, excelling in identifying alternatives, driving consensus, and executing implementation of solutions to project challenges. Doug has more than 35 years of diverse experience in project management, civil and structural engineering, planning, and cost estimating. His industry expertise includes civil engineering, land development, infrastructure, and state and federal regulations. Along with his design expertise, Doug enjoys working in the field, taking his projects from initial design to completion. He was the Resident Engineer and Inspector for the Nut Tree Airport Runway 2-20 Rehabilitation, Crack Seal, Slurry and Remarking Project in 2016. This year Doug provided design for the Benton Field Airport AWOS II project in Redding and the Little River Airport Taxiway A Reconstruction in Mendocino County.

ROBERT VERNON CONSTRUCTION MANAGEMENT AND PAVEMENT MAINTENANCE

Rob Vernon is a civil engineer in the aviation department of our Sacramento office. Rob's duties include design/engineering, AutoCAD Civil 3D drafting, preparing plans and cost estimates, airport capital improvement plan (ACIP) cost estimates and graphic preparation, construction inspection, preparation of record drawings, and construction quality control on cost verification.

Among Rob's recent projects were the preliminary, 90 percent and 3D design for the Shafter-Minter Field Airport Taxiway A Extension, Taxiway C Removal and Wind Cone Relocation. Rob provided construction monitoring and inspection for the Charles M. Schulz – Sonoma County Airport Runway Safety Area (RSA) Improvements and Runway Extension; Bakersfield Municipal Airport North Taxilane Pavement Reconstruction; and the Scottsdale Airport RSA Erosion Protection.

Rob also serves in the California Air National Guard where he is the Executive Officer of the 144th Civil Engineering Squadron.

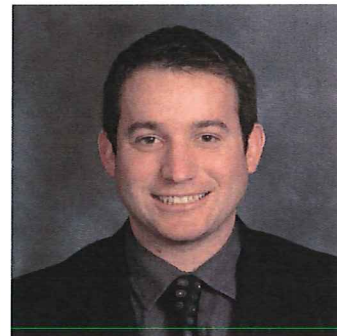


Education

- BS, Engineering University of California - Davis

Registrations/Certifications

- Licensed Professional Engineer –, California (32376)



Education

- BS, Civil Engineering, California State University - Chico

RAHUL RANADE, PE, PH, CFM – STORM WATER

Rahul Ranade specializes in hydrologic and hydraulic analysis and design. He develops hydrologic and hydraulic models for flood insurance studies, drainage plans, water supply plans, flood studies and storm water plans. He also performs civil design of irrigation, drainage and flood control facilities. Rahul's recent degree in law allows him to provide regulatory compliance support to Mead & Hunt's clients, rounding out a full range of specialties to his water resource expertise. He has 17 years of experience.

At Minden-Tahoe Airport, Rahul designed a water system extension including 6,000 feet of water distribution mains to provide potable water supply and fire protection. The work included water system modeling to provide adequate supply and pressure for firefighting within airport property. The project also included permitting, siting of hydrants, and bid set preparation of plans and specifications. Rahul was also the Project Manager and Lead Hydraulic Designer for the Natomas Levee Project, a \$600 million flood control project that protects 80,000 people and \$70 billion in infrastructure in the Sacramento area. With approximately 1,100 plan sheets, technical specifications, and bid documents, this project spanned more than 5 years ending in 2014. Rahul was also project manager for the Yolo County Airport Drainage and Floodplain Analysis; the Sacramento County Airport System Drainage Relocation Design; and the California Redwood Coast - Humboldt County Airport Hydraulic Design of Drainage Infrastructure.

KRISTEN VAN GRONINGEN, PE – STORM WATER

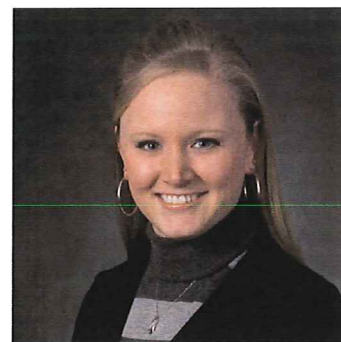
Kristen Van Groningen has 14 years of engineering experience and a diverse background in water resources, aviation, transportation and land development. She began her career as an engineer at a land development firm where she focused on all aspects of master planned communities. Her involvement ranged from project inception and planning through design and construction coordination. She gained extensive experience with roadway design and utility design, including storm drain, sewer, water and non-potable water. Kristen was heavily involved in the Natomas Levee Improvement Program Project; specializing in borrow site design, managing marshes and levees, as well as mass and fine site grading.

Kristen has experience working on a variety of military and general aviation facilities including taxiway and apron reconstruction; runway rehabilitation; grading and drainage layout and design; and lighting, signage and marking layout. She is knowledgeable in Federal Aviation Administration (FAA) requirements and processes relating to airport development. Her airfield designs follow FAA Advisory Circular standards and she has developed Construction Safety and Phasing Plans according to FAA guidelines. Kristen has focused on construction management and administration, spending time on the airfield monitoring and inspecting the progress of her projects.



Education

- JD, Business Law Concentration, McGeorge School of Law – Sacramento, California
- MS, Environmental Fluid Mechanics and Water Resources, Georgia Institute of Technology, Atlanta
- BS, Civil Engineering, CEPT University, Ahmedabad, India



Education

- BS, Civil Engineering, University of the Pacific – Stockton, California

Registration

- Licensed Professional Engineer – California (78331)

BRANDON WINCHELL, PE – ELECTRICAL ENGINEERING

Brandon Winchell has nine years of experience in all aspects of electrical design for airports, wastewater facilities and flood control systems. His specific expertise includes electrical power design, electrical systems, control systems, lighting systems, construction cost estimating and AutoCAD. He is responsible for preliminary and final designs as well as construction administration of airfield lighting systems, navigational aids (NAVAIDs), security systems, and other special systems associated with airfield improvement projects. This year Brandon has prepared electrical designs for Camarillo Airport's Northeast Hangar Building and Healdsburg Airport's Lighting Replacement projects. In 2016, Brandon was responsible for the design and construction inspection of airfield electrical systems at Big Bear Airport.



Education

- BS, Electrical Engineering, California State University, Sacramento

MARANDA THOMPSON – LAND USE COMPATIBILITY AND ZONING

Maranda Thompson is an accomplished project manager, well regarded by her clients, peers and project team members for her superior communication and organizational skills. Maranda excels in managing projects with aggressive and firm time frames. These managerial qualities enable Maranda to lead her projects to timely adoption. Maranda has more than 16 years of experience in aviation planning. She has developed specialized expertise in airport land use compatibility planning in California and has an excellent understanding of the federal, state, regional and local planning framework. Maranda has assisted many local government agencies in the successful adoption of compatibility policies aimed at limiting the public's exposure to excessive aviation noise, safety hazards and protecting airports from encroachment of incompatible land uses. Maranda is well-acquainted with TRK. She had a lead role in the recent outreach plan and community meetings for noise and airspace efforts.



Education

- BA, Double Major, Environmental Planning and Economics, Sonoma State University – California

LISA HARMON – NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Lisa Harmon is an environmental planner with 19 years of experience in environmental planning and analysis. She is skilled in preparing documentation that complies with NEPA, CEQA and other regulatory frameworks. Lisa has developed and implemented communication programs and conducted public outreach for aviation development projects. Her expertise in implementing document quality control programs provides public agencies and stakeholders with information that is consistent, defensible, and fulfills client and regulatory requirements. Lisa understands the delicate balance that must be achieved between aviation and the environment. Since 1999, Lisa has managed more than 70 wildlife hazard management projects in the United States; more than 20 have been for California airports.



Education

- MS, Transportation Management, Mineta Transportation Institute, San Jose State University

ADRIAN TIESLAU, PE**CIVIL ENGINEERING (LOCAL)/CONSTRUCTION MANAGEMENT**

Adrian Tieslau is the principal and founder of Tieslau Civil Engineering, Inc. He manages the Lake Tahoe / Truckee office for the firm where he has resided and worked for more than 19 years. Adrian has been an active community member and is currently on Placer County's NLTRA infrastructure committee which assists in directing local tourist tax dollars to important public access projects in the area. Adrian has provided civil design services to many community projects in the Tahoe area. He prides himself on the accuracy of his civil design projects and works hard to ensure projects are successful and are delivered on time.

Among his recent civil engineering projects in the Truckee area were the Downtown 76 Project, Truckee Ice Rink Community Project, Tahoe Donner Equestrian Center and the Tahoe Truckee Community Foundation House.

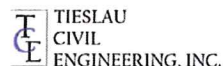
JAKE HUDSON, PE, PG, CEG – GEOTECHNICAL/MATERIALS TESTING

Jake Hudson has been a principal of Holdrege & Kull and manager of the Truckee office for the last 15 years. Since the beginning of his career in 1989, Jake has been involved with over 1,000 geotechnical engineering, engineering geology, erosion control, and materials testing projects. The majority of his career has been spent working in the Reno/Lake Tahoe regions of Nevada and California. In addition, he has performed geologic and geologic hazards investigations for projects in California, Nevada, and Idaho. He has extensive experience providing construction consultation for residential subdivisions and commercial and municipal projects. Jake has also worked on forensic investigations for residential and commercial developments. Jake is a qualified Storm Water Pollution Prevention Plan (SWPPP) developer in California.

JEFF KOHLMAN – ECONOMIC DEVELOPMENT

Jeff Kohlman is a founding principal and Chief Operating Officer of Aviation Management Consulting Group, focusing on rules and regulations, minimum standards, leasing/rents, fees policies, and development standards. He has approximately 30 years of aviation, planning, development, operations, management, customer service, and consulting experience (encompassing airports and aviation businesses).

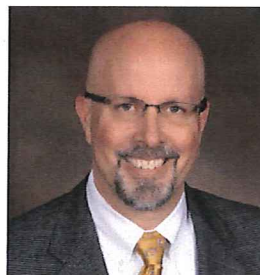
Jeff specializes in accounting and finance, grant assurance and regulatory compliance, market assessments and feasibility studies. He has excellent working knowledge of the aviation industry (overall) and the general aviation segment of the industry, in particular. Jeff is well-acquainted with Truckee Tahoe Airport from previous projects for the District, several of which were completed with Mead & Hunt.

**Education**

- BS, Civil and Environmental Engineering, California State University, Davis

**Education**

- BS, Civil Engineering, California State University, Sacramento
- BS, Geology, University of Nevada, Reno

**Education**

- BS, Aviation Business Administration, Embry-Riddle Aeronautical University

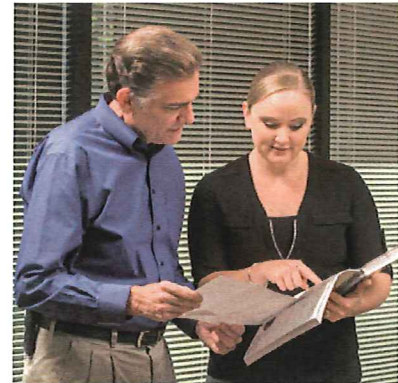
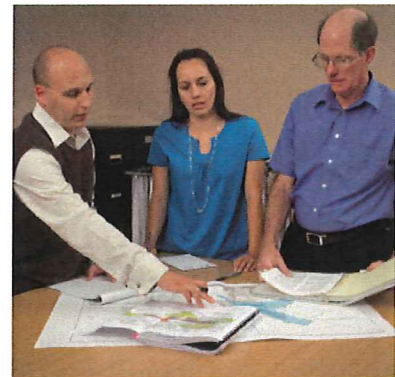
FAMILIARITY AND PROXIMITY OFFICE LOCATIONS

Mead & Hunt is committed to our California clients. Work performed for TRK will be conducted in our Sacramento and Santa Rosa offices by staff you are already familiar with. Doug Asche will lead engineering projects from our Sacramento office, located just 90 minutes from TRK.

Doug Asche, Jon Faucher and Mitch Hooper are ready and willing to attend Board meetings on short notice. Brad Musinski is also willing to attend meetings with little advance notice and at no additional cost to TRK. The Mead & Hunt team are available to attend board meetings at a moments notice from our nearby offices. This will provide a greater roster of staff available to visit your Airport.

The staff you see in this proposal are also the staff who will be responsible for performing the majority of the efforts necessary to complete your projects. We also augment our aviation-specific expertise with local talent that can provide positive value to your community.

Name	Role	Office Location	Percent Availability
Brad Musinski	Client Program Manager and Planning Project Manager	Chicago, IL	45%
Jon Faucher	Principal and Engineering QA/QC	Santa Rosa, CA	10%
Mitch Hooper	Planning QA/QC and Economic Development	Santa Rosa, CA	35%
Maranda Thompson	Land Use Planning and Zoning	Santa Rosa, CA	40%
Doug Asche	Engineering Project Manager and FAA Coordination	Sacramento, CA	55%
Rob Vernon	Construction Management and Grant Administration	Sacramento, CA	35%
Kristen Van Groningen	Engineering/Drainage	Sacramento, CA	50%
Lisa Harmon	NEPA/CEQA	Sacramento, CA	35%
Brandon Winchell	Electrical Engineering	Sacramento, CA	50%
Rahul Ranade	Storm Water	Sacramento, CA	40%
Jake Hudson	Geotech/Construction Management	Truckee, CA	30%
Adrian Tieslau	Project and Construction Management	Tahoe City, CA	35%
Jeff Kohlman	Economic Development	Centennial, CO	30%



POINT OF CONTACT

Brad Musinski, Program / Planning Project Manager
Direct: 707.284.8675
bradley.musinski@meadhunt.com

OFFICES FOR PROJECT PERFORMANCE

Doug Asche, Engineering Project Manager
180 Promenade Circle, Suite 240
Sacramento, CA 95834
Direct: 916.993.4618
Mobile: 916.952.9055

Jon Faucher, Principal (contracts)
1362 19th Hole Drive, Suite 200
Windsor, CA 95492
Office: 707.526.5010
Direct: 707.284.8697

RECENT EXPERIENCE

RELEVANT ENGINEERING PROJECTS

TERMINAL APRON REHABILITATION

SONOMA COUNTY AIRPORT – SANTA ROSA, CALIFORNIA

The terminal apron consisted of asphalt concrete (AC) pavement and was in very poor condition. The pavement exhibited rutting, high severity cracking (block, transverse and longitudinal). Development plans called for rehabilitating the apron to allow for the increase in aircraft size, parking positions and operations, taking into account the conceptual plans for the terminal building expansion. The final design included approximately 8,800 square yards of AC pavement removal and replacement with a combination of Portland Cement Concrete (PCC) and AC pavement. The project also included the installation of drainage and electrical infrastructure. Until the new security holding building is constructed, temporary drainage features were included to redirect surface runoff to existing drainage features. The CSPP was particularly important in order to minimize impacts to operations, which were kept open during construction. Our services also included construction management.



- Dates of Service: 2014 - 2015
- Role: Prime Consultant
- Engineer's Estimate: \$2,203,199
- Award Amount: \$2,358,100
- Construction Cost: \$2,190,000

EAST RAMP HANGAR TAXILANE PAVEMENT RECONSTRUCTION

BUCHANAN FIELD AIRPORT – CONCORD, CALIFORNIA

Buchanan Field Airport is a busy general aviation airport with one of the most intricate systems of runways and taxiways in the North Bay. Mead & Hunt prepared preliminary and detailed design efforts for this project, which was funded by Contra Costa County, but was designed to meet FAA standards and specifications. The work included reconstruction of seven taxilanes. We performed a visual condition survey, noting that the pavement was in poor/failed condition. It was recommended that the entire area be reconstructed. There were also issues with the existing drainage in this area. During rain events it was typical for water to get trapped and begin to overflow to the adjacent hangar buildings. The purpose of our design effort was to present a logical, economical and operationally prudent means to phase the rehabilitation of the taxilanes and improve existing drainage conditions.



- Dates of Service: 2014 - Dec 2015
- Role: Prime Consultant
- Engineer's Estimate: \$1,371,400
- Award Amount: \$1,317,751
- Construction Cost: \$1,300,000

WEST APRON AND T-HANGAR TAXILANE RECONSTRUCTION

REDDING MUNICIPAL AIRPORT – REDDING, CALIFORNIA

This project is reconstructing deteriorating and age-distressed pavement (totaling 50,000 square yards) on the Airport's T-hangar taxilanes. This work encompasses reconstruction of a full pavement section (asphalt concrete and aggregate base with lime-treated subgrade). Also included are drainage improvements consisting of a network of valley gutters and storm drain pipes connecting to existing drainage systems and open channels, pavement markings, installation of a gravity sanitary sewer system, and the relocation of overhead utilities to underground. Detailed record drawings will be produced that will provide the airport with an accurate layout of utilities for future use and development. The project is in winter shutdown, with the first of two phases complete. We are also providing full-time construction management.



- Dates of Service: 2016 - July 2018 est.
- Role: Prime Consultant
- Engineer's Estimate: \$6,691,210
- Award Amount: \$6,668,423
- Construction Cost: NA

RUNWAY RECONSTRUCTION PROGRAM MEADOWS FIELD AIRPORT – BAKERSFIELD, CALIFORNIA

Mead & Hunt is currently entering the final of three phases of design construction administration services for the rehabilitation of Runway 12L/30R and associated taxiways. The runway is 10,855 feet in length with 17 connector taxiways, centerline, touchdown zone and in-pavement approach lighting systems. The results of the preliminary investigation required a design that provided a full system reconstruction: structural overlay/partial reconstruction of the runway, installation of a runway crown, removal of 5 taxiways from a total of 12 and full lighting upgrades. The runway had not been rehabilitated for more than 20 years. Mead & Hunt worked with the County and FAA to evaluate the remaining service life of their pavements and develop an expedited plan to repair and fund the program to maintain commercial air service. The runway's unique features include an overpass over a four-lane roadway, two accessible tunnels beneath the complex including crude oil pipelines, a flood plain cresting the runway and an approximately 2,000-foot overrun. Connector taxiway optimization and utilization of a recently updated grading alternative resulted in reducing the projected cost of repairs by \$21.5 million. Reimbursable agreements are being negotiated with the FAA for navigational aid reconstruction.

AIRFIELD LIGHTING AND ELECTRICAL IMPROVEMENTS BIG BEAR CITY AIRPORT – BIG BEAR, CALIFORNIA

Nestled in the San Bernardino mountain range, Big Bear City Airport is a high mountain (6,752 ft.), four season resort, general aviation facility. Mead & Hunt conducted an Airfield Electrical Assessment and found that the electrical system and layout were not properly protected against lightning strikes, which are common in the area. The project included reconstruction of the existing non-grounded light bases, installation of new wiring, new counterpoise, lightning arrestors, and LED light fixtures which will protect the existing in-place conduits. We also replaced the aged supplemental wind cones and rotating beacon. New unidirectional REILs were installed at each runway end. All improvements were depicted on the updated Airport Layout Plan. The PAPI controllers had been mounted too close to the ground, causing an adverse effect on the system operation. The vault building was undersized and in need of upgrades to meet the short-term Airport needs. A new electrical vault building was designed adjacent to the existing building and will include a District-funded utility storage area.



- Dates of Service: 2014 - 2018 est.
- Role: Prime Consultant
- Engineer's Estimate, Phase 1: \$11,598,901
- Construction Cost, Phase 1: \$11,633,169
- Total Project Cost: \$49,000,000 est. On schedule and budget to date.



- Dates of Service: 2015 - Aug 2016
- Role: Prime Consultant
- Engineer's Estimate: \$1,095,000
- Award Amount: \$982,523
- Construction Cost: \$1,120,000

TAXIWAY A EXTENSION AND TAXIWAY C REMOVAL SHAFTER-MINTER FIELD AIRPORT – SHAFTER, CALIFORNIA

Mead & Hunt prepared detailed design and construction management for the Taxiway A Extension, Removal of Taxiway C, and Wind Cone Relocation Project at Shafter Airport. Taxiway A was extended to the southeast, parallel to the Runway 30 extended alignment and joining Runway 35 at its threshold at a right angle. The taxiway extension provides a taxiway width of 35 feet conforming to the width of the existing Taxiway A. This 1,200-foot taxiway extension resulted in the addition of approximately 5,650 square yards of pavement. To allow the site to continue to drain properly, a low profile swale was constructed on the north side of the taxiway extension to direct storm water to catch basin structures. The work included pavement marking removals, modifications and new applications. The project was completed under budget and on schedule.



- Dates of Service: 2015 - 2017
- Role: Prime Consultant
- Engineer's Estimate: 695,416.50
- Award Amount: \$737,731
- Construction Cost: \$690,000

TAXIWAY A RECONSTRUCTION AND REHABILITATION SCOTTSDALE AIRPORT – SCOTTSDALE, ARIZONA

This project consists of reconstructing 5,100 feet of parallel Taxiway A, including eight (8) connector taxiways to Runway 3-21, 2" mill and overlay of 1,050 feet of Parallel Taxiway A including four (4) connector taxiways, and a surface treatment of the remaining 2,600 feet of Taxiway A and associated connector taxiways. The pavement to be replaced was originally constructed in 1967 and has reached the end of its useful life. The pavement section will consist of removing 10 inches of existing asphalt concrete and aggregate base course, cement treating the in-place subgrade soils for stabilization, placing six inches of crushed aggregate base course, four inches of hot mix asphalt, and new pavement markings. Drainage structures will be modified to meet the new pavement design. New taxiway edge lights, signs, conduit and cable will be installed.



- Dates of Service: 2015 - 2017
- Role: Prime Consultant
- Engineer's Estimate: \$3,981,043
- Award Amount: \$3,841,466.50
- Construction Cost: NA

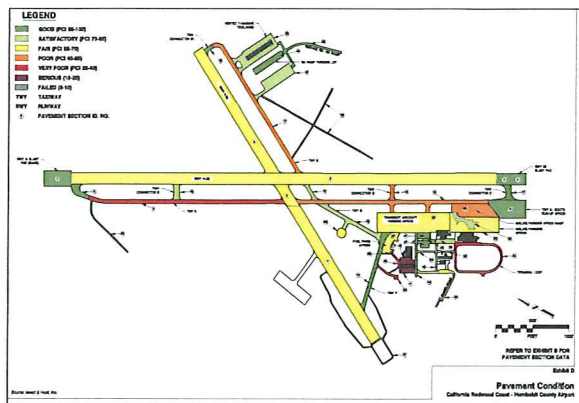
RUNWAY SAFETY AREA IMPROVEMENTS SONOMA COUNTY AIRPORT – SANTA ROSA, CALIFORNIA

In essence, this project provided overlays or new construction for both runways and their associated taxiways over two construction seasons. This aggressive rehabilitation and improvement program was possible through close collaboration between the Airport, Mead & Hunt, FAA, local air traffic staff, tenants and state regulators. The project included design of an 885-foot Runway 14 extension, associated taxiways and 200-foot crosswind Runway 19 extension, construction of a new partial parallel taxiway for Runway 1-19 and two miles of access roads, including two 85-foot span bridges. Mead & Hunt prepared the Feasibility Study, Master Plan and was part of the team for the Environmental Assessment before designing and providing construction management in preparation for this project.



- Dates of Service: 2012 - Nov 2014
- Role: Prime Consultant
- Engineer's Estimate: \$22,559,720
- Award Amount: \$22,679,000
- Construction Cost: \$24,598,193 (with authorized additions)

ADDITIONAL CAPABILITIES – PAVEMENT MAINTENANCE



Airport Pavement Management System (APMS)

Public Law 103-305 requires that airports requesting federal AIP funding for pavement rehabilitation or reconstruction have an effective APMS. The squeeze and competition for available federal, state and local funding continues to tighten, so it is now more important than ever to efficiently program for upcoming pavement maintenance projects. The best approach to establishing a program to protect an airport's most valuable asset is to prepare a grant eligible Airport Pavement Management Program (PMP).

- The life cycle costs of pavement maintenance are exponential – spending \$1 now can save over five times that cost in later years.
- It is challenging to get caught up when only fixing or reconstructing failed pavements due to budget limitations. Being proactive and maintaining pavements before they fail is crucial.
- Airfield pavements in fair to poor conditions increase hazards to aircraft by creating the potential for Foreign Object Debris.

The FAA has updated the Airport PMP Advisory Circular 150/5380-7B to further discuss and enhance the purpose, recommended components, objectives and follow-through goals for the program. It is important to have the program prepared by a professional with experience in airfield pavements. The intent of the program is to establish a timeline and budgetary needs for pavement maintenance projects, but it also can be used as a guiding tool by maintenance and operations staff during routine pavement inspections.

So, why should an APMS be prepared? The most important reason for establishing a program is to effectively and timely maintain the pavement infrastructure of the airport while providing a safe environment to operate on. Also, as a condition of your grant assurances, an APMS must be prepared providing FAA the tools to ensure the money is being well spent.

Mead & Hunt's experience with APMS is far reaching. We were part of the team for two recent Caltrans Division of Aeronautics APMS projects involving over 100 airports in the state. These projects are in addition to the numerous APMS plans we have performed for individual airports throughout California.

Mead & Hunt's experience with runway and taxiway extensions and relocations is extensive. The following is a short list of these projects.

Runway/Taxiway Extensions

- Arcata Eureka Airport
- Benton Airpark
- Eugene/Mahlon Sweet Field
- Fall River Mills Airport
- Crater Lake-Klamath Regional Airport
- Jacqueline Cochran Regional Airport
- Meadows Field Airport
- Nut Tree Airport
- Portland-Hillsboro Airport
- Pullman Moscow Regional Airport
- Salem Municipal Airport
- San Luis Obispo County Airport
- Santa Barbara Airport
- Sonoma County Airport

Recent California APMS Projects

- Bakersfield Municipal Airport
- Big Bear Airport
- Buchanan Field
- Camarillo Airport
- Gness Field/Marin County Airport
- Jacqueline Cochran Regional Airport
- Meadows Field Airport
- Napa County Airport
- Redding Municipal Airport
- Santa Barbara Airport
- Shafter Airport/Minter Field
- Sonoma County Airport
- Yuba County Airport

RECENT EXPERIENCE

TRUCKEE TAHOE AIRPORT PLANNING PROJECTS

The overall success of your planning projects relies heavily on an aviation consultant with a visionary, yet sound, technical approach. Our approach to airport planning begins with the end in mind in order to balance TTAD's long-term vision of TRK with the needs of its tenants, stakeholders, elected officials and the surrounding community.

Your airport planning program will serve as the roadmap for future development, establish a plan that your community will stand behind, and demonstrate the long-term commitment to provide first-class facilities for your airport's users – all while maintaining a focus on cost and benefit.

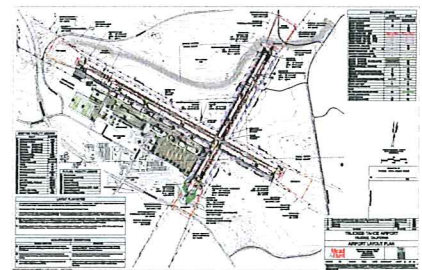
While we have concentrated on acquainting you with our design and engineering expertise throughout much of this submittal, we will now highlight our planning and environmental experience. The following four projects for TRK were prepared by Mead & Hunt within the past three years and show a diverse planning background and intimate knowledge of your Airport and its goals and issues.

Airport Master Plan. Completed in 2015, this Plan focused on noise mitigation, demand forecasting and extending the crosswind runway to accommodate more aircraft traffic. Extensive noise analysis was performed to discover which runway use and flight tracks reduced noise exposure to homes. As the plan elements came together, we identified the consensus items and demonstrated how the plan could satisfy the major objectives of this noise-sensitive community. This project also involved a district-wide community involvement program.

Airspace Outreach. The District understands that community input is incredibly valuable in developing good policies and making sound Airport decisions. In 2016, TTAD hosted six meetings designed to allow Airport staff to listen to the specific concerns of six nearby neighborhoods. The meetings also provided a venue to discuss and receive input from stakeholders on two pending Airport programs—the Airspace Study and a Temporary Seasonal Tower—aimed at finding ways to reduce noise and other environmental impacts from aircraft operations and enhance safety.

Executive Hangar Financial Study. This study assessed the financial implications of TTAD developing new executive box hangars at the Airport versus preparing the hangar site and leasing land for private development.

Demand Drivers Study. Mead & Hunt prepared this Study to identify what drives aviation activity at TRK. This included extensive analysis of real estate and tourism economics, and aviation trends in the local area and nationwide. Information gathered during extensive outreach efforts supported data-based conclusions drawn by the project team.



Mead & Hunt designed a community outreach effort for TRK to support the District's goal of involving the community in the airport's planning efforts and to garner genuine community input and feedback.

RECENT EXPERIENCE

RELEVANT PLANNING/ENVIRONMENTAL PROJECTS

FAR PART 150 STUDY UPDATE JACKSON HOLE AIRPORT – JACKSON, WYOMING

Jackson Hole Airport (JAC), serves as the main gateway to both Grand Teton National Park and Yellowstone National Park. This busy air carrier and corporate/general aviation airport lies in an environmentally sensitive area where airport noise and aircraft overflight are critical community issues. The first FAR Part 150 study we prepared in 2005 resulted in a use agreement between the US Department of the Interior/National Park Service and the airport board. The noise reduction recommendations were controversial, but led to a program that has successfully reduced noise levels in the surrounding area. In addition, seasonal on-going noise monitoring has occurred as a result of the study to ensure maintenance of the noise reduction program.

AIRPORT MASTER PLAN – RENO-TAHOE INTERNATIONAL AIRPORT – RENO, NEVADA

Mead & Hunt and Reno-Tahoe International Airport (RNO) are undertaking a 16-month planning process focusing on airport growth, aviation industry changes, and FAA standards over the next 20 years. It provides a funding roadmap addressing the dynamics of air service and cargo while balancing the needs of the community. We were selected to provide an achievable, flexible, fiscally and environmentally-responsible study that will help ensure the Airport can accommodate future activity levels, further its position as a domestic and international gateway, and support regional economic development initiatives. Three focus areas include: airfield enhancements such as runways, taxiways, aprons and airspace; terminal modernization including ticketing, gates, customs, concessions, baggage; and, ground transportation extensions, parking and land use.

NOISE, AIR QUALITY, PLANNING AND SUSTAINABILITY SERVICES ASPEN-PITKIIN COUNTY AIRPORT

Mead & Hunt staff worked with the airport to conduct environmental and wildlife hazard assessments, complete sustainability and master plans and establish environmental management, monitoring plans and implementation of a fly-quiet program. A large number of stakeholders were critically concerned about potential development in the Roaring Fork River Valley. We constantly updated the project website to address those concerns. Our team revised the previous plans, forecasts and assumptions to prepare a modernized long-term planning program. Our staff participate in monthly meetings at the Airport to coordinate efforts underway and manage the Airport's overall capital improvement plan schedule.

In 2011, our sustainable program work for the Aspen/Pitkin County Airport received the FAA Northwest Mountain Region's Sustainability Award.



- Dates of Service: Nov 2013 - 2014
- Role: Prime Consultant
- Cost: \$1.2 million



Reno-Tahoe International Airport **MASTER PLAN**

- Dates of Service: 2016 - 2017
- Role: Prime Consultant
- Cost: \$1.2 million



- Dates of Service: 2010 - ongoing
- Role: Prime Consultant
- Cost: \$1,056,000 for EA

FAR PART 150 STUDIES/NOISE ANALYSIS

Mead & Hunt has conducted numerous noise studies that have been integral parts of airport master plans, environmental assessments and the like. We have staff members trained in the use of the new, next generation FAA Airport Environmental Design Tool (AEDT), which evaluates aircraft noise and air quality impacts in the vicinity of airports. Mead & Hunt staff are well-trained in the development of the information required to use the AEDT model.

The AEDT has many analytical uses, such as assessing changes in noise impacts resulting from new or extended runways or runway configurations, assessing new traffic patterns and fleet mix, and evaluating other operational procedures. It estimates noise, emissions, emissions dispersion and fuel consumption. AEDT also supports analysis of interdependencies between environmental consequences, producing scalable studies from a single aircraft operation to a regional analysis to global analyses. As of May 29, 2015, the AEDT has replaced the Integrated Noise Model (INM) for all federally-mandated noise studies. Used for regulatory compliance, research and development, the statutory requirements for noise model use are defined in:

- FAA Order 1050.1E, *Policies and Procedures for Considering Environmental Impacts*
- Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*
- Federal Aviation Regulations (FAR) Part 150, *Airport Noise Compatibility Planning*

LAND RELEASES

A “land release” is defined as the formal, written authorization discharging and relinquishing the FAA’s right to enforce an airport’s contractual obligations. In some cases, the release is limited to releasing the sponsor from a particular assurance or federal obligation (i.e. release from aeronautical use).

When the proposed use would be nonaviation, a property release is needed. The FAA calls this a “land release” if you are selling it and a “concurrent use” if you are leasing the land. Usually these are not difficult to obtain. However, this type of action is a lower priority for ADO staff. It can take a couple of months up to a year to obtain an approval. In addition to the paperwork elements, there are a few items that have hard costs (i.e., other than District staff costs):

- Survey plat of leasehold
- Formal appraisal to establish fair market rent (or sales value)
- Hazmat investigation (Environmental Site Assessment)
- Airspace study (no filing fee, but the submittal package needs to be prepared)
- Categorical Exclusion (CATEX)



Recent Land Release Projects

- (LTR) Little River Airport
- (AZO) Kalamazoo/Battle Creek Airport
- (BTL) W.K. Kellogg Airport
- (D95) Dupont-Lapeer Airport
- (GLR) Gaylord Regional Airport
- (TUL) Tulsa International Airport

Mead & Hunt is among the top three firms nationally conducting aircraft noise and land use studies.

Recent FAR Part 150 Studies

- (CCR) Buchanan Field Airport
- (MRY) Monterey Peninsula Airport
- (PAO) Palo Alto Airport
- (SJC) San Jose Int'l Airport
- (SAN) San Diego Int'l Airport
- (ANC) Anchorage Int'l Airport
- (ASE) Aspen-Pitkin County Airport
- (APA) Centennial Airport
- (COS) Colorado Springs Airport
- (BCT) Boca Raton Airport
- (DTW) Detroit Metropolitan Airport
- (MSO) Missoula Int'l Airport
- (GTF) Great Falls Int'l Airport
- (SUS) Spirit of St. Louis Airport
- (PDX) Portland Int'l Airport
- (SEA) Seattle-Tacoma Int'l Airport
- (BFI) Boeing Field Airport
- (MKE) General Mitchell Int'l Airport
- (JAC) Jackson Hole Airport

DESIGN AND CONSTRUCTION PROCESS



DESIGN APPROACH

Establishing a solid design schedule and an efficient order of precedence is where it begins. Doug Asche will draw on his more than 35 years of experience and will provide coordination with the FAA. Doug will be assisted in design by Adrian Tieslau and Kristen Van Groningen. Jon Faucher, one of our most knowledgeable engineers, will provide quality control.

We recognize the need to minimize the impact of the investigations to Airport operations, so we will coordinate our topographic survey and geotechnical investigations accordingly. Accurate data collection is key to preventing project delays and change orders; therefore, we will not only rely on documentation, but will also incorporate Airport staff knowledge and our own knowledge of possible utility conflicts and the varied field conditions present at TRK.

After the topographic survey is completed and analyzed, the first step in the design process will be a detailed Advisory Circular 150/5300-13A, *Airport Design* analysis of the existing runway features and how they compare to current design standards which has been recently updated through a 30% design. This analysis will include review of the centerline longitudinal slopes, transverse grades and shoulder slopes in addition to additional existing characteristics.

The 30% stage is the time in the project where changes can be most effectively made, so it is important to the team that all sides agree on project limits and direction. Mead & Hunt will vet the proposed design solutions with the Airport and FAA, and present any design challenges found during the investigations. Upon completion of the analysis and 30% design, we recommend a face-to-face meeting with the FAA to discuss the outcome of the analysis and the potential corrections, if any corrective actions are necessary, and how they can be accomplished as part of the project. This is also the stage of the project where Mead & Hunt will provide design alternatives for Airport evaluation. A first draft of the project Construction Safety and Phasing Plan (CSPP) will be provided.



Design elements that will be considered early in the process include the following:

- Definitions of project limits;
- Impacts to areas outside of the construction limits;
- Sequencing and phasing of construction;
- Management of traffic (aircraft, pedestrian, vehicular, and construction haul traffic alike);
- Standard safety practices for personnel, property and the environment;
- Unique special safety considerations developed for each project;
- Future maintenance and operational use considerations;
- Compliance with current, applicable regulations (e.g. the FAA Advisory Circular 150/5300-13A “Airport Design”) and;
- Materials used for the proposed design.

The subsequent 60% and 90% submittals will occur after previous comments are incorporated and Mead & Hunt will further develop the plans and reports. We will focus on refining the phasing requirements, including staging area locations, phase limits, and phase durations.

The Draft Final submittal will incorporate specifications and a design focused on the preferred alternatives. Additionally, the Draft Final documents will serve as the backdrop for any additional review meetings that will be required for each project. The meetings will be an opportunity for all affected parties, the Airport, Airport tenant groups, (if necessary) and the Engineer to meet and discuss the proposed project and phases, with specific focus on project safety and airport impacts during and after construction.

The final contract documents, including the Construction Safety and Phasing Plan will be prepared to detail the strict phasing requirements, the placement of airfield closure devices (runway closure markers and low profile barricades), the Airport badging requirements, and contractor personnel requirements.

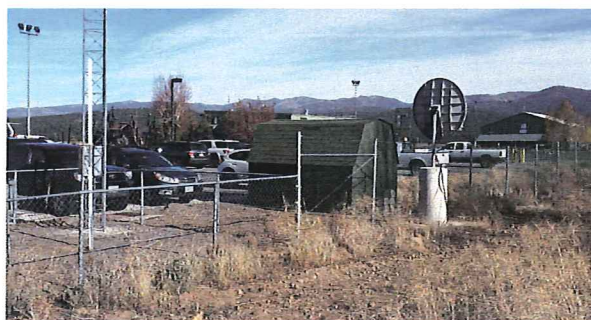
Combining the knowledge and experience from similar projects and our current work on the airfield gives us the ability to fast-track the design process, always keeping in mind the safety of the construction personnel and ability to reopen the airport on-time and compliant with FAA requirements.

Our team performs as an extension of your staff, and can assist with your overall strategy, including funding, planning, design and construction. We prefer to integrate into your Airport's "bigger picture," so we can look for value-added additions to near-term projects. A good example of this is planning ahead for future drainage and utility needs, installing duct banks, wiring or reserving corridors to avoid future cost.

Guiding projects through the construction process is a major area of work for our aviation services department. Unique among aviation consultants, Mead & Hunt offers resident engineering staff with design experience to enhance the quality control of your project. This also enables immediate design changes in the field to fit conditions while staying in conformance with FAA design criteria and your airport's needs.

CONSTRUCTION SERVICES

As your projects progress to the construction phase, they must continue to be managed effectively and with a sense of urgency. As a result, the Mead & Hunt team remains active in the project through construction. For this reason, the design engineers for your projects will also serve an integral part of the construction team. The Mead & Hunt team will lend support and act as an extension of the Airport's staff, serving as the "eyes and ears" for the daily construction observation. H&K will be performing the day-to-day resident engineering observation which will be supplemented with Mead & Hunt's



Rob Vernon. The Quality Assurance materials testing will be performed by H&K and Tieslau. Both have extensive expertise for airfield-related materials testing projects. Our Sacramento office is within easy driving distance of TRK. We can manage your projects on a daily or weekly basis, depending on the situation. With our local Truckee subconsultants, we have full coverage of your construction management needs.

The project engineers will be available to assist in review of submittals and RFI's throughout the construction duration. Construction administration process will be proposed as four (4) elements:

- Pre-Construction
- Construction Administration
- Construction Observation and Material Testing
- Post Construction

Constructability. Starting with preliminary design, we will review the construction process from "beginning to end" to identify obstacles before the project is actually built. This can reduce or prevent errors, delays, and cost overruns. Each submittal will include a constructability review, to confirm assumptions, verify ability to meet schedule and identify potential areas of changed conditions that could be managed during design. For example, at the preliminary design level the benefits of "white topping" (concrete placed over the existing pavement) would be weighed against the potential impacts to procedures, etc.

Fast-track construction projects can save you time and money. Our unique resident engineer experience enhances quality control of your projects.

SPECIAL DISTRICTS

WORKING WITHIN CALIFORNIA'S AIRPORT DISTRICTS



Our seasoned team of experts includes staff whom you are familiar with: Jon Faucher, Brad Musinski, Mitch Hooper and Maranda Thompson bring a proven track record of success to the Truckee Tahoe Airport District. This is not an accident. Mead & Hunt staff have significant experience working within the scope of the different airport districts in California, including Minter Field, Indian Wells Valley, Monterey Peninsula, Big Bear, Cameron Park, Mojave Air and Space Port, Santa Maria Public, and San Diego County Regional.

What makes airport districts different from other airports?

Because airport districts lack land use authority, they must obtain development approvals from the city or county within which the project lies.

- We have supported several airport districts in negotiating the city/county development process. Our efforts have included:
 - Preparing CEQA environmental documents
 - Negotiating site design requirements
 - Documenting consistency with land use compatibility standards
 - Aiding in interpreting commercial/industrial zoning codes to correctly apply to airport facilities
- Airport districts are sometimes faced with a choice on whether to annex to a city or remain under county jurisdiction. We assisted the Minter Field Airport District in evaluating the pros and cons of annexing. Our review included:
 - Whether annexation might hinder the district's plan to relocate its access road.
 - How the district's sewage and water issues might be resolved through annexation.
 - Whether the city's zoning codes would adequately protect the airport from incompatible uses.
 - Whether the city's zoning codes would provide as much flexibility in development of non-aviation uses on district property.

- Because airport district boards review a smaller volume of development projects compared to cities and counties, individual board members may be less familiar with the development process. We have supported district boards through presentations on the development process and by providing written summaries of the steps in the local development process.

We are introducing staff with expertise in other areas of aviation consulting – engineering, drainage, construction management and grant administration to name a few. The team we have assembled will cover all the bases when it comes to upcoming projects and future development for TTAD.

REFERENCES



Mead & Hunt has an excellent reputation for providing high-quality comprehensive aviation consulting services. This can be readily confirmed by contacting our client references. We've been in the aviation consulting business for 70 years and 90 percent of our clients are repeat customers. Our repeat clients are a testament to the quality of our work. This can only happen when you bring quality projects in on time and within budget.

But do not take our word for it. We encourage you to contact our clients and ask them about the service they receive from Mead & Hunt staff members. We have many satisfied clients and are confident you will receive positive feedback from them. Mead & Hunt has placed a high priority on developing a professional reputation as a firm willing and able to do what is necessary to exceed our clients' expectations. We look forward to providing you with the same high-quality service and personal attention that our clients have come to expect.

Our staff represents an integration of foresight, knowledge and innovation with a track record of successful commissions and very satisfied clientele.

We are proud of our body of work and believe this work represents a background rich in experience; an experience that has been forged by participation in some of the most challenging planning, environmental, engineering and architectural issues facing airports in the last few decades. Our work experience throughout California and across the nation allows us to offer our clients the most current and cutting-edge solutions to accomplish their project needs.

REFERENCES

Keith Freitas, Airports Director
Buchanan Field Airport
Contra Costa County
550 Sally Ride Drive
Concord, CA 94520
925.646.5722
keith.freitas@airport.cccounty.us

Jonathan Hudson
General Manager
Minter Field Airport District
201 Aviation Street
Shafter, CA 93263
661.393.0402
HudsonJ@minterfield.com

Scott Owens, Sr. Vice President
McClellan Jet Services
Sacramento McClellan Airport
3028 Peacekeeper Way
McClellan, CA 95652
916.641.8970
sowens@mcclellanjetservices.com

Mary Hansen, Airport Manager (Retired,
still consulting)
Yuba County Airport
1364 Sky Harbor Drive
Olivehurst, CA 95961
530.741.6248
mhansen@syix.com

Bryant Garrett
Airports Manager
City of Redding
6751 Woodrum Circle, #200
Redding, CA 96002
530.224.4321
bgarrett@ci.redding.ca.us

Jon Stout, Airport Manager
Sonoma County Airport
2290 Airport Boulevard
Santa Rosa, CA 95403
707.565.7243
jon.stout@sonoma-county.org