STATEMENT OF QUALIFICATIONS

SUBMITTED FOR:
Specialized Aviation Engineering Services for the Truckee Tahoe Airport

TRUCKEE TAHOE AIRPORT

BRANDLEY ENGINEERING

DATE OF SUBMISSION: December 30, 2022

BRANDLEY ENGINEERING

December 30, 2022

Mr. Robb Etnyre, General Manager
Truckee Tahoe Airport District
10356 Truckee Airport Road
Truckee, California 96161

Subject: Request for Statement of Qualifications – Airport Engineering
Airport Development Projects – Truckee Tahoe Airport
Specialized Aviation Engineering Services

Dear Mr. Etnyre:

In response to your Request for Qualifications for Airport Engineering, General Engineering, and Airport Planning associated with Airport Development Projects for the Truckee Tahoe Airport, we are delighted to have the opportunity to continue to provide the Truckee Tahoe Airport District with Specialized Aviation Engineering Services for the development of the Truckee Tahoe Airport.

Brandley Engineering, Inc., located solely in Loomis, California, is a consulting airport engineering office with one hundred percent of our business devoted to airport grant administration, planning, design, engineering, and construction management services for all types of airport development projects. We have been providing these services for the past 69 years. Our office has been providing airport engineering services to the Truckee Tahoe Airport District continuously since 2011 and are well-versed in all aspects of the Airport, especially all airfield pavements.

Damon Brandley will continue to provide project management on all Truckee Tahoe Airport projects. He will be available at all times to coordinate design and construction management projects. Melissa Brandley and Tom Steinkamp will also be available to provide support engineering design and construction management services when needed.

Brandley Engineering's overall aviation experience will ensure that your projects will be completed according to FAA Standards and criteria in a timely and cost-effective manner. Our staff has an excellent and extensive knowledge of FAA procedures and regulations. This is accentuated by a close working relationship with the Northern California District Office of the FAA.

By submission of this Statement of Qualifications, Brandley Engineering acknowledges receipt of the First Addendum to the RFQ, on December 5, 2022.

We look forward to continuing to provide professional engineering services for the development of the Truckee Tahoe Airport and to working with District staff.

If you have any questions or need further information, please contact: Damon Brandley, P.E., (916) 316-0544, Damon@BrandleyEng.com.

Very truly yours,

R. Damon. Brandley, P.E.
President

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SECTION 1

PERSONNEL

Brandley Engineering, Inc., located solely in Loomis, California, is a consulting airport engineering office with one hundred percent of our business devoted to airport grant administration, planning, design, engineering, and construction management services for all types of airport development projects. Reinard W. Brandley, P.E., founded the firm in 1953, and operated the firm under Reinard W. Brandley, Consulting Airport Engineer, until 2020 at which time it was transitioned to a S Corporation, Brandley Engineering Inc., with ownership by Damon Brandley and Melissa Brandley. Brandley Engineering has performed airport grant administration, engineering design, airport planning and construction management services for the past 69 years. The upcoming projects at the Truckee Tahoe Airport fit within our primary area of focus and expertise.

Brandley Engineering has one of the most unique and highly qualified design and construction management teams. As a family business, our team consists of the second generation of Brandley Engineering, Damon Brandley and Melissa Brandley. Both Damon and Melissa Brandley planned on continuing the Brandley Engineering legacy from an early age and began working for the company as teenagers. As a result, our design and construction management teams' background, education, and abilities have been carefully planned to perfectly complement each other to create the best possible team. Our approach to building a highly qualified design team centers on advanced education and knowledge, as these are the key ingredients to solving very difficult and complicated engineering and construction challenges. All project managers have advanced master's degrees in Civil Engineering and extensive airport engineering and construction management experience.

Damon Brandley's master's degree in pavements and materials perfectly complements Melissa Brandley's master's degree in geotechnical engineering. This, combined with their many years under the guidance of Reinard W. Brandley with his extensive knowledge and 69 years of experience in the airport engineering field, creates the ideal team to solve any engineering design challenge. Damon and Melissa Brandley are supported by a veteran team of five additional engineers, drafters and support staff with extensive experience in airport planning and design. Every employee of Brandley Engineering has spent their entire aviation career with our firm.

The project staffing for the office of Brandley Engineering has been structured to utilize experienced project managers, engineers, inspectors, technicians, and administrative personnel. Project staffing workload in our office is largely controlled by limiting the number and type of projects to which we submit proposals and by minor adjustments to staffing. We have reserved space in our workload to provide the time and attention required for the projects anticipated at Truckee Tahoe Airport since 2011 and will continue to spend the time needed to complete Truckee Tahoe Airport projects in the future.

All members of the Brandley Engineering staff can begin work immediately following contract execution as needed on Truckee Tahoe Airport projects. Brandley Engineering schedules the work as soon as we receive authorization to proceed on a project and holds weekly meetings to ensure all projects are being completed on time and within budget.

All members of the Brandley Engineering team have extensive knowledge of FAA regulations, policies, and procedures, including:

- Airport Capital Improvement Plans (ACIP)
- Airport Improvement Program (AIP) FAA grant funding
- Pavement Maintenance Management Plans (PMMP)
- Environmental processes for design and construction projects
- Award process including all required submittals to FAA
- 7460-1 preparation and submittal on OE/AAA website
- Review process of plans and specifications
- Bidding process

- Award process including all required submittals to FAA
- FAA Quality Control and Quality Assurance requirements
- Inspection requirements for all materials
- Standard Operating Procedures (SOP) for Construction Project Change Orders
- Construction management requirements
- Project/grant closeout.

This knowledge qualifies our office to provide liaison with the FAA on behalf of Airports at any district or regional office. All staff members are kept up to date on all FAA Advisory Circulars and Design Guidelines. Team members receive weekly email updates on FAA regulations, policies, and procedures.

The basic design of a project can generally be prepared by any qualified engineer, but it is the details incorporated in the design that can make the difference between a short-lived, high-maintenance project and a long-life, low-maintenance project. Knowledge required to develop and incorporate the design details into a set of plans and specifications is obtained by advanced graduate schooling, experience, and research. All members of the Brandley Management Team have completed advanced graduate schooling with master's degrees. This will ensure all projects at Truckee Tahoe Airport will be properly designed and result in long-life, low-maintenance projects.

SUBCONSULTANTS

The following subconsultants will supplement the Brandley Engineering staff for specialty services.

Most environmental Cat Ex documents are conducted under the Engineering contract. For these environmental services, Brandley Engineering will team with Jim Wallace of Wallace Environmental Consulting. Mr. Wallace is an expert in the National Environmental Policy Act and the supporting special purpose laws and has over 40-years of experience as an environmental and resource consultant including the last 24 years as an environmental compliance and resource manager on federally obligated airports preparing over 250 NEPA and CEQA compliance documents for over 30 airports in Northern California. Mr. Wallace has demonstrated his dedication to providing direct and clear environmental consulting and is committed to the completion of all NEPA and CEQA compliance documents.

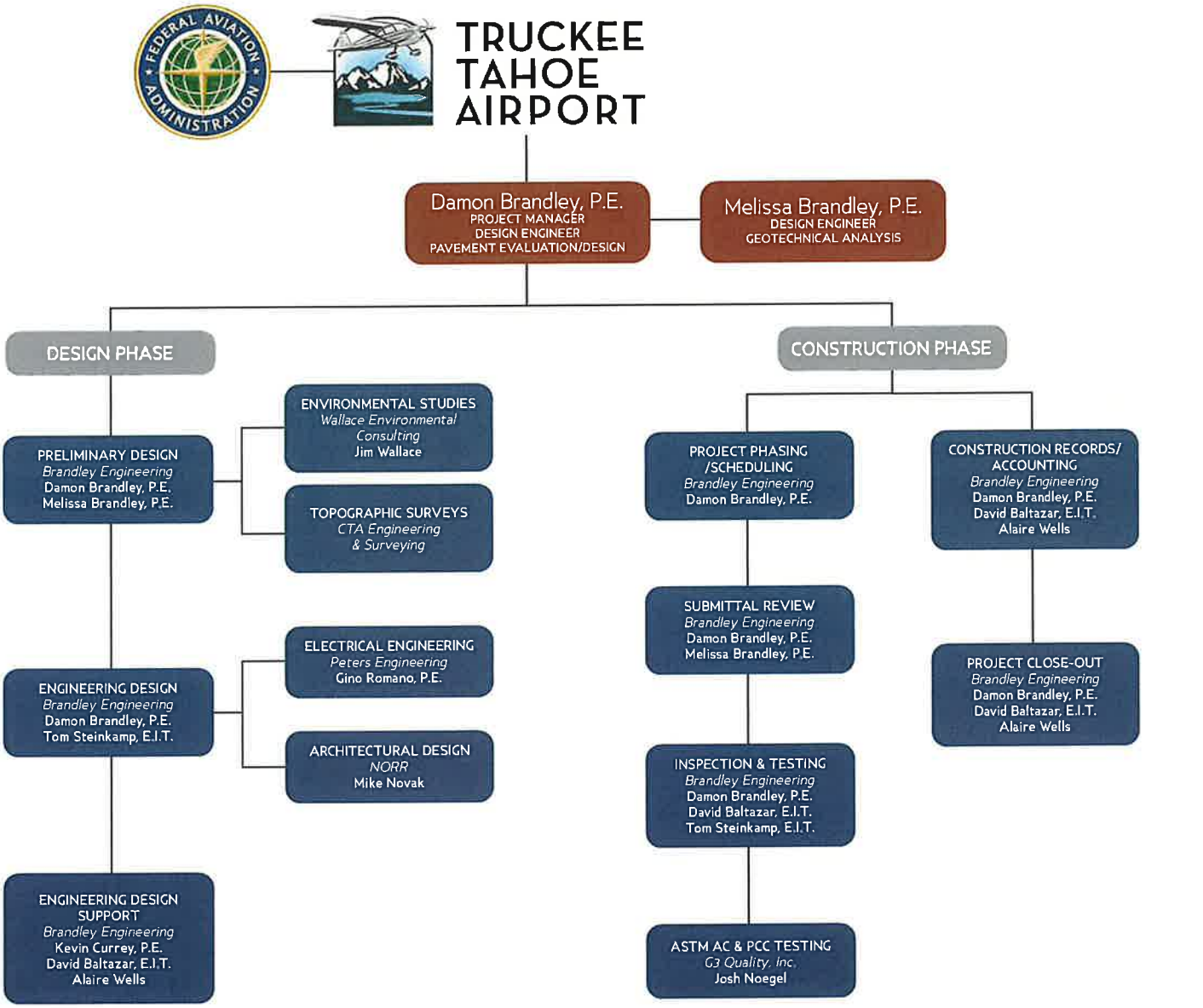
Brandley Engineering designs all airfield lighting and signage in-house. For airport power and electrical systems and electric automobile and aircraft charging stations, we utilize the services of Gino Romano, P.E. of Peters Engineering Company. Electrical systems play an important role in modern airport facilities, and Gino brings his experience and knowledge to each assignment as he establishes appropriate technologies and cost-effective solutions for the project at hand. Over the last few years, Gino has been a valuable asset to the Brandley Engineering team on various projects at Stockton Metropolitan Airport, Lincoln Regional Airport, Visalia Municipal Airport, Chowchilla Municipal Airport and University Airport.

For any potential architectural design projects, Brandley Engineering will team with NORR to provide architectural design services. We will work principally with Matthew Shigihara, Project Manager/Principal Architect, and Mike Novak, Associate/Studio Manager. Matthew has over 35 years of experience in managing complex projects to successful completion. He has led the planning, design, and management of terminal work at Truckee Tahoe Airport, terminal work at Sacramento International Airport, terminal work at Los Angeles World Airports, U.S. Customs Inspection Facility at Ontario International Airport, and the International Terminal Building at Honolulu International Airport.

Topographic surveys will be provided by CTA Engineering and Surveying, operating out of Sacramento, California. Damon Burns will serve as Survey Manager and has over 35 years of project planning, surveying, construction, and management in private and public sectors. He assumes responsibility supervising survey operations that support engineers and designers and supports the project manager on surveying for public works projects. He is experienced in the boundary surveys, ALTA's, Parcel Maps, Record of Surveys, construction staking of streets and highways, grading, drainage systems, sanitary sewer and water systems associated with Public Works projects.

FAA has a requirement that certain asphalt and concrete testing be performed by an ASTM-certified laboratory. For this testing Brandley Engineering will utilize the services of Joshua Noegel of G3 Quality. He has experience managing Caltrans, FAA, and structural construction projects across the west coast. His experience also consists of material testing and quality control/quality assurance for construction projects.

Work performed for the Truckee Tahoe Airport District on Truckee Tahoe Airport projects will be managed by Damon Brandley, P.E. The organizational chart presented below shows the organizational structure that is proposed to implement Truckee Tahoe Airport engineering projects.



The experience of each key staff member in the Brandley Engineering Team is presented in the following resumes describing education, credentials, related experience, and proposed roles for the contract.

All members of the Brandley Engineering team have extensive knowledge of FAA procedures

DAMON BRANDLEY, P.E.

PROJECT MANAGER/PROJECT ENGINEER

Damon Brandley has been on staff since 2002 and will be Project Manager/Project Engineer and the main point of contact for Truckee Tahoe Airport projects. Mr. Brandley is a major partner in Brandley Engineering and part of the second generation of Brandley Engineering. He is a registered Civil Engineer in the State of California (C 66558).

Damon has been actively involved in airport and airfield pavement design and construction control for nine summers while attending school and full time since 2002. He has completed a Research Assistantship at the University of Illinois in Champaign/Urbana while completing his master's degree. This research was conducted in conjunction with the FAA's Center of Excellence in Airport Pavement Research. His work as a Research Assistant included airfield pavement design and testing, Super Pave asphalt mix designs, and various other research projects.

He is experienced in the planning and design of runways, taxiways, aprons, and roads, including paving, grading, drainage, lighting, utilities, etc. He has conducted construction management, testing, and inspection on many airports since 2002.

Damon has been lead engineer for Pavement Evaluation Studies over the past 13 years. He has been involved in all aspects of these studies including soil testing, pavement testing, pavement inspections, calculation of the remaining life of the pavements under forecast traffic, and the development of the Pavement Management Maintenance Plans (PMMP) for more than 30 airports. Damon is responsible for all pavement section designs and pavement material submittal reviews for Brandley Engineering projects. Mr. Brandley's master's degree and experience in the evaluation and design of airfield pavements is invaluable to our clients in the design and construction management of pavement rehabilitation, reconstruction, and/or maintenance projects.

Damon has conducted construction management, testing, and inspection on many airports since 2002. Damon's master's degree in pavement materials ensures all pavement material submittals are adequate and provide the required loading support per the design specifications and any material related construction challenges are properly analyzed to determine the root cause and proper solution in order to facilitate a long life, low maintenance finished product.

Over the past three years Damon has performed engineering design and construction management for the reconstruction of Taxiway A West at the Truckee Tahoe Airport, reconstruction of general aviation apron at Mammoth Yosemite Airport, the reconstruction and widening of Runway 17-35, exit pavements, and airfield electrical at University Airport in Davis, and the fuel farm expansion at Nervino Airport. He is currently completing the engineering design of the reconstruction of Runway 2-20 and Airfield Electrical at the Truckee Tahoe Airport.

Damon has been actively involved in airport design and construction control for nine summers while attending school and a full time project manager for Brandley Engineering since 2002. He has the ability to delegate responsibilities for each project including drafting of plans, preparation of specifications and reports, preparation of estimates, and inspection and testing of construction projects. The staff of Brandley Engineering respect his capabilities and is ready and willing to assist him on all projects.

EDUCATION

B.S., Civil Engineering, Texas A & M University, 2000
M.S., Civil Engineering, Transportation Engineering, University of Illinois, 2001

REGISTRATION

California Professional Engineer, C 66558

CONTINUING EDUCATION

AAAE GIS Conference and Exhibition, San Antonio, Texas

EXPERIENCE

Damon Brandley has conducted engineering design, construction management, testing, and inspection on several airports since 2002 for Brandley Engineering. Representative projects on which Damon was Project Manager/Engineer/Construction Manager for Brandley Engineering include the following:

- **University Airport, Davis** – Runway 17-35 Reconstruction and Widening, Exit Pavements, and Airfield Lighting – 2022
- **Truckee Tahoe Airport** – Reconstruct Existing Runway 2-20 including Airfield Electrical - 2022
- **Truckee Tahoe Airport** – Reconstruct Taxiway A West – 2021
- **Mammoth Yosemite Airport** – Reconstruct East General Aviation Apron – 2020
- **Nervino Airport, Beckwourth** – Fuel Farm Expansion – 2020
- **Lincoln Regional Airport** – New Fuel Farm – 2019
- **Truckee Tahoe Airport** – Executive Hangar Development - 2018
- **Truckee Tahoe Airport** – Reconstruct Taxilane R - 2018
- **Sacramento Executive Airport** – Removal of Runway 16-34 - 2017
- **Truckee Tahoe Airport District** – Tahoe City Helipad - 2017
- **Sacramento International Airport** – Reconstruction of Taxiway D – 2016
- **Truckee Tahoe Airport** – Reconstruct Taxiway A - 2015
- **Chico Municipal Airport** – Reconstruct Aircraft Parking Apron - 2015
- **Truckee Tahoe Airport** – Reconstruct Apron A4 - 2015
- **Truckee Tahoe Airport** – 2014 Airfield Maintenance Projects
- **Lake Tahoe Airport** – Reconstruction of General Aviation Apron – 2013-14
- **Truckee Tahoe Airport** – 2013 Airfield Maintenance Projects
- **Tahoe City Helipad Feasibility** - 2012
- **Chico Municipal Airport** – Reconstruct Taxiway H - 2011
- **Truckee Tahoe Airport** – Runway 10-28 Rehabilitation and 2011 & 2012 Pavement Maintenance Projects – 2011-12
- **Oroville Municipal Airport** – Crack Seal Pavements, Airfield Guidance Signs – 2011
- **Truckee Tahoe Airport** – Reconstruct Runway 10-28 (11-29) - 2011

Over the past several years Damon Brandley has prepared PMMPs for the following airports:

- **Colusa County Airport, Oroville Municipal Airport, 3 Plumas County Airports** – 2021 (in progress)
- **Watsonville Municipal Airport** - 2021
- **Nevada County Airport** - 2021
- **Truckee Tahoe Airport** - 2021
- **Chowchilla Municipal Airport (PCI)** – 2018
- **Alturas Municipal Airport** – 2017
- **Lake Tahoe Airport** – 2017
- **Chico Municipal Airport** – 2017
- **Fresno Chandler Executive Airport** – PCI Update - 2016
- **Stockton Metropolitan Airport** – 2016
- **Sacramento County Airports** – Sacramento International, Sacramento Mather, and Sacramento Executive – 2015-16
- **Madera Municipal Airport** – 2014
- **Mammoth Yosemite Airport** – 2014
- **Tracy Municipal Airport** – 2013
- **Truckee Tahoe Airport, Truckee, California** – 2011

MELISSA S. BRANDLEY, P.E.
PROJECT ENGINEER

Melissa Brandley has been on staff since 2004 and will work with Damon Brandley for Truckee Tahoe Airport projects. Ms. Brandley is a major partner in Brandley Engineering and part of the second generation of Brandley Engineering. She is a registered Civil Engineer in the State of California (C 71139). Ms. Brandley received bachelor's & master's degrees in Civil Engineering from Texas A&M University with an emphasis in Geotechnical Engineering.

Melissa Brandley worked for Brandley Engineering for six summers during high school and college learning the basics of airport design and complying with FAA design standards and advisory circulars. She has been a full-time staff member and major partner in Brandley Engineering since completing her university studies in 2004. She is experienced in the design and construction management of airfield facilities.

Melissa Brandley's vast airport design experience covers every facet of airport engineering including design of runways, taxiways, aprons, hangar developments, roads, parking lots, drainage systems, lighting systems, navigational aids and fencing. Her graduate school studies in Geotechnical Engineering ensures that each design incorporates a detailed geotechnical evaluation of local soil conditions. This experience coupled with extensive knowledge of FAA standards and advisory circulars results in a design that meets all FAA standards and addresses unique local conditions and needs of the airport.

Melissa Brandley's airport design expertise is equally complimented with her knowledge and experience in construction management. She has been the Resident Engineer overseeing each phase of construction on most of her design projects. This unique combination of advanced education, design and construction management expertise ensures that each construction project is managed in a way that ensures conformance with the design and anticipating potential construction pitfalls in order to avoid costly change orders and delays during construction.

Melissa is the lead engineer in all Geotechnical Engineering evaluations and reports. Melissa's master's degree in Geotechnical Engineering ensures that each design project includes a detailed Geotechnical testing plan, the local soil conditions are properly evaluated and the ultimate design adequately addresses any potential subgrade strength challenges. For each engineering design project, Melissa's detailed Geotechnical Engineering Report includes evaluation of the site geology and subsurface conditions, soil corrosion potential, frost susceptibility and risk, seismic evaluation including surface fault rupture, liquefaction and dynamic seismic settlement risk, and recommendations for site work preparation, and pavement subgrade design strength. Melissa's Geotechnical Engineering background is also invaluable to evaluating and resolving complicated geotechnical construction challenges such as soft and unstable subgrade.

Melissa is also the lead engineer for all storm water drainage evaluation and design projects. Her experience and knowledge of water resource and storm water drainage engineering principles is invaluable to ensuring all Brandley Engineering airport's are designed to properly accommodate local storm water challenges. She recently completed whole airport storm water evaluation and design projects at Madera Municipal Airport, Visalia Municipal airport and Watsonville Municipal Airport.

EDUCATION
B.S., Civil Engineering, Texas A & M University, 2003
M.E., Civil Engineering, Geotechnical Engineering, Texas A & M University, 2004

REGISTRATION
California Professional Engineer, C 71139

EXPERIENCE

Representative projects on which Melissa has been Project Manager/Project Engineer/Resident Engineer for Brandley Engineering are as follows:

- **Madera Municipal Airport** – Airfield Drainage Improvements – 2022
- **Mammoth Yosemite Airport** – ARFF/Snow Removal Facility – Site Work – 2022
- **Chowchilla Municipal Airport** – Rehabilitation of Runway 12-30 and Airfield Electrical – 2021-22
- **Colusa County Airport** – Crack Seal and Slurry Seal Runway 13-31 including changing Runway Identification Numbers – 2021
- **Visalia Municipal Airport** – Seal Cracks and Remark Airfield Pavements - 2020
- **Visalia Municipal Airport** – Upgrade Airfield Guidance Signs - 2019
- **Oroville Municipal Airport** – Construct Taxiway K – 2018
- **Tracy Municipal Airport** – Tee Hangar Taxilanes – 2018
- **Visalia Municipal Airport** – Aircraft Hangar Buildings – 2018-19
- **Tracy Municipal Airport** – New 2-box PAPI Runway 30, Power Upgrades for PAPIs Runways 12, 8, and 26, Replace AWOS – 2017
- **Visalia Municipal Airport** – Reconstruct Apron A2 – 2017
- **Tracy Municipal Airport** – Reconstruct General Aviation Tie Down Apron - 2017
- **Madera Municipal Airport** – Reconstruct General Aviation Apron Phase 2 – 2016
- **Tracy Municipal Airport** – Reconstruct Runways and Taxiways – 2015
- **Stockton Metropolitan Airport** – Rehabilitate R/W and T/W Lights and Signs – 2014
- **Watsonville Municipal Airport** – Reconstruct T/W C and GA Apron Phase 1 – 2014
- **Oroville Municipal Airport** – North Side Apron Rehabilitation – 2013
- **Visalia Municipal Airport** – East Side Drainage Upgrade – 2012
- **Rogers Field, Chester** – Reconstruct Tee Hangar Taxilanes – 2012
- **Tulelake Municipal Airport** – Rehabilitation of Aircraft Parking Apron - 2012
- **Madera Municipal Airport** – Rehabilitation of General Aviation Apron Phase 1 - 2012
- **Chico Municipal Airport** – Rehabilitation of Aircraft Parking Apron (5 phases) – 2007 thru 2010
- **Lake Tahoe Airport** – Terminal Apron Reconstruction – 2009 through 2010
- **Fresno Chandler Executive Airport** – Construct North Parallel Taxiway – 2009
- **Visalia Municipal Airport** – Construction of South Side Taxiway - 2006

Representative projects on which Melissa has been the lead engineer for the Geotechnical Evaluation and Reports for Brandley Engineering are as follows:

- **Alturas Municipal Airport** – Remove Existing FAA VASI and Install New FAA 4-box PAPI – 2022
- **Chowchilla Municipal Airport** – New Beacon and Beacon Tower – 2022
- **Healdsburg Municipal Airport** – Construct New Taxiway A2 – 2022
- **Mammoth Yosemite Airport** – ARFF/Snow Removal Facility Site and Building – 2022
- **Mammoth Yosemite Airport** – Relocate and Upgrade Automated Weather Observation System (AWOS) – 2022
- **Truckee Tahoe Airport** – Reconstruct Existing Runway 2-20 – 2022
- **University Airport, Davis** – Reconstruct and Widen Runway 17-35 – 2021
- **University Airport, Davis** – New Beacon Tower and Beacon – 2021

THOMAS A. STEINKAMP, E.I.T.
PROJECT ENGINEER/RESIDENT ENGINEER

Tom Steinkamp has been on staff since 1984 and will serve on the design team and construction management team for Truckee Tahoe Airport projects.

Mr. Steinkamp brings a dynamic engineering background to this firm with over 48 years of experience in engineering design and construction management. This experience began with a mechanical engineering degree and continued with 10 years of active employment with a civil engineering consulting/materials testing firm as a project designer and materials testing technician.

Mr. Steinkamp has been actively involved in airport and airfield pavement design and construction control on airports in the Western United States since 1984. He has over 38 years of progressive field and office experience in design and management of airfield projects in our office. He is experienced in the design of runways, taxiways, aprons, and roads, including paving, grading, drainage, lighting, utilities, etc. Mr. Steinkamp has been responsible for construction management, testing, and inspection on many airports over the past 33 years.

Since he began working for Brandley Engineering in 1984, Mr. Steinkamp has developed a thorough knowledge of the principles and practices of civil and airport engineering and construction management with knowledge of and experience with FAA regulations, requirements, practices, design and planning criteria and advisory circulars.

Tom Steinkamp will serve on the design team for Truckee Tahoe Airport projects. He recently worked with Damon Brandley on the engineering design of the reconstruction of the Runway 2-20 and Airfield Electrical at Truckee Tahoe Airport. He will be available as needed for Truckee Tahoe Airport projects.

EDUCATION

B.S., Mechanical Engineering, Oregon State University, 1979

EXPERIENCE

Representative projects on which Tom was Project Engineer for Brandley Engineering are as follows:

- **Truckee Tahoe Airport** – Reconstruct Existing Runway 2-20 including Airfield Electrical – 2022
- **Chowchilla Municipal Airport** – Rehabilitation of Runway 12-30 and Airfield Electrical – 2021-22
- **Nevada County Airport** – Crack Seal Taxiway A, Crack Seal and Slurry Seal Ramp 2, Crack Seal Ramps 1 and 5 – 2021
- **Mammoth Yosemite Airport** – Reconstruct Town Hangar Taxilane, Slurry Seal Taxiways, Upgrade Airfield Guidance Signs – 2020
- **Mammoth Yosemite Airport** – Relocate Wind Cone and Segmented Circle – 2019
- **Oroville Municipal Airport** – Construct Taxiway K – 2018-19
- **Watsonville Municipal Airport** – Airfield Guidance Sign Upgrade – 2018
- **Watsonville Municipal Airport** – 2-box PAPIs Runways 2 and 20 – 2017
- **Mammoth Yosemite Airport** – Wildlife/Security Fence – 2017
- **Bryant Field** – Stock Drive Realignment - 2016
- **Truckee Tahoe Airport** – Apron A2 Expansion, Taxiway E Removal, Reconstruct South Jet Apron – 2015-16
- **Oroville Municipal Airport** – Grade RSA and Improve Drainage - 2015
- **Tracy Municipal Airport** – Reconstruct Airfield Pavements - 2014
- **Bryant Field** – Reconstruct Runway 16-34 and Taxiway A – 2012
- **Visalia Municipal Airport** – Southwest Side Development – 2011
- **Truckee Tahoe Airport** – Runway 10-28 Rehabilitation/Pavement Maintenance Projects – 2011-12
- **Madera Municipal Airport** – Construct General Aviation Apron and Access Taxiway - 2010
- **Madera Municipal Airport** – Install New Taxiway Edge Lights and REIL – 2010

Tom has served as Resident Engineer for Brandley Engineering on many projects over the past 38 years. Representative projects are listed below:

- **Mammoth Yosemite Airport** – Reconstruct Town Hangar Taxilane, Slurry Seal Taxiways, Upgrade Airfield Guidance Signs – 2021
- **Mammoth Yosemite Airport** – Security Gates and Terminal Area Fencing - 2021
- **Mammoth Yosemite Airport** – Reconstruct East General Aviation Apron - 2020
- **Watsonville Municipal Airport** – Crack Seal and Slurry Seal Runway 2-20 & Cross T/Ws - 2019
- **Gansner Field, Quincy** – Reconstruct R/W 7-25 and Cross T/Ws – 2017
- **Chico Municipal Airport** – Reconstruct Apron Phase 3 – 2016
- **Chico Municipal Airport** – Reconstruct T/W H and Apron Phase 5 – 2015
- **Watsonville Municipal Airport** – Reconstruct T/W C and G.A. Apron 1 - 2014
- **Madera Municipal Airport** – Reconstruct G.A. Apron Phase 1 – 2013
- **Chico Municipal Airport** – Remark Runways, Taxiways, and Apron - 2013
- **Bryant Field** – Reconstruct R/W and T/W, Construct New Cross R/W - 2012
- **Madera Municipal Airport** – New Taxiway Edge Light System - 2012
- **Madera Municipal Airport** – G.A. Apron Expansion Phase 2B – 2010
- **Madera Municipal Airport** – Extend T/W P, Hold Apron, Relocate T/W A – 2009
- **Mammoth Yosemite Airport** – Reconstruct Runway 9-27 & Taxiways – 2008
- **Madera Municipal Airport** – Construct Hangar Apron and Taxiway, Reconstruct General Aviation Apron, Construct Road 24 and $24^{1}/_{2}$ - 2005
- **Visalia Municipal Airport** – Construct South Side Taxiway – 2006

DAVID BALTAZAR, E.I.T.
DESIGN ENGINEER/RESIDENT ENGINEER

David Baltazar has been involved in airport design and airfield pavement testing and inspection on airports in the Western United States since 2005. He has 17 years of progressive field and laboratory experience in testing and inspection of airfield projects in our office. He is experienced in the design and inspection of runways, taxiways, aprons, and roads, including paving, grading, drainage, lighting, utilities, etc.

Mr. Baltazar has developed and applied his skills for designing and inspecting airport construction projects. From the design phase to the finished construction he treats each project with respect and professionalism in the Airport's interests, which results in a quality project that will outperform and outlast expectations.

As an Engineer David has honed and utilized his proficiency in AutoCAD Civil 3D 2021 to design and draft detail-oriented construction plans and airport layout plans. He has been the lead designer on airfield pavement crack and joint seal projects for Lincoln and Tulelake Airports and pavement reconstruction projects for Rogers Field and Truckee-Tahoe Airport. He is capable of providing design and support wherever there is a need to maintain continuity throughout Brandley Engineering's design process. While working on many design jobs he has become proficient in quantity takeoffs and engineering estimates that deliver accuracy and clarity for each design project. During his time at Brandley Engineering he has helped create a system to provide a reprographic and digital maintenance that creates a smooth and timely delivery of plans when needed.

Having spent a formidable period of his engineering profession performing laboratory testing, Mr. Baltazar has gained a familiarity of material testing that is the foundation of his Resident Engineer/Inspection expertise. He is familiar with and proficient in the testing and mechanics of asphalt pavement, asphalt mix designs, soils, and aggregate bases. Providing Resident Engineering services on successful construction projects, David has extensive experience in communicating with airport operators, advising, and directing contractors, coordinating airfield closures, maintaining an efficient construction schedule, and ensuring a quality finished project. He has served as a Resident Engineer/Inspector for crack seal, drainage, marking, lighting, earthwork, and pavement projects on airports throughout Northern California. When encountered with an onsite complication, David's knowledge of materials gives him the objective confidence and steadiness to adapt and make effective modifications when necessary. He has applied his experience during construction projects at Truckee Tahoe Airport and other airports throughout Northern California.

Mr. Baltazar will serve on the design staff and construction management team for the Truckee Tahoe Airport projects. He will devote the time required to complete the project within the time agreed.

EDUCATION
Bachelor of Science, Mechanical Engineering, California State University, Sacramento 2007

EXPERIENCE
Representative projects on which David served on the design team for Brandley Engineering are as follows:

- **University Airport, Davis** – Runway 17-35 Reconstruction and Widening, Exit Pavements, and Airfield Lighting – 2022
- **Truckee Tahoe Airport** – Reconstruct Taxiway A West – 2021
- **Truckee Tahoe Airport** – Reconstruct Runway 11-29 East Blast Pad, Construct Medical Services Apron, Construct New Wash Rack – 2020
- **Watsonville Municipal Airport** – Seal Cracks, Seal Coat, and Remark Runway 2-20 and Associated Taxiways - 2019
- **Visalia Municipal Airport** – Hangar Development – Building and Site – 2017-18
- **Chowchilla Municipal Airport** – Crack Seal, Slurry Seal, and Remark Taxiway A and Aircraft Parking Apron – 2018

- **Madera Municipal Airport** – Crack Seal All Airfield Pavements - 2017
- **Lake Tahoe Airport** – General Aviation Reconstruction Phase 4 – 2017
- **Visalia Municipal Airport** – Hangar Development - Building and Site - 2017
- **Tulelake Municipal Airport** – Saw and Seal Joints Runway 11-29 - 2016
- **Lincoln Regional Airport** – Crack Seal Airfield Pavements - 2015
- **Lake Tahoe Airport** – Taxiway Joint Seal, Remarking - 2014
- **Tracy Municipal Airport** – Reconstruction of Airfield Pavements – 2013-14
- **Oroville Municipal Airport** – North Side Apron Rehabilitation – 2013
- **Truckee Tahoe Airport** - Runway 10-20 Rehabilitation and Airfield Maintenance Projects – 2011-12
- **Plumas County Airports** – Reseal Pavement Joints and Paint Airfield Marking, AWOS III, Replace Rotating Beacon, New PAPI – 2011
- **Rogers Field** – Tee Hangar Taxiway Rehabilitation – 2011
- **Lake Tahoe Airport** – Terminal Ramp Reconstruction - 2010

David has served on the construction management team for Brandley Engineering on many projects since 2005. Representative projects are listed below:

- **Truckee Tahoe Airport** – Reconstruct Taxiway A West – 2021
- **Colusa County Airport** – Crack Seal and Slurry Seal Runway 13-31 – 2021
- **Truckee Tahoe Airport** – Reconstruct Runway 11-29 East Blast Pad, Construct Medical Services Apron, Construct New Wash Rack – 2020
- **Truckee Tahoe Airport** – Reconstruct Taxilane R – 2019
- **Watsonville Municipal Airport** – Crack Seal, Slurry Seal, and Remark Runway 2-20 and Associated Taxiways - 2019
- **Truckee Tahoe Airport** – Reconstruct Hangar Taxilanes CD and DE (East) – 2017
- **Alturas Municipal Airport** – Construct Helicopter Parking Apron – 2016
- **Rogers Field** – Reconstruct Tie Down Apron – 2015
- **Watsonville Municipal Airport** – Taxiway C & GA Apron Reconstruction - 2014
- **Rogers Field** – Rehabilitate Airfield Pavement Joints, Remark Airfield Pavement Markings – 2013
- **Truckee Tahoe Airport** – Runway 10-20 Rehabilitation – 2012
- **Oroville Municipal Airport** – Crack Seal and Mark Airfield Pavements, Airfield Guidance Sign Update – 2011
- **Madera Municipal Airport** – General Aviation Apron and Access Taxiway – 2010
- **Mammoth Yosemite Airport** – Reconstruct Runway 9-27 & Taxiways - 2008
- **Lake Tahoe Airport** – Reconstruct Runway 18-36 – 2008
- **Chico Municipal Airport** – Rehabilitation of Aircraft Parking Apron – 2008 thru 2010

KEVIN CURREY, P.E.

DESIGN ENGINEER/CONSTRUCTION SUPPORT

Mr. Currey has over 18 years' experience in design and engineering of civil infrastructure projects. In addition to airport-related projects, his professional experience includes large-scale residential, commercial, and mixed use land development; design of compensatory wetlands and environmental mitigation projects; drainage master plans; and public works planning, scoping, and engineering design. He is also experienced in land planning, surveying, and project scheduling.

Mr. Currey is an expert AutoCAD Civil 3D user, mentor, and trainer. Before joining the Brandley Engineering team in 2015, he provided AutoCAD design and training services to engineering firms. He has helped companies successfully implement Civil 3D and trained employees to become proficient in using the software through all aspects of the design process. He also managed their AutoCAD and network infrastructure. His software competencies include AutoCAD Civil 3D, Autodesk Subassembly Composer and Part Builder for Civil 3D, Autodesk Storm & Sanitary Analysis, Microsoft Office, Microsoft Project, and Microsoft Windows networking administration.

Mr. Currey is very knowledgeable in airport design and construction management support. He is well-versed in FAA design guidelines, and has used AutoCAD to model aircraft turning movements to design fillets that meet new FAA taxiway fillet design standards to meet airport operators' unique operational needs. He has been the project designer for the Truckee Tahoe Airport Reconstruct Runway 2020 and Airfield Electrical, Sacramento International Airport East Taxiways Improvements, Gansner Field Runway 7-25 Reconstruction, Truckee Tahoe Airport Taxiway A Reconstruction, and Chico Municipal Airport Taxiway A Reconstruction.

He is well-versed in FAA advisory circulars, requirements, and guidelines and is a valuable asset to the resident engineering and inspection team, providing construction support in the form of quantity take-offs, research, and other forms of office support.

Mr. Currey will serve on the design staff and construction support staff for the Truckee Tahoe Airport projects. He will devote the time required to complete the project within the time agreed.

EDUCATION

Completed Undergraduate Major Coursework in Civil and Environmental Engineering, Brigham Young University, 2012

PROFESSIONAL REGISTRATION

California Professional Engineer, C 90627

EXPERIENCE

Representative projects on which Kevin served on the design team for Brandley Engineering are as follows:

- **Truckee Tahoe Airport** – Reconstruct Existing Runway 2-20 including Airfield Electrical - 2022
- **Madera Municipal Airport** – Airfield Drainage Improvements - 2022
- **Mammoth Yosemite Airport** – ARFF/Snow Removal Facility – Site Work - 2022
- **Chowchilla Municipal Airport** – Reconstruct Runway 12-30 – 2021-22
- **University Airport, Davis** – Runway 17-35 Reconstruction and Widening, Exit Pavements, and Airfield Lighting – 2021-22
- **Mammoth Yosemite Airport** – Security Gates and Terminal Area Fence – 2020
- **Visalia Municipal Airport** – Aircraft Hangar Buildings - 2019
- **Chico Municipal Airport** – Reconstruct Taxiway A – 2017-2018
- **Bryant Field Airport** – Obstruction Evaluation – 2016
- **Sacramento International Airport** – East Taxiways Improvements – 2015-16
- **Gansner Field Airport** – Runway 7-25 Reconstruction – 2015-16
- **Madera Municipal Airport** – Apron Reconstruction – 2016
- **Truckee Tahoe Airport** – Jet Apron Reconstruction – 2015-16
- **Alturas Municipal Airport** – Helicopter Apron – 2016
- **Truckee Tahoe Airport District** – Tahoe City Helipad – 2015
- **Truckee Tahoe Airport** – Taxiway A Reconstruction – 2015

ALAIRE WELL
PROJECTS/GRANTS ADMINISTRATOR

Alaire Wells has been a member of the Brandley Engineering team since 1979. She is involved in the project administration and grants administration for all clients.

EDUCATION

AA, American River College, 1979

BACKGROUND

Alaire has been working for Brandley Engineering since 1979. In that time she has become very knowledgeable in all steps required to complete a project beginning with grant applications (FAA and State), preparation of specifications and reports, bidding process, award process, construction process including preparation of weekly reports, progress payments, FAA drawdown requests, and maintaining all records of construction, and the final closeout process including final report, final drawdown requests, and requests to FAA for closeout of the grant. She has a thorough knowledge of and experience with FAA regulations, requirements, practices, and advisory circulars.

EXPERIENCE

Ms. Wells has been actively involved in airport project and grant administration for Brandley Engineering since 1979. She has over 43 years of working with airports and the FAA to ensure that all projects meet FAA deadlines and are in compliance with FAA requirements and that information required by the FAA is assembled and delivered as required. All clients' requests are answered in a timely and accurate manner.

Examples of services Alaire performs for our clients include:

- Assisting Airport and Engineer in preparation of annual Airport Capital Improvement Program (ACIP).
- Assisting Airport and Engineer in preparation of grant applications.
- Keeping track of deadlines and budgets.
- Preparation of Construction Safety and Phasing Plan (CSPP) narrative.
- Assembly of specifications and reports for Project/Design Engineer's review.
- Preparation and submittal of Invitation for Bids to Airport for their use in advertising projects.
- When bids have been received, preparation of abstract of bids and application documents required for the FAA grant based on bids.
- During construction, maintenance of all records of construction.
- Assisting Airport in preparation of reimbursement requests for amounts reimbursable from grant projects (FAA Form 271).
- Assembly of final engineer's report for Resident Engineer's review.
- Obtain release of liens and other required final close-out documents from contractors.
- Assisting Airport in preparation of final drawdown request, the Federal Financial Report (FAA Form 425), and other documents the airport requires for closing out the FAA grant.

JIM WALLACE

WALLACE ENVIRONMENTAL CONSULTING – PRINCIPAL, SENIOR ENVIRONMENTAL CONSULTANT

Jim Wallace has been providing environmental consulting services to airports for over 23 years and will serve as Project Manager and lead EA author for all environmental documentation for Truckee Tahoe Airport projects.

EDUCATION

B.A. History, Humboldt State University, Arcata, California
Graduate Work in Natural Resource Management, Humboldt State University, Arcata, California

AREAS OF EXPERTISE

Mr. Wallace has over 40 years of environmental and natural resources consulting experience including 25 years preparing over 270 NEPA and CEQA compliance documents for over 30 airports in northern California. Mr. Wallace serves as environmental project manager for airport improvement projects including passenger terminal expansions, runway and taxiway extensions and reconstruction, non-aviation developments, new access roads, runway safety area maintenance in sensitive habitats, parking lots, aircraft aprons and hangar development, wildlife hazards and land use compatibility plans. Nearly all of the airport projects include coordination with multi-disciplinary teams for compliance with Section 106 of the National Historic Preservation Act, Sections 401 and 404 of the US Clean Water Act, US Clean Air Act and US Endangered Species Act and many projects required compliance with the California Environmental Quality Act. Mr. Wallace has developed an excellent working relationship with FAA district and regional offices and with airport sponsors.

Mr. Wallace has extensive experience developing technical and policy strategies, testifying at public hearings and negotiating with elected officials and senior staff in U.S. Departments of Transportation, Interior, Agricultural, Commerce and the U.S. EPA. Mr. Wallace is skilled at navigating controversial project issues in public meetings and by providing relevant information and data that lead to sustainable solutions.

RELEVANT EXPERIENCE

- **Tulelake Municipal Airport**

  In a controversial project, prepared the NEPA and CEQA compliance documents for the proposed construction of a perimeter fence. The airport and fence are located entirely within the historic boundaries of the World War II-era Tule Lake Segregation Center in Modoc County; the airport is owned by the Modoc Nation. Resolving project conflicts involved detailed cultural resource studies to comply with the National Historic Preservation Act and DOT Section 4(f) analysis.

  Prepared NEPA compliance documents for taxiway improvements, access road improvements and runway rehabilitation.

- **Lincoln Regional Airport (CA)**

  Prepared an Environmental Assessment for the reconstruction of Runway 15/33; applied environmental permitting processes and mitigation measures included in a regional Habitat Conservation Plan.

  Prepared NEPA and CEQA compliance documents for Airport Master Plan; projects included new access road, commercial non-aviation development area, box hangar complex and taxiway extension. Prepared wetland delineation which identified over 30-acres of wetlands and fairy shrimp survey which complicated airport development.

  Prepared Draft Environmental Assessment for a proposed airport business park; project was discontinued, however, we prepared special purpose law studies including a preliminary wetland delineation.

  Prepared NEPA compliance document for runway safety area maintenance which required mitigating impacts to wetland features

- **Mammoth Yosemite Airport**

  Prepared NEPA and CEQA compliance documents for a new passenger terminal and terminal development area.

  Prepared report requesting that the US Fish and Wildlife Service withdraw the airport from the Bi-State Distinct Population Segment of Greater Sage-Grouse proposed critical habitat.

  Prepared multiple NEPA compliance documents for taxiway and aircraft apron reconstruction; new security fence, obstruction lighting; backup electrical power systems and wind-sock relocation.

  Prepared Wildlife Hazard Management Plan, Biological Assessment which included an assessment of biological resources within a 5-mile radius of the airport.

  Prepared a memorandum regarding Federal environmental reviews and proposed commercial development on approved 1998 ALP.

  Prepared environmental scope of work included in the AIP for airport terminal development.

- **Lake Tahoe Airport**

  Prepared NEPA compliance document to reduce runway width and return unpaved surfaces to the Truckee River Sensitive Environment Zone.

  Prepared NEPA compliance document for new taxiway.

  Conducted assessment of surface water quality impacts associated with year-round spring-fed drainage ditch.

  Prepared Wildlife Hazard Management Plan.

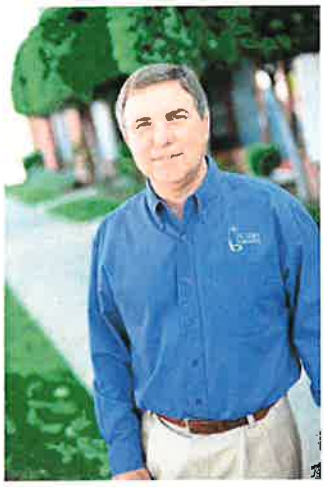
  Prepared Wildlife Hazard Management Plan, Biological Assessment which included an assessment of biological resources within a 5-mile radius of the airport.

Selected Airports for which Mr. Wallace prepared NEPA compliance documents:

- Stockton Metropolitan Airport
- Chico Municipal Airport
- Tracy Municipal Airport
- Colusa County Airport
- Truckee-Tahoe Airport
- Gansner Field, Quincy, California
- Chowchilla Municipal Airport
- Visalia Municipal Airport
- Placerville Airport
- Healdsburg Municipal Airport
- Napa County Airport
- Weaverville Municipal Airport

Gino Romano, P.E.

Vice President and Electrical Engineer



EDUCATION

Graduate B.S. – Electrical Engineering
California State University, Chico, 1989

REGISTRATION

California	E 17247	2004

PROFESSIONAL AFFILIATION

- IEEE, Institute of Electrical and Electronics Engineers

EXPERIENCE

Over 30 years of experience in the electrical engineering industry.

Gino has worked in the field of design and design/ build since 1991. He joined Peters Engineering in 2008 and during this time he has completed several successful projects encompassing similar scopes at airports and other facilities.

Below is a brief summary of relevant projects:

- Stockton Airport Lighting Power Survey
- Lincoln Airport Fueling Station
- Visalia Airport Hangar Building
- Chowchilla Beacon
- Chowchilla Runway Lighting Rehab
- UCD University Airport Beacon Tower
- UCD University Airport New Electrical Vault
- UCD Mondavi Center Emergency Generator
- VERIZON Mega Data Center Emergency Generator
- Comcast Generator and Rectifier
- Sunguard Data Center Generator

PETERS engineering
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Sacramento, CA 95817
916.447.2841

consulting for
mechanical, electrical and
plumbing engineering




Matthew Shigihara

AIA, LEED® AP

Project Manager /Principal Architect

Matthew has over 35 years of experience in managing complex projects to successful completion. In addition to managing client relations, Matthew leads the planning, design and management of many public and private sector projects. His work ranges from designing small scale intricately detailed spaces to large master planned developments. His depth of project experience and knowledge of industry trends provides projects with designs that have a lasting and a sustainable impact.

EDUCATION

University Of Washington
Seattle, WA
- Master of Architecture
- Bachelor of Architecture

PROFESSIONAL AFFILIATIONS

- American Institute of Architects (AIA)
- Licensed Architect: CA, NV, AZ, OR, WA, HI
- Professional License State of CA: #C17421
- USGBC, LEED® Accredited Professional

PROFESSIONAL EXPERIENCE

NORR Experience
2019 – Present

Industry Experience
37 Years

NORR

SELECTED PROJECT EXPERIENCE

Sacramento International Airport (SMF)*
Sacramento, CA
Project Architect
- Terminal B Paradies Concessions for multiple retail tenants (AOR)
- Terminal B Expansion Sustainability Services – LEED NC Registered
- Terminal B Phase 3 Modernization
- Terminal A Food Court Modernization

Los Angeles World Airports*
Los Angeles, CA
Project Architect
- Terminal Two Terminal Building
- Terminal Five US Customs Inspection Facility Upgrade
- Terminal Six 55,000 SF Connector Terminal
- Terminals Seven & Eight Ticket Counter Upgrade
- International Terminal Operations Offices for Varig Airlines
- Remote Terminals Remote Transit / Holdroom Buildings
- Continental Airlines Air Cargo Facility
- Delta Airlines Air Cargo Facility
- Japan Airlines Air Cargo Facility
- Qantas Airways Air Cargo Facility
- United Airlines First Class Lounge
- Continental Airlines President Club

Ontario International Airport*
Ontario, CA
Project Architect
U.S. Customs Inspection Facility in California. 50,000 SF

Airport Masterplan*
Glendale-Pasadena-Burbank Airport
Project Architect

International Terminal Building*
Honolulu International Airport
Project Architect

Spoils Cover Structures
Pacific Gas And Electric Company (PG&E)
Locations Throughout CA
Principal In Charge
The new cover structures provide a design solution to an ongoing stormwater challenge at 13 service center locations throughout Northern CA. The partially enclosed shed structures are for loose dirt, gravel, and asphalt material storage. The project also includes new concrete apron and berm systems. 2,000 – 5,000 SF, $7M, 2020

A/E On-Call Facilities Retainer Services
Department Of Transportation (Caltrans)
Sacramento, CA
Principal In Charge
As needed A/E building forensic and assessment services for a wide variety of building system projects. These included chiller, boiler, domestic and fire waterlines, building exhaust, AC dampers, transformer and subpanels, fire alarm systems, along with architectural and structural facility studies, reports, and construction documentation. Ongoing

Phase I And II
Cache Creek Visitor Center & Trails
Yolo County, CA
Principal
Three-acre site with new visitor center, parking lot, grading, drainage, well and septic system improvements.
10,600 SF, $11M, 2023 (est.)

*Performed with a previous affiliation.

Mike Novak

RA

Associate | Studio Manager

Mike has over 15 years experience in the A/E industry. He brings his diverse architectural knowledge and experience to each of his projects. Mike has designed a wide variety of projects under various delivery methodologies. He leads multidiscipline design teams in developing options that address program challenges. His industry knowledge and experience enables him to ask the questions that pave a path for successful project performance that exceed expectations.

EDUCATION

California Polytechnic State University
San Luis Obispo, CA
- Bachelor of Architecture

PROFESSIONAL REGISTRATIONS

- Registered Architect: California — C32976

PROFESSIONAL AFFILIATIONS

- AIA Member: 2006 — 2017
- AIA Central Valley Emerging Professional Director: 2013 — 2015
- AIA National - Repositioning Ambassador: 2013 — 2014
- AIA Central Valley Director - Advocacy: 2015 — 2017
- AIA Liaison to Region Builders Trade Association: 2015 — 2017
- LEED AP: 2005 — 2015
- LEED BD+C: 2015 — 2016
- California Architects License C32976: 2011 to present

PROFESSIONAL EXPERIENCE

NORR Experience
2018 — Present

Industry Experience
16 Years

NORR

SELECTED PROJECT EXPERIENCE

Auburn Fleet And Warehouse
Pacific Gas And Electric Company (PG&E)
Auburn, CA
Project Architect
Phased construction of the new Warehouse (10,000 SF) and Fleet Maintenance buildings (12,000 SF), as well as three new structures. Also full repaving to bring older Service Center up to modern requirements. Additional covered storage structures also included for transformer, pole and spoils storage. 2022 (est.)

Pacific Energy Center Relocation
Pacific Gas And Electric Company (PG&E)
San Ramon, CA
Project Architect
Design for a new tenant improvement in a 10,000 SF warehouse space with exhibit hall, conference areas, tool check-out, and classrooms. Systems and energy-focused project with space as an educational opportunity for building engineers. The Pandemic changed approach after CDs completed. Then provided a new storage-only TI in a different warehouse space, which supports virtual classes with tool check-out services and some hands-on services with equipment. 2021

Fremont And Richmond Service Centers
Pacific Gas & Electric Company (PG&E)
Fremont & Richmond, CA
Architect
New vehicle wash bay building (PEMB) within both existing operating service centers, with recirculating water system.
2,000 SF (ea.), 2021

Redding Service Center
Pacific Gas And Electric Company (PG&E)
Redding, CA
Project Architect
Multi-building service center remodel.
40,000 SF, Ongoing

Spoils Covers Phase 2
Pacific Gas And Electric Company (PG&E)
13 Locations In California
Project Architect
Industrial metal buildings with storm-water remediation berm and apron system. Thirteen locations, each with a unique design. 3,000 — 7,000 SF, $9M

Weld Shops
Pacific Gas & Electric (PG&E)
Multiple Locations, CA
Architect
Foundation up build of a new weld shops for PG&E maintenance employees. New weld shops at 5 different service centers to meet modern exhaust and safety requirements.
600 — 2,400 SF, $1M to $3M, 2020

Bishop Ranch Gas Control Room
Pacific Gas And Electric Company (PG&E)
San Ramon, CA
Project Architect
Tenant Improvement control room.
8,000 SF, $2M, 2019

Pacific Gas And Electric Company (PG&E)
Locations Throughout CA
Project Architect
- West Sacramento Repro
- Burney Heliport
- PEC Relocation — Building C
- Redding Service Center
- Wheatland Fence Project
- Wheatland Restroom Building
- Bishop Ranch Gas Control Room
- PEC C-Lab — Contract Admin

2018 — Present

Phase I And II
Cache Creek Visitor Center & Trails
Yolo County, CA
Architect
Three-acre site with new visitor center, parking lot, grading, drainage, well and septic system improvements.
10,600 SF, $11M, 2023 (est.)

DAMON BURNS, PLS

PROJECT ASSIGNMENT
Survey Manager

EDUCATION
Survey Technology Certificate
Sacramento City College, California

Construction Management Certificate
University of California, Davis

REGISTRATION
Registered Land Surveyor of California, #9171

YEARS OF EXPERIENCE
35

PROFESSIONAL AFFILIATIONS
California Land Surveyors Association (CLSA)

Damon Burns is a Survey Manager and Field Crew Supervisor. He assumes responsibility supervising survey operations that support engineers and designers and supports the project manager on surveying for public works projects. Mr. Burns is experienced in the boundary surveys, ALTA's, Parcel Maps, Record of Surveys, construction staking of streets and highways, grading, drainage systems, sanitary sewer and water systems associated with Public Works projects. A few of Mr. Burns' representative projects include:

- **AIRPORT RETROFITS – MISCELLANEOUS LOCATIONS NORTHERN CALIFORNIA:** Project Surveyor responsible for management of surveying services, supervision of office staff, preparing field package and analysis of survey data for surveying requests, coordinating with Design Engineer for the retrofitting of the airport facilities, including Truckee Tahoe Airport, Georgetown Airport, Colusa County Airport, and Alturas Municipal Airport.
- **GRANT LINE ROAD/ROUTE 99 INTERCHANGE RECONSTRUCTION - CONSTRUCTION MANAGEMENT SERVICES, ELK GROVE, CA:** Project Surveyor responsible for management of construction staking, supervision of office staff, preparing field package for staking requests.
- **SHINGLE SPRINGS INTERCHANGE, EL DORADO COUNTY, CA:** Project Surveyor responsible for construction staking services. Coordinates with Resident Engineer, Granite Construction, CC Meyers and several sub-contractors to ensure timely staking in support of construction and to Caltrans standards.
- **OLD TOWN ELK GROVE BLVD RECONSTRUCTION, ELK GROVE, CA:** Project Surveyor responsible for management of construction staking, supervision of office staff, preparing field package for staking requests coordinating with City Engineer and sub-contractors for the reconstruction of Elk Grove Blvd thru old town of City of Elk Grove.
- **ROUTE 99 WIDENING FROM ROUTE 4 TO HAMMER LANE, STOCKTON, CA:** Project Surveyor responsible for construction staking services. Coordinates with Parson Brinkerhoff, De Silva Gates Construction, and several sub-contractors to ensure timely staking in support of construction and to Caltrans standards.
- **EIGHT MILE ROAD, GRADE SEPARATION – STOCKTON, CA:** Project Surveyor responsible for 3 railroad grade separations. Scope of work included: management of construction staking, supervision of office staff, preparing field package for staking requests coordinating with Resident Engineer and construction contractors.
- **RAILYARDS REDEVELOPMENT PROJECT – SACRAMENTO, CA:** Project Surveyor responsible for management of construction staking, supervision of office staff, preparing survey calculations and coordinating with Construction Manager and sub-contractors for the development of new infrastructure for old Railyards including 6 story apartment complex layout.

JOSHUA NOEGEL

CLIENT SERVICES MANAGER

Josh Noegel is a committed Project Manager with over 20 years of experience pursuing and managing multimillion-dollar complex public works infrastructure projects. He has experience managing Caltrans, FAA, and structural construction projects across the west coast. His experience also consists of material testing and quality control/quality assurance for construction projects. Josh has a proven track record of growing operations through successful project management, rapport building, and proposal activities. He has excellent technical, estimating, and relationship-building abilities. Josh has been a key member on the relevant projects listed below.

EXPERIENCE

20+ Years

Years with G3: <1

Education

General Studies

AIRPORT PROJECT EXPERIENCE

Tracy Municipal Airport, Tracy, California: Reconstruction of Runway 12-30 and Taxiways B, D, and E; Tee Hangar Improvements; Aviation Tie Down Apron

Columbia Airport, Columbia, California: Taxiway B and C Rehabilitation; Taxilane Reconstruction and Rehabilitation

Mariposa/Yosemite Airport, Mariposa, California: Apron Rehabilitation

Salinas Municipal Airport, Salinas, California: Runway 13-31 and 8-26 Rehabilitation

Nut Tree Airport, Vacaville, California: Runway 2-20

Yuba Airport, Olivehurst, California: Transient Apron Tiedown Rehabilitation

Travis Air Force Base, Solano County, California: Ramp 400 Phase 1

Buchanan Field Airport, Concord, California: Taxiway E and K; Runway 14L-32R Rehabilitation, Contra Costa County, California

Palo Alto Airport, Palo Alto, California: Apron Reconstruction

Oakdale Municipal Airport, Oakdale, California: Airport Rehabilitation

Mather Airport, Mather, California: Taxiway Improvements; General Aviation Apron

Stockton Airport, Stockton, California: Terminal Apron Extension; Taxiway B Extension; Taxiway D Phase 2, Mill and Overlay Rehabilitation; General Aviation Apron Phase 1 and 2 Rehabilitation

San Jose Airport, San Jose, California: Terminal B, South Ramp Reconstruction Phase 1, 2 and 3; Southeast Apron

San Francisco International Airport, San Francisco, California: Runway 28L Reconstruction; Taxiway B5 Rehabilitation; Runways 1-19s RSA Improvements Project; Taxilanes H and M Realignment; Runway 10R-28L Improvement

Oakland International Airport, Oakland, California: North Field Runway Safety Area Improvements

Sacramento International Airport, Sacramento, California: Runway 16L-34R Pavement Rehabilitation; East Taxiway Improvements; Taxiway Delta, Whiskey, Yankee Rehabilitation, Sacramento, California

SECTION 2

SERVICES SPECIFIC INFORMATION

2.1 UNDERSTANDING OF PROJECT AND PROJECT APPROACH

The basic design of a project can generally be prepared by any qualified engineer, but it is the details incorporated in the design that can make the difference between a short-lived, high-maintenance project and a long-life, low-maintenance project. Knowledge required to develop and incorporate the design details into a set of plans and specifications is obtained by advanced graduate schooling, experience, and research. Our office provides this knowledge and experience to all design and construction projects. From 1953 to the present the office of Brandley Engineering has been providing engineering services for the type of work anticipated at the Truckee Tahoe Airport.

This Statement of Qualifications is for Specialized Aviation Engineering Services including FAA AIP project design and construction management, AIP grant administration, airfield pavements, Pavement Maintenance Management Plan, Airport Capital Improvement Program (ACIP) maintenance, advanced and large project design services for both FAA grant eligible and non-FAA grant eligible projects. A description of our understanding and approach to these services is included in this section of the Statement of Qualifications.

2.1.1. AIRPORT DESIGN

Brandley Engineering's methodology for the engineering design of projects centers around providing a cost effective and efficient design for each project. The cornerstone of this methodology is the smooth integration of the design and construction of a project. Each project is designed with careful consideration of the constructability of the design. A project that is designed in a manner that promotes ease of construction will result in decreased construction cost and a more efficient construction while minimizing the disruption to the Airport. One very unique aspect of Brandley Engineering is the intentional diversification of our design and construction management staff. Whereas most firms have one design team and a separate construction management team, our firm has cross trained every staff member in the design and construction management of airfield improvement projects. This ensures our designs are completed with an eye towards constructability, which results in lower bid prices.

Brandley Engineering's approach to efficient project management centers around consistent involvement and communication with the client and the FAA. At the beginning of each project we hold a scoping meeting with the client to discuss the scope of the project and identify all technical and functional needs of the Airport and any anticipated challenges or complications. This meeting is critical to ensure our design incorporates the needs of the client and fully accommodates the unique challenges that are specific to that airport. In addition, frequent meetings are held with the client throughout the design phase to review the status, discuss any new challenges that have been uncovered throughout the design, and ensure the airport's needs are being accommodated. This ensures that Brandley Engineering projects are completed on time and within budget.

Early and frequent involvement with the FAA staff of the San Francisco ADO and Regional Offices is a cornerstone of our project management philosophy and a key ingredient to efficient FAA approval of design projects. In addition, detailed cost estimates are developed early in the design phase to ensure the FAA programed grant funding matches our ultimate design and any modifications affecting costs are coordinated with the FAA.

Brandley Engineering has a qualified staff that works together daily as a team. We rely on each other, and sub-consultants as necessary, to ensure that top quality, coordinated construction documents are produced. The ability to work seamlessly together as an efficient team provides us the important capability to ensure that all phases of a project are coordinated and completed in an efficient and cost-effective manner. A project manager from our staff is assigned to each project and is responsible for carrying out the engineering design for that project. A staff meeting is held to determine the scope of the project, staff required to complete the project, and the project budget. Weekly reviews are made of the status of the project and time charged to the project. If necessary, adjustments are made to keep the project on

schedule and within budget. Every project is thoroughly reviewed by the Project Manager throughout the design and before the final documents are submitted to the client.

Weekly updates are provided to the Project Manager to ensure that the project remains on schedule and within the budget. If any issues arise, they are addressed immediately. The project is continuously monitored to ensure that the best design that meets the needs and constraints of the project is utilized.

Brandley Engineering's project management process has been fine-tuned over the company's 69-year history and ensures that projects are completed on time, and at or under budget as a result of our coordination, supervision, and production capabilities. We are confident that we can provide the same smooth process for the Truckee Tahoe Airport projects.

"Teichert Construction has been awarded and constructed numerous airport construction contracts that Brandley Engineering has administered. These projects have been very successful due in part that Brandley Engineering provides a complete and accurate set of bid documents and a thorough and well administered construction management program."

Daniel E. Brown, PE, Project Manager, Teichert Construction

2.1.2. CONSTRUCTION MANAGEMENT

Brandley Engineering's approach to the construction management of airport development and improvements centers around consistent involvement and communication with the client, the FAA, and the contractor. At the beginning of each construction project, we hold a preconstruction meeting with the contractor and Airport to review the scope of the project, anticipated project schedule, required submittals, and expected contractor requirements with an emphasis on quality control requirements, conformance to plan and specification and airport safety. This meeting is critical to ensure our management of the construction incorporates the needs of the client and fully accommodates the unique challenges that are specific to that airport including safety on the airport during construction, keeping tenants/FBOs informed of the construction schedule, and creating a schedule that is efficient and cost effective. In addition, weekly meetings are held with the Airport and the contractor throughout the construction phase to review the status and schedule of the construction, discuss any problems encountered, ensure safety plans are being followed, and answer any questions the contractor, the Airport, and/or the tenants may have. This ensures that Brandley Engineering projects are completed on time and within budget.

During the construction of the project our office will provide full construction management services. It is important that the construction of the project be in full conformance with the plans and specifications. We, therefore, will provide a full-time Resident Engineer on site at all times the contractor is working on the project. The contractor will be responsible for all Quality Control (QC) testing and inspection. Our office will provide Quality Assurance (QA) testing and inspection to confirm that all work is performed in accordance with the plans and specifications. Our office has the expertise and the testing equipment to perform most of the Quality Assurance testing in-house by our Resident Engineer or another engineer from our office. FAA requires certain asphalt and concrete tests to be performed by a specially certified testing laboratory, which will be scheduled and coordinated through a local testing laboratory under the control and supervision of our Resident Engineer. The ability of our Resident Engineer to perform the QA testing allows our office to have complete control of the construction management services and enables all aspects of these services to be seamlessly coordinated.

A unique aspect of Brandley Engineering is that our office provides a Resident Engineer that was involved with the original design of the project. We feel that this is critical as the Design Engineer is well versed in the details of why the project was designed the way it was, which allows for the Resident Engineer to

quickly answer any questions during construction or assist with any design modifications that may arise due to unforeseen field conditions. The ability of our Resident Engineer to be onsite and make quick decisions will minimize the risk of delays that can arise while a contractor is waiting on a response to a Request for Information (RFI).

Throughout construction our Resident Engineer will hold weekly construction progress meetings with the Owner, the Contractor, Project Engineer, and any other relevant parties. The purpose of this meeting is to review the safety plan conformance or issues, the contractor's progress, upcoming schedule, and overall project status. Weekly construction meetings are critical to ensure that the project stays on schedule and within budget. Damon or Melissa Brandley will also attend these weekly construction meetings to ensure that any necessary decisions are made to ensure the project stays on schedule and within budget with superior construction quality.

2.1.3. AIRFIELD PAVEMENTS

Airfield pavement design and evaluation is a specialty of Brandley Engineering. The founder of Brandley Engineering, Reinard W. Brandley's background was in Geotechnical Engineering. He was privileged to do his graduate work at Harvard University under Dr. Karl Terzaghi and Dr. Arthur Casagrande. Mr. Brandley's research work toward his doctorate at Harvard University was on airfield pavement design and evaluation. It was from this research that he developed the Brandley Fatigue Analysis Method of design of airfield pavements. A description of this design and evaluation procedure was presented in 1975 at a Symposium on Nondestructive Test and Evaluation of Airport Pavements sponsored by the U. S. Army Corps of Engineers Waterways Experiment Station at Vicksburg, Mississippi. This fatigue analysis method of design utilizes the layered elastic theory and uses a failure criteria of limiting subgrade deflection/strain under applied aircraft loadings. Each section of pavement is evaluated and designed for the forecast aircraft operations anticipated on that section of pavement. Reinard and Damon worked together for over twenty years fine tuning Reinard's fatigue analysis evaluation procedures to ensure the continuity of the Brandley Fatigue Analysis legacy. This Fatigue Analysis Methodology for evaluation and design of airfield pavements has a 69 year successful performance record and has been proven time and again to be more accurate than the FAA's FAARFIELD methodology, including the pavements at the Truckee Tahoe Airport.

The Brandley Engineering methodology for design of airfield pavements centers on a detailed evaluation of the entire pavement section. This starts with a thorough Geotechnical evaluation by Melissa Brandley to ensure a comprehensive understanding of the geotechnical support system underlying the pavements. This includes evaluation of the risk of soft and unstable subgrade and proper treatment to stabilize portions of subgrade if necessary in the most cost efficient and effective way possible. In addition, proper evaluation of thickness and quality of the existing pavement section layers is an important design consideration as it is a key factor in determining the potential options available to utilize recycled materials in a cost effective manner. Finally the Brandley Fatigue Analysis Methodology for design of airfield pavements is utilized to develop a detailed cost benefit analysis of various pavement design alternatives in order to select the final pavement section which will provide the most cost effective, long life and low maintenance pavements for the Truckee Tahoe Airport.

A prime example of the success of the Brandley Engineering methodology for design of airfield pavements is the 2011 design of the rehabilitation of the westerly 5,000 feet of Runway 10-28 (11-29) at Truckee Tahoe Airport. This design started with a detailed Geotechnical evaluation and evaluation of the thickness and quality of the existing pavement section layers. It was determined that the runway had adequate existing section thickness to accommodate forecast traffic with minimal addition of new section. However the quality of the existing aggregate base course and asphalt surface course when pulverized and mixed together would not be adequate to properly support the forecast traffic. Damon Brandley's Master's degree and expertise in pavements and materials was utilized to analyze various methods of improving the quality of the pulverized asphalt and base course. It was determined that an adequate base course quality material could be achieved by the addition of some course crushed rock to the pulverized asphalt and base course. This evaluation included studies to ensure the finished product would achieve an adequate CBR (strength parameter) to support the forecast traffic which included careful drafting of notes on the plans and in the specifications to ensure the right mix of crushed rock additive and pulverized asphalt and base course was achieved during construction. Finally the Brandley Fatigue Analysis methodology was utilized to

conduct a cost benefit analysis of the pulverized asphalt and base with crushed rock additive design with various alternative designs in order to ensure the final design achieved the desired design life with the most economical design. The 2021 Pavement Maintenance Management Plan conducted for Truckee Tahoe Airport by Brandley Engineering included non-destructive testing of all pavement sections, back calculations of the strength of each pavement layer and calculation of remaining life based on forecast traffic. This evaluation of the 2011 Rehabilitate Runway 10-28 (11-29) pavement concluded the pulverized asphalt and base with crushed rock additive had the highest base course strength values on the whole airport and a remaining life which exceeded 20 years. This highly economical and proven effective design was only achievable because of the advanced education and expertise of Damon and Melissa Brandley.

2.1.4. PAVEMENT MAINTENANCE MANAGEMENT PLANS (PMMP)

The FAA has a requirement for the Sponsor, in order to remain eligible for Federal funding, to prepare and maintain an updated copy of the Pavement Maintenance Management Plan (PMMP) for airports. The last PMMP for Truckee Tahoe Airport was prepared by Brandley Engineering in 2021. This PMMP includes detailed recommendations for future pavement maintenance, rehabilitation, or reconstruction projects at the airport and has been utilized in the preparation of the Airport's ACIP. Pavement Maintenance Management Plans are a specialty of Brandley Engineering and our unique approach to PMMPs is described below.

A proper Pavement Maintenance Management Plan includes a thorough evaluation of the existing pavement in order to identify and address the cause of the pavement issues, instead of throwing money at the symptoms. Reinard W. Brandley, Founder of Brandley Engineering, did his graduate work at Harvard University under Dr. Karl Terzaghi and Dr. Arthur Casagrande, the two top professionals in the field of geotechnical engineering. Mr. Brandley's research work toward his doctorate at Harvard University was on airfield pavement design and evaluation. It was from this research that he developed the Brandley Fatigue Analysis method of design of airfield pavements. This methodology has a 69-year performance record with a 90 to 95 percent success rate in predicting remaining life of a pavement section under forecast traffic and is utilized in every Brandley Engineering Pavement Maintenance Management Plan.

Most standard FAA Pavement Maintenance Management Plans only evaluate the surface distress apparent in the existing pavement but do not include any evaluation or consideration of deep-seated distress. It is ideal and more cost effective to rehabilitate the pavement prior to deep-seated distress occurring. By only considering surface distress, an Engineer is only evaluating the existing condition of the surface with no determination of the cause of the distress and no forecasting of future distress and failure. This often results in throwing money at the symptoms instead of determining the cause of the problem and designing a proper solution.

The Brandley Engineering Pavement Maintenance Management Plan analysis utilizes our geotechnical expertise and the Brandley Fatigue Analysis technology, along with the Pavement Condition Index (PCI), which will provide the District with the most economical, long-life pavement design and maintenance programs for Truckee Tahoe Airport. A FAA FAARFIELD pavement evaluation analysis will also be prepared to satisfy FAA requirements.

2.1.5. AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) MAINTENANCE

For all our clients we provide assistance in planning and development of their Airport Capital Improvement Plan (ACIP), including meeting with the client and the FAA to review the desired development at the airport and preparing the ACIP including estimates of cost and sketch maps.

Our approach to development of a useful and practical Airport Capital Improvement Plan (ACIP) centers around a detailed knowledge of the Airport, including the existing infrastructure (pavements, lighting, navigational aids etc.) and how the Airport serves its surrounding community. This enables us to identify and prioritize upcoming projects to both maintain and improve the existing infrastructure and to develop new infrastructure to allow the Airport to better serve its community. The Airport's Pavement Maintenance Management Plan (PMMP) is a valuable guide in prioritizing the rehabilitation needs of existing pavements, and the Airport's Airport Layout Plan and Narrative Report is a valuable guide in prioritizing the need for new development on the Airport.

The ideal ACIP includes finding a balance between the Airport's needs and priorities and FAA's funding

priorities, as well as the client's available matching funds. As a result, we develop an ACIP that provides the Airport with a useful and realistic plan to achieve their goals and places the Airport in a position to have the maximum competitive advantage for receiving discretionary funding for FAA AIP grants.

Brandley Engineering's close working relationship with the FAA offices at the District and Regional levels positions our office to know when and where Federal funding is available and to optimize the potential of obtaining funding for development of the Truckee Tahoe Airport.

2.1.6. AIP GRANT ADMINISTRATION

Brandley Engineering's approach to grant administration centers around consistent involvement and communication with the client, the FAA, and the State Division of Aeronautics.

Damon Brandley will coordinate all grant administration and work with the Truckee Tahoe Airport District and the FAA and the State to ensure all requirements and needs are met. Damon has been working with the San Francisco ADO of the FAA since 2002, which provides a unique advantage in scheduling required meetings and determining their specific requirements for a project. He is very experienced in attending public meetings and presenting proposed development and FAA standards and requirements on airports to keep the public and tenants of the airport informed. Damon and Alaire will work together to prepare grant applications, bidding, award and contract documents, and grant payment requests up to and including the final close-out of the grant.

2.2 CONSTRUCTION/DESIGN PROCESSES

Brandley Engineering has been providing engineering design and construction management services for airports for 69 years. As a result, we have established certain processes that meet all needs of our clients and requirements of the FAA. Detailed outlines of these processes for airport design, construction management, Pavement Maintenance Management Plan, and AIP Grant Management services are set forth in this section of the SOQ.

2.2.1 AIRPORT DESIGN

An outline of our process to complete Airport Engineering Design Projects is as follows:

PRELIMINARY DESIGN PHASE	• Coordinate with the District on project scope, finances, schedules, operational safety and phasing considerations, and other pertinent matters. • Prepare preliminary estimate of construction costs and a schematic design. • Prepare pre-applications for FAA funding. • Evaluate local conditions, including environmental constraints. • Geotechnical studies as required. • Complete necessary topographic surveys. • Pavement section alternatives analysis.
ENGINEERING DESIGN PHASE	• Conduct/attend design meetings to obtain information and to coordinate or resolve design matters. • Preparation of CSPP and uploading 7460-1 to OE/AAA website. • Complete engineering design of the project including grading, drainage, paving, lighting, marking and electrical systems. • Preparation of Engineer's Estimate of construction costs. • Submit plans to District and FAA for review comments. • Deliverables: CSPP, plans, specifications, and Engineer's Estimate

FINAL DESIGN PHASE	• Incorporate District and FAA review comments. • Provide final design drawings, specifications (using AC 150/5370-10), and Engineer's Report including Engineer's Estimate. • Prepare complete "bid-ready" plans and specifications and submit to District and FAA. • Deliverables: Final plans and specifications ready for bid and Engineer's Report including Geotechnical Report
BIDDING AND AWARD PHASE	• Attend pre-bid meeting. • Answer questions and Requests for Information. • Prepare any required addenda. • Analyze bid results and make recommendation to Sponsor for award. • Prepare final AIP application and contract documents. • Deliverables: Addenda as necessary, Abstract of Bids, final AIP application and contract documents for submission to FAA.

2.2.2 CONSTRUCTION MANAGEMENT

Brandley Engineering's construction management process has been fine-tuned over the company's 69-year history and ensures that projects are completed on time, and at or under budget as a result of our coordination, supervision, and production capabilities. We are confident that we can provide the same smooth process for the Truckee Tahoe Airport projects.

An outline of our process for Construction Management/Inspection projects is as follows:

CONSTRUCTION MANAGEMENT	• Represent the Airport at the Pre-construction Conference and prepare the minutes. • Prepare and maintain a master project schedule. • Provide consultation and advice to the Airport during all phases of construction. • Provide weekly inspection reports (FAA Form 5370-1) to the Airport and FAA. • Maintain all records of construction. • Review and approve all shop drawings and submittals. • Prepare and assist in negotiating any required change orders. • Coordination with affected utilities, agencies, and tenants. • Prepare payment requests for contractors and reimbursement requests to FAA. • Review Operation and Maintenance manuals. • Deliverables: Preconstruction Conference minutes, project schedule, weekly inspection reports, submittal/shop drawing/O&M manual reviews, required change orders, progress payments, and reimbursement requests.
RESIDENT ENGINEERING AND INSPECTION SERVICES	• Provide complete construction management services as required, including providing all resident engineering, testing and inspection services. • Review all materials and performance tests for compliance with specifications. • Perform field and/or construction surveys if required. • Perform final inspection including preparation of "punch list". • Conduct wage rate interviews and review contractor's weekly payrolls for wage compliance. • Deliverables: Quality Assurance test reports, surveys as required, punch list, and wage rate interviews

PROJECT CLOSEOUT	• Provide electronic Record Drawings to the Airport and FAA. • Provide Final Engineer's Report to the Airport and FAA that includes summary of materials testing, summary of project change orders, and financial summary. • If a grant amendment is required, our office will prepare the grant amendment request to FAA and associated justification. • Obtain releases of liens/claims from the contractors. • Ensure FAA receives all information required to close out grant. • Manage and coordinate systems start-up. • Update the Airport Layout Plan to show the new development • Deliverables: Record Drawings and Final Engineer's Report, final grant closeout documents, and Airport Layout Plan Update.

2.2.3 PAVEMENT MAINTENANCE MANAGEMENT PLANS (PMMP)

All Pavement Maintenance Management Plans developed by Brandley Engineering include evaluation of both deep-seated distress and surface distress. This allows the Airport to gain a complete picture of the current condition of their pavements, determine the cause of the existing distresses, and accurately forecast future distress and failures so the Airport and their consultant can properly plan rehabilitation projects to take place prior to failure. In addition, detailed cost benefit analyses are conducted to determine the proper rehabilitation method for each pavement section.

Brandley Engineering's processes in the development of a Pavement Maintenance Management Plan for the Truckee Tahoe Airport is as follows:

SURFACE DISTRESS EVALUATION PAVEMENT CONDITION INDEX (PCI)	• A detailed visual inspection will be made of all pavements. The scope of investigation will be performed as set forth in ASTM D5340, Airport Pavement Condition Index Surveys. Once these surveys are complete, Pavement Condition Indexes (PCI) will be assigned to each section of pavement. • *Deliverables:* PCI for each section of pavement.
GEOTECHNICAL AND PAVEMENT TESTING	• Existing pavement sections will be researched from as built drawings and/or coring operations if necessary • Detailed geotechnical studies will be conducted by drilling test holes to depths of 10 feet and sampling, classifying and testing native soils • Non-destructive testing will be conducted to obtain necessary basic data to evaluate existing strength of airfield pavements. • All pavements will be tested with the heavy weight deflectometer (HWD) equipment with spacing of 100 to 200 feet. • *Deliverables:* Detailed Geotechnical Report included as an appendix to the final PMMP report.
TRAFFIC DETERMINATION AND FORECASTS	• A determination of the current and forecast traffic at the airport will be made on each segment of airfield pavement based on the Airport's traffic records and forecasts. • *Deliverables:* Traffic Study included as an appendix to the final PMMP report.

DEEP-SEATED DISTRESS EVALUATION	• Modulus of Elasticity of each layer of the pavement section and subsoils will be back-calculated from the HWD test results. • Current and forecasted traffic loading will be modeled on each section of pavement • Brandley Fatigue Analysis methodology and FAA FAARFIELD methodology will be used to predict remaining life and time of failure under fatigue loading. • *Deliverables:* Pavement Data
ANALYSIS AND RECOMMENDATIONS	• Based on the PCI Determination and deep-seated distress analysis, the following analyses are made: • Forecast remaining pavement life. • Time and type of strengthening or rehabilitation or reconstruction required for each section. • Recommendation of different types of strengthening, overlaying, or reconstruction as needed • Cost benefit analyses of various rehabilitation options to determine the most cost-effective rehabilitation • *Deliverables:* Recommendations for rehabilitation are made for each section, including time and type of repair or rehabilitation required. Recommendations for maintenance work required to extend the life of the pavements are also made.
REHABILITATION COSTS	Preliminary cost analyses will be conducted to determine the estimated cost of the recommended maintenance and rehabilitation.
PMMP REPORT	A PMMP report is prepared that summarizes all data obtained in the PCI determination, deep-seated distress study, traffic forecasts, and analysis and resulting recommendations. The report will include a detailed pavement rehabilitation plan and schedule including estimated costs.

2.2.5 AIP GRANT ADMINISTRATION

There are many steps that are taken in administering Airport Improvement Program grants from the initial preapplication to the final closeout documents. Brandley Engineering has processes in place to provide our clients with all the necessary documents to successfully manage our clients' AIP grants. The key ingredient is that we stay in constant communication with our clients to ensure the documents are prepared according to their needs. Our processes for AIP grant administration, along with the required deliverables, are set forth as follows:

- *Preapplication* - Preparation of initial preapplications that set forth the anticipated projects, including a detailed program narrative and preliminary cost estimates – These preapplications are sent to the client for signature and forwarding to the FAA.
- *IFE Scope of Work* – We prepare a detailed scope of work to facilitate a clear and concise understanding of the extent of the engineering work entailed on a project in order to allow the sponsor preparation of the IFE in a simple and cost effective manner.
- *Final Application* - Once bids have been received for construction projects or final costs have been determined for design/planning/environmental projects, the final application is prepared that includes the final costs for the grant. This application is sent to the client for signature and forwarding to the FAA. For construction projects our office prepares the Abstract of Bids to be included with the final application.

- *Grant Payment Requests* - For most of our airports, including the Truckee Tahoe Airport, we prepare grant payment requests for AIP-funded projects. This includes the preparation of the SF 271, Outlay Report and Request for Reimbursement and Invoice Summary as needed, and the SF 425, Federal Financial Report, at the end of the year. For each grant payment request we coordinate with the Airport to determine all costs on the project including engineering costs, construction costs, and administration costs.

- *Final Closeout Documents* – Once the project has been completed and all final costs have been determined based on close coordination with the Airport, final financial closeout documents are prepared. These include the final drawdown request (SF 271), the final Federal Financial Report (SF 425), a summary of final project costs, and a draft letter for the Airport to send these documents to FAA with a request to close out the grant.

2.3 LOCATION

The office of Brandley Engineering is located in Loomis, California, approximately 80 miles southwest of the Truckee Tahoe Airport, which is about a 1½ hour drive. All work is performed out of our Loomis location. Our office has been providing engineering services to the Truckee Tahoe Airport District since 2011 and has demonstrated our ability to attend meetings at the airport in a timely manner and/or on short notice. When construction is in progress, Damon Brandley attends the weekly meetings. He has also attended several Board meetings and made presentations to the Board. Brandley Engineering is committed to continuing to attend any meetings as requested by the District.

2.4 SCHEDULING

The Brandley Engineering Team's ability to complete projects in a timely and efficient manner centers around the development of a qualified staff which works together as an efficient team and an organized approach to anticipate and avoid potential stumbling blocks which can result in costly delays. Our approach to airport engineering and design projects starts with placing a high importance on maintaining consistent involvement and communication with the client and the FAA staff at the San Francisco ADO and Regional Offices. At the beginning of each project, we hold a scoping meeting with the client to discuss the scope of the project and identify anticipated challenges or complications. This meeting is critical to ensure our design incorporates the needs of the client and fully accommodates the unique challenges that are specific to that airport. In addition, frequent meetings are held with the client throughout each project to review the status, discuss any new challenges that have been uncovered throughout the design effort, and ensure the Airport's needs are being accommodated. This ensures that Brandley Engineering projects are completed on time and within budget.

All members of the Brandley staff can begin work immediately following contract execution as needed on Truckee Tahoe Airport projects. We schedule the work as soon as we receive authorization to proceed on a project and hold weekly meetings to ensure all projects are being completed on time and within budget.

Damon will continue to be the point of contact for all airport engineering design and construction performed for the Truckee Tahoe Airport. Our team understands the importance of responding quickly to client and FAA questions and requests and can make ourselves available for personal meetings, Zoom meetings, or phone calls with short notice.

The office of Brandley Engineering has a proven track record of producing projects on time and within budget. Our track record with FAA of successfully meeting very tight schedules has resulted in FAA's confidence to offer last minute funding to our clients.

One example of our demonstrated ability to meet difficult schedules and timelines is as follows:

The Regents of the University of California Davis planned the Reconstruct and Widen Runway 17-35, Runway Safety Area Grading and Electrical Improvements project at the University Airport for construction in 2021. They signed a contract and issued a Work Authorization for Brandley Engineering for the engineering design of this project on October 7, 2020. To meet FAA funding deadlines the project needed to be advertised for bids in February of 2021.

Brandley completed the preliminary design and submitted preliminary plans and specification for the project on December 1, 2020 (less than 2 months after receiving the Work Authorization). This preliminary design included the following:

- Topographic surveys
- Geotechnical Studies
- Site Layout Plans
- Construction Safety and Phasing Plans
- Preliminary Grading and Runway Plan and Profile Plans
- Electrical Demolition Plans
- New Runway Lighting System Layout
- Draft Specification
- Preliminary Construction Cost Estimate

This placed Brandley Engineering on track to have a complete bid ready package by end of January 2021. However, on December 8, 2020 FAA notified the Airport that construction discretionary funding for this project was not available for the 2021 AIP grant cycle. Brandley Engineering then worked with the Airport to re-strategize the funding priorities for the available entitlement funds and identified the Beacon Replacement and a Pavement Maintenance Management Plan as the most viable projects. The timeline for the design of the Beacon Replacement project was critical and required complete bid ready plans and specifications by middle of February 2021.

Brandley Engineering received authorization to begin design of the Beacon Replacement project on December 8, 2020. Design included geotechnical studies, investigation of the existing beacon electrical system, investigation of existing utilities in the vicinity of the new beacon tower, layout and design of the new beacon tower and beacon, aeronautical analysis to establish the new beacon tower height and design of a new electrical system serving the beacon including vault work, new duct, cable, photocell, relays etc. Special care was taken to ensure all new electrical items met fire code compliance requirements related to the proximity of an existing propane tank near the new beacon tower location. Gino Romano of Peters Engineering performed the Electrical Engineering on this project. The engineering design including complete bid ready plans, specifications and engineers report were completed and advertised for bids on February 14, 2021. Bids were opened on March 2, 2021 and Notice to Proceed issued to the contractor on March 31, 2021. University Airport was able to proceed with this important project as a direct result of the special capability of Brandley Engineering and Peters Engineering to complete engineering design projects on expedited timelines.

Once the beacon project design was complete, our attention returned to the completion of the runway reconstruction and widening design. FAA determined that funding would be available for the runway reconstruction and widening project in the 2022 fiscal year. Our office completed plans and specifications ready for bid in February 2022. Bids were opened on March 9, 2022. The University has issued a Notice to Proceed for this project for April 2023.

Brandley Engineering's approach to maintaining a project schedule for construction management of airport development and improvements centers around consistent involvement and communication with the client, the FAA, and the contractor. At the beginning of each construction project, we hold a preconstruction meeting with the contractor and Airport to review the scope of the project, anticipated project schedule, required submittals, and expected contractor requirements with an emphasis on quality control requirements, conformance to plan and specification and airport safety. This meeting is critical to ensure our management of the construction incorporates the needs of the client and fully accommodates the unique challenges that are specific to that airport including safety on the airport during construction, keeping tenants/FBOs informed of the construction schedule, and creating a schedule that is efficient and cost effective. In addition, weekly meetings are held with Damon Brandley, the Airport, and the contractor throughout the construction phase to review the status and schedule of the construction, discuss any problems encountered, anticipate upcoming problems and formulate solutions to avoid delays, ensure safety plans are being followed, and answer any questions the contractor, the Airport, and/or the tenants may have. This ensures that Brandley Engineering projects are completed on time and within budget.

Our approach to ensuring construction projects stay on schedule starts with coordination between our office, the Airport and contractor to develop a construction schedule for the full project timeline that is both realistic and efficient. Next we use this realistic construction schedule to anticipate potential issues which may cause delays and address them early on. One example of anticipating potential issues is careful management and contractor coordination of the submittal schedule to ensure all submittals are submitted, reviewed and approved in a timely manner to ensure there are not material supply related construction delays. Both the project schedule and submittal status are important standing agenda items for the weekly construction meetings conducted by our construction management staff in order to anticipate and prevent construction delays.

In addition, another potential risk of significant construction delay is delays associated with waiting for a response to a contractor Request of Information (RFI) due to unforeseen conditions and/or questions/clarifications on the design plans and specifications. A unique aspect of Brandley Engineering is that our office provides a Resident Engineer that was involved with the original design of the project. We feel that this is critical as the Design Team is well versed in the details of why the project was designed the way it was, which allows for the Resident Engineer to quickly answer any questions during construction or assist with any design modifications that may arise due to unforeseen field conditions. The ability of a member of our design team to be onsite as Resident Engineer every day during construction and make quick decisions will minimize the risk of delays that can arise while a contractor is waiting on a response to a RFI.

Some examples of our demonstrated ability to meet minimize costly construction delays is as follows:

In 2019 and 2020 Brandley Engineering completed the engineering design and construction management for the Aircraft Hangar Development Site Work at Visalia Municipal Airport. During the early phases of construction of this project, the contractor was installing a new storm drain pipe. It was discovered that there were some existing electrical, water and communication utilities which were installed by a private hangar development in between the design and construction phase of our project which were conflicting with the new storm drain line. Melissa Brandley was both design engineer and Resident Engineer on site every day during construction. Melissa's intimate knowledge of how the project was designed, what other design alternatives were considered and each design alternatives pros and cons allowed Melissa to quickly troubleshoot the utility conflict and determine it was easier and cheaper to reroute the storm drain pipe in a different direction (one of the previously analyzed design alternatives). This eliminated any construction delays because Melissa resolved the utility conflict and got construction back underway within 30 minutes with a new storm drain pipe layout, design and invert/flowline.

In 2019 Brandley Engineering completed the engineering design and construction management of the Reconstruction of Taxilane R at Truckee Tahoe Airport. During this construction project, there was a potential for a serious delay to the reopening the taxilane due to a lead time issue with the electrical utility boxes that were to be installed in the taxiway pavement section. The contractor had already closed the taxiway for reconstruction when they learned that the utility boxes would not be available for at least 16 weeks. This posed a serious problem for the airport as it could have delayed the reopening of Taxilane R by months which would displace the hangar tenants for an unreasonable length of time. This would have been a serious inconvenience for the airport in addition to a loss of hangar rent revenue. Brandley quickly assessed the potential delay and worked with the contractor and the Airport staff to find a solution that would minimize the impact to the Airport. The solution was to install all of the conduits for the utility run, paying particular attention to the location of each conduit at the location of the utility boxes so that it was properly located. The conduits were then stubbed off at each location, backfilled with aggregate base course, and then paved over. This allowed the Taxilane to be reopened without delay. Several months later, when the utility boxes were delivered, we closed portions of the taxilane for a week and installed the utility boxes. Ultimately, the 100% completion of the project was delayed, but the impact to the airport was minimized.

2.5 AUTHORITIES HAVING JURISDICTION

Brandley Engineering has been working with authorities having jurisdiction, including FAA, State Aeronautics, cities, and counties, for 69 years. The experience of Brandley Engineering in working with all branches of the Federal Aviation Administration over the past 69 years has enabled our firm to be very familiar with procedures, regulations, funding, and all other aspects pertaining to airport development. Our close working relationship with the FAA allows us easy access to members of the staff for quick and responsive coordination and reviews

of all projects. This excellent relationship also enables our office to be in the unique position of being made aware of when airport improvement funds are available to our clients.

In addition to our experience in working with the FAA, we have also worked closely with Caltrans Division of Aeronautics on the preparation of matching AIP grants and construction projects for airports.

Damon Brandley has attended many Truckee Tahoe Airport District Board of Directors meetings and has made presentations to the Board. He has worked directly with the Truckee Sanitary Sewer District. Most of our airports are run by local public works departments so our main points of contact are with these departments. As a result, our office is very adept at working with and navigating local government policies and procedures to ensure a smooth process throughout the design, bidding, and construction process.

2.6 DISTRICT AND PUBLIC ENTITY EXPERIENCE

Brandley Engineering's initial association with the Truckee Tahoe Airport was in 1971 when we prepared the engineering design and construction management of the extension of Runway 10-28, the construction of the north portion of Taxiway G and the widening of Taxiway N, the installation of the MALSF, and the construction of a 12-unit tee hangar building. In 1972 Brandley Engineering conducted the engineering design and construction management of the extension of Runway 1-19 and Taxiway G, east expansion of the General Aviation Apron, and installation of Apron Floodlighting.

Since 2011 we have acted as airport engineer for the Truckee Tahoe Airport District for most of the airport design work at the Truckee Tahoe Airport. Work involved on this airport has included geotechnical engineering, pavement evaluation and design, airport engineering, preparation of plans and specifications, and construction management, testing, and inspection. We prepared a Pavement Maintenance Management Plan (PMMP) for the Truckee Tahoe Airport in 2011 and in 2021. The data from these plans is being used to determine the rehabilitation and/or reconstruction requirements for all pavements on the airport. Design/construction projects completed by Brandley Engineering for the Truckee Tahoe Airport since 2011 include the following:

- Rehabilitation of Runway 10-28 (11-29) – 2011 – This project was bid with two separate designs – one that maintained the existing grade plus or minus 3" and one that lowered the hump in the center of the runway to allow full runway length line of sight. Due to financial considerations, it was decided to rehabilitate the runway maintaining the existing grades.
- 2011 Airfield Pavement Maintenance (District funded) – This maintenance project included pavement crack repair, repainting airfield markings, enhancing the jointing system on the West Hangar Area and Warehouse Area pavements, and rehabilitating the pavements on the north side of Hangars C, D, G, and H.
- 2012 Airfield Pavement Maintenance (District funded) – This maintenance project included pavement crack repair and rehabilitation of pavements on Apron A, the cross taxiways between the apron and Taxiway A, and the taxilane on the east side of Hangar F.
- 2013 Airfield Pavement Maintenance including milling and filling a portion of Apron A2 and all of Apron A3, sawing and sealing supplemental joints in hangar row pavements, remarking existing airfield marking, Camera and Maintenance Building Paving, and paving and drainage of the infield south of Apron A2.
- Reconstruction of Apron A4 including grading, paving, and marking – 2014
- Reconstruction of Taxilanes G West & GH including grading, drainage, paving, and marking – 2015
- Reconstruction of the east portion of Taxiway A & Taxiways F, H, U, and J including grading, drainage, paving, and marking - 2015
- Saw and Seal Supplemental Joints in Runway 2-20 and Taxiway G - 2015
- Reconstruction of South Jet Apron, Widening of Apron A1 and A2, and Removal of Taxiway E - 2015
- Construction of Executive Hangar Development – 2017 – (District Funded) The engineering design of the site work for this development was prepared by Brandley Engineering. Brandley Engineering also prepared the plans and specifications for a design/build project for the building wherein the basic requirements for all phases of construction were set forth and the contractor provided the detailed

design including plans, specifications, and engineering calculations for all structure units, utilities, etc., and constructed these items.

- Reconstruction of Hangar Taxilanes CD and DE (East) – 2017 (District Funded)
- Sawing and Sealing Supplemental Joints in Runway 11-28 East Pavements – 2017
- Reconstruction of Taxilane R including grading, drainage, paving, marking, lighting, electrical, and utilities – 2018
- Joint and Crack Repair and Marking of the pavements on the Hangars A through C Taxilanes, Taxilane T, Hangars L and M Taxilanes, and the Warehouse Area Taxilane/Parking Lot – 2018
- Reconstruction of Runway 11-29 East Blast Pad, construction of Medical Services Apron, and Construction of New Wash Rack – 2019
- Saw and Seal Supplemental Joints and Rehabilitate Existing Joints – Hangar Taxilanes J and K - 2019
- Reconstruct Taxiway A (West) and Cross Taxiways B, C, D, E, and L - 2020
- Reconstruct Taxilane T and Hangar Row L - 2020
- Construct Terminal Snow Melt Apron – 2021 (Design only – District funded) – This project included grading, paving, and a mechanical snowmelt system.
- Reconstruction of Runway 2-20 Including Airfield Electrical – Brandley Engineering is currently finalizing the design of this project including new runway edge and threshold lights, new taxiway edge lights, new retroreflective markers, and new regulator. The 90% plans and specifications have been submitted to the District and FAA and it is anticipated this project will be bid and constructed in 2023. It is proposed that Brandley Engineering will provide the construction management services for this project.

Brandley Engineering is very familiar and comfortable with working with appointed and elected officials on several of our projects. It is very common for an Airport Manager to have us present our projects, reports, or proposed designs to their Board of Directors or City Council. We have made Pavement Management Plan presentations at the Truckee Tahoe Airport District Board meetings, as well as other presentations and availability to the Board for any questions that they have had. Brandley Engineering routinely assists our clients with the preparation of Board/Council agenda items for each project to ensure that the project approval, coordination with FAA, and acceptance of Federal Funding is seamless. Every public entity is unique and Brandley is always ready to coordinate our efforts with whatever is required for each project.

All projects listed above, unless otherwise noted, were funded by the Federal Aviation Administration under the Airport Improvement Program (AIP). Brandley Engineering provided construction management of all projects unless otherwise noted.

The contact name for all projects listed above is Dave Hoffman, Director, Operations and Maintenance, (530) 587-4119 Ext. 110, Dave.Hoffman@truckeetahoeairport.com.

SECTION 3

PRIOR SIMILAR EXPERIENCE

The Truckee Tahoe Airport District plans several Airport Development projects at the Truckee Tahoe Airport over the next several years and is requesting Statements of Qualifications from qualified firms for the Professional Airport Engineering Services associated with these projects. Services required will be engineering, environmental, consulting services, construction management, and resident engineering and inspection for the maintenance and improvement of the Truckee Tahoe Airport.

The office of Brandley Engineering has completed numerous airfield design and construction management assignments for general aviation airports that directly relate to the projects proposed at Truckee Tahoe Airport. Over the past 69 years we have provided a broad range of services to all sizes of airports throughout the United States, and particularly in Northern and Central California. These services have included:

SCOPING

- Project Development
- Airport Capital Improvement Programs
- Grant Applications

ENGINEERING

- Geotechnical Studies
- Pavement Evaluation Studies/Pavement Maintenance Management Programs
- Drainage Studies and Design
- Design of Airfield Pavements including Runways, Taxiways, Aprons, Roads, and Parking Lots
- Airfield Lighting and Signing
- Heliports and Helicopter Parking Areas
- Security Fencing
- Tee Hangar Development
- Visual and Navigational Aids
- Utilities
- Aircraft Storage Hangars
- Airline Terminal Facilities
- Fuel Farms
- Preparation of Cost Estimates

CONSTRUCTION MANAGEMENT

- Assisting Clients in Award of Construction Contracts
- Review and Approval of All Materials Submitted for Construction
- Resident Engineering, Testing/Inspection, Quality Assurance Program
- Administrative Services including Preparation of Change Orders, Pay Requests, etc.
- Final Inspection and Final Approval of Projects
- Preparation of final as-constructed plans and Final Engineer's Report.

The projects described on the next several pages have included the types of services that will be required during the engineering consultation on the Airport Development Projects at the Truckee Tahoe Airport. These services include environmental studies; engineering design of pavements, grading, drainage, utilities, pavement marking and grooving, airfield lighting, electrical improvements, security fencing, tee hangars, fueling facilities, instrument approaches, and other related design elements; and resident engineering, testing, and inspection.

The projects described below were completed within the last three years and are of similar nature and magnitude to those anticipated by the Truckee Tahoe Airport District. For most projects our office provided full grant administration services including preparation of project applications to the FAA, engineering design including preparation of plans and specifications, filing all bid documentation with FAA in order to receive the grant and authorization to award the contract, conducting preconstruction conferences and preparing the minutes in order to obtain notice to proceed from the FAA, preparation of all requests for reimbursement to the FAA, filing all reports and submittals with the FAA and State, and preparation of final reports and record drawings in order to close out the grants.

RECONSTRUCT EXISTING RUNWAY 2-20 INCLUDING RUNWAY LIGHTING

Truckee Tahoe Airport – Truckee Tahoe Airport District - 2022

SCOPE OF PROJECT - The 2014 Pavement Maintenance Management Plan (PMMP) prepared for Truckee Tahoe Airport shows that the pavement on Runway 2-20 needed to be reconstructed. This reconstruction will consist of the removal of the existing pavement, recompacting the existing base course, placing new aggregate base course, and placing new asphalt surface course, resulting in raising the runway 8 inches. A future planned runway widening on one side resulted in cost benefit analysis of the location of the crown of the runway. It was decided an offset crown to align with the future runway centerline was the best option. There will be new pavement section constructed at the fillets for the cross taxiways required to meet the new geometry requirements for taxiway fillets in FAA's advisory circulars. Grading along the edge of the runway will be performed and shoulders and safety areas will be regraded to drain.

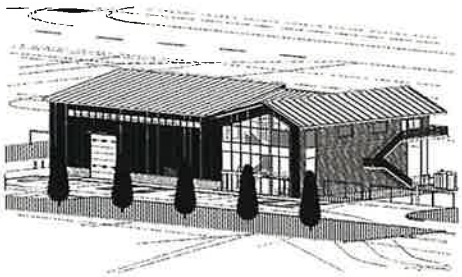
The existing runway lighting system is failing and going to ground as it is an old direct burial lighting system. The runway lighting system will be replaced, including new lights, cans, and installation of underground electrical duct, wire, and guidance signs. A new regulator will be installed in the airfield electrical vault.

> "Mr. Brandley, as well as his team, have extensive experience with the FAA AIP Grant program and has assisted the District successfully to complete many FAA AIP Grant Projects."
>
> ~Kevin Smith - Former General Manager, Truckee Airport

- **Contact Person** – Dave Hoffman, Director Operations and Maintenance, (530) 587-4119 x110
- **Award Amount** – Project to be bid in February 2023
- **Engineer's Estimate** - $4,900,000
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – To be constructed in 2023
- **Specific Involvement** – Design Engineer, Future Construction Management

7-BAY ARFF/SNOW REMOVAL FACILITY, UTILITIES, ACCESS ROAD, AND SITE WORK

Mammoth Yosemite Airport – Town of Mammoth Lakes - 2022

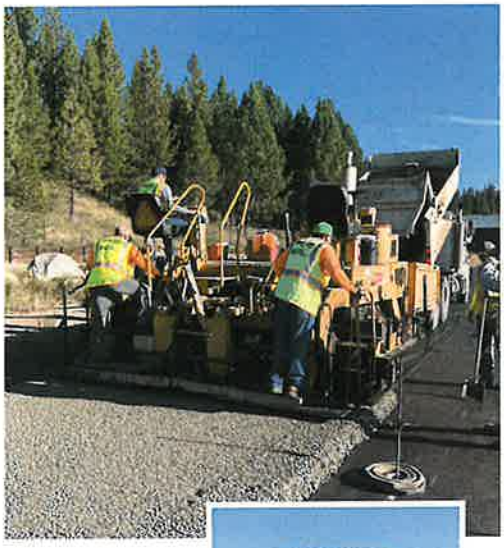


SCOPE OF PROJECT - The Town of Mammoth Lakes proposes to construct a 7-bay ARFF/Snow Removal Facility at the Mammoth Yosemite Airport. This facility will house the existing snow removal equipment, ARFF vehicle, and ARFF support rooms at the airport. The facility will include a 7-bay ARFF/Snow Removal Equipment Building, including office space, conference room, watch room, dorm rooms, restrooms and a kitchen. This building will have a composite footprint of 10,350 sf with 9,740 sf on the first floor and 4,840 sf on the second floor for a total of 14,580 sf. To provide airfield access to the new ARFF/Snow Removal Equipment Building, it will be necessary to construct a new paved apron (30,280 sf) and airside access road (35' x 340'). To provide landside access to the new ARFF/Snow Removal Equipment Building, it will be necessary to construct a new access road from Airport Road (24' x 1,330') and vehicle parking to accommodate 12 vehicle and ADA parking spaces.

- **Contact Person** – Sierra Shultz, Deputy Airport Manager, (760) 965-3654
- **Award Amount** – Project to be bid in February 2023
- **Engineer's Estimate** - $8,555,000
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – To be constructed in 2023
- **Specific Involvement – Design Engineer** – Site Work; Building Architectural Design by NORR

REHABILITATE RUNWAY 12-30 AND CROSS TAXIWAYS AND AIRFIELD ELECTRICAL INCLUDING RUNWAY EDGE LIGHTS AND PAPI

Chowchilla Municipal Airport – City of Chowchilla - 2022



SCOPE OF PROJECT - The Pavement Condition Index (PCI) report prepared by Brandley Engineering for Chowchilla Municipal Airport indicated that the pavements on Runway 12-30 have a PCI of 32. The pavements show significant thermal and structural cracking throughout all pavements on the runway and cross taxiways. It is necessary that these pavements be reconstructed at this time. This pavement design was challenging due to the presence of saturated and soft subgrade soils created by a perched water table and a very thin existing pavement section. The proposed rehabilitation of the runway and cross taxiways will consist of leaving the existing pavement sections in place in order to protect the soft subgrade soils, placing a porous concrete base course on top of the existing pavement section to provide a drainage layer and avoid sandwich construction, and then placing asphalt pavement on top of the porous concrete. The porous concrete base course is a unique design which was invented by Reinard W. Brandley in the 1980's. This unique design required significant coordination and communication with the FAA Regional and Headquarters offices to obtain a Modification of Standards.

Currently the existing stake-mounted runway edge and threshold lights are in poor condition and unreliable. The existing guidance signs are stake-mounted and non-standard. The Runway 30 VASI is old and obsolete and difficult to maintain. It is proposed to replace these facilities. This project includes new runway edge and threshold lights, guidance signs, PAPI, cable and conduit, and new pilot control panel and constant current regulator.

- **Contact Person** – Jason Rogers, Director of Public Works, (559) 665-8615, x300
- **Award Amount** – Project to be bid in February 2023
- **Engineer's Estimate** - $4,800,000
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – To be constructed in 2023 – 70 working days specified
- **Specific Involvement** – Design Engineer, Future Construction Management

DISPLACE RUNWAY 31 THRESHOLD; RESEAL JOINTS AND CRACKS IN AIRFIELD PAVEMENTS; REPLACE FAA VASI WITH NEW FAA PAPI

Alturas Municipal Airport – City of Alturas - 2022

SCOPE OF PROJECT - The nighttime instrument procedure was removed from Runway 31 at the Alturas Municipal Airport due to the railroad being an obstruction to the Threshold Siting Surface Type 4. The threshold for Runway 31 is required to be displaced by 200' in order for the Threshold Siting Surface Type 4 to clear the railroad which would allow the nighttime IFP to be reinstated. Nighttime instrument operations are important at the Airport for medivac flights to be able to get in and out during night operations. The Obstruction Mitigation Plan and Aeronautical Study completed in April 2019 under AIP 3-06-003-012-2015 identifies the need for this threshold displacement. The existing airfield markings will be removed and replaced with new airfield markings identifying the location of the new displaced threshold. New runway threshold lights will be required to be installed with new electrical duct, wire and light bases. New airport owned REILs on Runway 31 will be installed at the location of the new displaced threshold.

The existing pavements do not have a polymer modified asphalt binder in the asphalt surface course. These pavements are known to be subject to the thermal stresses due to the drastic temperature changes in the high

mountain climate. As a result of these thermal stresses and to control the cracking, a sawed joint system was saw-cut in these pavements when they were originally constructed. It is necessary to maintain these joints in a good sealed condition. It is proposed to clean out the existing joints, install backer rod and new joint sealant in all joints. All pavements with joint rehabilitation will have new airfield markings applied.

The Airport proposes to replace the FAA visual approach slope indicator (VASI) on Runway 31 with a new 4-box precision approach path indicator (PAPI). The project includes demolition of the existing VASI and installation of a new 4-box PAPI mounted on small concrete pads. PAPI installation includes new electrical conduits and pull boxes.

- **Contact Person** – Joe Picotte, Director of Public Works, (530) 233-2052
- **Award Amount** – Project to be bid in February 2023
- **Engineer's Estimate** - $706,000
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – To be constructed in 2023 – 30 working days specified
- **Specific Involvement** – Design Engineer, Future Construction Management

RESEAL JOINTS IN RUNWAY PAVEMENTS

Nervino Airport and Rogers Field – County of Plumas - 2022

SCOPE OF PROJECT - The existing pavements at Nervino Airport and Rogers Field do not have a polymer modified asphalt binder in the asphalt surface course. These pavements are known to be subject to the thermal stresses created by drastic temperature changes in the high mountain climate. In order to protect the bituminous surface course materials placed at these airports from cracking due to thermal stresses, a joint pattern was installed in the runway pavements with a spacing of 15 to 18 feet both directions. The snow plowing operation and normal wear has removed a portion of the seal on the runways, and portions of the seal have separated from the pavement. It is important for the performance and maintenance of these airport pavements that these seals be maintained in good condition. It is, therefore, proposed to reseal the joints on the runways.

The new joint seal will extend through the markings and obliterate parts of the existing markings. It is proposed in these projects to remark all existing markings on the runways.

- **Contact Person** – JD Moore, Director of Facility Services and Airports, (530) 283-6069
- **Award Amount** – Project to be bid in February 2023
- **Engineer's Estimate** - $1,183,500
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – To be constructed in 2023 – 25 working days specified
- **Specific Involvement** – Design Engineer, Future Construction Management

RECONSTRUCT AND WIDEN RUNWAY 17-35, EXIT PAVEMENTS, AND AIRFIELD LIGHTING

University Airport, Davis, California – The Regents of the University of California - 2021-2022

SCOPE OF PROJECT - Runway 17-35 at the University Airport in Davis, California will be reconstructed and widened by 10 feet on the east side of the runway. A reconstructed pavement section, new widened pavement section and new blast pads will be constructed. This project will require grading and stabilization of the Runway Safety Areas to FAA standards and replacement of the existing non-standard runway lighting system with a new lighting system including new duct, cable, light bases, lights, REIL, PAPI, segmented circle and wind cone and all associated items for the runway and taxiway lighting systems. The project will also include replacing the existing electrical "closet" with a new stand alone electrical vault building and vault equipment and controls and updating the transformer for the main electrical service connection. This project included significant coordination with the FAA NAS Planning and Integration team on construction of the new FAA owned PAPI.

- **Contact Person** – Daniel Seldon, Senior Project Manager, (530) 219-7767
- **Award Amount** – $3,675,524
- **Engineer's Estimate** - $4,081,605
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – Anticipated start date in April 2023 – 60 working days specified
- **Specific Involvement** – Design Engineer; Future Construction Management

RELOCATE AND UPGRADE AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS III/PT)

Mammoth Yosemite Airport – Town of Mammoth Lakes - 2022

PROJECT SCOPE - It is proposed to construct a new ARFF/Snow Removal Facility to house the existing snow removal equipment, ARFF vehicle, and ARFF support rooms at the airport. The proposed ARFF/Snow Removal Equipment facility location will result in creation of a sheltering object for the existing AWOS location. It will, therefore, be necessary to relocate this AWOS from its current location to eliminate the presence of any sheltering objects.

The existing AWOS III was installed in 1988 and many sensors and parts are old and outdated and have reached the end of their useful life. It is proposed to upgrade the existing AWOS to an AWOS III P/T with a new tower, concrete pad, sensors and equipment at the new location.

- **Contact Person** – Sierra Shultz, Deputy Airport Manager, (760) 965-3654
- **Award Amount** – $398,418
- **Engineer's Estimate** - $245,475
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – Anticipated start date in spring/summer 2023 – 35 working days specified
- **Specific Involvement** – Design Engineer, Construction Management, Resident Engineering

AIRFIELD DRAINAGE IMPROVEMENTS

Madera Municipal Airport – City of Madera - 2021-2022

SCOPE OF PROJECT - The major drainage from the Madera Municipal Airport, including runways, taxiways, aprons, and tee hangar areas, carries the storm water into a ditch and pipe drainage system in the infield between Runway 12-30 and Taxiway P. This storm water is then carried under the runway and drains into a swale through the golf course to a detention pond located at the southwest corner of the golf course. The soil in this detention pond is very permeable and all drain water from the airport and golf course that is delivered to this pond quickly percolates into the ground. The detention pond has adequate capacity to accommodate all drainage from the golf course and the fully developed airport.

The swale through the golf course is through relatively impervious soil and minor amounts of storm water percolate into the ground in this area. The golf course swale is of inadequate size to accommodate the storm water created by the current development, including the airport and golf course, and is unable to accept future development of the airport even though the detention pond has adequate capacity for all the anticipated drain water. Current storm water carried through the golf course creates serious flooding of the golf course and additional development on the airport will increase the problems

with golf course flooding. It is proposed to relocate the discharge system from the airport to a separate drainage ditch and pipe system that will ultimately discharge into the same detention pond.

- **Contact Person** – Jamie Hickman, Interim Public Works Director, (559) 232-9615
- **Award Amount** – $1,042,095
- **Engineer's Estimate** - $1,095,850
- **Final Construction Cost** – Construction in progress at this time
- **Initial and Final Construction Period** – Construction began November 11, 2022. 45 working days in contract. Anticipated final completion spring 2023 due to weather related job shut down.
- **Specific Involvement** – Design Engineer; Construction Management

NEW BEACON AND BEACON TOWER

Chowchilla Municipal Airport – City of Chowchilla - 2022

PROJECT SCOPE - There is an existing beacon tower at the Chowchilla Municipal Airport, but there is not an existing beacon on the top. The existing beacon tower is too short to allow the beacon beam proper clearance of nearby power poles. Chowchilla Municipal Airport has a runway lighting system and to meet FAA standards it is required to have a beacon. The City of Chowchilla proposes to construct a new rotating beacon on a new tip down tower. The tower will be 45 feet in height. New electrical service and new electrical duct will be installed from the adjacent airport electrical vault.

- **Contact Person** – Jason Rogers, Director of Public Works, (559) 665-8615, x300
- **Award Amount** – $185,185
- **Engineer's Estimate** - $153,725
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – Anticipated start date December 27 – 125 calendar days specified
- **Specific Involvement** – Design Engineer; Future Construction Management

CRACK SEAL TAXIWAY A, CRACK SEAL AND SLURRY SEAL RAMP 2, CRACK SEAL RAMPS 1 AND 5

Nevada County Airport – County of Nevada - 2021-2022

PROJECT SCOPE - This project will consist of a crack repair, crack seal, and/or slurry seal of Taxiway A and Ramp 2 with bid alternates to include Ramps 1 & 5 at the Nevada County Airport. This is consistent with the recommendations of the recently completed 2021 PMMP. The PCI of these pavements is as follows: Taxiway A (PCI of 60 to 85, majority is 60-67), Ramp 2 (PCI of 60-65), Ramp 1 (PCI of 50), and Ramp 5 (PCI of 45-55). Taxiway A has transverse cracking at approximately 15' to 30' spacing that are 1" to 2" wide. These cracks require repair and resealing in order to preserve the life of the pavement surface. Ramp 2 has some fine cracks that require sealing. The surface course of Ramp 2 is very course and the fines from the asphalt have weathered away. A slurry seal is required to protect the surface and extend the life of the surface course. Ramps 1 & 5 both have light to moderate block cracking with cracks varying in width from $^1/_2$" to 1", These cracks require repair and resealing in order to preserve the life of the pavement surface.

- **Contact Person** – Kevin Edwards, Airport Manager, (530) 273-3374
- **Award Amount** – $270,406
- **Engineer's Estimate** - $437,255
- **Final Construction Cost** – To be constructed in 2023
- **Initial and Final Construction Period** – Anticipated start date in April 2023 – 23 working days specified
- **Specific Involvement** – Design Engineer; Future Construction Management

RECONSTRUCT TAXIWAY A AND CROSS TAXIWAYS PHASES 1 AND 2

Truckee Tahoe Airport – Truckee Tahoe Airport District - 2016-2021

PROJECT SCOPE - The Truckee Tahoe Airport District scheduled the reconstruction of the pavements on the parallel Taxiway A and cross taxiways in two phases. The east portion of the taxiway was reconstructed in 2016. The west portion of the taxiway was reconstructed in 2021. These projects included excavation, stabilization of subgrade soils, pulverizing existing base course and asphalt and reusing as subbase course, grading, drainage, paving, marking, new solar powered taxiway edge lights and new guidance signs.

After bids were received for the Phase 2 project, discussions were held with the FAA NAS Planning and Integration team, and it was found that the FAA pull boxes for the REIL were in Taxiway Safety Areas and did not meet FAA current standards. After coordination with the FAA NAS Planning and Integration team, it was determined that the existing conduit and pull box system for the FAA REIL would have to be protected and upgraded to the current FAA standards (FAA-C-1391e). It was determined that the most cost-effective solution was to replace the existing conduit and pull boxes and realign the conduit run so that it was a more direct routing with fewer taxiway crossings. This work was included in this project.

- **Contact Person** – Dave Hoffman, Director Operations and Maintenance, (530) 587-4119 x110
- **Award Amount** – Phase 1 - $2,021,000; Phase 2 - $3,686,000
- **Engineer's Estimate** – Phase 1 - $2,214,950; Phase 2 - $3,792,175
- **Final Construction Cost** – Phase 1 - $2,096,487; Phase 2 - $3,897,905
- **Initial and Final Construction Period** – Phase 1 - Initial – 50 working days; Final – 50 working days
- **Phase 2** – Initial - 60 working days; Final – 60 working days
- **Specific Involvement** – Design Engineer, Construction Management, Resident Engineering

RECONSTRUCTION OF EAST GENERAL AVIATION APRON

Mammoth Yosemite Airport – Town of Mammoth Lakes - 2020-2021

SCOPE OF PROJECT - The Town of Mammoth Lakes reconstructed the East General Aviation Apron at the Mammoth Yosemite Airport. The PCI of the pavement on the East General Aviation Apron was 68 in 2014 and approximately 48 in 2020. The Pavement Maintenance Management Plan that was completed in 2014 for the Mammoth Yosemite Airport indicated that this pavement section would have a deep-seated subgrade failure in 2027. It was necessary to reconstruct this pavement prior to a complete failure of the subgrade and pavement section.

This project consisted of pulverizing the existing pavement section materials, excavating and temporarily stockpiling them, excavating to subgrade, placement of the pulverized materials as Aggregate Subbase Course, importing additional Aggregate Subbase Course, importing new Aggregate Base Course, and placing new Asphalt Surface Course. The project also included new aircraft tie down anchors, airfield markings, and drainage.

- **Contact Person** – Sierra Shultz, Deputy Airport Manager, (760) 965-3654
- **Award Amount** – $2,911,000
- **Engineer's Estimate** - $3,026,480
- **Final Construction Cost** – $2,767,340
- **Initial and Final Construction Period** – Initial – 50 working days; Final – 47 working days
- **Specific Involvement** – Design Engineer, Construction Management, Resident Engineering

CRACK SEAL AND REMARK AIRFIELD PAVEMENTS

Visalia Municipal Airport – City of Visalia - 2020

SCOPE OF PROJECT - The pavement sections on most airfield pavements at the Visalia Municipal Airport are hot mix asphalt surfacing. Several shrinkage cracks were developing in these pavements caused by age of the pavement and weathering. To maintain the quality of pavement at the airport and to extend the life of the pavements all the cracks were sealed that had formed on Runway 12-30 (100' x 6,561.6'), Taxiway D, Taxiway N, and the Cross Taxiways E, F, G, H, J, and K (50' x 16,950'), Aircraft and Helicopter Parking Aprons (316,800 sq. ft.), Taxilanes (198,300 sq. ft.), and Roads and Parking Lots (203,500 sq. ft.). Brandley Engineering completed the design of the crack seal of all these pavements.

Once the design and plans and specifications were complete, the FAA indicated that there were limited funds available for this project. Our office separated the project into the runway work and the taxiway work and put the project out to bid with a Base Bid (Runway) and an Additive Alternate (Taxiway) to maximize the use of FAA funds. Very favorable bids were received due to a favorable bidding climate. After discussions among the Sponsor, the FAA, and the Brandley Engineering, it was determined to be satisfactory to add the crack sealing of the apron, hangar areas, roads and parking lots by change order.

- **Contact Persons** – Katherine Bales, Former Airport Superintendent , (707) 299-1694
- **Award Amount** – $802,325
- **Engineer's Estimate** - $1,515,350
- **Final Construction Cost** – $870,620
- **Initial and Final Construction Period** – Initial – 60 working days; Final – 59 working days
- **Specific Involvement** – Design Engineer, Construction Management and Resident Engineering

FUEL FARM EXPANSION

Nervino Airport, Beckwourth – County of Plumas - 2020

PROJECT SCOPE - Plumas County constructed a 12,000-gallon 100 LL Avgas fuel tank on the tiedown apron next to the existing Jet A above ground tank at the Nervino Airport, Beckwourth, California. The new 100 LL Avgas fuel tank serves the increased demand for Avgas. Above ground fuel tank construction and installation was conducted in accordance with FAA Order 1050.15, Fuel Storage Tanks at FAA Facilities, and applicable US EPA regulations, 40 CFR parts 112, 280 and 281. The new fuel tank was constructed on the existing tie-down apron next to the existing fuel storage system. The Avgas fuel storage tank has key-lock system and is pilot operated.

- **Contact Person** – JD Moore, Director of Facility Services and Airports, (530) 283-6069
- **Award Amount** – $381,945
- **Engineer's Estimate** - $329,900
- **Final Construction Cost** – $378,755
- **Initial and Final Construction Period** – Initial – 40 working days; Final – 20 working days
- **Specific Involvement** – Design Engineer, Construction Management and Resident Engineering

A matrix showing representative airport design/engineering tasks performed by Brandley Engineering over the past 10 years is included below.

BRANDLEY
ENGINEERING

Representative Design with Construction Management
2012 Through 2022

	Airfield Pavements	Lighting and Signage	Electrical Systems	NAVAIDs	Fencing/Access Control Systems	Drainage	Fueling	Construction Management
Alturas Municipal Airport	✈	✈	✈	✈				✈
Beckwourth - Nervino Airport	✈			✈			✈	✈
Bryant Field	✈	✈	✈			✈		✈
Chester - Rogers Field	✈							✈
Chico Municipal Airport	✈	✈	✈			✈		✈
Chowchilla Municipal Airport	✈	✈	✈	✈		✈		✈
Colusa County Airport	✈	✈	✈				✈	✈
Fresno Chandler Executive Airport								
Lake Tahoe Airport	✈	✈				✈		✈
Lampson Field Airport				✈				
Lincoln Regional Airport	✈	✈		✈	✈		✈	✈
Madera Municipal Airport	✈	✈	✈	✈	✈	✈		✈
Mammoth Yosemite Airport	✈	✈	✈	✈	✈	✈		✈
Nevada County Airport	✈							✈
Oroville Municipal Airport	✈			✈		✈		✈
Placerville Airport	✈				✈			✈
Quincy - Gansner Field	✈	✈	✈	✈				✈
Sacramento Executive Airport	✈	✈	✈			✈		✈
Sacramento Mather Airport	✈							✈
Sacramento International Airport	✈	✈	✈	✈		✈		✈
Stockton Metropolitan Airport		✈	✈	✈				✈
Tracy Municipal Airport	✈	✈	✈	✈		✈		✈
Truckee Tahoe Airport	✈	✈	✈	✈		✈		✈
Tulelake Municipal Airport	✈		✈			✈		✈
University Airport - Davis	✈	✈	✈	✈		✈		
Visalia Municipal Airport	✈	✈	✈			✈		✈
Watsonville Municipal Airport	✈	✈	✈	✈				✈

SECTION 4

CONFLICT OF INTEREST AND CLAIMS

4.1 CONFLICT OF INTEREST

Brandley Engineering has no recent, current, or anticipated contractual obligation that relate in any way to similar work for District projects, or any other work with the Truckee Tahoe Airport District that may have a potential to conflict the Brandley Engineering's ability to provide the services described in the Statement of Qualifications.

Brandley Engineering has no clients who would have a financial interest in the outcome of projects at the Truckee Tahoe Airport.

4.2 CLAIMS

In early 2020, a claim arose involving the design and construction of a new airport hangar designed by Reinard W. Brandley, Consulting Airport Engineer as a design/build project for the City of Visalia. The City alleged that there was post-construction degradation of certain portions of the hangar concrete floor slab finish, and requested mediation with Reinard W. Brandley, Consulting Airport Engineer and the contractors responsible for construction. Reinard W. Brandley, Consulting Airport Engineer denied that any of the alleged issues were related to design and contended that the cause was improper concrete placement and finishing methods by the contractor. Nonetheless, to avoid litigation and in good faith, Reinard W. Brandley, Consulting Airport Engineer, the City of Visalia, and the contactors responsible for construction resolved the claim in mediation, resulting in a global settlement of $210,000 to be paid by a combination of the insurance companies for Reinard W. Brandley, Consulting Airport Engineer, the prime contractor responsible for construction and a concrete subcontractor responsible for placement and finishing of the hangar concrete floor slab.

In a business decision unrelated to this claim, Reinard W. Brandley retired in December 2020, transitioned his company to Brandley Engineering, Inc., and transferred ownership of Brandley Engineering, Inc. to Damon and Melissa Brandley. While the claim was not made against "Brandley Engineering, Inc.", we are disclosing it as it was made against the previous legal version of the firm under a different name and owner.

SECTION 5

REFERENCES

The following references are provided to the Truckee Tahoe Airport District with relation to information presented in this Statement of Qualifications:

- **Ms. Paula Jessup, Airport Manager, Tracy Municipal Airport,** 5749 S. Tracy Boulevard, Tracy, California 95377, 209-831-6215, Paula.Jessup@cityoftracy.org
- **Mr. Daniel Seldon, Senior Project Manager, UC Davis Design and Construction Management,** TAPS Building, University of California Davis, California 95616, 530-219-7767, dfselden@ucdavis.edu
- **Mr. Kevin Edwards, Airport Manager, Nevada County Airport,** 13083 John Bauer Avenue, Grass Valley, California 95945, 530-470-2839, kevin.edwards2@co.nevada.ca.us
- **Mr. Dave Hoffman, Director Operations and Maintenance, Truckee Tahoe Airport,** 10356 Truckee Airport Road, Truckee, California 96161, 530-587-4119x110, Dave.Hoffman@truckeetahoeairport.com
- **Ms. Sierra Shultz, Deputy Airport Manager, Mammoth Yosemite Airport,** 1300 Airport Road, Mammoth Lakes, California 93546, 760-965-3654, sshultz@townofmammothlakes.ca.gov

SECTION 6

NON-COLLUSION AFFIDAVIT

NONCOLLUSION DECLARATION
Public Contract Code Section 7106

TO BE EXECUTED BY CONTRACTOR AND SUBMITTED WITH SOQ

The undersigned declares:

I am the President

of Brandley Engineering, Inc.,

the party making a contract pursuant to this RFQ.

The bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham. The bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid. The bidder has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or to refrain from bidding. The bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder. All statements contained in the bid are true. The bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the bidder.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on the following date:

Date: December 21, 2022
Proper Name of Contractor: Brandley Engineering, Inc.
Signature: [signature]
Print Name: R. Damon Brandley
Title: President

(ATTACH NOTARIAL ACKNOWLEDGMENT FOR THE ABOVE SIGNATURE)

See Attached CA
Notarial Certificate

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Placer)

On 12-21-2022 before me, Steve Rutledge, Notary Public
(insert name and title of the officer)

personally appeared R Damon Brandley,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

STEVE RUTLEDGE
COMM. #2309083
Notary Public - California
Placer County
My Comm. Expires Oct. 18, 2023

Signature _____ (Seal)