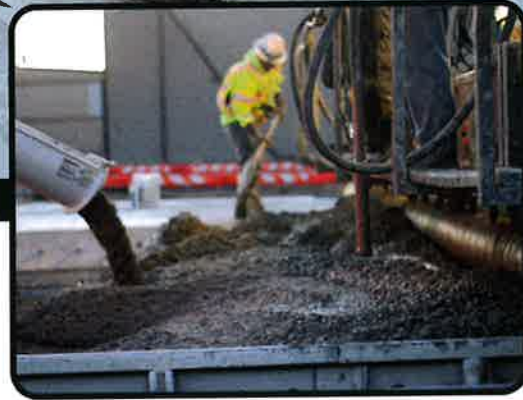


STATEMENT OF QUALIFICATIONS FOR SPECIALIZED AVIATION ENGINEERING SERVICES

December 30, 2022



Prepared For



**TRUCKEE
TAHOE
AIRPORT**

Prepared By



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard
Reno, NV 89502
Tel: 775.823.4068
Fax: 775.823.4066



December 30, 2022

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

RE: **Statement of Qualifications for:
Specialized Aviation Engineering Consulting Services at Truckee Tahoe Airport**

Dear Robb,

Wood Rodgers, Inc. is pleased to present the enclosed Statement of Qualifications (SOQ) to provide Aviation Engineering Consulting Services for the Truckee Tahoe Airport District (District). With over 30 years of aviation and local design experience, we are the team to provide the District with a valued partner to execute your upcoming projects.

Upon review of our SOQ you'll see a sampling of our regional aviation and local experience including projects that vary from apron pavement maintenance projects to full reconstruction of taxiway / runway pavements and even complex NAVAID replacements with airspace approach modifications.

Quality and performance go hand in hand. We produce high quality and thorough plans, specifications, and design deliverables. To prove this, we've provided a comparison of our project's final vs bid costs over the last 10 years of which we average **4% lower at the end of construction as compared to bid opening!** Construction is the ultimate test of a design and our designs perform.

Our design team is very close to and familiar with the Truckee area. In addition to Wood Rodgers offices only being 30 miles away, we have included on our team two well-known firms (Eastern Sierra Engineering and Aviatrix Communications) to assist during construction as well as during design with local agency outreach and construction inspection. Further, we have included Lean Engineering for electrical design. Lean is a well-respected electrical engineering and air space firm that we work with continually and they will help with the District's electrical, NAVAID, and air space needs.

We have prepared a detailed project approach, including some specific considerations, for potential upcoming projects at your Airport. This is just a sample of our approach to projects where we focus on airport user outreach, limiting impacts to airfield operations and maintaining constructability to limit construction costs. Our plans are developed to provide contractors with the ability to maintain bid creativity while also ensuring the District get the best pricing possible.

As a mid-sized firm, you will find Wood Rodgers to be more nimble than many larger firms and able to react quickly to project needs as they arise. With over 400 professionals within a short drive to Truckee, our team brings both local and truly national experience and depth of regional resources that far exceed the needs of even the largest projects or combination of projects. Because our team works continually with the Town of Truckee as well as other related agencies, we understand the nuances of working at the Truckee-Tahoe Airport.

Our primary point of contact for these services will be Brian Martinezmoles who can be reached at the following:

Wood Rodgers, Inc.
1361 Corporate Boulevard
Reno, Nevada 89502
Cell Phone: (775) 671-4972
bmartinezmoles@woodrogers.com

With over 18 years of aviation experience and a partner of the firm, Mr. Brian Martinezmoles is dedicated to the success of Wood Rodgers' aviation practice and is committed to the success of our client's projects. He will work tirelessly to ensure the District is fully satisfied with each project we complete. Further, Mr. Mark Casey with over 30 years of aviation experience will be the Principal-in-Charge for this contract. Mr. Casey is a Vice President of Wood Rodgers and is in a position of being able to direct the full company's resources towards projects, as needed.

We appreciate the opportunity to assist your team and are excited at the potential of working with you for years to come.

Sincerely,
WOOD RODGERS, INC.



Brian Martinezmoles, PE – Principal
Project Manager



Mark Casey, PE – Vice President
Principal-in-Charge

Project Team



WOOD RODGERS PROJECT TEAM

Wood Rodgers, Inc.

Wood Rodgers was started 25 years ago based upon the desire to create a company that provides unmatched client service, while encouraging and emphasizing an entrepreneurial atmosphere. Since that time, Wood Rodgers has been able to attract and retain highly talented, experienced, and hardworking individuals due to our commitment of rewarding staff according to their efforts and providing an employee focused environment.

Wood Rodgers firmly believes in providing our staff with the highest standard of technical resources available to apply new technologies that translate into highly efficient projects, along with cost savings to our clients. To this day, we continue to emphasize that the values and concerns of our clients are paramount. Our growth over the years has not put a limitation on our number one priority – **service!**

Technical Expertise

Wood Rodgers is a multi-disciplinary firm offering expertise in a wide range of technical areas, including airside and landside Airport Consulting services, Grant assistance, Environmental Planning and Permitting, General Civil Engineering, Geotechnical Engineering, Materials Testing and Inspection, Construction Management, Highway/Roadway Design and Improvements, Transportation Planning, Roadway Drainage Facilities, Water Quality Engineering, Erosion Control and NPDES Permitting, NEPA/CEQA environmental permitting, Bridge Hydraulics, Bridge Design, Topographic Surveys and Mapping. Wood Rodgers currently maintains offices throughout California in Sacramento, Orange, San Diego, Roseville, Oakland, Pleasanton and within Nevada in Reno as well as Las Vegas. Companywide, the firm has approximately 320 talented and creative professionals who work together to ensure our client's timeframes and specific project needs are fully satisfied.

Aviation Services

The staff at Wood Rodgers have been designing aviation projects for more than 30 years throughout the west coast. These services include engineering (landside and airside), aviation planning, surveying, and mapping as well as construction support services. Our experience ranges from runway, taxiway and apron design to airfield service roads, terminal renovations, parking facilities, hangar development, and other landside design services. Our staff airport experience includes Small, Medium and Large Hub airports such as Reno-Tahoe International, Oakland International, Dallas Fort Worth, and Salt Lake City. Our General Aviation airports include airports such as North Las Vegas Airport, Ely Airport, Rio Vista Municipal Airport, Reno-Stead Airport, Carson City Airport and others. We take great pride in successfully delivering the easiest to the most complicated projects with extensive construction and phasing constraints to our aviation clients.

While Wood Rodgers has the ability to complete most design tasks with our internal resources, we understand the value of local and specialized team members. As such, we have included the following subconsultants on our team to provide the District with a well-rounded team emphasizing local knowledge and aviation specific experience. Planned roles and responsibilities are as follows: **Wood Rodgers** – Prime Aviation Design, Surveying, and Construction Management / Testing; **Lean Engineering** – Aviation Electrical Engineer as well as Airspace Planning and NAVAID Design; **Eastern Sierra Engineering** – Construction Inspection / Testing and local agency coordination; **Aviatrix Communications** – Airport User and Public Outreach



Lean Engineering (LEAN) is a small business electrical engineering firm specializing in aviation electrical as well as airspace consulting. LEAN offers a full range of electrical, airspace, and flight operation engineering services. Within their practice, they specialize in airfield lighting, NAVAIDs, power, CCRs, aircraft performance, flight procedures, security/technology systems, and safety risk management. Their expertise in aviation has gained the company international recognition and they are also a frequent contributor to FAA Briefs and Advisory Circulars. LEAN has supported aviation projects for over 16 years and has performed over 200 electrical projects at 100 airports, including Monterey, Ontario, Hollywood Burbank, Santa Monica, John Wayne, Los Angeles, San Francisco, Oakland, Sacramento, Salt Lake City, Seattle Tacoma Reno-Stead, Carson City, Reno-Tahoe, North Las Vegas, Crescent City, Mather and Denver. Their vast experience at multiple airports proves that we they can deliver large-scale and small-scale projects in a timely, cost-effective manner. We have teamed with LEAN on multiple occasions, and we consider them to be one of the top aviation electrical firms on the west coast.



Eastern Sierra Engineering, P.C. (ESE) was established to provide Civil Engineering, Construction Inspection and Materials Testing Services to agencies, municipalities and contractors throughout California and northern Nevada. Since 1996, ESE has been providing Civil Engineering Design, Project Management, Geotechnical Investigation, Construction Inspection, Quality Assurance and Materials Testing Services on public projects at the Federal, State and Local levels including on public agency contracts valued in excess of \$50 million per year.

ESE maintains (26) full-time professional and technical staff along with additional testing and inspection staff during the construction season. Their engineers have over twenty years of experience in engineering design and construction inspection for airport improvements; site design; utility projects; erosion control/water quality projects and geotechnical investigations.

ESE also has been a key member of recent construction projects at TRK. Their knowledge of local, state and FAA specifications, standards and regulations make them a valuable partner and will provide quality local assistance and construction inspection expertise.



Aviatrix Communications, LLC (Aviatrix), is a full-service firm providing award-winning strategic outreach for aviation clients with a proven track record in communication plans, public relations, marketing, event coordination, and social media management.

Aviatrix is a designated Minority and Woman-Owned Business (MWBE) founded in 2018. Although founded in 2018, their experience in aviation communications is comprised of members with more than a century of combined airport-outreach experience. As the Truckee Tahoe Airport's current outreach agency of record, Aviatrix has been working with the District team since 2019. In addition to developing and implementing a comprehensive communications plan, Aviatrix has supported the airport with advertising, signage, copywriting, event coordination, and crisis communications.

Aviatrix has also helped educate the Truckee Tahoe community about complex aviation issues, such as the recent flight procedures update program and the investigation into establishing a third runway at TRK. Outreach efforts for these programs included everything from website development, virtual and in-person meeting coordination, content development, public comment solicitation, and reporting.

Personnel



Personnel

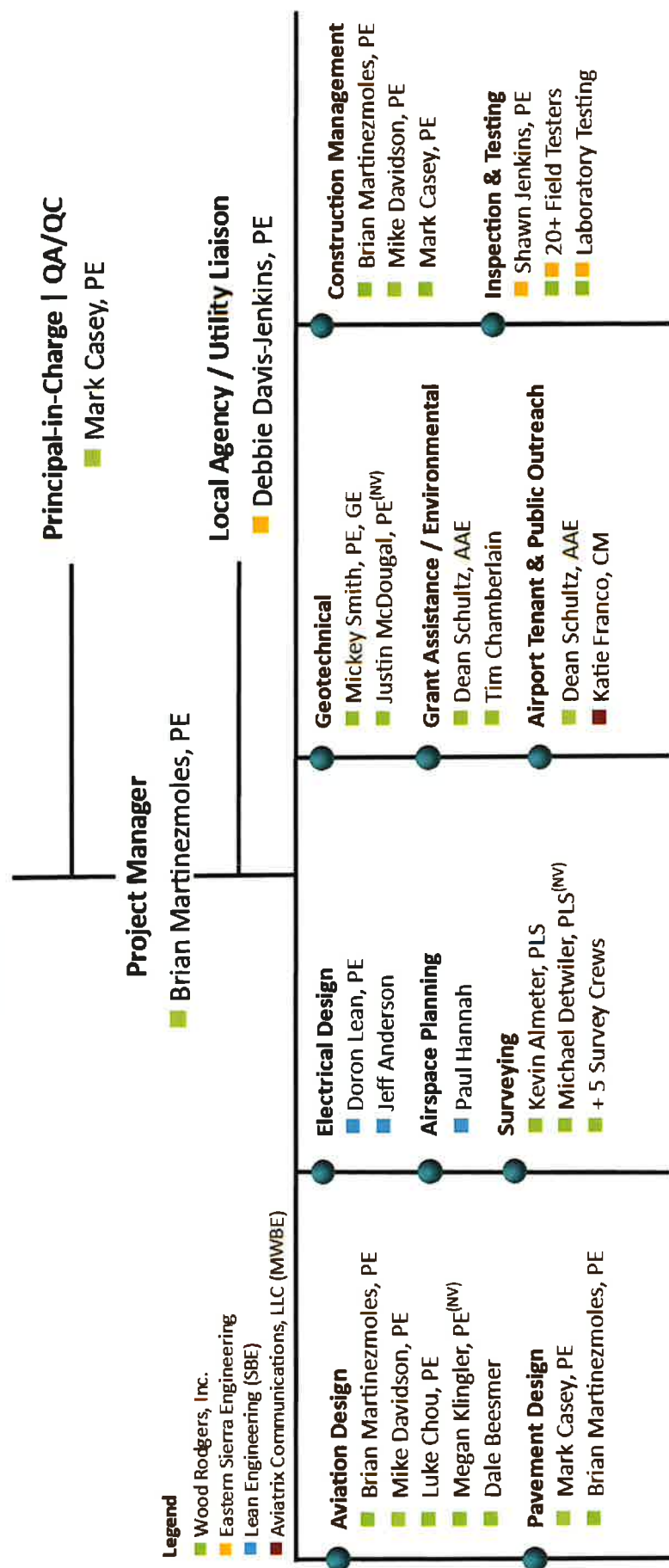


PERSONNEL ORGANIZATIONAL CHART

Team members proposed for the project are introduced within the following pages including their anticipated assignments, a brief description of their experience and key resumes. The team members you see in this proposal are the same people who will be sitting across the table from you at the project kick-off meeting and through the end of the project. With our depth and expertise, **we can staff any number of the District's projects without overwhelming this team.** Each team member can support the others in a wide variety of tasks and while each firm is not a huge national firm, the combination of firms brings that national level of competence and depth while also bringing that smaller firm personal touch.



TRUCKEE TAHOE AIRPORT



Brian Martinezmoles, PE

Project Manager & Aviation Design

PROFESSIONAL PROFILE

Mr. Martinezmoles has worked in the field of engineering for over 18 years specializing in design and management of airside and landside aviation projects. His experience includes completion of runway, taxiway, and apron projects for general aviation and small/medium hub airports, in addition to various airside/landside projects ranging from apron parking/taxi layout to terminal utility projects to name a few. Mr. Martinezmoles is skilled in specification development, construction phasing and sequencing, and FAA ADO and local agency coordination. Mr. Martinezmoles has worked in the areas of construction inspection and surveying which only furthers his understanding of civil engineering practices.



EDUCATION

B.S./2006/Civil Engineering,
University of Nevada, Reno

REGISTRATIONS

Registered Professional
Engineer, CA No. 78603

Registered Professional
Engineer, NV No. 021202

PROJECT BENEFITS:

- ✓ Hands-on project manager focusing on coordination, design and schedule ensuring consistency across all project elements and providing a single point of contact.
- ✓ Strong experience and understanding of airfield construction safety, phasing and sequencing limiting construction impacts to airport operations.

PROJECT EXPERIENCE:

Runway 16R-34L Pavement Rehabilitation, Reno-Tahoe International Airport, Nevada | Project Manager for the rehabilitation of Runway 16R-34L pavement as well as Runway 16L-34R shoulders. Project design included a full pavement reconstruction of the keel section and some outboard panels in addition to updating flight approach procedures, MAGVAR redesignation, airfield electrical, RIM mitigations, and shoulder reconstruction. During construction, provided Engineer of Record Services to monitor construction for conformance with plans and specifications including review of material submittals, construction payment requests, change orders and record drawings.

Taxiway C Rehabilitation, Reno-Tahoe International Airport, Reno, Nevada | Project Manager on this project consisting of shifting the taxiway to mitigate insufficient runway to taxiway separation. Prior to construction, runway operations were limited while aircraft were taxiing on Taxiway C. The scope included shifting the taxiway 23' to provide proper separation from the runway. Design included subsurface soil investigations, laboratory testing, pavement design and preparation of complete plans, specifications and engineers estimate for this work. During construction Wood Rodgers provided engineer of record services to monitor construction activities including review of material submittals, construction pavement requests, change orders and preparation of record drawings.

Runway 8-26 Rehabilitation, Reno-Stead Airport, Reno, Nevada | Project Manager responsible for complete airfield engineering design and construction administration assistance for this Runway Reconstruction Project along with the majority of its connecting taxiways. This project included correcting taxiway geometry for three separate taxiways a portion of the parallel taxiway as well as full reconstruction of the primary runway. Project phasing included working around multiple taxiways providing continuous airfield access to the alternative runway and keeping complete airfield access to the BLM Air Tankers and the National Championship Air Race events in the middle of the construction season.

Brian Martinezmoles, PE

Project Manager & Aviation Design

PROJECT EXPERIENCE (CONTINUED):

Project 2413 Taxiways A, F & F Improvements, North Las Vegas Airport, Las Vegas, Nevada | Design Engineer on this project that consisted of subsurface soils investigations, laboratory testing, pavement design and preparation of complete plans, specifications and engineers estimate. The project consisted of miscellaneous FAA required airfield improvements including drainage improvements for much of the airfield, restriping of several taxiways and runways as well as pavement reconfiguration of 2 taxiways within the airfield to improve airfield safety. Additionally, several signage and lighting upgrades were designed to update the airfield to current FAA standards. During construction, our staff will provide Engineer of Record Services to monitor construction activities for conformance with the plans and specifications including review of material submittals, construction pavement requests, change orders and preparation of record drawings.

Runway 9-27 Reconstruction and Apron Improvements, Shank N Bank Airport, Port Lavaca, Texas | Project Manager on this private airfield to expand the capacity of the existing runway, provide approach procedures and enhance airport NAVAIDs to accommodate expanded aircraft use at this private facility. The project included RSA grading, expansion of an existing apron, extending the existing runway as well as obstacle mitigation along the approach path to accommodate the desired aircraft fleet mix. Electrical design included runway edge lights (MIRL) as well as consideration for AWOS at the airport. Construction of this facility expansion is currently underway.

Taxiway C Reconstruction, Reno-Stead Airport, Reno, Nevada | Project manager for this project which consisted of subsurface soil investigations, pavement condition surveys, laboratory testing, pavement design and complete plans, specifications, engineers estimate and FAA forms. This work consisted of pulverization and stockpiling of existing asphalt concrete, PCC pavement demolition, subgrade preparation, surface and subsurface drainage improvements, Cement Treated Base Materials, asphalt concrete pavement, marking, electrical and lighting work.

FedEx Gate 12 OAK B777 Expansion, Oakland International Airport, Oakland, California | Project Manager on this project responsible for civil engineering, utility mapping, pavement design, hydrant fueling, electrical design and construction administration assistance for this Gate Expansion project. Overall, this project included reconfiguring the gate position, reconfiguring the taxiway connection, fueling hydrant design, pavement design, electrical design of the overhead lighting as well as the gate control lighting and emergency shut off switches.

Taxiway C Reconstruction, Reno-Stead Airport, Reno, Nevada | Project Manager on this project consisting of subsurface soil investigations, pavement condition surveys, laboratory testing, pavement design and complete plans, specifications, engineers estimate and FAA forms. This work consisted of pulverization and stockpiling of existing asphalt concrete, PCC pavement demolition, subgrade preparation, surface and subsurface drainage improvements, Cement Treated Base Materials, asphalt concrete pavement, marking, electrical and lighting work.

Mark Casey, PE

Principal-In-Charge / QA/QC

PROFESSIONAL PROFILE

Mr. Casey has over 34 years of comprehensive experience in Civil Engineering. He has had responsibility for the design of a wide variety of airfield projects both airside and landside. He is extremely knowledgeable in the preparation of plans, specifications and construction cost estimates as well as construction management. Mr. Casey's experience has ranged from Project Manager to Designer to Construction Manager on small projects to larger construction projects with construction budgets over \$70 Million. Mr. Casey has been the liaison for public involvement for many of these projects including public meetings and coordination between multiple stakeholders for a single project.



EDUCATION

B.S./1988/Civil Engineering,
University of Nevada, Reno

REGISTRATIONS

Registered Professional
Engineer, CA No. 47126

Registered Professional
Engineer, NV No. 9997

PROJECT BENEFITS:

- ✓ *Wide range of airfield project experience from wildlife mitigation to aprons to major runway reconstruction.*
- ✓ *Excellent experience working with FAA and understanding of airport regulation and procedure.*

PROJECT EXPERIENCE:

[Taxiway M/B and GA Runup Areas, Reno-Tahoe International Airport, Nevada](#) | Principal-in-Charge and QA/QC Manager for the design, management, coordination, and preparation of documents associated with the reconstruction of Taxiway M in its entirety, Reconstruction of Taxiway B within the RSA limits of Runway 7-25 and then the construction of two separate General Aviation Runup areas off of Taxiway C, one north of Taxiway A and another south of Runway 7-25. Project construction and phasing will address access for the GA side of the airfield and coordination with Airport Operations and ATC to maintain separation of commercial and GA traffic to the extent possible.

[East Apron Project Phase 3, Oakland International Airport, Oakland, California](#) | Project Manager, responsible for civil engineering design and construction administration assistance for a 1.6 million square foot apron reconstruction project. The work involved on this project included demolition and removal of existing asphalt concrete, excavation and embankment, subgrade preparation, drainage improvements, placing new Portland Cement Concrete and asphalt concrete, excavation and embankment, subgrade preparation, placing econcrete base, placing AC Base interlayer. This project was constructed over Bay Mud, providing for challenging subgrade stabilization design.

[Nighttime Instrument Approach Feasibility Study, Carson City Airport, Carson City, Nevada](#) | Project Manager on this project which included the control and topographic ground survey in support of the aeronautical obstacle survey in accordance with AC150/5300-18B. This VGA compliant survey was a critical step for the airport to support the nighttime instrument approach study which evaluated 2 PAPI solution to complex surrounding terrain. Together, Lean and Wood Rodgers successfully executed this survey and supported the FAA and airport to tackle an otherwise challenging issue for the airport.

Mark Casey, PE

Principal-in-Charge / QA/QC

PROJECT EXPERIENCE (CONTINUED):

Taxiway C Reconstruction, Reno-Stead Airport, Reno, Nevada | Principal-in-Charge and QA/QC Manager for this project which consisted of subsurface soil investigations, pavement condition surveys, laboratory testing, pavement design and complete plans, specifications, engineers estimate and FAA forms. This work consisted of pulverization and stockpiling of existing asphalt concrete, PCC pavement demolition, subgrade preparation, surface and subsurface drainage improvements, Cement Treated Base Materials, asphalt concrete pavement, marking, electrical and lighting work.

Mountain West Hangar, South Lake Tahoe Airport | Project Manager, responsible for civil engineering for the Mountain West Aviation Hangar at the South Lake Tahoe Airport. This hangar was previously damaged due to fire and is being replaced by Travelers Insurance Company. Our design includes all civil engineering related to the replacement of this Hangar building including pavement design, grading, water service, sewer service and location of an electrical and gas service. Additionally, we have assisted the architect in permitting review for the City of South Lake Tahoe, TRPA, LWQCB, FAA and others. This project is currently in design and is planned to be constructed before the winter shutdown in the Tahoe Basin.

Reno-Tahoe International Airport Wildlife Hazard Management, Reno, Nevada | Project Manager Lead design engineer for the mitigation of the infield area at the Reno-Tahoe International Airport. Project design included infield area grading and drainage improvements in order to deter wildlife from entering the airfield area. During construction Wood Rodgers will provide Engineer of Record Services to monitor construction activities for conformance with the plans and specifications including review of material submittals, construction payment requests, change orders and preparation of record drawings.

Runway 8-26 Rehabilitation, Reno-Stead Airport, Reno, Nevada | Principal-in-Charge and QA/QC Manager responsible for complete airfield engineering design and construction administration assistance for this Runway Reconstruction Project along with the majority of its connecting taxiways. This project included correcting taxiway geometry for three separate taxiways a portion of the parallel taxiway as well as full reconstruction of the primary runway. Project phasing included working around multiple taxiways providing continuous airfield access to the alternative runway and keeping complete airfield access to the BLM Air Tankers and the National Championship Air Race events in the middle of the construction season.

Stage 12 Apron Rehabilitation, Reno, Nevada | Project manager on this project that consisted of subsurface soil investigations, laboratory testing, pavement design and complete plans, specifications and engineers estimate. This work consisted of pulverization and stockpiling of existing asphalt concrete, PCC pavement demolition, subgrade preparation, surface and subsurface drainage improvements, Asphalt Treated Permeable Base, PCC pavement, asphalt concrete pavement, marking, electrical and lighting work. This project was broken down into 11 separate phases in order to facilitate construction while minimizing the disruption of air carrier traffic at existing passenger loading gate locations. During construction, we provided Engineer of Record Services to monitor construction activities for conformance with the plans and specifications including review of material submittals, construction pavement requests, change orders and preparation of record drawings.

Debbie Davis-Jenkins, PE

Local Agency / Utility Liaison

PROFESSIONAL PROFILE

Ms. Jenkins has over 25 years of civil design experience. She has a broad background including roadway design, utility relocation, streetscape projects, site and utility design, pavement evaluations, channel design, erosion control and storm water management projects. She has managed projects from preliminary analysis through construction, including alternatives identification, life cycle cost analysis, PS&E design documents, permitting, bidding and construction. Many projects she has coordinated or been involved with have included multiple disciplines, agencies and stakeholder groups. She has extensive experience with regulatory funding agencies and has coordinated public involvement, either informational or interactive, as well as conducting coordination meetings between stakeholders.

EDUCATION

B.S./1991/Civil Engineering,
University of Nevada Reno

REGISTRATIONS/TRAINING

Registered Professional
Engineer in CA & NV

Qualified SWPPP Practitioner/
Developer # 00698

Caltrans Storm Water
Pollution Prevention
Supervisor Training

MSHA 24 Hour Training

OSHA 10 Hour Training

PROJECT BENEFITS:

- ✓ *Strong local experience working in and around Truckee.*
- ✓ *Well-connected and excellent understanding with local agencies standards and procedures*

PROJECT EXPERIENCE:

Church Street / Trout Creek Restoration, Town of Truckee, Truckee, California | Ms. Jenkins was responsible for complete PS&E for the Church Street Extension / Trout Creek Restoration Reaches 4 & 5. The project extends Church Street from Flyers Knot Way east across Trout Creek to Glenshire Drive; constructs a roundabout at Glenshire Drive and Church Street; constructs a Conspan structure at the creek crossing and restores Trout Creek. The project included bike lanes on Church Street; designing **storm drain and infiltration basins in accordance with the Town's Lahontan MS4 permit**; undergrounding utilities (TDPUD, Suddenlink & AT&T); and utility coordination (TSD, TDPUD, & SW Gas) with other projects.

Riverside Park, Town of Truckee, Truckee, California | ESE is part of a subconsultant team with working for the Town of Truckee to redevelop the old Nevada County Maintenance Yard Parcel into a vibrant riverfront park with adjacent commercial opportunities. ESE is contracted to provide the site grading; **storm drain and infiltration design in accordance with the Town's Lahontan MS4**; utility plans; lighting and irrigation plans; cost estimating; construction support; record drawings; and coordinating with multiple adjacent projects. Ms. Jenkins is the Senior Engineer responsible for the design, and coordination of the project.

Brickelltown Streetscape, Town of Truckee, Truckee, California | As senior engineer, Ms. Jenkins provided project management and engineering design for Phases 1 and 2 of the Brickelltown Streetscape Project. Public input was utilized to focus streetscape design on the public's needs while integrating the maintenance, construction and safety concerns of the Town staff. As mechanism of this project was the formulation of the **Brickelltown Special Assessment District** to fund maintenance of the proposed facilities. The project included pedestrian corridors, parking, plaza areas, landscaping, hardscape improvements, and lighting. Additionally, the project included removal of overhead utilities (power, cable TV, and phone) and installation of underground utilities within the project limits.

Debbie Davis-Jenkins, PE

Local Agency / Utility Liaison

PROJECT EXPERIENCE (CONTINUED):

Reimagine Bridge Street, Town of Truckee, Truckee, California | ESE is providing professional design services for the Reimagine Bridge Street Project. ESE previously provided the feasibility study and preliminary design of the Union Pacific Railroad (UPRR) at-grade-crossing, Bridge Street / Donner Pass Road Intersection, and Bridge Street / East-West River Street Intersection. The final design of the project includes traffic signal design at the Bridge Street / Donner Pass Road Intersection, and Bridge Street / East-West River Street Intersection with an intertie to the UPRR signals at the UPRR at-grade-crossing, and quiet zone improvements. This is a complicated traffic signal system coordinated to change the phasing of the traffic signals when a train is detected within a certain distance of the at-grade-crossing and after the train departs the at-grade-crossing. A utility bore under the three UPRR tracks at the at-grade-crossing is being designed to facilitate coordination of the two signalized intersections and the UPRR signal intertie. Other work includes undergrounding of all overhead utilities (TDPUD Elec, AT&T and Altice) on Bridge Street from Riverside Drive on the south to the Church Street to the north and on East River Street from Bridge Street approximately 600' to the west. Undergrounding of utilities on East River Street includes removing pole mounted transformers and installing pad mounted transformers. Due to the historic nature of the area, all electrical equipment for each business and home in the area is inventoried to make sure the new transformer voltage matches the existing equipment voltage requirements. This includes extensive coordination with the property owners.

Pioneer Trail Roundabout, Town of Truckee, Truckee, California | As project engineer, Ms. Jenkins was responsible for providing geotechnical investigation, storm water pollution prevention plans, final design plans and specifications. **ESE designed storm drain and infiltration facilities accordance with the Town's Lahontan MS4 permit.** This roundabout was designed for the Town of Truckee and constructed at the intersection of Pioneer Trail Road and Donner Pass Road. The project consisted of the layout and design of a two-lane roundabout to be initially constructed as a one-lane roundabout and then retrofitted at a later date as a two-lane roundabout. This design considered grading and drainage of the roundabout in both the one-lane and two-lane configuration. The project also included and the design of Class 1 bike trails on both sides of Donner Pass Road from the SR89 Roundabout to the I-80 overpass as a part of a safe routes to school's project. Landscaping, drainage and lighting are also components of the design.

Gateway Pedestrian Connection, Town of Truckee, Truckee, California | ESE was under contract to provide professional services to prepare design plans for the reconstruction of Donner Pass Road and provide a pedestrian connection from Gateway to the central roundabout in Truckee. Initially, there was not a sidewalk or bike lane connection between Gateway and Brickelltown, but this area had a lot of pedestrian and bicycle use. The project provided a sidewalk on the north side of Donner Pass Road, eliminated winter icicle hazards for pedestrians and bicyclists under the I-80 overpass, widened the roadway to accommodate bicycle lanes in both directions, and reconstructed the roadway. In addition, drainage was improved by replacing CMP culverts with HDPE culverts, replacing/reconstructing drop inlets, installing a sediment basin at the I-80 west bound off ramp, and relocating the I-80 bridge drains away from the pedestrian and bicycle corridors under the structure. Structural elements included the relocation of the I-80 bridge drains, and a 2-4' high retaining wall was constructed to accommodate the sidewalk installation. Electrical plans were provided for the relocation of light standards due to the installation of the sidewalk and retaining wall and the installation of a new light standard at the west bound I-80 off ramp pedestrian crossing. Ms. Jenkins was the project engineer responsible for the design, coordination and permitting of the project.

Dean Schultz, AAE

Grant Assistance / Tenant Outreach

PROFESSIONAL PROFILE

Mr. Schultz has over 36 years of experience devoted to the successful development and management of airports throughout the United States and Internationally. In addition to working 13 years as a consultant, he has 23 years of experience in various roles at the Reno-Tahoe Airport Authority with a Part 139 commercial service airport and busy general aviation airport. His background includes extensive experience in airside and landside facility planning; program and project management; budget preparation and monitoring; aviation and non-aviation business development; and capital development financing. Mr. Schultz has worked side-by-side with numerous citizen groups, governmental agencies, and elected officials to reach consensus solutions on a wide variety of issues.



EDUCATION

B.S./1984/ Air
Commerce/Flight Technology
(Aviation Management),
Florida Institute of
Technology

CERTIFICATION

Accredited Airport Executive
(AAE)

PROJECT BENEFITS:

- ✓ Extensive experience working with airport tenants and airport staff on projects from planning throughout construction.
- ✓ Excellent experience working with FAA and understanding of airport regulations and procedures.
- ✓ Strong knowledge of FAA AIP grant program and process administration

PROJECT EXPERIENCE:

Airport Master Plan Update Reno-Tahoe International Airport, Nevada | A Master Plan update for the Reno-Tahoe International Airport (RNO) had not been completed since the 1950s because facility planning and development at the airport was being performed on an “as-needed” basis for many years. In 2016 demand was increasing rapidly and capacity deficiencies were cropping up in several different facilities. As COO of the Airport at that time, Dean and his team determined that a comprehensive evaluation of all facilities was the most appropriate approach to ensure all aspects of the airport was addressed. Dean was a critical driving force in the \$1.5 million master plan effort, which took two years to complete. Through Dean’s leadership, a significant public outreach effort took place to ensure the study reflected not only all airport department needs but the community’s desires as well.

FAR Part 150 Noise Compatibility Study Update, Reno-Tahoe International Airport, Nevada | With Dean’s leadership the Airport Authority proactively entered into the FAR Part 150 Noise Compatibility program. The Airport’s initial FAR Part 150 study was completed in the early 1990s and Dean lead not only the initial study but also the implementation of many of the recommendations such that an update was necessary in 2004. The update evaluated the current and 5-year forecast impacts of aircraft noise on the surrounding land use and with that baseline information developed a new set of recommendations to mitigate noise impacts. Among other measures, the study recommended the continuation of the noise advisory panel, acquisition and installation of a permanent noise monitoring system and significant expansion of the home sound insulation program. All of these recommendations were fully implemented. A third of the project budget for this study was dedicated to public outreach to ensure all stakeholder concerns were considered.

Mike Davidson, PE

Aviation Design

PROFESSIONAL PROFILE

Mr. Davidson is a Professional Engineer at Wood Rodgers and has over 20 years of experience for both private and public projects. He has been involved in all aspects of project development from planning to design. Mr. Davidson's responsibilities have included development discovery and site layout, grading, working on projects located in floodplains, hydrologic and hydraulic modeling, storm sewer systems, water and sanitary sewer systems for residential and commercial projects, tentative maps, special use permits, final design preparation, utility, and roadway design. Mr. Davidson has walked many projects from discovery to construction. He has been instrumental in the overall design and layout with many of the projects he has been involved.



EDUCATION

B.S./2004/Civil Engineering,
University of Nevada Reno

REGISTRATIONS

Registered Professional
Engineer, CA No. 80243

Registered Professional
Engineer, NV No. 19870

PROJECT BENEFITS:

- ✓ Detail oriented design background with focus on complex grading and earthwork projects.
- ✓ Proficient in FAA design standards.

PROJECT EXPERIENCE:

[RTIA Ticketing Hall Expansion, Reno, Nevada \(On-going\)](#) | Project Civil Engineer for this project that consisted of a planning study to determine the most beneficial method of expanding the available ticketing area within the existing airport terminal building. Wood Rodgers role was to review each option for civil impacts such as ADA accessibility, site grading impacts, utility design and geotechnical review. Upon acceptance of the study, we proceeded with full civil design which is expanding the available area by moving the exterior walls of the building to accommodate more room for customers as well as bathrooms and vendor areas. This project is currently under construction with Mr. Davidson providing construction support services for civil related items including attendance at meetings, field coordination, and RFI / material submittal reviews.

[Runway 16R-34L Pavement Rehabilitation, Reno-Tahoe International Airport, Nevada](#) | Provided design assistance during construction for this project. This work consisted of pulverization of existing Portland Cement Concrete Pavement, subgrade preparation, asphalt-treated permeable base, PCC pavement, removal replacement of centerline lights and marking. During construction, aided in review design elements associated with RFIs, submittal, and other construction related questions.

[SRE Building Reno-Tahoe International Airport](#) | Mr. Davidson is a design engineer for this project that consists of the design and construction of a 32,300 square foot storage building for the airport's snow removal equipment (SRE) fleet. Project included complete site civil design for the 3-acre site, and the preparation of plans and specifications. During construction responsibilities included coordination, consultation, review of shop drawings/submittals, and preparation of record drawings. Wood Rodgers also performed a topographic survey and geotechnical investigation of the site.

Luke Chou, PE

Aviation Design

PROFESSIONAL PROFILE

Mr. Chou obtained his Master of Science in Civil Engineering degree from the Georgia Institute of Technology, Atlanta in 2013. In his 2 years with Wood Rodgers, he has assisted lead engineers with complex grading and earthwork modeling, utility design, pavement markings, and roadway / aviation geometric design. After completing his Civil Engineering degree, Mr. Chou worked with a couple engineering firms in Texas and Georgia where he practiced engineering in multiple fields including oil and gas, residential and public works given Luke a broad understanding of civil engineering.



EDUCATION

M.S./2013/Civil Engineering,
Georgia Institute of
Technology, Atlanta

B.S./2011/Civil Engineering,
National Taiwan University,
Taipei, Taiwan

REGISTRATIONS

Registered Professional
Engineer, CA No. 94611

Registered Professional
Engineer, NV No. 027164

PROJECT BENEFITS:

- ✓ Detail oriented design background with focus on complex grading and earthwork projects.
- ✓ Proficient in FAA design standards.

PROJECT EXPERIENCE:

Taxiway M/B and GA Runup Areas, Reno-Tahoe International Airport, Nevada | Provided design assistance design for this project that includes, management, coordination, and preparation of documents associated with the reconstruction of Taxiway M in its entirety, Reconstruction of Taxiway B within the RSA limits of Runway 7-25 and then the construction of two separate General Aviation Runup areas off of Taxiway C, one north of Taxiway A and another south of Runway 7-25. Project construction and phasing will address access for the GA side of the airfield and coordination with Airport Operations and ATC to maintain separation of commercial and GA traffic to the extent possible.

RTIA Ticketing Hall Expansion, Reno, Nevada | Provided design assistance for this project that consisted of a planning study to determine the most beneficial method of expanding the available ticketing area within the existing airport terminal building. Wood Rodgers role was to review each option for civil impacts such as ADA accessibility, site grading impacts, utility design and geotechnical review. This planning study has reviewed several options to expand the available area including moving the exterior walls of the building to accommodate more room for customers as well as bathrooms and vendor areas.

Runway 16R-34L Pavement Rehabilitation, Reno-Tahoe International Airport, Nevada | Provided design assistance during construction for this project. This work consisted of pulverization of existing Portland Cement Concrete Pavement, subgrade preparation, asphalt-treated permeable base, PCC pavement, removal replacement of centerline lights and marking. During construction, aided in review design elements associated with RFIs, submittal, and other construction related questions.

Megan Klingler, PE^(NV)

Aviation Design

PROFESSIONAL PROFILE

Ms. Klingler graduated from the University of Nevada Reno in May 2018 with her Bachelors of Science in Civil Engineering. She has four years of experience in civil and structural design, her experience includes utility layout design, roadway design, airfield design, site grading for both public and private entities. Ms. Klingler's other responsibilities have included hydrologic and hydraulic modeling, storm sewer system improvements, layout of gas/water pipelines, demolition plans, airport layout, and field investigation.



EDUCATION

B.S./2018/Civil Engineering,
University of Nevada, Reno

REGISTRATIONS

Registered Professional
Engineer, NV No. 030029

PROJECT BENEFITS:

- ✓ Experienced in AviPlan design for parking position configuration, and taxi routing during construction.
- ✓ Proficient in FAA design standards.

PROJECT EXPERIENCE:

Runway 8-26 Rehabilitation, Reno Stead Airport, Reno, Nevada | This project that consisted of the complete airfield engineering design and construction administration assistance for this Runway Reconstruction Project along with the majority of its connecting taxiways. This project included correcting taxiway geometry for three separate taxiways a portion of the parallel taxiway as well as full reconstruction of the primary runway. Project phasing included working around multiple taxiways providing continuous airfield access to the alternative runway and keeping complete airfield access to the BLM Air Tankers and the National Championship Air Race events in the middle of the construction season.

Runway 16R-34L Pavement Rehabilitation, Reno-Tahoe International Airport, Nevada | Design Assistant for the design of the rehabilitation of Runway 16R-34L pavement as well as Runway 16L-34R shoulders. Project design included a full evaluation of the entire length of the runway, mapping surface distresses along the length of the runway, pavement design, electrical design, geotechnical engineering as well as project phasing. This work consisted of pulverization of existing Portland Cement Concrete Pavement, subgrade preparation, asphalt-treated permeable base, PCC pavement, removal replacement of centerline lights and marking. During construction, will provide Engineer of Record Services to monitor construction for conformance with plans and specifications including review of material submittals, construction payment requests, change orders and record drawings.

Wildlife Hazard Management Project for Reno-Tahoe International Airport, Nevada | Design Assistant for the mitigation of the infield area at the Reno-Tahoe International Airport. Project design included infield area grading and drainage improvements in order to deter wildlife from entering the airfield area. During construction, will provide Engineer of Record Services to monitor construction activities for conformance with the plans and specifications including review of material submittals, construction payment requests, change orders and preparation of record drawings.

Mickey Smith, PE, GE

Geotechnical Engineering

PROFESSIONAL PROFILE

Mrs. Smith has over 30 years of professional experience in geotechnical engineering, materials engineering, and construction quality control. She has been responsible for the overview of all field exploration and laboratory testing and design services executed during performance of geotechnical investigation reports and Engineer of Record project management. Mrs. Smith is responsible for the formulation of foundation design recommendations for structures, structural pavement sections (AASHTO), public and private improvements, and mass grading operations. She is also responsible for the design and evaluation of flood retention structures and embankments.



EDUCATION

B.S./1980/Civil Engineering,
University of Nevada, Reno

B.S./1981/Geological
Engineering, University of
Nevada Reno

REGISTRATIONS

Registered Civil Engineer in CA
#38777

Registered Geotechnical
Engineer in CA #2892

Registered Civil Engineer in
NV #6972

PROJECT BENEFITS:

- ✓ *Unique local and aviation specific experience*
- ✓ *30+ year of professional experience brings an understanding to handle even the most complex geotechnical conditions.*

PROJECT EXPERIENCE:

RTAA Taxiway M & Taxiway B Reconstruction, RTIA, Reno, Nevada | Mrs. Smith was the Geotechnical Engineer for this project that consisted of providing engineering services for the design, management, coordination, and preparation of documents associated with the reconstruction of Taxiway M in its entirety, Reconstruction of Taxiway B within the RSA limits of Runway 7-25 and then the construction of two separate (north/south) runup areas off of Taxiway C. Responsibilities included geotechnical report including recommendations for subgrade preparation and subgrade CBR design values for pavement design.

RTAA Runway 16L-34R Touchdown Area Rehabilitation, Reno, Nevada | Mrs. Smith provided geotechnical services on this project that consisted of civil design of the rehabilitation of runway pavement at the touchdown and turning areas of the runway. Project design included a full evaluation of the entire length of the runway, mapping surface distresses along the length of the runway, pavement design, electrical design, geotechnical engineering as well as project phasing. This work consisted of pulverization of existing portland cement concrete pavement, subgrade preparation, asphalt-treated permeable base, PCC pavement, removal replacement of centerline lights and marking.

Cold Stream Roundabout, Town of Truckee, Truckee, California | Wood Rodgers was retained by the Town of Truckee to perform Intersection Control Evaluation (ICE), traffic analysis, and PS&E for the eastbound ramp intersection with Donner Pass Road at the Interstate 80/Donner Pass Road interchange in Truckee, California. Mrs. Smith was geotechnical engineer for this project and was responsible for the geotechnical investigation, oversight of laboratory testing, and preparation of the geotechnical report. The roundabout design, included challenges of the site terrain, including environmentally sensitive areas and Donner Creek immediately adjacent to the intersection. The project also included Caltrans coordination, Town of Truckee coordination, encroachment permitting, and Permit Engineering Evaluation Report (PEER) process.

Kevin Almeter, PLS

Surveying

PROFESSIONAL PROFILE

Mr. Almeter has been in the surveying field for over 22 years. He has worked on numerous survey and mapping project for both private and public sector clients. He is skilled in easement and utility research, preparing boundary and topographic maps, ALTA surveys, utility surveys, water rights and environmental surveys. He has additional experience working in the field providing construction staking, boundary surveys and control surveys for aerial mapping for both small- and large-scale projects. Mr. Almeter has working knowledge of the most recent survey and mapping technology including GPS, robotic total stations, HDS laser scanning and LIDAR surveys.



EDUCATION

B.S./2003/Geomatics
Engineering, The Ohio State
University

REGISTRATIONS

Professional Land Surveyor in
CA #8705

Professional Land Surveyor in
NV #19052

PROJECT BENEFITS:

- ✓ *Solid understanding of the range of surveying techniques and how to best apply them to projects based on their context and accuracy requirements.*
- ✓ *Deep experience with right-of-way mapping with over 100 maps and descriptions produced for various transportation projects.*

PROJECT EXPERIENCE:

Runway 16L-34R Touchdown Area Rehabilitation, RTIA, Reno, Nevada | Project surveyor on this project that consisted of civil design of the rehabilitation of runway pavement at the touchdown and turning areas of the runway. Project design included a full evaluation of the entire length of the runway, mapping surface distresses along the length of the runway, pavement design, electrical design, geotechnical engineering as well as project phasing. This work consisted of pulverization of existing portland cement concrete pavement, subgrade preparation, asphalt-treated permeable base, PCC pavement, removal replacement of centerline lights and marking. During construction Wood Rodgers provided Engineer of Record Services to monitor construction activities for conformance with the plans and specifications including review of material submittals, construction payment requests, change orders and preparation of record drawings.

Runway 8-26 Rehabilitation, Reno-Stead Airport, Reno, Nevada | Wood Rodgers was responsible for complete airfield engineering design and construction administration assistance for this Runway Reconstruction Project along with the majority of its connecting taxiways. This project included correcting taxiway geometry for three separate taxiways a portion of the parallel taxiway as well as full reconstruction of the primary runway. Project phasing included working around multiple taxiways providing continuous airfield access to the alternative runway and keeping complete airfield access to the BLM Air Tankers and the National Championship Air Race events in the middle of the construction season.

Nighttime Instrument Approach Feasibility Study, Carson City Airport, Carson City, Nevada | Kevin led the control and topographic ground survey in support of the aeronautical obstacle survey in accordance with AC150/5300-18B. This VGA compliant survey was a critical step for the airport to support the nighttime instrument approach study which evaluated 2 PAPI solution to complex surrounding terrain. Together, Lean and Wood Rodgers successfully executed this survey and supported the FAA and airport to tackle an otherwise challenging issue for the airport.

Doron Lean, PE

Electrical Engineering

PROFESSIONAL PROFILE

Doron has over 25 years of airfield lighting and FAA NAVAID experience with over 200 projects at over 100 airports in the United States. He is an industry-recognized leader in the many disciplines associated with airfield lighting, including runway and taxiway lighting, NAVAIDs, CAT III technologies, SMCs, vault modifications, switchgear work, ALCS, and other associated electrical infrastructure. He is a frequent contributor to FAA Briefs and Advisory Circular and has performed over 200 Navigational Aids and Airfield Lighting Projects Worldwide. He is also a pioneer of several airfield lighting innovations including the first photometric testing machine used for in-situ field testing performance. Moreover, he has extensive, unique experience in design, maintenance, commissioning, and testing of airfield electrical systems.



EDUCATION

B.S./Electrical Engineering & Applied Mathematics, University of Maryland

REGISTRATIONS

Professional Electrical Engineer in CA #19808

Professional Electrical Engineer in NV #22749

PROJECT BENEFITS:

- ✓ Strong knowledge of airfield electrical & FAA requirements
- ✓ PM/Lead Electrical Engineer at over 100 airports & 200 projects

PROJECT EXPERIENCE:

Nighttime Operation Feasibility Study, Carson City Airport, Carson City, NV | Doron assisted with this study to determine which improvements to the airport lighting and instrument procedure design could be made to overcome unique FAA flight inspection limitations preventing all nighttime instrument approach operations into the airport. The analysis involved offset instrument approach procedures, preliminary design of a Runway Lead-In Light System, consideration for a 2-PAPI system on the same runway end, virtual in cockpit simulations of the lighting solutions, and Civil Air Patrol footage combined with ADS-B data.

Runway 8-26 Rehabilitation, Reno Stead Airport, Reno, NV | Doron was the Principal Electrical Engineer for this reconstruction project. The tasks included replacement of runway edge light system and base cans, replacement of Runway 8 and 26 REILS with LED system, added two new current driven PAPIs to both runway ends, evaluated the benefits of LED technology versus incandescent for the light fixtures, replaced taxiway edge lights, and replaced existing airfield guidance signs.

Crescent City Airport, New Passenger Terminal with New Airfield Lighting and Generator Vault | Doron served as the Principal Electrical Engineer for the design of the terminal and airfield lighting vault. The project included the redesign of the power distribution system (from 480V 3 Phase 4W into Airfield Lighting Vault Room), CCRs, panelboards, generator, UPS, mechanical and architectural design, lightning risk evaluation, and protection design

Roosevelt Municipal Airport, Runway 07-25 Rehabilitation | Doron was the Principal Electrical Engineer for the rehabilitation of Runway 7-25, including several electrical modifications. This included the removal of the existing stake mounted runway edge and threshold lights, runway and taxiway guidance signs, base cans with base can mounted lights and new runway and taxiway guidance signs and distance, replace REILs on both runway ends, and construction administration services.

Paul Hannah

Airspace Planning

PROFESSIONAL PROFILE

Paul Hannah is an Airspace and Flight Operations Engineer with extensive experience in runway length determination, runway siting, obstacle evaluation, NAVAID implementation, instrument procedure design, airspace analysis, stakeholder coordination, and FAA data management. Paul works with airports and aircraft operators to evaluate the feasibility of flight operations, the effectiveness of NAVAID/lighting investment, the cost-benefit of runway enhancements and payload-range capabilities for corporate, scheduled and military flight operations. Paul works closely with all active FAA lines of business and airports to ensure that projects occur on time, with successful enhancements to safety and operational efficiency.



EDUCATION

B.S./Aerospace Engineering and Mechanics, Minor in Geography and Geographic Information Systems, University of Minnesota

Registrations

President Emeritus of Society of Aircraft Performance and Operations Engineers Airport Industry Liaison (SAPOE)

FAA Aeronautical Charting Forum & Instrument Procedure Group Participant

FAA Takeoff & Landing Performance Assessment Rulemaking committee

PROJECT BENEFITS:

- ✓ Experience with Airspace and FAA stakeholders in the California region
- ✓ Active experience with aircraft performance and emerging navigation and flight procedure technologies (ELVO, A-RNP, GBAS/WAAS)

PROJECT EXPERIENCE:

Carson City Airport, Nighttime Operation Feasibility Study | Paul was the Sr. Airspace Engineer for this nighttime feasibility study to determine which lighting improvements & instrument procedure design could be made to overcome unique FAA flight inspection limitations preventing all nighttime instrument approach operations. Analysis involved offset instrument approach procedures, preliminary design of a runway lead-in light system, consideration for two PAPI system on the same runway end, virtual in-cockpit simulations of lighting solutions, and Civil Air Patrol footage combined with ADS-B data. Paul led a regional & national FAA stakeholder review of proposed solutions to enhance chances of receiving FAA funds to pay for design/construction.

Sacramento Int'l Airport – Runway 16R-34L Reconstruction | Paul was the Airspace Planner to rehabilitate SMF's primary runway. LEAN was responsible for flight procedure and aeronautical data coordination, analyzing potential impact of increasing the height of the runway in relation to ILS CAT III procedures, and the replacement of all affected electrical fixtures on the runway. Paul was responsible for the airspace component of this project.

San Francisco Int'l Airport – RSA Phase 1 and 2 – Runways 10-28s and 1-19s | Paul was the Sr. Airspace and Flight Operations Engineer for the largest airfield project at SFO in the past 50 years, which included the relocation of all four runways. Paul analyzed several conceptual declared distances and NAVAID siting combinations to assist the project team with the phased rehabilitation and relocation of ILS components. This analysis required careful understanding of both the current NAVAID criteria, airspace changes caused by the OAPM and specific changes resulting from CSPO, SOIA and non-standard CAT II/III approach applications. The analysis provided by Paul resulted in several cost-effective solutions that permitted ideal displaced threshold locations and NAVAID/lighting installations with the lowest possible loss of capability for arriving and departing aircraft.

Shawn Jenkins, PE

Inspection & Testing

PROFESSIONAL PROFILE

Mr. Jenkins has been working in the engineering field since 1988 and is the principal engineer and office manager for Eastern Sierra Engineering's (ESE's) Reno and Zephyr Cove operations. His current responsibilities include project management, pavement design, and quality assurance/quality control for airfield projects, highways, roads, site development, utilities projects and related activities

EDUCATION

B.S./1987/Civil Engineering,
University of Nevada Reno

M.S./1988/Civil
Engineering/University of
Nevada Reno, 1988

REGISTRATIONS

Registered Professional
Engineer in CA, NV, MO, UT &
ID

PROJECT BENEFITS:

- ✓ Recent experience working on construction projects at TRK.
- ✓ Thorough knowledge of FAA approved construction methods, materials, and testing requirements.

PROJECT EXPERIENCE:

QA/QC Projects at the Truckee Tahoe Airport

Serving as QC manager, Mr. Jenkins supervised ESE personnel who provided quality assurance testing services for work associated with the construction of various recent projects at the Truckee Tahoe Airport including:

- Taxilane T and Hangar Row L Reconstruction
- Taxiway A Reconstruction
- Executive Hangar Development, Phase 1
- Taxilane R Reconstruction
- Hangar Taxilane CD & DE Reconstruction

Reno-Stead Airport, Taxiway A and Aircraft Apron Reconstruction Phase 1 | Project included reconstruction of approximately 30,600 square yards of existing apron and taxiway area. The construction included subgrade preparation, placement of 10,000 cubic yards of P208 and P209 aggregate base, 5,000 cubic yards of P304 cement treated base and 17,000 tons of P401 Hot Mix Asphalt pavement. Work also included drainage improvements including trench drains, manholes and 18" reinforced concrete pipe. ESE provided the contractors quality control plan, attended weekly progress meetings, and performed the field quality control testing for all subgrade, unclassified excavation/embankment, aggregate base, cement treated base and asphalt concrete. Laboratory quality control testing was performed in our AASTHO laboratory. Mr. Jenkins served as the QC manager for this project.

Beatty Airport, Runway 16/34 Overlay, Beatty, NV | Serving as QC manager, Mr. Jenkins supervised ESE personnel who provided quality assurance testing services for work associated with the construction of the Runway 16/34 Overlay project at the Beatty Airport in Beatty, Nevada. The project included the construction of a runway overlay of approximately 39,942 square yards. The project included a 0.25-inch cold milling of the existing pavement, crack repair, a 0.75 -inch plantmix bituminous leveling course, a 1.5 -inch plantmix bituminous pavement overlay, grading the runway shoulders, and pavement striping. ESE performed Quality Assurance testing for approximately 5,000 tons of plantmix bituminous material. ESE also provided inspection services for the striping and marking segment of the project.

Katie Franco, CM

Airport Tenant & Public Outreach

PROFESSIONAL PROFILE

As the owner of Aviatrix Communications Katie Oversees a team of communications professionals that provides award-winning public relations, marketing, creative development, and website development services to airports across the country. She also works as account manager for high-profile clients, providing strategic guidance for large programs, media management services, and crisis communications support. Katie has numerous public relation awards and is considered an outreach expert at industry conferences.



EDUCATION

B.A./2003/English, University of California, Santa Barbara

REGISTRATIONS

Registered Professional Engineer, Nevada No. 030029

PROJECT BENEFITS:

- ✓ Currently working with Truckee Tahoe Airport on outreach associated with Master Plan Update.
- ✓ Familiar face for outreach to airport users and elected Board maintaining consistency in outreach materials, platforms, etc.

PROJECT EXPERIENCE:

Truckee Tahoe Airport Outreach, Truckee, CA | As the Truckee Tahoe Airport's outreach agency of record, Aviatrix Communications has been working with the TRK team since 2019. In addition to developing and implementing a comprehensive communications plan, Aviatrix Communications has supported the airport with advertising, signage, copywriting, event coordination, and crisis communications.

Aviatrix Communications has also helped educate the Truckee Tahoe community about complex aviation issues, such as the recent flight procedures update program and the investigation into establishing a third runway at TRK. Outreach efforts for these programs included everything from website development, virtual and in-person meeting coordination, content development, public comment solicitation, and reporting.

New Orleans International Airport Outreach, New Orleans, LA | Aviatrix provided full public relations and graphic design support for the terminal opening and its related opening events at MSY. Work included developing a brand aligned with the airport's vision of The New MSY and created brochures, press release templates, event agendas, press kits, in-terminal signage and so much more. Notably, the terminal opening communications program won a 2020 ACI-NA MarComCX Award for Best Overall Public Relations terminal opening Program; was a 2020 ACI-NA MarComCX Award finalist for Print Communications, for open house brochures and signage; and won two PRSA (New Orleans) Fleurish Awards for Best Integrated Marketing and Special Events. Aviatrix focus on time-sensitive communications efforts and the ability to translate complex engineering projects into digestible information for airport users made this project a success.

Project Understanding & Approach



PROJECT UNDERSTANDING & PROJECT APPROACH

We understand that the project assignments to be included within this on-call contract may vary depending upon actual District, State and/or FAA funding as well as other influences. While a specific project approach will be customized to meet given project's requirements and complexity, the following represents an approach for a typical airfield project.

Project Management / Administration

Throughout the life of each project, the District will have a single point of contact for project related questions that can vary from an upcoming meeting to a detailed design question, or even an airfield operation/construction phasing coordination item. **Our project manager, Mr. Brian Martinezmoles, will be your single point of contact.** Brian has a history of executing aviation projects of all sizes in this same manner. He will focus not only on the detailed delivery of the project scope but also on maintaining the project schedule, budget, finances, and quality throughout the life of the project.

Project Meetings / Coordination

Coordination is a critical element to execution of a successful project, and we will ensure that coordination is handled in an efficient and timely manner. Our project manager will be responsible to identify needs, schedule, prepare agenda, document meeting minutes, and follow up on identified action items for all meetings. Our project coordination for each project is anticipated to be handled through the following series of meetings:

- Project start-up / Kick-off Meeting
- Coordination with the District Project Manager and maintenance staff
- Design Milestone Review Meetings (will vary by project type)
- Additional coordination meetings with Stakeholders, as needed (District staff, tenants, FBO, FAA, other agencies, etc.)
- Local Agency / Utility Coordination (see discussion below)

Local Agency / Utility Coordination

Utilizing Debbie Jenkins' experience working on projects within the Truckee area and the various Authorities having Jurisdiction (AHJs), we will identify potential coordination items early in the design process to ensure that approval processes are captured within the project schedule. Most projects will require coordination with the Lahontan Water Quality Control Board. Other projects will also require other approvals, permits (e.g., Nevada County, Placer County, etc.) and/or coordination. Please refer to our AHJ specific discussion included later within the proposal for additional considerations and details.

Grant Administration Support

The quality of grant administration can greatly influence the District's ability to compete for FAA funding. We understand the easier and smoother a grant funded project goes the more favorably an airport will be looked upon by the FAA for future grants. Grant funding is limited and there is competition among airports for those resources. This is one aspect where we can help our clients be more competitive. Performing this process well,

Meeting Action Items

We end each of our meetings with a review of Action Items including:

- ✓ What is needed
- ✓ Who is responsible
- ✓ When it is due

A running action item list is maintained throughout the life of the project to ensure important discussions don't "fall through the cracks".

will make a real difference on how much grant assistance the District receives. **Grant assistance is just one reason why Wood Rodgers is the right choice.**

Mr. Dean Schultz will be your grant administration liaison with 20+ years of experience managing the grant process from the Sponsor's perspective. Dean worked for the Reno-Tahoe Airport Authority (RTAA) for 23 years and throughout that time he was responsible for all aspects of the grant administration process including ACIP development and coordination with the FAA, grant application preparation/submittal, grant reimbursement processing and final grant close out. We understand that successful grant funding is highly attributable to making the process easy on the FAA. Dean will be a value resource for the District to be utilized as needed in support of Grant Administration.

Based on our experience, we have found the three most important aspects of good grant administration include:

- Knowing and properly monitoring timelines;
- Ensuring all necessary technical documentation is prepared in the right order, and;
- Ensuring payment application documentation is thorough and items are properly categorized.

Regarding timelines, the FAA maintains benchmarks they use to measure their own success in managing the overall AIP grant program which are based on performance (i.e., grant opened and closed within 4 years and/or no periods of inactivity longer than 18 months). Our team logs/tracks key milestone grant dates and sets alert notifications well in advance of those dates to inform the team (Sponsor, FAA and Consultants) of impending deadlines so that actions can be taken, if necessary.

With regards to technical documentation, the FAA is very process oriented and are very methodical in the application of that process. Since our staff have done hundreds of AIP grant funded projects, we have developed a thorough list of deliverables that are required for all types of projects. At the outset of each project, we will vet that list with the County and FAA to confirm nothing is missing that would delay the project and then incorporate each of these deliverables into the detailed project schedule to ensure they are visible to all and monitored frequently.

Since capital projects involve large outlays of cash, it is important to all that the payment process is as efficient as possible. The FAA's Delphi system for grant payment applications is a useful tool but relies heavily on the inputs provided (garbage in – garbage out). For design work, our internal accounting system is set up specifically at the outset to properly track each project's unique characteristics for smoother processing. For construction administration services, our project manager will work very closely with each contractor educating them on ways to minimize issues including starting the process as early as possible.

Coordination on the Airfield

The criticality of maintaining airport operations cannot be overstated. Construction on an airfield is by nature intrusive to operations but since some of the projects may temporarily close portions of the airfield, careful consideration and coordination of impacts to the airfield is paramount to a successful airfield project.

During the design process we will work closely with District staff as appropriate to develop a complete approach for scheduling field investigations, closures and construction activities. Key topics during these initial meetings are likely to be project phasing (further discussed below), impacts of operations, construction access, material

disposal and general safety during construction. A careful review of these considerations, as well as suitability of the design to these considerations will go a long way towards a successful project.

Airport Users & District Board Coordination

We understand the importance of not only keeping the project safe, operational and within FAA guidelines, we also understand the importance of keeping the **airport users and the airports Board of Directors informed and enthusiastic about projects**. Construction projects are always an inconvenience to any airfield user, but with attentive listening to stakeholder concerns and careful planning we can dramatically reduce their inconvenience by working remedies to their concerns into the project. This is easily done at the beginning of the project for little to no cost and results in a dramatic improvement to the quality of the overall project. Dean Schultz will utilize his 20+ years of experience as an airport executive, in addition to his experience as a pilot, to work with airport management and the user group to discuss the project, listen to concern, and work with our engineering team to determine potential mitigations.

In addition, Wood Rodgers has teamed with Aviatix Communications to lead our airport user and Board of Director outreach efforts. Aviatix is currently working with the District on outreach associated with their Master Plan updates. With a focus on **clear, concise, and transparent communication** our team will keep the Board, the stakeholders, the public, and tenants informed as construction projects progress and impacts change. Our primary approach to keeping stakeholders up to date will be through the same variety of channels including website content, social media, printed flyers and signs, newsletters and meetings as they are currently using and facilitate by Aviatix. The result is an informed community of airport neighbors and users, who are able to stay up to speed in any manner they prefer.

Construction Cost Estimation, Inflation, and Supply Chain Issues

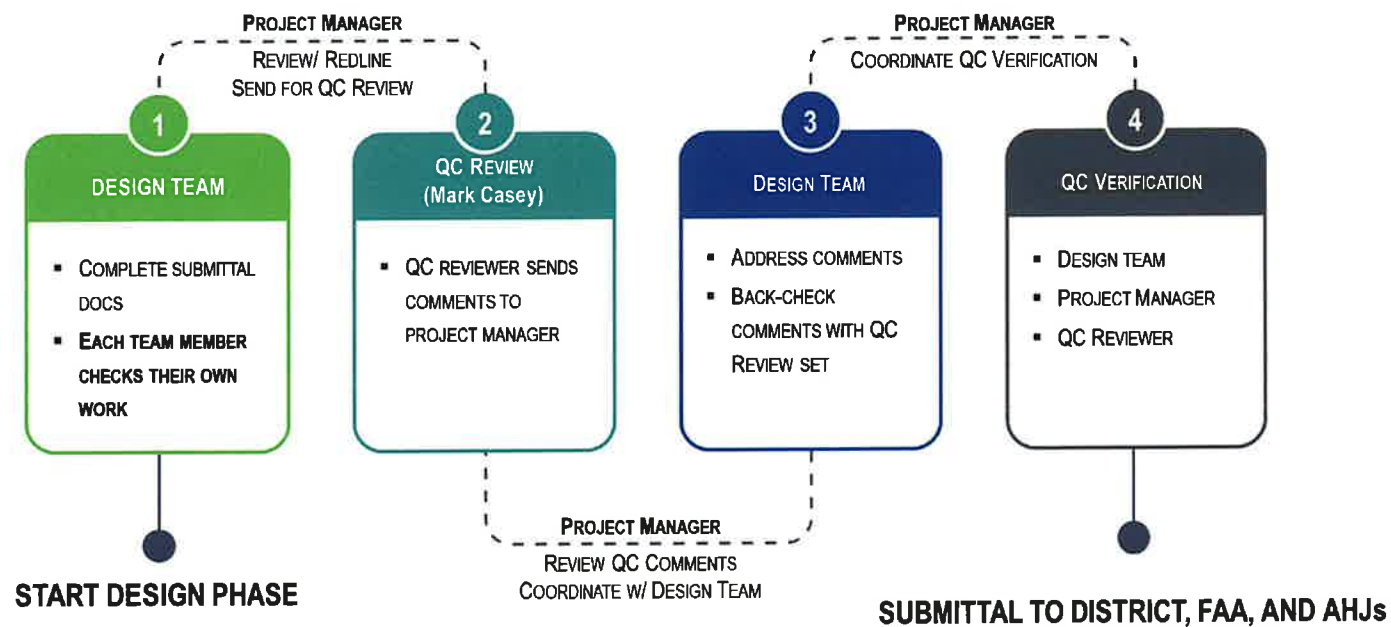
The economy over the last handful of years has caused construction pricing to be highly variable, compounded with global supply chain issues, industry wide construction pricing has increased upwards of 30% in 2022 alone. While some costs have started to come down, pricing with items like diesel fuel is still up 20% over the last 12 months. Based on our discussions with ADOs, Contractors, and various airport sponsors bid openings are continuing to come in well above their entitlements and construction costs are anticipated to remain volatile for the near future. While economic uncertainty is always a challenge, **Wood Rodgers continues to stay up to date with construction costs** by talking with local contractors, monitoring Producer Price Indexes, as well as witnessing bids for projects designed not only by us but by other firms. This enables us to provide more dependable construction estimates, making internal budgeting a less stressful, more reliable proposition for our clients.

We will continue to follow construction price trends, discuss any uncertainty, funding shortfalls or areas of risk at each design milestone to ensure the team understands the likely bid costs relative to available funding. Should bid alternates to accommodate funding availability be necessary, we can easily accommodate and discuss those opportunities on a project-by-project level. Over the next few years, we are certainly going to continue to see variability in construction costs. However, one of our primary goals, as your design partner, is to ensure successful grant performance increasing the District's ability to compete for additional discretionary funding and future grant awards. Construction cost estimating is a very important piece of that puzzle.

Quality Control

Quality control is not only completed at the end of the project or with each milestone deliverable. Quality control is done daily, weekly, task by task and is completed by each team member with them reviewing their design materials each step of the way. You could call this informal quality control or perhaps just a culture of providing quality services, regardless, this how we execute every project regardless of the size or client requirements for a quality control program.

In addition to daily staff level quality control, our formal QA/QC program is to be controlled by our Principal-in-Charge, Mark Casey. Our project management approach, outlined above, allows our Project Manager, Brian Martinezmoles, to be responsible for oversight of day-to-day design efforts and design team coordination. Thus allowing Mr. Casey to remain involved in the project but distance himself enough from day-to-day design operations that he is able to act as an independent internal QC review. A QC review will be completed by Mr. Casey prior to issuance of all project deliverables. He has over 30 years of airfield design and construction experience and is an owner of the company. Trust us when we say he sweats the details. His review focuses not only on the details of the design but also on constructability and construction cost control.



Wood Rodgers Quality Control Program Flow Chart

Construction Cost Control

Design changes during construction due to unforeseen conditions or conditions not addressed during the design process can be costly to the District. We work extremely hard at providing plans that are as complete as possible, addressing potential construction problems during the design phase rather than the construction phase. This serves to reduce changes during the construction process and ends with a **project that is within budget at the end of the construction period, not simply when bid.** Beyond our outstanding staff and team members, our QA/QC program is set up to ensure our designs consistently meet the Wood Rodgers' Standard and perform during construction.

You have seen we have outlined our QA/QC program above, but perhaps the most important element is the **proof that our quality of design and QA/QC program works!** Reviewing our final vs. bid costs over the last 10 years for our airport projects shows our actual construction cost has tended to be **3.5% lower** at the end of construction than at bid time. This speaks to the accuracy of our designs as a whole and that our designs put the airport in a good position with the contractor during construction. Our design process results in a well thought out set of construction documents that results in cost savings to the owner. **This is something many design firms claim, but very few actually deliver.**

Final Construction vs Bid Costs on Aviation Projects					
Location	Name	Bid Amount	Final Cost	% Change	Completed
RNO	Phase 14 Apron Rehabilitation	\$3,124,124	\$2,931,812	-6.1%	2011
RNO	Stage 15 Apron Rehabilitation	\$2,740,740	\$2,556,673	-6.7%	2011
RNO	Stage 16 Apron Rehabilitation	\$3,281,233	\$3,126,923	-4.7%	2013
VGT	Taxiway A, G, & F Improvements	\$2,662,567	\$2,656,700	-0.2%	2014
RNO	Runway 16L/34R Rehabilitation	\$5,170,673	\$4,893,781	-5.3%	2015
RTS	Taxiway C Rehabilitation	\$2,905,345	\$2,924,826	0.6%	2015
RNO	Taxiway C Rehabilitation	\$8,308,308	\$8,364,202	0.6%	2016
OAK	FedEx Gate 20 Reconfiguration	\$2,479,330	\$2,130,895	-14.0%	2017
RTS	Runway 8-26 Reconstruction	\$15,120,120	\$14,743,640	-2.4%	2018
RNO	Runway 16R-34L Reconstruction, P1	\$14,235,235	\$14,552,243	2.2%	2020
RNO	Runway 16R-34L Reconstruction, P2	\$44,518,615	\$43,371,175	-2.6%	2021

SPECIFIC PROJECT CONSIDERATIONS

Much of this SOQ addresses a "typical airfield project" however in the following section we have reviewed a few of the potential airfield projects which could come up during the contract period. Based on past coordination with District staff, it is our understanding project assignments may range from pavement maintenance, apron reconstruction or potential expansion associated with hangar development, Taxiway Reconstruction, NAVAID modifications, or even implementing possible future projects being discussed as part of the current Master Plan update.

Each project brings unique challenges however, with our team's extensive aviation experience and decades of aviation design experience, we can execute these projects with skill, expertise, and confidence. Below we have identified a few potential project challenges and potential solutions. This by no means is a complete list, rather is

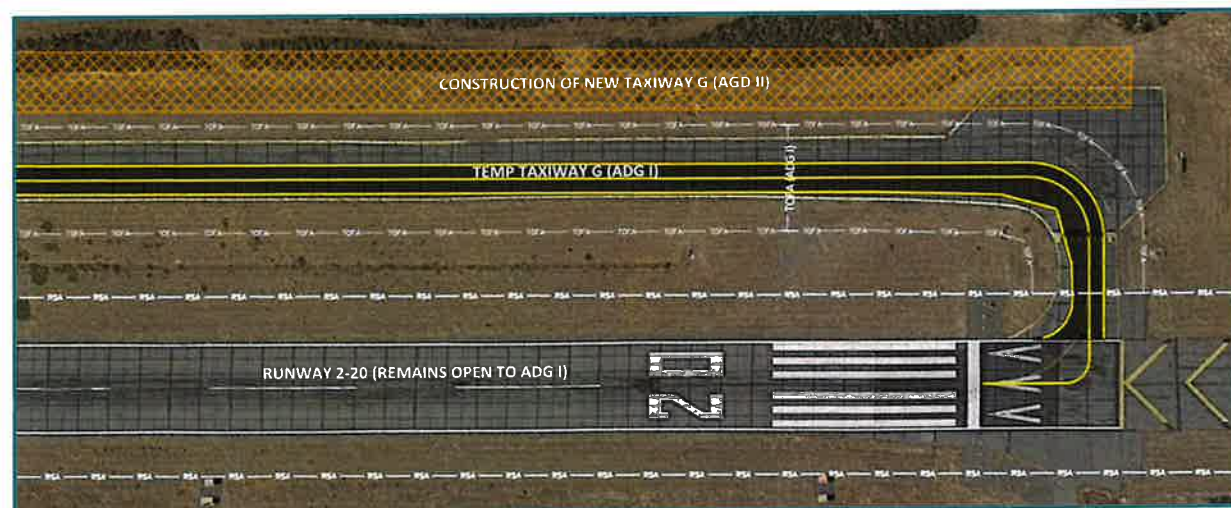
intended to highlight our knowledge, experience, understanding of design and construction at airports and how we can bring this expertise to your airport.

Taxiway G Reconstruction (Relocation)

Taxiway G is the only parallel taxiway to Runway 2-20 and is critical to supporting operations on Runway 2-20. A full closure of Taxiway G and Runway 2-20 would have implications for airport operations and noise mitigation and therefore is likely not an acceptable solution. Furthermore, Taxiway G reconstruction will also cross Runway 11-29 which is critical for larger aircraft. Below is a list of challenges associated with this project:

- Rwy 2 is the preferred departure runway for limiting noise impacts
- Rwy 20 is the preferred arrival runway for limiting noise impacts
- Closing Twy G but keeping Rwy 2-20 w/ back-taxi operations could increase risk of incident
- Runway 11-29 / Taxiway G intersection; 11-29 must remain open to maintain jet operations

For this project, it is paramount to limit closures to the extent possible using items such as a pre-scheduled closures during periods of low traffic (night work or mid-week) or accelerated periods of work (weekly closure or marathon multi-day closure).



Option to construct New Taxiway G outside of Existing Taxiway G OFA

The following paragraph is a potential option to keep Runway 2-20 and Taxiway G open for the vast majority of construction.

Taxiway G is currently documented as a non-standard condition due to lack of sufficient taxiway to runway separation. To bring Taxiway G up to standard, we will need to shift the taxiway approximately 60 feet to the west as shown in the graphic above. One potential solution is to construct the relocated taxiway an additional 5-10' to the west. By doing so, the taxiway/runway separation would exceed minimum criteria and **allow Runway 2-20 and the existing Taxiway G to remain open and operational to ADG I aircraft for the vast majority of construction.** The additional 5-10' will not limit future development of the airport and or create new issues with the executive hangar block at the south end. It should be noted, this option also allows the contractor to work efficiently aiding to keep construction costs down and reducing the overall construction duration.

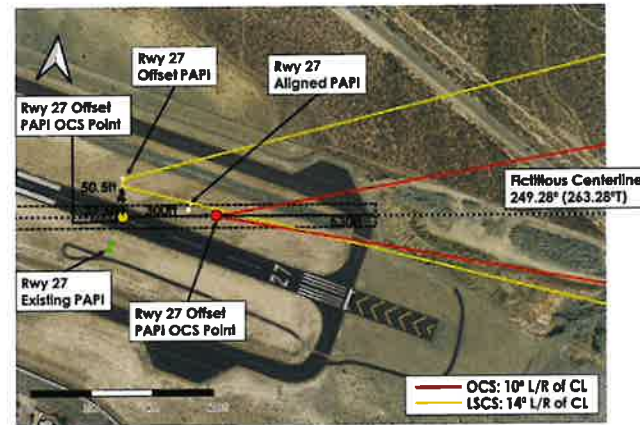
Other phasing options could include scheduled closures of Runway 2-20, pullback operations, back-taxi on Runway 2-20, or even temporary pavements. During design we will listen to District staff and airport users and develop various alternatives as a part of our user coordination effort.

Replace VASI with new 4-box PAPI on Runway 20

Our team has worked closely with the FAA on both airports owned, and FAA owned, Visual Glide Slope Indicator (VGSI) installations. The latest FAA Engineering Brief 95 and the recently updated FAA Order 6850.2C require consideration for both the traditional obstacle clearance surface and the new Light Signal Clearance Surface. This has resulted in several unique designs in obstacle and terrain challenged environments such as TRK, but our team has recent experience with very similar terrain challenged airports.

For Runway 20, our approach begins with a PAPI Siting Analysis that examines the existing obstacle and terrain environment using a combination of instrument procedure design platforms (GPD and TARGETs) along with in-house tools developed to accurately assess OCS, LSCS and pilot/VGSI interactions. We will examine the existing VASI and several new PAPI locations including vertical orientations (nominal aiming angles), lateral orientations (rotating the PAPI along the final approach course), and whether any restrictions may be required (baffling or usable range). This analysis will present several options for consideration that maximize safety, minimize impact to operations during construction and in some cases provide new opportunities or approach procedure development and noise abatement.

Working with District, the preferred location and orientation is submitted to the FAA as a 7460 with our PAPI Siting Analysis. This is now a required step for PAPI installations, even for airport owned PAPI installations. Later in the project, the PAPI Siting Analysis is transmitted to the FAA Flight Inspection team in accordance with the EB-95 requirement for a detailed obstruction analysis prior to commissioning.



Example of Offset PAPI Design at CXP

While the VGSI is not required for use during nighttime approach operations on runway 20, the existing visual approach procedures and extended visual portion of the offset RNAV (GPS) Rwy 20 approach create a significant phase of the approach where pilots will likely rely on the VGSI to safely remain clear of terrain and setup for a stabilized approach to touchdown. Our team understands these unique challenges will require the phased design and construction of the new PAPI to occur without interrupting the existing VASI operation. This will ensure that the airport maintains the highest possible safety level during approaches to runway 20 while the new PAPI is being installed and flight inspected.

Prior to construction (4-5 months), our team will work with District to establish an FAA Reimbursable Agreement with FAA AJF-4100 to fund the flight inspection and commissioning work. This will include any final coordination with the flight inspection team and the formal submission of the FAA required VGSI data form.

Our industry leading approach combined with our proximity to the airport will ensure that the new PAPI enables future aircraft operations to safely arrive at TRK.

Pavement Maintenance Plans

Pavement Maintenance Plans (PMP) are not only required by the FAA to received grant funding, but they’re also a critical maintenance and capital improvement planning tool. The primary objectives of a PMP are shown below and include data collection, analysis/evaluation, and development of a maintenance and rehabilitation plan.



Primary Elements of a PMP

Our PMP will conform with FAA AC150-5380-7B including using ASTM D5340 for determination of PCI Indexing, PAVER and/or PAVAIR for analysis and evaluation of the pavement, and lastly, we will work with the District to develop a Maintenance and Rehabilitation Plan to best suit the needs of the district.

North Apron Expansion

The potential for hangar development as a revenue generating project is always exciting. Currently the west portion of the airport apron is master planned for potential apron and/or apron development. Should these projects come to light, our approach would be consistent with a “typical airfield” project as presented above however the primary difference is the need to accommodate building utilities, potential stormwater detention, and environmental implications associated with additional pavement. While the Wood Rodgers team is more than qualified to tackle each of these elements, these non-airfield elements will be led by Debbie Jenkins. She will bring her years of experience working for and around the Town of Truckee as well as other agencies such as Nevada County Public Works (Grading / Drainage & Building Permitting), Truckee Sanitary District (Sewer), Truckee Donner PUD (Water and Power) and many others.

Our team’s local knowledge of the permitting needs around TRK will help ensure each project remains on schedule. In addition, we will be sure that project specifications are blended to clearly outline the aviation (FAA) requirements in additional to the local requirements.

Design & Construction Process



DESIGN & CONSTRUCTION PROCESS

Our focus during the design phase of a project is to prepare complete construction documents to obtain necessary approvals, bidding, and construction. During preliminary design we will focus on gathering of existing conditions, documenting detail design criteria, coordination with airfield users, and development of construction phasing and sequencing. Transitioning into final design we will prepare project deliverables such as design engineering reports, construction drawings, specifications/bidding documents, and executing our internal quality control program to lead the project into final approval. Finally, throughout construction we will work with the District and the Contractor to ensure the project is executed efficiently, within standard, and properly documented so the District can close out the grant with the FAA.

Collection of Existing Conditions Data

Our team will take a multifaceted approach to preparing baseline data including aerial topography, supplemental topographic survey, review record airport CAD files and drawings, and lastly our engineering team will walk the project areas to take notes and document surface observations. While there is always value to pen and paper, Wood Rodgers will utilize our internal GIS software to document field conditions with georeferenced photos and field data such as inlet dimensions; pipe sizes, material type, and flow direction; and sign type, size, and manufacturer to name only a few. This data is automatically loaded into a secure web viewer so our team and subconsultants can use the data as well. In fact, we provide our subconsultants with access to our data collection software, so we have a single source of field data across the team. This is extremely helpful throughout design to ensure record drawings are matching the current field conditions. While this may seem like a costly extra, it actually saves us time and we have been using this same software and process on our projects for almost a decade with great success.

Topographic and Aerial Survey

Wood Rodgers is an industry leader in aerial and topographic survey. Our in-house certified photogrammetrist oversees our aerial mapping department which includes a fleet of sUAV equipment and in-house post-processing of topographic maps keep us in control of this critical early design task.

The first and most critical step is to review what information is on-hand to ensure that we conduct only what is necessary for the project. There is no need to spend time and money to duplicate work.

If the District has design quality aerial topography, we would proceed with supplemental survey as needed for the specific project which would include conventional survey ground shots, for example, at critical pavement tie-in locations where we need a higher level of accuracy than aerial survey can provided. Additionally, we would GPS necessary supplemental information such as sign foundations, edge lighting, or inlet rim and invert elevations to name a few.

Wood Rodgers' Survey Resources

**Reno Office | (4) Licensed Surveyors | (5) 2-man crews
Sacramento Office | (4) Licensed Surveyors | (5) 2-man crews
Topo | Aerial | Photogrammetry | Staking | QA Surveying**

Geotechnical and Pavement Design

Most projects will require a separate geotechnical investigation and report to determine subgrade conditions as well as existing pavement evaluations and to provide data sufficient for pavement design in accordance with FAA criteria. Wood Rodgers has a full-service geotechnical lab with 20 staff members specializing in performing these services. Our geotechnical engineer, Mickey Smith, has over 30 years of geotechnical **experience in Truckee, the Tahoe Basin and regionally including aviation**, public works, and private projects alike. We will use this experience to develop a geotechnical investigation that is both cost efficient, but also meets FAA requirements for each specific project. Pavement design will be completed in accordance with AC 150/5320-6G utilizing the FAA's latest pavement design software FAARFIELD.

Development of Construction Phasing

Each project will require a focus on construction phasing to minimize impacts; granted our focus will vary by project type (ramp vs runway vs terminal). We will work with Dave Hoffman and his team to identify operational constraints and opportunities in development of specific construction phasing and sequencing, meeting the needs of a given project.

We will engage airport users gathering their input early in each project. Their input, in conjunction with District concerns and needs, will be incorporated into our phasing requirements. Construction phasing is one of those critical milestones in a project that benefit greatly from tenant/user feedback, and "buy-in" which is why this is such an important element of our preliminary design approach.

We provided an example above for the potential Taxiway G project, where potential design and sequencing considerations can mitigate otherwise major construction impacts to operations. Our primary goal is to limit impacts to operations and allow the Contractor to build the project as efficiently as possible. While operational impacts and constructability often compete with each other, with some creative solutions we generally find a solution balancing operational impacts, site constraints, and constructability.

Development of Grading and Drainage

Grading and drainage approach and impacts will vary greatly project by project. As an example, for an apron project we may focus primarily on pavement grade while the potential Taxiway G realignment project could include taxiway profile considerations but also connecting taxiway, shoulders, and infield grading considerations. By in large, unless there are specific problems to address, the goal will be to maintain historical drainage patterns and limit grading to only the extent required to provide positive drainage and meet FAA taxiway grading/shoulder or apron requirements.

Stormwater Management

The FAA has specific criteria for managing stormwater within the airfield (AC 150/5320-5) however in addition to meeting FAA criteria, local requirements from Nevada County and Lahontan Regional Water Quality Control Board (LRWQB) will also be critical considerations in project design, plan development, and approvals. Within our team, Debbie Jenkins is a Qualified SWPPP Practitioner and is experienced working not only on SWPPP plans but also with the local MS4 permit. With her expertise, we will ensure the project



FEMA Flood Zones

SWPPP meets the criteria set forth by LRWQB including sediment, water quality, and erosion requirements. In the context of an apron expansion, considerations with regards to increase of runoff will need to be addressed and mitigated in accordance with Nevada County Land Use and Development Code Section L-XVII.

Development of Airfield Lighting and Signage

Airfield lighting and signage improvements will be evaluated with each project and the project budget. Working with the District, we will determine the extent of the improvements needed. For example, if the construction budget is limited and the sign bases are in the proper location and in good condition it is possible to install a new sign on the existing base. Often times, one of the first conversations that will come up during preliminary design is the airports desire to utilize LED or incandescent fixtures. It is critical that your design team understand the nuances that come with LED equipment including sole-sourcing, availability, and technical limitations.

As an example, due to ongoing parts and labor shortages, procurement of LED PAPIs are currently considered long lead items. We will need to ensure bid advertisement dates allow for sufficient procurement time before NTP for construction. Another unique item is with LED PAPI installations and the need to identify potential baffling requirements for the light housing assemblies prior to ordering the units. This is caused by a limitation with current LED PAPIs that make them unable to be baffled in the field. Our PAPI Siting Analysis (discussed above) will identify any required baffling ensuring that the right PAPI is ordered at the appropriate time to minimize delays.

Reuse of Material

The removal of existing pavement will generate AC millings, in addition to structural excavation of any existing pavement base material. Material off haul can be costly. Our team will evaluate and discuss opportunities with the District to reuse onsite materials saving on construction costs. Some options include recycling onsite base material as subbase (P-154) or allowing the contract to sell the millings for use as recycled asphalt pavement (RAP) helping to lower construction costs. If construction is early in the construction season, AC millings often hold value for batch plants. We often provide the contractor a bid option to import or reuse material, allowing prospective bidders to provide the best value at bid time opposed to as a valued engineering proposal post-award. These options, in addition to others, will be discussed with the District during design.

PROJECT DELIVERABLES

Project deliverables will be prepared and provided to the District for review and/or submittal to the FAA throughout the design process. All our project deliverables go through our internal QA/QC process ensuring deliverables will be correct and complete.

Basis of Design Memorandum

As part of our preliminary design effort, we will prepare a basis of design memorandum which will identify critical design criteria such as environmental conditions of approval, applicable design criteria, available funding, construction scope, materials discussions (PCCP vs ACP), and/or conceptual layouts to name a few. This document will allow the design team to proceed with design in an efficient manner. With this document, critical design decisions and early discussions will occur upfront in a documented manner allowing the District to review discussion items in advance of our project meetings. This document is not an FAA requirement, but we have found this to be a vital document to ensure our design process can be completed with little redesign effort while

maintaining our aviation clients' objectives. This is just one way we ensure we meet project schedules, deadlines, and design budgets.

Engineer's Design Report

Our basis of design memo review, discussed above, transitions right into the Engineer's Design Report since much of the content included is required as part of the Engineer's Report. We anticipate the Engineer's report to include items such as general project scope, applicable FAA standards, pavement design including life cycle analysis, drainage, airfield lighting and signage, NAVAID considerations, pavement markings, geotechnical subsurface investigation, environmental considerations, and any modifications to standard.

Preparation of Bidding Documents (Specifications)

We will work with the District on review of the boilerplate front end bidding documents and customize general provisions as necessary for these projects including any limitations identified during the design process. An example may include limiting grading activities per local standard (no grading after October 15th or before May 1st) In addition to supporting the District with front end documents, we will prepare technical specifications according to FAA standards (AC 150/5370-10H). Lastly, a Construction Safety and Phasing Plan (CSPP) will be prepared in accordance with AC150/5370-2G for airfield projects.

The CSPP is a critical safety document for FAA approval and utilized throughout construction. Our CSPPs have been through the FAA Safety Management System (SMS) process many times with little comment. Regardless of if a formal SMS Review is required for a project, our CSPP documentation is always prepared with the highest care. The CSPP really sets up the project for success from a safety and operations perspective.

Plan Preparation and Content

Engineering plans will be prepared for each submittal. During our project scoping discussions, we will determine an appropriate submittal schedule. For example, an apron slurry project can easily proceed with perhaps a 90% and final submittal while an airfield reconstruction project will most likely require a 60%, 90%, and final plan submittal schedule.

Regardless, plan progression will occur throughout the design process with a goal of the 90% drawings to be complete, ready for bid, drawings. This is an important step to enable our final review meeting with the District to be focused on discussing items such as minor details or bidding language rather than design elements or missing plans.

Permitting and Approvals

Our team will assist the District with necessary approvals and permits so the project can proceed from design into construction without delay. An example of critical approvals include the following:

- FAA ADO Approval for Construction
- Truckee-Tahoe Airport Board Approval
- SWPPP / NPDES Approval
- Caltrans / Division of State Architect Approval
- Nevada County Grading Permit
- FAA Form 7460 / Final Determination

Bidding Activities

Our team will assist the District throughout the bidding process. The first step, as outlined above, is to prepare detailed and accurate bidding documents and plan drawings. Once under bid, we will respond to contractor questions in the form of bidding RFIs, facilitate a pre-bid meeting, lead the pre-bid project tour, and ensure that the District has everything needed to open bids. After bids are received, the Wood Rodgers team will analyze contractor bids and preparation of recommendation of award and issue construction documents, as needed.



Construction Management

Throughout construction, we will schedule and facilitate pre-construction, pre-activity meetings and weekly construction project meetings. Our team will review contractor submittals and respond to contractor questions throughout construction. Typical to our role as construction manager, we will assist and represent the District with the full range of construction management services, including but not limited to, negotiation of change orders, review of materials performance tests, tracking of contractor DBE utilizations, and review of payment applications just to name a few. We will generally prefer to manage construction documentation through a construction management software but can work with the Contractor and District to determine the best solution for a given project. Wood Rodgers maintains a subscription with Procore however we have used many different software packages if an alternative platform is desired.

In addition to full-time site inspection (see below), our engineers will conduct periodic site visits to review the progress of construction. Our engineers are not only familiar with FAA and local design criteria, but also construction methods and challenges. Construction training is standard practice for our group, because we believe it makes us better engineers and allows us to better serve our clients. It is standard practice for our design engineers, to see project through construction in the role of CM bringing consistency and a thorough background of the project, design decisions, and fulfillment of the promises made during airport user coordination.

Construction Testing and Inspection

Construction Testing will be performed by our team of testing professionals who hold the necessary certifications for gathering field samples and completing onsite testing including but not limited to density testing, soil sampling, concrete (air, slump, beams/cylinders, etc.) and asphalt plant inspection. Between Wood Rodgers and ESE, our team has two full geotechnical laboratories, and the ability to setup a mobile lab if needed, all of which maintain necessary certifications for earthwork, asphalt, and concrete testing as necessary for Quality Assurance testing prescribed by the FAA. **Shawn Jenkins will be our lead inspector** for this contract. **Shawn and his team at ESE have been working at the airport for many years** and they bring their knowledge and expertise to our team. Together

Wood Rodgers and ESE will provide over 30 years of construction oversight experience and 25+ qualified field personnel.

Project Closeout Phase Activities

Upon the contractor’s completion of the project, we will conduct a final inspection to identify any punch list items or deficiencies to be addressed prior to final acceptance of the project. In addition, utilizing Contractor’s redlines, we will prepare as-built record drawings and provide them to the District for their records. Lastly, Wood Rodgers will prepare a Final Construction Engineer’s Report which is a required as part of the FAA grant closeout process.

Alternative Delivery (Design Build / CMAR)

Having participated in many alternative delivery projects, we are open and willing to working with the District and their contractor on alternative delivery if necessary. We as a team put a significant focus on constructability and construction cost control throughout our design effort regardless of the delivery method. Much of this is due our many years working with the Contractor community on CMAR and Design-Build projects. With construction costs and material shortages in an ever evolving and volatile state, we are regularly working with the contractor community so we can control construction costs and schedule implications on our current projects. To say we appreciate the contractor perspective and value they bring to a project would be an understatement. However, we also understand, as your engineer, we represent the airport to ensure construction methods meet FAA standards and ensure the completed project will serve airport operations for years to come. We will work with the District to determine if an alternative delivery method would be beneficial for a given project.

LOCATION

Wood Rodgers has local offices in Sacramento and Reno ready to serve the District. Staffing may vary based on project scope however our aviation design will take place in our Reno office (within 40-miles of TRK) with various support services coming from our Sacramento office. As shown in the figure to the right, Wood Rodgers offices have been servicing aviation clients throughout the region in a similar manner. We prioritize being accessible to our clients including being on property, at the project, and in-person as needed.

Virtual meetings are a valuable project tool, however there is always a time where a face-to-face meeting is not only preferred but also necessary. **Our project manager and aviation team are a short 35-minute drive away** from the airport putting us in a prime location for impromptu face to face meetings, a construction site visit, or daily field work. In fact, we have staff from one of our offices working in or around the Truckee / Tahoe area daily.



Office Locations & Airport Projects

ABILITY TO MEET SCHEDULES

At the start of each assignment, we will develop a project schedule for both design and construction in concert with the District and anticipated FAA grant timing. Wood Rodgers has a history with our aviation clients as well as FAA ADO's to get projects designed on time, construction completed, and grants closed out. We set a project schedule up front, obtain consensus and then we hit the deadlines. We give our clients time to review plans and then we hit the next deadline. This is not an optional item for us; **we hit our deadlines.**

As an example, with our recent runway reconstruction project at the Reno-Tahoe International Airport, the project scope included the redevelopment of various approach procedures, MALSR reimbursable agreement, and three MAGVAR runway redesignations. All of which required various applications over multiple years. By utilizing a critical path schedule, we were able to track and monitor each group along the way. As we are all aware some elements are out of our control, the FAA missed a critical publication date because of the pandemic and office closures. Our team was aware the FAA office would miss the deadline months prior by monitoring the FAA portal on a regular basis. As a result, the project team was not caught off guard. Working with the airport and the ADO, we were able to maintain the construction start date, extend the construction grant, and move the MAGVAR portion of work to the end of construction.

Another critical element to maintaining schedule is high quality deliverables. Quality deliverables not only reduce construction complications they also ease agency approvals. From a thorough CSPP to detailed plans to complying with stormwater requirements help with critical project approvals such as the FAA and LRWQB.

Lastly, Wood Rodgers is a nimble firm. With a flat management structure, both Brian (Project Manager) and Mark (Principal-in-Charge) have the ability to quickly reallocate resources to accommodate a last-minute scope change or even accelerate the design schedule so the District can access additional discretionary funding from the FAA. We have a proven history of hitting deadlines for our clients. We pride ourselves on the fact that the District will not miss a grant funding opportunity as a result of our team.

AUTHORTIES HAVING JURISDICTION

The Truckee-Tahoe Airport is located within both Nevada and Placer Counties and subject to many different Authorities Having Jurisdiction (AHJs). Below is a list of the primary AHJs which could have authority depending on project scope, type, and location

- Truckee-Tahoe Airport District
- FAA (San Francisco ADO)
- NEPA / CEQA Clearance
- Caltrans Aviation
- Lahontan Regional Water Quality Control Board (LRWQB)
- Nevada County
- Placer County
- Truckee Donner PUD
- Truckee Fire District
- Truckee Sanitary District
- CA State Lands
- US Forest Service
- US Army Corps of Engineers (Martis Creek Lake National Recreation Area)
- Truckee Tahoe Airport Land Use Commission
- Nevada County Transportation Commission
- Division of the State Architect

The Wood Rodgers team has expansive experience both with the FAA and with the various local agencies ensuring our team will have the connections, experience, and expertise to handle the necessary coordination and permit approvals for any project anticipated as part of this on-call contract.

Federal Aviation Administration

As described in the RFQ, District's airfield projects are anticipated to be funded primarily by the FAA under an AIP grant with potential Caltrans assistance for local match. As such, airfield projects must be designed to FAA standards to remain fundable. We are very familiar with all of the FAA Advisory Circulars that affect airfield design projects and use them on a daily basis. We anticipate the following, but not necessarily limited to, FAA Advisory Circulars (ACs) to be utilized for a typical airfield project and we have extensive experience working with each:

- 150/5300-13A – Airport Design
- 150/5320-6G – Airport Pavement Design and Evaluation
- 150/5340-1M – Standards for Airport Markings
- 150/5370-10H – Standards Specifications for Construction of Airports
- 150/5370-2G – Operational Safety on Airports During Construction

Not only do we know the FAA's standards and procedures, but we also have a close working relationship with the FAA staff. Nearly all of the aviation work completed by Wood Rodgers has been on airports located within the FAA's Western-Pacific Region. Furthermore, our staff, through our leadership within the Southwest Chapter of the American Association of Airport Executive (SWAAAE), has aided in facilitation and participation in FAA / Consultant roundtable discussions with representatives of the Airports District Offices (ADOs), including the San Francisco ADO and Laurie Suttmeier. During these annual roundtable discussions, we are able to discuss process improvements with the various ADOs to ensure our sponsors grant applications and project approvals are processed as easily and quickly as possible. This time with the FAA ADO Managers is unbelievably valuable and we proud to be a driving force to keeping them going.

State and Local Agencies

Our team has been working in and around the Truckee area for many years including various roadway and stormwater management projects very recently. Debbie's experience is extremely valuable and her local contacts within the Town of Truckee, Lahontan Water Board, or Counties will ensure our team has the ability to coordinate with staff and comply with local requirements. We have discussed throughout this SOQ elements such as SWPPP approval or potential for building permits or utility coordination. Our team, with Debbie's lead, will be ready to tackle the specific local or utility nuances of any project.

PUBLIC ENTITY & DISTRICT | EXPERIENCE

California Special Districts / Elected Officials

Most every public works project includes some level of coordination with elected or appointed officials and as such we are very experienced in this type of coordination. Our approach is straightforward and falls inline with the processes we have outlined with our airport user outreach; **clear, concise, and transparent communication**. In addition, much of our past work includes special districts as well. Special districts do bring additional focus on public outreach as the participating public are a bit more invested in the district than your average taxpayer. Working with the District staff, we will ensure the project delivers a timely and consistent message. This is where

transparent communication is priceless, the public are interested in their district and we are not here to hide information from them but to show why this is a great investment in their district.

Some past local experience includes the SR 89 / Fanny Bridge project (Wood Rodgers) and the Brickelltown Streetscape project (ESE) both of which included Special Districts, coordination with appointed or elected official, public outreach, and multi-agency partners.

District Experience

Our team has been working within the Truckee Area and with the District for years. Aviatrix Communications is currently under contract with the District to provide communication and outreach services. In addition, Eastern Sierra Engineering has been a subconsultant on many past construction projects. A list of previous District work is included below for reference:

- Taxilane T and Hangar Row L Reconstruction | Shawn Jenkins | Construction Testing and Inspection
- Taxiway A Reconstruction | Shawn Jenkins | Construction Testing and Inspection
- Executive Hangar Development, Phase 1 | Shawn Jenkins | Construction Testing and Inspection
- Taxilane R Reconstruction | Shawn Jenkins | Construction Testing and Inspection
- Hangar Taxilane CD & DE Reconstruction | Shawn Jenkins | Construction Testing and Inspection
- Truckee Tahoe Airport Outreach | Katie Franco | Outreach, Communication, Branding

Similar Experience



SIMILAR EXPERIENCE

The Wood Rodgers team has completed \$3M-\$5M in fee per year for decades over a wide range of projects at airports throughout the country. The following project descriptions are a sampling of recent (within the last 3-years) projects for your review and consideration. Additional information for projects can be provided, if needed.

Runway 16R/34L Pavement Rehabilitation Phase I&2, Reno, Nevada

Client: Reno-Tahoe Airport Authority | Tony Curatolo | (775) 328-6461

Award Amount: \$58.7M | Engineers Estimate: \$63M | Final Construction Cost: \$57.9M

Initial and Final Construction Period: 2019 | 2022

Roles: Wood Rodgers – Prime | Lean – Sub (Airfield Electrical) | ESE – Independent (QC Testing)

Wood Rodgers was the prime consultant responsible for project management and design for airfield engineering, pavement design, airspace analysis, construction phasing as well as construction administration assistance for the removal and replacement of much of the runway pavement in addition to the paved shoulders and infield grading/rock mulch placement on Runway 16R/34L, MALSR reconstruction, shoulders on parallel Runway (16L/34R), a new lighting vault as well as a MAGVAR adjustment for the entire airfield including (3) three runways.



As part of our initial field work, Wood Rodgers evaluated every concrete panel to provide an updated PCI for each panel along the 11,000-foot runway. This pavement analysis enabled us to work with the airport authority and the FAA ADO to develop replacement limits including multiple bid alternates to meet allocated funding in addition to position the project for potential discretionary funding. In the end, the project included the entire keel section, select areas of outboard panels, in addition to RIM mitigation on the adjacent taxiway.

Construction work included demolition and removal of existing PCCP, excavation and embankment, subgrade preparation, centerline lighting rehabilitation, placing new PCC, pavement grooving, excavation and embankment, subgrade preparation, placing asphalt treated permeable base, lighting vault construction, MALSR construction and lighting and signage revisions to accommodate the MAGVAR.

Challenge(s): 16R/34L is the primary commercial runway and the airfield's only ILS runway, furthermore a full closure was required for the construction season. There was significant concern that construction would limit aircraft type and passenger/cargo loading or worse cancellations of scheduled operations.

Solution(s): During preliminary design discussion, the design team considered various mitigation strategies. Working with air carriers, as well as the FAA, to review available aircraft equipment as well as existing approaches showed altering existing approach procedures in addition to adding new procedures would be greatly beneficial to aircraft performance and loading during construction. Modifications to the flight procedures were provided to the FAA and were subsequently published for use throughout construction allowing air carriers to use the parallel runway throughout construction and more importantly maintain acceptable passenger and cargo loadings during the heat of the summer.

Taxiway B/M Reconstruction & GA Run Up Area Construction, Reno, Nevada

Client: Reno-Tahoe Airport Authority | Jon Lau | (775) 328-6462

Award Amount: \$TBD | Engineers Estimate: \$5.4M | Final Construction Cost: TBD (Pending Bid)

Initial and Final Construction Period: Planned 2023

Roles: Wood Rodgers – Prime | Lean – Sub (Airfield Electrical)

Wood Rodgers is providing professional engineering services for the design, management, coordination, and preparation of documents associated with the reconstruction of Taxiway M in its entirety, Reconstruction of Taxiway B within the RSA limits of Runway 7-25 and then the construction of two separate General Aviation Runup areas off of Taxiway C, one north of Taxiway A and another south of Runway 7-25. Responsibilities included: Surveying, Geotechnical, Data Gathering, Basis of Design Report, Schematic Design, Design Development / Contract Documents. Lean Engineering is assisting with the electrical design portion of this project.

Project Challenge: Following initial planning and programming for this project, it was determined that the GA operations required a larger footprint for runup areas than originally needed causing funding limitations.

Innovative Solution: Working with the Airport Authority, Air Traffic Control Tower, and the design team we have developed a series of design considerations to keep the project within budget and allow the project to proceed without the airport having to building a new facility not meeting their needs. Cost saving measures include preparation of bid alternates, evaluating construction phasing requirements to allow the contractor to take advantage of cost saving opportunities with material usage/delivery, backhauling, and simultaneous construction between phases limited mobilization/remobilization costs.

Nighttime Instrument Approach Feasibility Study, Carson City, Nevada

Client: Carson City Airport | Tim Puluz | (775) 841-2255

Award Amount: \$300k | Engineers Estimate: N/A | Final Construction Cost: N/A

Roles: Lean Engineering – Prime | Wood Rodgers – Sub (Survey)

Carson City Airport needed to find solutions to restore the airport's nighttime instrument approach capabilities. LEAN performed a feasibility study on behalf of the airport, which analyzed different aspects of instrument procedure development, obstacle lighting, obstruction mitigation, and innovative approach lighting solutions in a terrain-challenged environment. The feasibility report presented eight different extended approach lighting solutions, including additional consideration for applying obstacle lighting to terrain penetrations.

The feasibility report drew from extensive knowledge of the airport and included field exploration of areas where a MALSF and a runway lead-in light system (RLLS) could be installed along a 2-mile path at a 30-degree offset from the extended runway centerline. The layout of the approaching lighting solutions was evaluated to enhance existing approaches to the airport and enable new approach procedures that could be flown at nighttime and to lower minimums than currently exist at the State Capitol.

The report was reviewed with industry stakeholders, including AOPA, NBAA, and various commercial air carriers, to gather their feedback on preferred solutions that would meet their respective pilot experience levels. The report was also extensively reviewed with different groups in the FAA to ascertain their preferred solutions,

funding mechanisms, and equivalent levels of safety that the proposed solutions in the report would satisfy. This included the FAA Airports District Office, Airports Regional Office, Flight Standards, Planning and Integration, Flight Procedures, and Tech Ops. LEAN and Wood Rodgers successfully executed an AC-150-5300-18B VGA survey for the airport in support of the project, which is scheduled to be completed in March 2022.

Taxiway W Emergency Culvert Repair

Client: Oakland International Airport | Tony Chu | (510) 919-2137

Award Amount: \$293K | Engineers Estimate: N/A | Final Construction Cost: TBD

Initial and Final Construction Period: 2022 | 2023

Roles: Wood Rodgers – Prime

Following a stormwater management and tidal flooding vulnerability assessment at OAK, joint separations were found within a culvert under Taxiway W, south of Taxiway W5. Working with the Port, we completed additional CCTV evaluations to determine the extent of the joint separations.

Wood Rodgers developed a PS&E package for this emergency culvert repair working with the Port and their Contractor. In addition, phasing plan, coordinated with Port Operations staff, and development of a CSPP were prepared and submitted for emergency review.



Project Challenge(s): Taxiway W is critical to airport operations, especially for commercial and cargo traffic. Operational constraints limited the ability for traditional approaches to repair including open trench.

Solution(s): Following field investigative work, Wood Rodgers developed repair alternatives including full replacement, cast-in-place joint collar, and mechanical grouting. Working with the Port and the Port’s contractor, costs for each repair method were developed. It was determined that mechanical grouting was the preferred repair method as it provided the least operational impact (night work), limited risk of reopening the taxiway after single shift excavations and had a minor increase in construction cost. Phasing documents were prepared and have been approved by Airport Operations and FAA.

Runway 9-27 Reconstruction and Apron Improvements

Client: Shank n Bank Airport (Private) | Jordan Morehead | (361) 408-0793

Award Amount: Unknown | Engineers Estimate: \$4.2M | Final Construction Cost: TBD

Initial and Final Construction Period: 2022 | 2023

Roles: Lean Engineering – Prime | Wood Rodgers – Sub (Airfield Civil)

Wood Rodgers and Lean Engineering together worked on this private airfield to expand the capacity of the existing runway, provide approach procedures and enhance airport NAVAIDs to accommodate expanded aircraft use at this private facility.

The project included RSA grading, expansion of an existing apron, extending the existing runway as well as obstacle mitigation along the approach path to accommodate the desired aircraft fleet mix. Electrical design included runway edge lights (MIRL) as well as consideration for AWOS at the airport. Construction of this facility expansion is currently underway.

Other Notable Projects

Engineering on-calls

- Engineering On-Call, Kern County Department of Airports (BFL, L05, L19, L17, L73, L62)
- Engineering On-Call, Sacramento County Department of Airports (SMF, MHR, SAC, F72)
- Engineering On-Call, City of Fresno Airports Department (FAT, FCH)
- Engineering Design Services, Reno-Tahoe Airport Authority (RNO, RTS)

Runway/Taxiway Projects

- Taxiway A Reconstruction, TRK
- Taxiway C Rehabilitation, RNO
- Runway 16R-34L Reconstruction Project, RNO
- Runway 16L-34R Shoulders and ALV, RNO
- Runway 16L-34R Touchdown Areas, RNO
- Runway 7-25 Runway Rehabilitation, RNO
- Taxiway L Restoration, RNO
- Taxiway A Rehabilitation, RNO
- Runway 7-25 Insurance Investigation, RNO
- Taxiways A, G & F Improvements, Ph. I/II, VGT
- Taxiway C Reconstruction, RTS
- Runway 12-30 Overlay, OAK
- Taxiway S, S1 Rehabilitation, South Field, OAK
- Taxiway T Rehabilitation, South Field, OAK
- High Speed Taxiways Survey, South Field, OAK
- Yelland Field Apron and Taxiway Improvements, ELY
- Runway 16R-34L Reconstruction, SMF

Apron / Hangar Projects

- Taxilane T and Hangar R L Reconstruction, TRK
- Executive Hangar Development – Ph1, TRK
- Taxilane R Reconstruction, TRK
- Hangar Taxilane CD & DE Reconstruction, TRK
- Mountain West Aviation Hangar Repair, TVL
- Cargo Hangar 11 refurbishment, RNO
- Phase 13 - 17 Apron Rehabilitation, RNO (5 projects)
- Stage 9-11 Apron Rehabilitation, RNO (3 projects)
- Phase 7,8,9 and NE Cargo Apron Rehab
- East Apron Ph. 3 Rehabilitation, So. Field, OAK
- Gate 20 Expansion, FedEx OAK
- Gate 9 Reconfiguration, FedEx OAK

Airport Building / Terminal Projects

- International Arrivals Building Renovations, OAK
- Air Cargo Facility, RNO
- Consolidated Security Checkpoint of the Future, RNO
- Flight Simulator Building, Nevada Air National Guard Facility
- Top Gun Hangar and Apron, Fallon Naval Air Station
- Snow Equipment Storage Building, RNO
- Stead Terminal Building, RTS
- Ticketing Hall Expansion, RNO
- Terminal Expansion Planning, RNO

Conflict of Interest



CONFLICT OF INTEREST

Wood Rodgers does not foresee potential conflicts of interest relative to the performance of the services described in this RFQ.

Claims Information



CLAIMS INFORMATION

In the past three years, Wood Rodgers has not had any claims related to aviation services.

References



REFERENCES

Our team has completed numerous airfield projects including major runway reconstruction and apron expansions to smaller parking lot upgrades on airfield that span from International Airports to General Aviation airfields. We take great pride in successfully delivering the easiest to the most complicated projects with extensive construction and phasing constraints to our aviation clients.

We are proud that we have active airport projects with clients we have been working with on a regular basis for over 30 years. That in itself is a true testament to illustrate that we perform for our clients on every project. We look forward to making the Truckee Tahoe Airport one of those long-standing client relationships.

As far as reputation, we are obviously not the largest aviation firm available to our clients, but we consistently beat out much larger firms for work in areas where airports need the services of a firm that meets deadlines and project budgets time and again.

We urge you to contact our references. We think you will be happy with what you hear.

Organization:	Reno-Tahoe Airport Authority	
Name of Primary Contact:	Tony Curatolo	
Mailing Address:	P.O. Box 12490, Reno, Nevada 89510	
Phone Number & Email Address:	(775) 328-6461	tcuratolo@renoairport.com
Organization:	Reno-Tahoe Airport Authority	
Name of Primary Contact:	Gary Probert	
Mailing Address:	P.O. Box 12490, Reno, Nevada 89510	
Phone Number & Email Address:	(775) 328-6460	gprobert@renoairport.com
Organization:	Shank N Bank Airport	
Name of Primary Contact:	Jordan Moorehead	
Mailing Address:	State Highway 172 Port Lavaca, Texas 77979	
Phone Number & Email Address:	(361) 408-0793	Jordan-morehead@dormienetwork.com
Organization:	Port of Oakland	
Name of Primary Contact:	Daniel Prime	
Mailing Address:	530 Water Street, Oakland, California 94607	
Phone Number & Email Address:	(510) 563-6532	dprime@portofoakland.com
Organization:	Carson City Airport	
Name of Primary Contact:	Corey Jenkins	
Mailing Address:	2600 College Parkway #6, Carson City, Nevada 89706	
Phone Number & Email Address:	(775) 841-2255	cjenkins@flycarsoncity.com

Noncollusion Declaration



Noncollusion Declaration

NONCOLLUSION DECLARATION
Public Contract Code Section 7106

TO BE EXECUTED BY CONTRACTOR AND SUBMITTED WITH SOQ

The undersigned declares:

I am the Principal [PRINT YOUR TITLE]

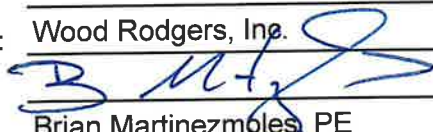
of Wood Rodgers, Inc. [PRINT FIRM NAME],

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 22, 2022
Proper Name of Contractor: Wood Rodgers, Inc.
Signature: 
Print Name: Brian Martinez, PE
Title: Principal

(ATTACH NOTARIAL ACKNOWLEDGMENT FOR THE ABOVE SIGNATURE)

NOTARY ACKNOWLEDGEMENT

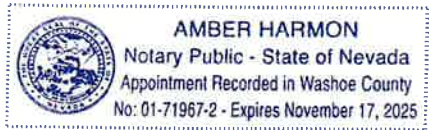
State of Nevada

County of Washoe

On this 22nd day of December 2022, Brian Martinezmoles who is personally known to me appeared before me to be the signer of the Truckee Tahoe Airport Districts Noncollusion Declaration document.



Notary Public



My Commission Expires: 11-17-2025

