



A Statement of Qualifications to
Provide On-Call Airport Land Use
Compatibility Planning Services for

The City/County Association of Governments of San Mateo County (C/CAG)

Half Moon Bay, San Carlos, and San
Francisco International Airports



Submitted by:



August 18, 2023

Ms. Susy Kalkin
Transportation Systems Coordinator
City/County Association of Governments of San Mateo County
(submitted by email)

Re: Request for Qualifications for On-Call Airport Land Use Compatibility Planning Consultants

Dear Ms. Kalkin:

In response to your Request for Qualifications (RFQ) to provide on-call airport land use compatibility planning services, Coffman Associates is pleased to submit our experience and qualifications for your review.

Since our founding in 1979, Coffman Associates has been dedicated exclusively to aviation and airport development. During the past 44 years, we have been involved in over 1,300 planning assignments, including nearly 600 master plans, 150 noise and land use compatibility studies, and 400+ environmental studies for airport development projects.

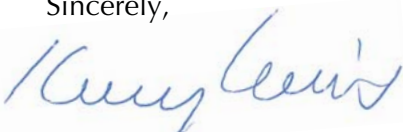
I will serve as the Principal-In-Charge for this assignment and will be supported by our 28 other professional and technical staff members who deal exclusively with airports and land use compatibility issues on a daily basis. If you need to reach me, my contact information is below.:

Kory Lewis, Principal
Coffman Associates, Inc.
12920 Metcalf Avenue, Suite 200
Overland Park, Kansas 66213
klewis@coffmanassociates.com
(816) 524-3500

Because Coffman Associates specializes exclusively in airport planning and land use compatibility services, you can be assured that we focus our efforts solely on what is in the best interests of the airports we support and the communities they serve.

I cannot emphasize enough how much we would welcome the opportunity to continue working with the City/County Association of Governments of San Mateo County. We believe that our team's specialized expertise is unmatched and ideally suited for this effort. Thank you for your consideration.

Sincerely,



Kory Lewis
Principal

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Section One

Program Understanding of Scope of Work/Approach



PROGRAM UNDERSTANDING OF SCOPE OF WORK/APPROACH

Coffman Associates understands that C/CAG seeks an on-call consultant to work on an as-needed basis to prepare land use compatibility assessments; assist with updates to airport land use compatibility plans (ALUCPs); undertake technical studies and environmental document preparation; provide training services related to ALUCP implementation and administration; and perform other related services as requested.

Having completed ALUCPs for 52 airports, Coffman Associates is uniquely qualified to continue to serve as C/CAG's on-call ALUCP consultant. Coffman Associates regularly prepares land use compatibility assessments for development proposals near airports. With full in-house capabilities, Coffman Associates:

- Evaluates proposed structure heights for the potential to cause airspace obstructions;
- Conducts glint and glare analyses for solar array projects;
- Prepares noise analyses to identify potential aircraft noise impacts; and
- Calculates residential density and non-residential intensity for proposed development projects using GIS software.

Given our breadth of experience in airport land use compatibility studies, Coffman Associates is also able to conduct technical studies. An example of this type of work is the consistency reviews conducted by Coffman Associates for General Plan Housing Element updates proposed by local municipalities. As part of this work, Coffman Associates assisted C/CAG staff in preparing agenda reports which included analysis of residential density changes proposed within Housing Element amendments. Coffman Associates can also prepare any associated *California Environmental Quality Act* (CEQA) documentation that may be needed as a result of changes to the ALUCPs. This typically involves analysis of potential environmental effects associated with displaced development due to changes in land use patterns and associated shifts in population.

Understanding that C/CAG's three ALUCPs are each more than eight years old (San Francisco, 2012; Half Moon Bay, 2014; and San Carlos, 2015/amended in 2022), Coffman Associates is capable of completing minor or major revisions to or completely updating the ALUCPs as needed by C/CAG. Before undertaking any revisions or updates, Coffman Associates would arrange to conduct a virtual work session with C/CAG Airport Land Use Commission (ALUC) staff to discuss the current plans and to identify any areas that may need to be modernized to reflect current ALUC processes or conditions at the airports.

Examples of potential amendments include revisions to safety zones and Part 77 surface exhibits due to Airport Layout Plan (ALP) updates for each of the airports; updates to 20-year aviation demand forecasts; and preparation of new noise exposure contours. Coffman Associates has the capability and expertise to conduct each of these tasks.

Coffman Associates understands that C/CAG may request project-specific work scopes and cost proposals to be considered on an individual Task Order basis.



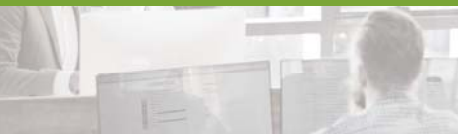



Section Two

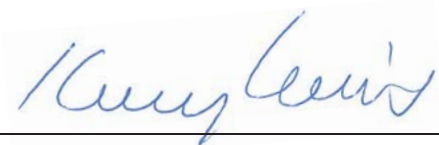
Cost Proposal



COST PROPOSAL

	Personnel	Billing Rate
Principal		
	Dave Fitz	\$313.00
	Kory Lewis	\$313.00
	Tim Kahmann	\$313.00
	Eric Pfeifer	\$313.00
Senior Professional		
	Judi Krauss	\$287.00
Professional		
	Madeline Holliman	\$171.00
	Alyson Hulet	\$171.00
	Mitchell Stamp	\$171.00
Technical/Support		
	Ryan Maurer	\$121.00
	Chris Donnelly	\$121.00
	Amanda McCollum	\$121.00
	Whitney Holovach	\$121.00

Coffman Associates' overhead is 2.011. Expenses will be billed at the actual cost.



Kory Lewis, Principal/Project Manager

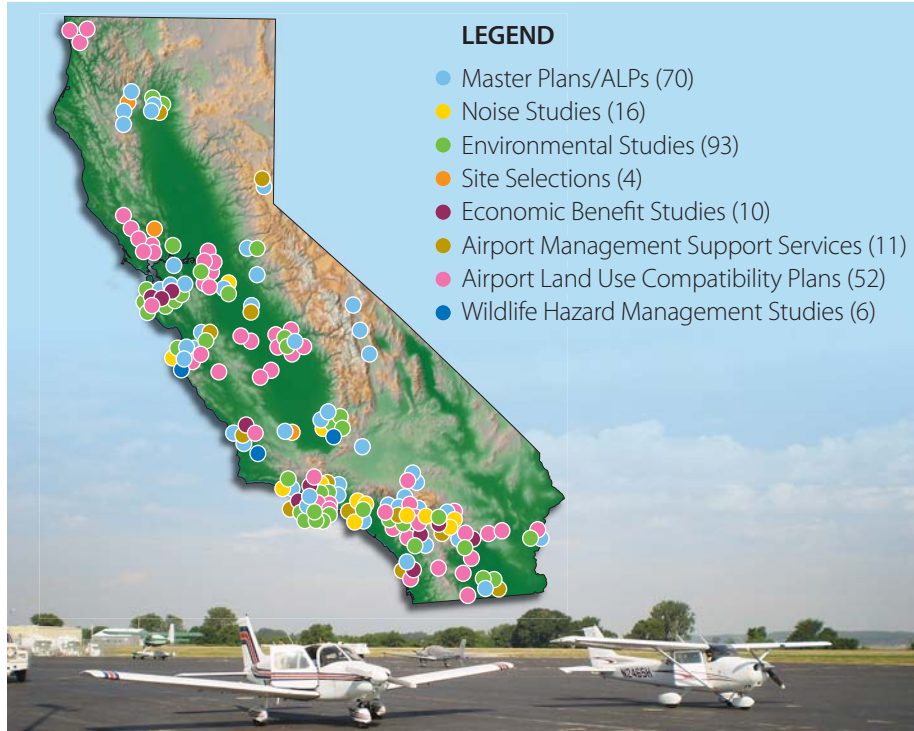
Section Three

Experience



EXPERIENCE

Coffman Associates has served airports in California since 1984, when we first prepared a Part 150 noise compatibility study for Palm Springs International Airport. Since then, Coffman Associates has completed 260+ planning assignments for 93 airports in the State of California. With this experience, we have developed an excellent working relationship with the FAA Airports District Offices in San Francisco and Los Angeles and the Caltrans Division of Aeronautics office in Sacramento. As a part of nearly every planning assignment, Coffman Associates coordinates with local agencies and stakeholders that have a vested interest in the airport.



Coffman Associates has Provided Airport Planning and Environmental Services for the Following California Airports:

- Agua Caliente Springs
- Andy McBeth
- Angwin
- Apple Valley
- Benton
- Bishop
- Blythe
- Bob Hope
- Borrego Valley
- Buchanan Field Airport
- Camarillo
- Castle
- Charles M. Schulz-Sonoma Co.
- Chino
- Chiriaco Summit
- Cloverdale Municipal

- Coalinga
- Columbia
- Del Norte County Regional
- Desert Center
- Fallbrook Community
- Firebaugh
- Flabob
- French Valley
- Fresno Chandler Executive
- Fresno Yosemite Int'l
- Half Moon Bay
- Harris Ranch
- Hawthorne Municipal
- Hayfork
- Hayward Executive
- Healdsburg Municipal
- Hollister Municipal

- Imperial County
- Independence
- Jacqueline Cochran Reg'l
- Jacumba
- John Wayne Airport
- Kern Valley
- Kingdon
- Livermore Municipal
- Lodi
- Lodi (Precissi) Airpark
- Lone Pine
- Los Angeles International
- Lost Hills
- Marina Municipal
- Meadows Field
- Mesa Del Rey
- McClellan-Palomar
- Modesto City-County
- Mojave Air & Space Port
- Monterey Regional
- Napa County Airport
- NAS Point Mugu
- New Jerusalem
- Oceano
- Ocotillo
- Oxnard
- Palm Springs Int'l
- Petaluma Municipal
- Pine Mountain Lake
- Ramona
- Redding Municipal
- Redlands Municipal
- Reedley
- Riverside
- Ruth
- Salinas Municipal
- San Bernardino Int'l
- San Joaquin County
- San Carlos
- San Luis Obispo County
- Santa Barbara
- Santa Maria Public
- Santa Monica
- Santa Paula
- Selma
- Sierra Sky Park
- Sonoma County
- Sonoma Skypark
- Sonoma Valley
- Southern California Logistics
- Stockton Metropolitan
- Taft-Kern County
- Tehachapi
- Tracy
- Trinity Center
- Truckee-Tahoe
- Twentynine Palms
- Ward Field
- Weaverville
- William Robert Johnston

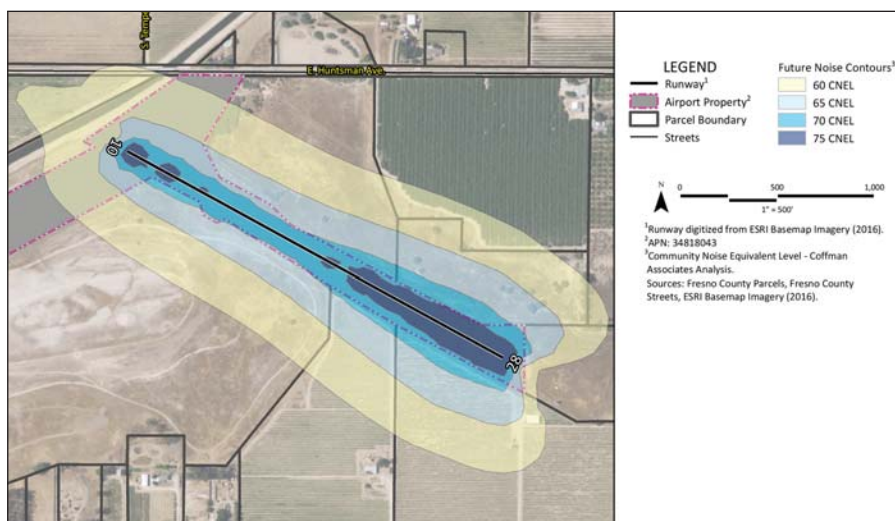
Airport Land Use Compatibility Experience

Coffman Associates has been involved in noise studies and comprehensive land use plans at airports across the country since our inception in 1979. We understand that ALUCPs are needed to protect and promote the safety and welfare of residents, businesses, and airport users near public use airports, while also supporting the continued operation of these facilities. Specifically, the ALUCPs are developed to: ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents; protect the public from the adverse effects of airport noise; and ensure that no structures or activities encroach upon, or adversely affect, the use of navigable airspace. Coffman Associates has prepared over 50 ALUCPs in California. Our team members have a unique combination of skills, which include land use planning, aviation, and GIS, enable us to prepare plans that meet the needs of communities from a compatibility perspective while also supporting the long-term viability of airports. Our staff is familiar with the guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* and the requirements of California Public Utility Code Sections 21674.5 and 21674.7.

In addition to the following projects, Coffman Associates is currently providing ALUCP services to Tuolumne County and Redding Municipal Airport in California.

Fresno County, California

Fresno Council of Governments (COG) retained Coffman Associates to prepare an ALUCP update and accompanying CEQA documentation for Fresno County's nine public use airports. Prior to the update, Fresno COG was using six plans from varying years, ranging from 1980 to 2012, for compatibility planning in the county. The updated plan consolidated those plans into one document based on the current *California Airport Land Use Planning Handbook*. The plan also incorporated an Air Installation Compatible Use Zone land use guidance for Naval Air Station Lemoore. Coffman Associates also prepared updated noise exposure contours and coordinated with Fresno COG staff to prepare airport diagrams for approval by Caltrans. Coffman Associates has provided ALUCP on-call services to Fresno County since 2019.

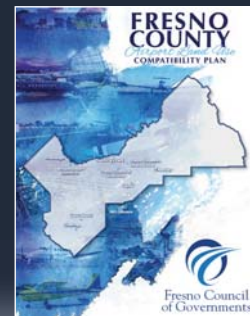


Project: Airport Land Use Compatibility Plan and CEQA Documentation

Completed: December 2018

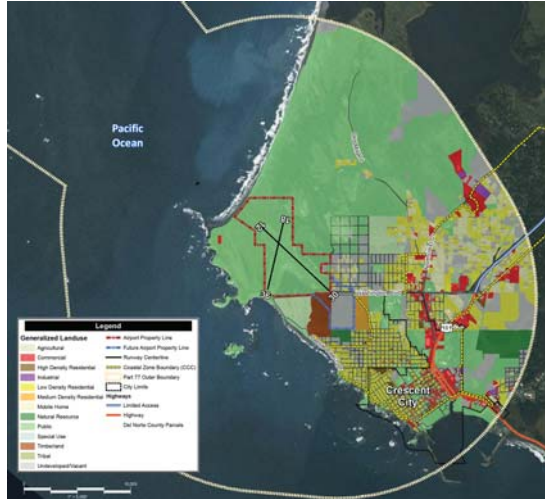
Reference: Brenda Veenendaal, Administrative Services Manager, Fresno Council of Governments (559) 233-4148

brendav@fresnocog.org



Del Norte County, California

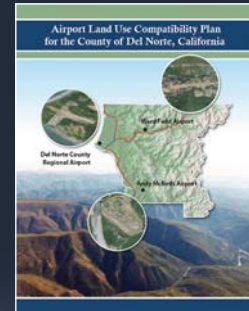
Coffman Associates was selected to aid Del Norte County – one of the few remaining counties in California without an Airport Land Use Commission (ALUC) or adopted Airport Land Use Compatibility Plan (ALUCP) – in establishment of an ALUC. This involved summarizing the formation options and making a recommendation regarding the type of ALUC that should be established. In 2016, Del Norte County established its ALUC, which is comprised of the County Planning Commission augmented by two members of the Border Coast Regional Airport Authority. Coffman Associates was also retained to prepare an ALUCP for the three public use airports in the county, which included preparation of Part 77 airspace exhibits, noise contours, and safety zones for the airports. Additionally, Coffman Associates was responsible for preparation of airport diagrams for two of the airports which did not have FAA-approved airport layout plans. Upon approval of the ALUCP, Coffman Associates also prepared CEQA documentation for the plan approval.



Project: Airport Land Use Compatibility Plan

Completion: July 2017

Reference: Randy Hooper, Assistant Director, Del Norte County Community Development Department (707) 464-7254
randy.hooper@co.del-norte.ca.us



Marina Municipal Airport, California

Coffman Associates was hired by the City of Marina to prepare an update to the ALUCP in conjunction with their airport master plan update. Planned airport improvements, non-aviation uses on airport property, and the age of the current plan were the primary reasons for updating the ALUCP. Consistency with a larger countywide ALUCP update process was also an important factor for Marina's ALUCP update.



Project: Comprehensive Land Use Compatibility Plan

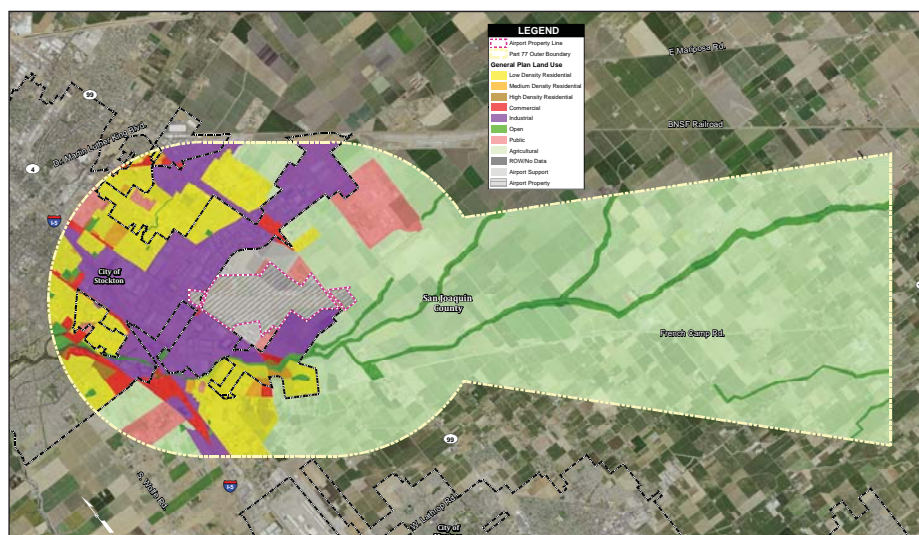
Completion: December 2016

Reference: Joe Sidor, Associate Planner (831) 755-5262
sidorj@co.monterey.ca.us



Stockton Metropolitan Airport, San Joaquin County

The San Joaquin County Council of Governments hired Coffman Associates to update their countywide ALUCP document. The age of the current plan (1998) and an updated *Airport Land Use Planning Handbook* were the primary reasons for updating the ALUCP. Stockton Metropolitan Airport could not get the airport layout plan approved by the Federal Aviation Administration until recently. Landfill expansion and development pressure made stakeholder coordination a key component of this update.



Project: Comprehensive Land Use Plan

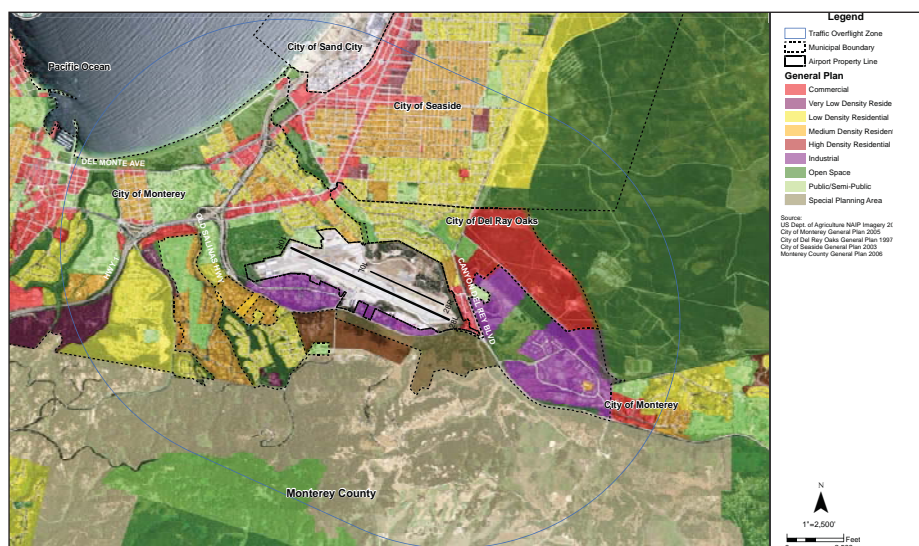
Completed: July 2016

Reference: Kim Anderson
(209) 235-0565
anderson@sjcog.org



Monterey Regional Airport, Monterey County

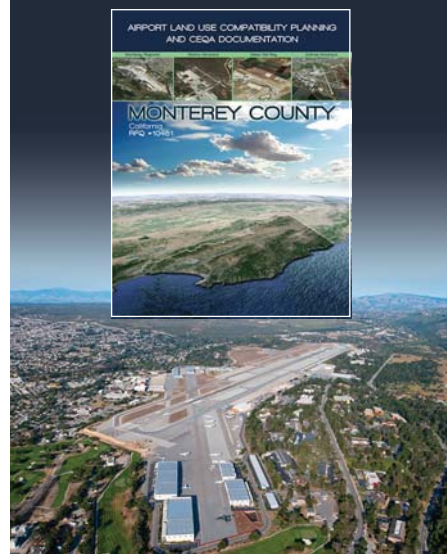
Coffman Associates was hired by the Monterey Peninsula Airport District to prepare an update to the ALUCP in conjunction with the Monterey Regional Airport Master Plan Update. Recent airport improvements, development pressure, and issues with the current plan were the primary reasons for updating the ALUCP. Coordination with multiple jurisdictions and consistency with a larger countywide ALUCP update process made this a unique and challenging project.



Project: Comprehensive Land Use Plan

Completed: November 2015

Reference: Joe Sidor,
Associate Planner
(831) 755-5262
sidorj@co.monterey.ca.us



Noise Compatibility Planning

Coffman Associate has performed noise studies along with comprehensive land use plans at airports nationwide for 44 years. As incompatible land uses continue to encroach upon airports, it is important to study and evaluate the impacts of airport noise in the surrounding area, and protect and promote the safety and welfare of residents near airports. Coffman Associates has prepared over 150 studies related to noise/land use compatibility. Our most recent projects include:

San Carlos Airport, California

San Carlos Airport is owned and operated by San Mateo County. Located in the San Francisco Bay area, the airport is surrounded by noise-sensitive land uses on three sides. Passenger service by Surf Air with Platus PC-12 aircraft, airport tower manager staff changes, and Next Generation Airspace implementation created aircraft noise concerns in the surrounding communities. The study evaluated recent operation changes and the implementation of the existing “quiet flying” program. An extensive public process designed to educate area residents on the procedures and recommendations was conducted throughout the study. Recommendations included updating the quiet flying program brochure, Community General Plan amendments, updating the County Airport Land Use Compatibility Plan, and continued coordination with the FAA on the Bayside Approach implementation.

Project: Part 150 Noise and Land Use Compatibility Study

Completed: November 2019

Key Personnel:

Dave Fitz, Principal-In-Charge
Kory Lewis, Project Manager

Reference: Gretchen Kelly,
Airports Division Manager
(650) 573-3700
gkelly@smcgov.org



Hawthorne Municipal Airport, California

The Hawthorne Municipal Airport Part 150 Study and Noise Exposure Map (NEM) Update was an update of the study originally completed in 1990. Since the original study, the type of aircraft and number of operations altered noise conditions at the airport. The 2007 Airport Master Plan for Hawthorne Municipal Airport recommended the City of Hawthorne update the 1990 noise compatibility study to address ongoing concerns about aircraft noise. The noise compatibility plan explores the full range of options available, including overlay zoning, property acquisition, and home sound insulation so that local officials can meet increasing aviation demand, while continuing to be a good neighbor. Public outreach and education were key components of the NEM update as implementation of Next Generation Airspace procedures and large development project in the vicinity of the airport have increased awareness of aircraft activity.

Project: Part 150 Noise Compatibility Studies

Completed: June 2021

Key Personnel:

Dave Fitz, Principal-In-Charge
Kory Lewis, Project Manager

Reference: Guido Fernandez,
Administrative Analyst
(310) 349-1636
gfernandez@cityofhawthorne.org



Oxnard and Camarillo Airports, Ventura County, California

Coffman Associates is preparing Part 150 noise compatibility planning studies for Camarillo Airport and Oxnard Airport, two general aviation airports located in Ventura County, California. The studies, which will take up to 24 months to complete, will involve preparation of noise exposure maps using the FAA's Aviation Environmental Design Tool (AEDT). Flight tracks for each airport have been developed based on the county's noise and operations management system. Coffman Associates is conducting field noise measurements as part of the study. Due to the large number of noise complaints received at both airports, a robust public participation plan has been developed. Additionally, all study materials are being translated to Spanish and in-person meetings include Spanish and Mixteco interpreting services. Coffman Associates has also prepared pilot guides to support the county's Fly Friendly program, which encourages pilots to avoid noise-sensitive areas whenever possible, consistent with safe flying practices.

Project: Part 150 Noise Compatibility Studies

Completed: Ongoing

Key Personnel:

Dave Fitz, Principal-In-Charge
Kory Lewis, Project Manager

Reference: Erin Powers,
Projects Manager, (805) 388-4205
erin.powers@ventura.org



Environmental Documentation

Coffman Associates has extensive recent experience in preparation and coordination of environmental documentation for airport development projects. While a few of these studies have been simple and non-controversial projects, many have been unique, complex, and highly controversial. Our knowledge of the *National Environmental Policy Act* (NEPA) and *California Environmental Quality Act* (CEQA) makes us uniquely qualified to move our airport sponsors through environmental documentation processes. In the past five years, we have completed NEPA analyses at nearly 40 airports and CEQA analyses at 12 airports. Each of our project team members has worked closely with the FAA and local approval bodies, to ensure a seamless transition from project environmental clearances through design and implementation. Through our environmental assessment (EA) experience in the San Francisco Airports District Office (ADO), we have developed relationships with FAA Environmental Protection Specialists that provide insight into their project requirements.

San Carlos Airport, California

San Mateo County, as the sponsor of San Carlos Airport, proposed construction of two aircraft hangar buildings with a total of 14 aircraft storage spaces to meet existing demand for aircraft storage. The project included extension of water, electrical, and sewer utilities. Additionally, the project included drainage system expansion to accommodate the changes in grading near the hangars. Utility construction resulted in ground disturbance within the 100-foot shoreline band regulated by the San Francisco Bay Conservation and Development Commission (BCDC), requiring a regionwide permit.

Project:

Categorical Exclusion

Completed: June 2017**Key Personnel:**

Judi Krauss, Project Manager

Reference: Gretchen Kelly,
Airports Division Manager
(650) 573-3700

gkelly@smcgov.org

Marina Municipal Airport, California

Coffman Associates prepared an initial study on the Marina Municipal Airport Master Plan Update, which included cultural and biological evaluations. The initial study used the *City of Marina General Plan*, the *Monterey County General Plan Draft Environmental Impact Report*, and the *Fort Ord Reuse Plan Final Environmental Impact Report* to assess the airport's proposed development and its relationship to the city and county general plans. Monterey County's updated ALUCP for the airport was also considered. A Mitigated Negative Declaration was approved by the City of Marina.

Project: Master Plan - Initial Study**Completed:** June 2018**Key Personnel:**

Judi Krauss, Project Manager

Reference: Matt Mogensen,
Assistant City Manager
(831) 884-1240

mmogensen@cityofmarina.org

Monterey Regional Airport, California

The proposed safety enhancement project evaluated in the EA and Environmental Impact Report (EIR) included several interrelated, connected actions associated with increasing the runway-taxiway separation between the airport's main Runway 10R-28L and its parallel Taxiway A. This change allows the hold lines on connecting taxiways to meet standards. To make room for the taxiway shift, relocation of several landside components was determined to be necessary. Project components in need of relocation included: GA hangars; the commercial terminal, apron, and associated vehicular parking; and the aircraft rescue and firefighting building. The project is being phased over 7-10 years. The EA and EIR involved in-depth field studies (cultural, historic, and biological), air quality and greenhouse gas modeling, noise contour modeling, and vehicular traffic analysis. The project was recently awarded *Bipartisan Infrastructure Law* (BIL) funding.

Project: Environmental
Assessment/Environmental
Impact Report**Completed:** June 2020**Key Personnel:**

Judi Krauss, Project Manager

Reference: Chris Morello,
Deputy Executive Director
(831) 648-7000

cmorello@montereyairport.com



Camarillo Airport, California

Coffman Associates completed an EA on Camarillo Airport's Northeast Hangar Development Project. The project included development of approximately 20 acres of open land on the northeast quadrant of the airport. The purpose of the proposed project was to provide additional county-owned hangars at the airport. The airport currently has a waiting list of 130 tenants, which typically involves an approximate five- or six-year wait.

Napa County Airport, California

The initial study and resulting Mitigated Negative Declaration evaluated the potential environmental effects of proposed redevelopment of the existing terminal area of Napa County Airport pursuant to CEQA. The proposed project included the redevelopment of approximately 24 acres of the existing GA terminal area of the airport which would increase the aircraft apron area; set aside area for up to two fixed-base operator (FBO) development areas which could include terminals, maintenance facilities, and hangars; and a shared vehicular parking area. An expansion of the existing fuel farm on the north end of the airport was also included in the project. The existing airfield lighting vault, beacon, and AvGas (100 LL) self-serve fuel area would be relocated. Approximately 12 acres of existing apron located between the FBO development area, and the airfield would be reconstructed after completion of FBO development. The proposed project also included the realignment of Airport Road east of the vehicular parking lot.

Santa Barbara Airport, California

Following the completion of an initial study on the proposed airport master plan at Santa Barbara Airport, Coffman Associates was contracted to complete a program EIR on the master plan, which included several airfield safety projects as well as the relocation of general aviation uses to accommodate the long-term expansion of the commercial passenger terminal. Because the airport is located within the California Coastal Zone, the Goleta Slough, and in proximity to both the City of Goleta and the University of California at Santa Barbara, coordination with numerous stakeholders has occurred. Environmental issues included wildlife management, jurisdictional wetlands, and sea level rise.

Tehachapi Municipal Airport, California

Coffman Associates completed an EA on a taxiway and drainage project for Tehachapi Municipal Airport. The proposed improvements involved the removal of parallel Taxiway A and its reconstruction in a shifted location 150 feet from Runway 11-29, centerline to centerline, to meet federal design standards (FAA AC 150/5300-13A, Change 1) and to fix deteriorating pavement. This southerly shift of approximately 28 feet from its existing location also necessitated the reconstruction of existing south side connecting taxiways and the reconfiguration of hold aprons at each taxiway end. The proposed improvements also included grading, installation of drainage pipes, and erosion control to address infield standing water issues and surface flows across the connecting taxiways.

Project:

Environmental Assessment

Completed: June 2017

Key Personnel:

Judi Krauss, Project Manager

Reference: Erin Powers,
Projects Manager, (805) 388-4205
erin.powers@ventura.org

Project: Initial Study and
Mitigated Negative Declaration

Completed: August 2020

Key Personnel:

Judi Krauss, Project Manager

Reference: Greg Baer, Director of
Airports (currently at Contra Costa
County, CA)

(844) 359-8687

Greg.Baer@airport.cccounty.us

Project: Program Environmental
Impact Report

Completed: July 2017

Key Personnel:

Judi Krauss, Project Manager

Reference: Andrew Bermond, AICP,
Capital Project Supervisor
(805) 560-7576

ABermond@SantaBarbaraCa.gov

Project:

Environmental Assessment

Completed: June 2019

Key Personnel:

Judi Krauss, Project Manager

Reference: Ashley Whitmore,
Airport Manager
(661) 822-2200

awhitmore@tehachapicityhall.com

Section Four

Firm Profile



FIRM PROFILE



Coffman Associates is a specialized airport planning firm of 29 professional and technical staff members focused exclusively on airport planning and associated airport environmental and noise/land use studies. The firm's unique capabilities and extensive experience provide Coffman Associates with the qualifications required to produce the most valuable airport planning and environmental documentation in the industry. Coffman Associates has earned a reputation for excellence since its founding in 1979. Awards include the American Association of Airport Executives (AAAE) Corporate Cup of Excellence Award and the Federal Aviation Administration (FAA) Partnership Award. During the past 44 years, Coffman Associates has completed more than 1,300 planning assignments, including nearly 600 airport master plans, 150+ airport noise compatibility studies, and 400+ airport environmental studies. **This nationwide experience includes more than 450 planning assignments for 150 FAA Western-Pacific Region airports, including 52 airport land use compatibility plans for California airports.**

Contact Information:

Address:

12920 Metcalf Ave., Suite 200
Overland Park, KS 66213

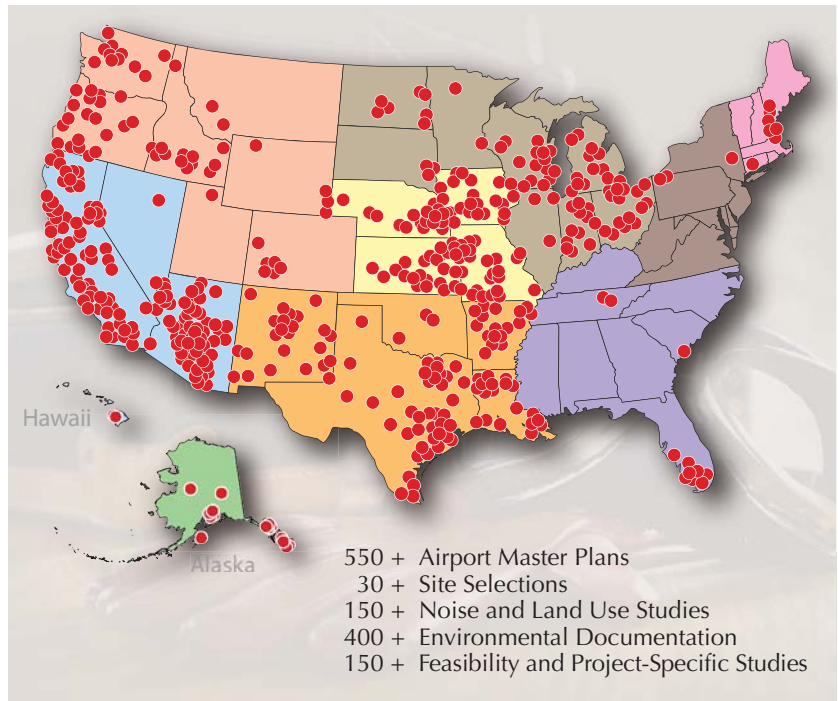
Phone: (816) 524-3500

Fax: (816) 524-2575

Our Primary Services Include:

- Airport Land Use Compatibility Plans
- Environmental Documentation
- Airport Master Plans
- ALP Updates with Narratives
- Airports GIS
- Exhibit 'A' Property Maps
- Part 150 Noise Compatibility Studies
- Airport Zoning and Land Use Planning
- Airspace Analysis
- Benefit-Cost Analysis
- Airport Financial Analysis
- Sustainability Planning

Summary of Airport Planning/Environmental Experience



Personnel by Discipline

Airport Planners	12
Environmental Planners	3
GIS Technicians	4
Airport Planning Technicians	2
Graphic Artists	4
Administrative	4
Total Employees	29

Recognition

2022 President's Award (Mike Dmyterko)

- AAAE South Central Chapter

2017 Corporate Member of the Year Award (James M. Harris)

- Arizona Airports Association

2016 *Airport Business* "40 Under 40" Award

- Awarded to Matt Quick

2013 Corporate Award

- AAAE South Central Chapter

2008 and 2009

FAA Partnership Awards

- FAA Western-Pacific Region

2008 Corporate Award of Excellence

- AAAE Southwest Chapter

2006 Consultant of the Year

- Oregon Airport Managers Assoc.

2005 AAAE National Corporate Cup of Excellence

- American Association of
Airport Executives

Scan QR Code
for an overview
of our services



Section Five

Qualifications

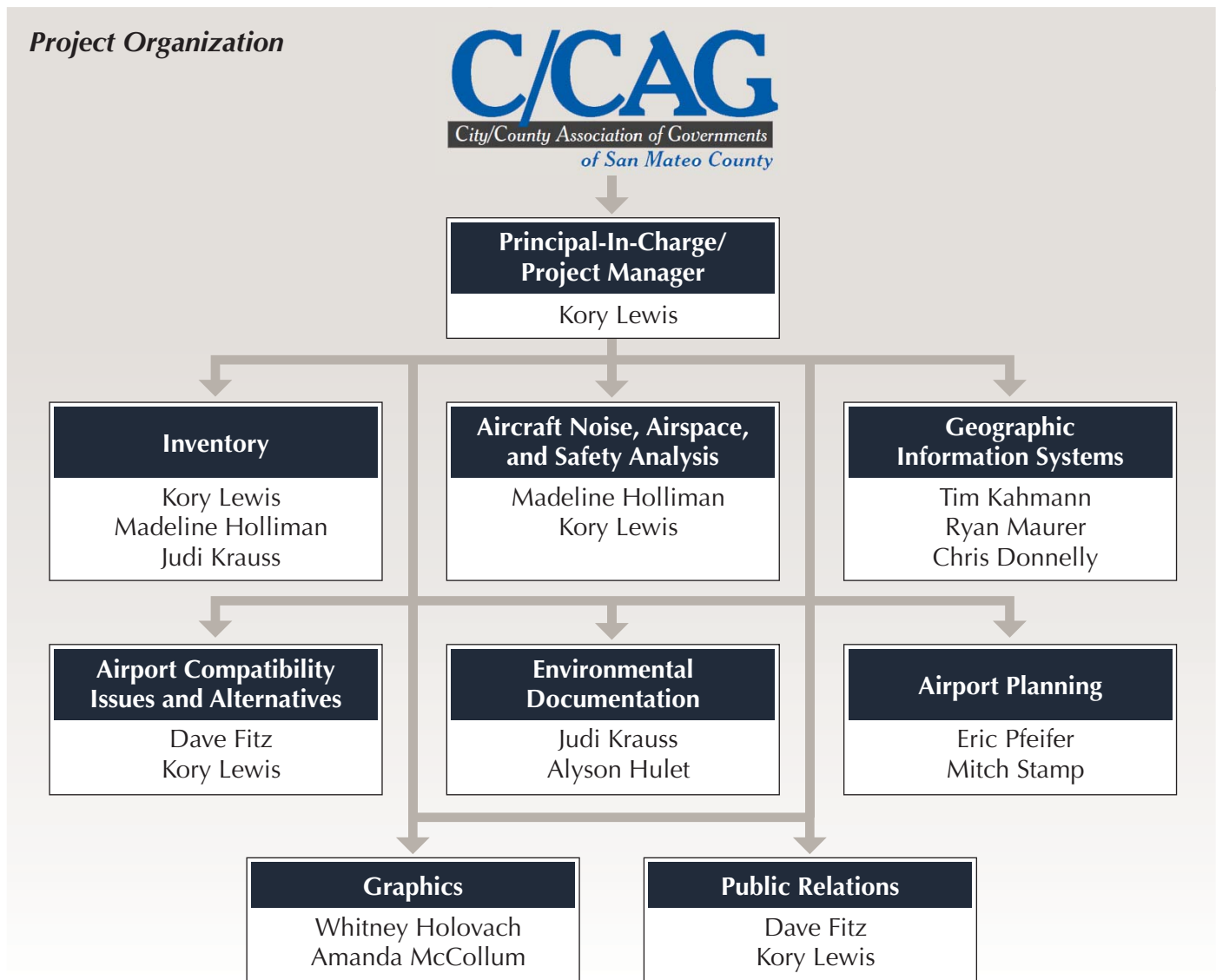


QUALIFICATIONS OF KEY PERSONNEL

Kory Lewis, a principal with the firm, will be the principal-in-charge/project manager for the project. He will be responsible for the day-to-day supervision of the planning effort and overall project controls, including quality control and contract compliance. Kory will be the primary contact for on-call airport land use compatibility planning and will provide input and direction throughout the project.

Our specialization in airport planning allows us to integrate the collective talents of every staff member into the assignment. Key personnel not only assist our project manager with specific tasks as needed, but also have an assigned specialty discipline for which they are independently responsible. The primary benefit to our clients that results from this approach is that every major activity of the study is initiated at the same time, allowing for much better coordination and a more comprehensive level of service. This permits our project manager to have a great deal more time to concentrate on providing responsive personal service and refining detailed elements of our product.

The chart below shows the anticipated staffing assignments. ***Our personnel were selected for this project due to their expertise in land use/environmental planning, their experience working on aviation projects in the region, and their availability to work on the anticipated projects.*** Resumes of key personnel are included in the following pages.



Summary of Professional Staff Experience

Our staff is collectively experienced in all disciplines of airport planning and has a vast knowledge of the requirements set forth in various federal and state guidance documentation. This includes a thorough understanding of the FAA Advisory Circulars 150/5300-13B, *Airport Design*, and 150/5070-6B, *Airport Master Plans*. Regarding NEPA documents, we also have a complete understanding of FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and the FAA Office of Airports *Environmental Desk Reference for Airport Actions*. Coffman Associates staff have become experts in these regulations because we work with these guidance documents and the FAA daily at airports across the United States. Below is a chart of our personnel and their experience as it relates to airport and environmental planning.

LEGEND

- ★ Primary Involvement
- Some Experience
- Extensive Experience

Coffman Experience	Years of Experience	Acoustics/Noise Modeling	Airport Industrial Facilities	Airport Management & Operations	Airspace/Air Traffic Control	Benefit-Cost Analysis (BCA)	Business/Strategic Planning	Cargo Facilities	Computer-Aided Drafting (CAD)	Engineering & Construction	Environmental Documentation	Facilities & Airport Function	Geographic Information Systems (GIS)	Financial Analysis	Forecasting Analysis	Heliport/Vertiport Facilities Planning	Land Use/Urban Planning	Air Quality/GHG Modeling	Military Facilities	Noise Abatement	Parking & Roadways	Pavement Management	Production Graphics & Support	Project Management/Production	Project Quality Control	Public Involvement	Systems Analysis	Terminal Development	Utilities & Support Facilities	Sustainability Planning	Wildlife Hazard Planning
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Planners

Steve Benson	43	46	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Jim Harris	42	45	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Dave Fitz	31	33	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Mike Dmyterko	28	28	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Kory Lewis	19	21	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Eric Pfeifer	19	19	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Patrick Taylor	19	22	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Matt Quick	17	20	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Tim Kahmann	15	21	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Judi Krauss	12	26	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Chandra Burks	19	19	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Scott Nugent	2	2	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ksenia Kerentseva	2	2	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Madeline Holliman	1	7	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Alyson Hulet	1	1	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Mitchell Stamp	1	5	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★

Technicians

Chris Riffle	35	35	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Maggie Beaver	24	29	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Diana Przybycien	20	31	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ryan Maurer	12	15	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Chris Donnelly	10	16	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Amanda McCollum	4	10	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Whitney Holovach	4	5	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ethan Blackburn	1	1	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Storm Davis	1	10	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★

Administrative

Pete Babinski	1	30	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Mark Dye	2	25	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Ashton Lilley	1	6	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Hope DeYoung-Daniels	1	6	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★

KORY A. LEWIS

Upon completion of his master's degree in Urban Planning, Kory joined Coffman Associates as an airport planner. For 19 years, Kory has prepared the environmental documentation for a wide range of airport development and air service projects and has served as project manager for environmental projects at general aviation and commercial service airports. With expertise in land use planning, he performs aircraft noise analyses, land use compatibility analyses, and noise measurement analyses. Kory also conducts air quality modeling and greenhouse gas inventories. Prior to joining Coffman Associates, Kory worked in the engineering industry performing field reconnaissance and GIS support for public infrastructure projects.

Recent Relevant Experience:

Fresno County, California

Project: Airport Land Use Compatibility Plan

Role: Project Manager

Description: Fresno Council of Governments (COG) retained Coffman Associates to prepare an ALUCP Update and accompanying environmental documentation for the county's nine public-use airports. Prior to the update, Fresno COG was using six plans from varying years, ranging from 1980 to 2012, for compatibility planning in the county. The updated plan consolidated the plans into one document based on the current *California Airport Land Use Planning Handbook*. The plan also incorporated Air Installation Compatible Use Zone land use guidance for Naval Air Station Lemoore. Coffman Associates prepared updated noise exposure contours and coordinated with Fresno COG staff to prepare airport diagrams for approval by the California Department of Transportation.

San Diego County, California

Project: Airport Land Use Compatibility Plan

Role: Project Manager

Description: As part of a multi-phase process, Coffman Associates prepared an update to the ALUCP for six of 13 public-use airports within San Diego County. The existing ALUCPs for these airports are contained in separate reports. As part of the update process, Coffman Associates consolidated the reports into one plan. Coffman Associates was responsible for preparing updated noise exposure contours using the FAA's Airport Environmental Design Tool (AEDT) and updating safety zones to reflect current conditions at these airports.

San Carlos Airport, California

Project: Part 150 Noise and Land Use Compatibility Study

Role: Project Manager

Description: Next Generation Airspace implementation has created aircraft noise concerns in communities surrounding San Carlos. The study evaluated recent changes to operations and the implementation of the existing quiet-flying program. An extensive public process designed to educate area residents on the process and recommendations was conducted throughout the study. Recommendations included updating the quiet-flying program brochure, Community General Plan amendments, updating the County ALUCP, and continued coordination with the FAA on the Bayside Approach implementation.



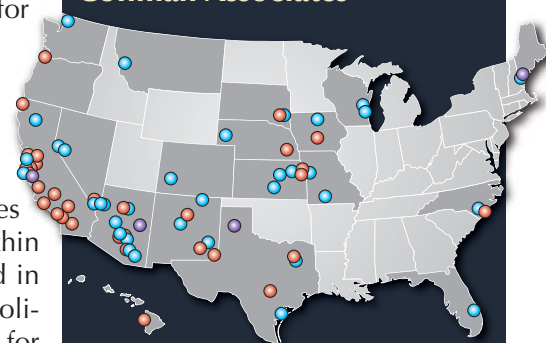
Professional Information

- Principal
- 21 Years of Experience
- Master of Urban Planning, University of Kansas (2004)
- B.A. Geography, University of Kansas (2000)

Member

- American Planning Association

Planning Experience at Coffman Associates



LEGEND

- Airport Noise and Land Use Compatibility Plan
- Environmental Study
- Wildlife Hazard Assessment

Summary of Experience

Environmental Studies	69
Airport Noise and Land Use Compatibility Plans	28
Wildlife Hazard Assessments	4
Total Studies	101

DAVID W. FITZ, AICP, LEED Green Associate

Dave serves as the company's Chief Executive Officer and is also the firm's noise and airport land use compatibility planning specialist. In addition to his management role, Dave supervises the development of airport noise exposure contours, noise abatement strategies, land use management strategies, public participation and outreach, and FAA coordination processes. Dave has prepared more than 100 airport noise and land use compatibility plans, NEPA/CEQA environmental documents, and wildlife hazard assessment/management studies at air carrier and general aviation airports across the country.

Recent Relevant Experience:

Hawthorne Municipal Airport, California

Project: Part 150 Noise and Land Use Compatibility Study

Role: Project Manager

Description: The 2007 airport master plan for Hawthorne Municipal Airport recommended the City of Hawthorne update the 1990 noise compatibility study to address ongoing concerns about aircraft noise. The noise compatibility plan explores the full range of options available, including overlay zoning, property acquisition, and home sound insulation so that local officials can meet the increasing aviation demand while continuing to be a good neighbor.

Del Norte County, California

Project: Airport Land Use Compatibility Plan

Role: Principal-In-Charge

Description: Coffman Associates was selected to aid Del Norte County in the establishment of an airport land use commission (ALUC). This involved summarizing the formation options and making a recommendation as to the type of ALUC that should be established. Coffman Associates was also retained to prepare an ALUCP for the three public-use airports in the county which included preparation of Part 77 airspace exhibits, noise contours, and safety zones for the airports.

Monterey County, California

Project: Airport Land Use Compatibility Plan

Role: Principal-In-Charge

Description: The Monterey County Regional Mobility Authority (RMA) hired Coffman Associates to update its countywide ALUCP and corresponding CEQA documentation. The age of then-current plan (1996) and updates to the *Airport Land Use Planning Handbook* were the primary reasons for updating the ALUCP. Complete ALUCP updates and CEQA documentation were completed for Salinas Municipal and Mesa Del Rey Airports. This work effort included CEQA documentation for Monterey Regional and Marina Municipal Airports.



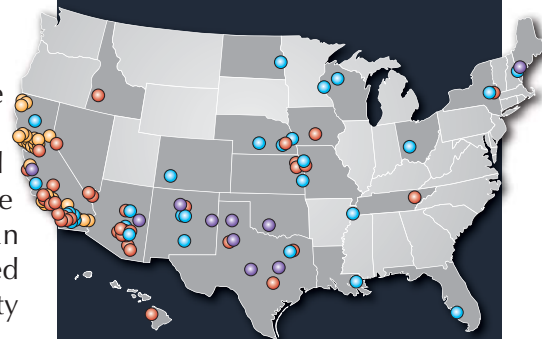
Professional Information

- Chief Executive Officer
- 33 Years of Experience
- M.S. Community and Regional Planning, Iowa State University (1992)
- B.A. Landscape Architecture, Iowa State University (1989)

Member

- American Institute of Certified Planners (AICP)
- American Planning Association
- Airport Consultants Council
- Airports Council International - North America

Planning Experience at Coffman Associates



LEGEND

- Part 150 Study
- Airport Land Use Compatibility Plan
- Environmental/Special Study/Master Plan
- Wildlife Hazard Assessment

Summary of Experience

Part 150 Studies	38
Airport Land Use Compatibility Plans	40
Environmental/Special Studies/Master Plans	42
Total Studies	120

JUDI KRAUSS, AICP

Judi is a native of California with extensive environmental experience in the West and Southwest regions of the country. Since joining Coffman Associates, Judi has managed or contributed to numerous environmental evaluations associated with airport development and planning projects under both federal and applicable state regulations. She has participated in several Part 150 studies, airport land use compatibility plans, and airport master plans. Prior to joining Coffman Associates, Judi worked as an environmental analyst for the Arizona Department of Transportation's Environmental Planning Section and as an environmental planner and project manager for a large, multi-discipline environmental consulting firm. Her expertise lies in managing complex environmental projects under the *National Environmental Policy Act* (NEPA), the *California Environmental Quality Act* (CEQA), and other special purpose laws, as well as in conducting socioeconomic studies.

Relevant experience includes:

Marina Municipal Airport, California

Project: Mitigated Negative Declaration/Initial Study

Role: Project Manager

Description: Coffman Associates prepared an Initial Study on the Marina Municipal Airport Master Plan Update, which included cultural and biological evaluations. The Initial Study used the *City of Marina General Plan*, *Monterey County General Plan Draft Environmental Impact Report*, and the *Fort Ord Reuse Plan Final Environmental Impact Report* to assess the airport's proposed development and its relationship to the City and County General Plans. Monterey County's updated ALUCP for the airport was also considered. A Mitigated Negative Declaration was approved by the City of Marina.

San Carlos Airport, California

Project: Categorical Exclusion for Hangar Development

Role: Project Manager

Description: The project included extension of water, electrical, and sewer utilities. Additionally, the project proposed construction of two aircraft hangar buildings and included drainage system expansion to accommodate the changes in grading near the hangars. Construction of the utilities resulted in ground disturbance within the 100-foot shoreline band regulated by the San Francisco Bay Conservation and Development Commission (BCDC), requiring a Regionwide Permit.

Half Moon Bay Airport, California

Project: Initial Study for Proposed ALUCP Update

Role: Project Manager

Description: Coffman Associates completed an ALUCP update, replacing the Half Moon Bay Airport (HAF) Land Use Plan in Chapter III of the 1996 San Mateo County Comprehensive Airport Land Use Plan (previously referred to as a CLUP). The updated ALUCP considered the HAF airport layout plan (ALP), aviation activity forecasts, and noise contour maps, which were all updated since the previous CLUP was established. The ALUCP update and Initial Study also considered the Local Coastal Plan for the area, as well as existing and proposed county-specific planning documents. The Initial Study analyzed both ALUCP policy changes within an updated Airport Influence Area (AIA) and potential for displacement of future land uses. A Negative Declaration by C/CAG of San Mateo County was adopted as a result of this study.



Professional Information

- Associate
- 26 Years of Experience in the Public and Private sectors
- M.A. Economics w/Emphasis in Natural Resource Economics, University of California, Santa Barbara (1989)
- B.A. Environmental Studies w/Minor in Biology, California State University, Sacramento (1984)

Member

- American Institute of Certified Planners (AICP)/American Planning Association
- Arizona Airports Association
- Association of California Airports (ACA)
- Nevada Aviation Association
- National and California Association of Environmental Professionals
- Southwest Chapter AAAE

Planning Experience at Coffman Associates



LEGEND

- Environmental Study
- Part 150 Study
- Special Study

Summary of Experience

Environmental Studies	107
Part 150 Studies	2
Special Studies	3
Total Studies	112

ERIC PFEIFER, C.M., LEED Green Associate

Since joining Coffman Associates in 2004, Eric has been involved in more than 60 planning studies, including airport master plans, ALP updates/narrative reports, sustainability planning, runway safety area evaluations, feasibility studies, general aviation strategic plans, and environmental assessments. Eric is a Certified Member (C.M.) of the American Association of Airport Executives (AAAE) and has earned Leadership in Energy and Environmental Design (LEED) Green Associate (GA) accreditation. Eric specializes in incorporating sustainability practices into the master planning process, allowing airports to address unique natural resource, social, and economic concerns. Eric is also well versed in all aspects of the conventional master planning process and public outreach efforts, organizing community visioning sessions, public hearings, and workshops for environmental and master plan projects.

Recent Relevant Experience:

Benton Airpark, Redding, California

Project: ALP Update and Narrative

Role: Airport Planner

Description: The study's recommended improvements included: 1) the relocation of the Airpark's wash rack; 2) the implementation of GPS instrument approach capabilities to attract flight training and itinerant aircraft operators; and 3) the installation of an AWOS to improve on-site weather reporting for pilots. A capital improvement program (CIP) was also prepared to identify potential funding sources for individual projects and to allow Airpark officials to budget accordingly for future projects.

Hollister Municipal Airport, California

Project: ALP Update and Narrative

Role: Airport Planner

Description: Hollister Municipal Airport is home to a California Department of Forestry and Fire Protection (CalFire) Air Attack base. The project's focus was to plan for the relocation of the CalFire base facilities to another area of the airport and develop new taxiway infrastructure to accommodate its expanding operation. The plan also provided a solution to reactivate previously abandoned runway pavement, making the airport more accessible to larger/heavier aircraft. Other issues addressed included plans for acquiring additional property to expand landside facilities, including hangars and apron areas, to accommodate future demand.

Santa Maria Public Airport, California

Project: ALP Update and Narrative

Role: Airport Planner

Description: Due to increased usage by large/heavy aerial firefighting aircraft, the master plan addressed failing taxiway infrastructure and non-standard taxiway design to improve operational safety and efficiency, and a permanent and dedicated United States Forest Service (USFS) tanker base apron and facilities. Additional issues addressed included development of a large-scale maintenance/repair/overhaul (MRO) operator and a business park on the airport's south side to expand and diversify its revenue base.



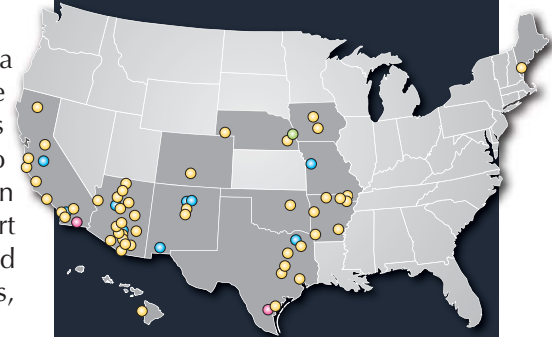
Professional Information

- Principal
- 19 Years of Experience
- Master of Business Administration, Baker University (2008)
- B.S. Aviation Administration, University of Nebraska, Omaha Aviation Institute (2004)
- Licensed UAS Pilot
- Licensed Private Pilot

Member

- Leadership in Energy and Environmental Design (LEED) Green Associate (GA)
- Certified Member (C.M.) of the American Association of Airport Executives

Planning Experience at Coffman Associates



LEGEND

- Master Plan/ALP Update
- Environmental Study
- Feasibility Study
- Strategic Plan

Summary of Experience

Master Plans	48
Environmental Studies	9
Feasibility Studies	2
Strategic Plans	1
Total Studies	60

MADELINE HOLLIMAN

After graduating from Truman State University with a research-focused Bachelor of Science in Psychology, Madeline began her professional career in rural north Missouri, eventually relocating to the Kansas City metropolitan area. During her first three years as a real estate professional, Madeline assisted with managing a large portfolio of 62 buildings, over three million square feet in the North Kansas City historic industrial area, which included construction redevelopment projects, property leases, tenant improvements, acquisitions, and dispositions, as well as representing the landowner as a stakeholder in city planning projects. During this time, Madeline also received technical training in surveying and site design through the U.S. Army Corps of Engineers (USACE). Prior to joining Coffman Associates, Madeline was the lead real estate property manager for Class II short line railroad assets across the western United States and Great Lakes regions, managing property leases, acquisitions, dispositions, and redevelopment of railroad property. This experience included significant cooperation with local municipalities, state, and federal agencies. At Coffman Associates, Madeline utilizes her diverse skill set assisting airports with environmental documentation, land use compatibility plans, and Part 150 studies.

Relevant experience includes:

Meadows Field Airport, Bakersfield, California

Project: Categorical Exclusions

Role: Airport Planner

Description: Coffman Associates completed categorical exclusions for two pavement rehabilitation projects pursuant to Environmental Orders FAA Order 1050.1F and FAA Order 5050.4B and compliance with the *National Environmental Policy Act* (NEPA). The two projects approved for categorical exclusion included asphalt rehabilitation on the Terminal Road loop and Runway 12L-30R at Meadows Field Airport.

Ventura County Department of Airports, Oxnard and Camarillo, California

Project: Part 150 Studies

Role: Airport Planner

Description: Coffman Associates previously prepared the Part 150 study Noise Exposure Map and Noise Compatibility Programs for Oxnard and Camarillo Airports in 1998 and 2001. In Advisory Circular 150/5020-1A, *Noise Control and Compatibility Planning for Airports*, the FAA recommends airport sponsors periodically update the Noise Exposure Maps and evaluate whether revisions to the Noise Compatibility Program are necessary. Due to complaints from community members in the surrounding area and changes in the aviation industry, the Ventura County Department of Airports engaged Coffman Associates to complete new Part 150 studies for both airports.

Johnson County Planning Department, Johnson County, Kansas

Project: Comprehensive Land Use Compatibility Plans

Role: Airport Planner

Description: Two publicly owned airports in Johnson County, KS, have Comprehensive Land Use Compatibility Plans in place from 1996 and 2004. Since the plans were adopted, the property boundaries and land uses surrounding the airports have changed considerably. Johnson County has engaged Coffman Associates to update the Comprehensive Land Use Compatibility Plans for New Century AirCenter and Johnson County Executive Airport. Coffman Associates is also assisting Johnson County with Planning Advisory Committee meetings and public outreach efforts for both airports.



Professional Information

- Airport Planner
- 6 Years of Experience
- B.S. degree in Psychology w/Minor in Biology, Truman State University (2014)

Service

- Army National Guard (2020)
12T Technical Engineer SGT

Planning Experience at Coffman Associates



LEGEND

- Part 150 Study
- Airport Land Use Compatibility Plan
- Environmental/Special Study/Master Plan

Summary of Experience

Part 150 Studies	2
Airport Land Use Compatibility Plans	6
Environmental Studies	5
Total Studies	13

ALYSON HULET

Alyson is a native of Arizona with an educational background in sustainability and urban planning. During her undergraduate program, Alyson specialized both her capstone and thesis projects on areas of climate resiliency within planned communities. Her capstone project focused on ways in which desert communities can capture rainwater through a biomimicry design lens by looking towards nature's designs for inspiration. Alyson's thesis examined how Pacific Island nations can adapt to and mitigate the impacts of climate change through both community-oriented and government-led solutions. Utilizing her educational background in sustainability and urban planning, she has aided in writing several environmental inventories, recycling plans, and environmental overviews for airport master plans. In addition, Alyson has been involved in writing environmental documentation subject to the *National Environmental Policy Act* (NEPA), such as categorical exclusions and environmental assessments.

Relevant experience includes:

Wilmington International Airport, North Carolina

Project: Environmental Assessment

Role: Environmental Planner

Description: Coffman Associates prepared short-form environmental assessments (EAs) for two different airport development projects at the airport. The projects related to these EAs included the development of a cold storage facility and the construction of an airport ramp. Work efforts for the projects included outreach to North Carolina's State Historic Preservation Office (SHPO) and the evaluation of natural resources located within the project area.

Napa County Airport, California

Project: Categorical Exclusion

Role: Environmental Planner

Description: Coffman Associates completed a categorical exclusion for a terminal building project pursuant to FAA Order 1050.1F and FAA Order 5050.4B and compliance with NEPA. The project proposed for categorical exclusion included demolition of the old terminal building and the rehabilitation of a former airline training building for the new terminal building location.

Glendale Municipal Airport, Arizona

Project: Categorical Exclusion

Role: Environmental Planner

Description: Coffman Associates completed a categorical exclusion for a flight training building project pursuant to Environmental Orders FAA Order 1050.1F and FAA Order 5050.4B and compliance with NEPA. The project proposed for categorical exclusion involves the construction of a new flight training building that would consist of office and hangar space.



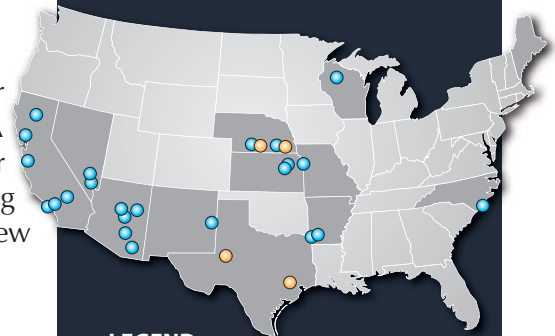
Professional Information

- Environmental Planner
- 1 Year of Experience
- B.A. Sustainability, Arizona State University
- B.S. Urban Planning, Arizona State University
- Research Assistant for Transportation Lab: Pedestrian Safety in Phoenix Metropolitan Area

Membership

- Arizona Airports Association
- National Association for Environmental Professionals (NAEP)

Planning Experience at Coffman Associates



LEGEND

- Environmental Study
- Recycling Plan

Summary of Experience

Environmental Studies	23
Recycling Plans	4
Total Studies	27

TIMOTHY M. KAHMANN

Since joining Coffman Associates, Tim has served as the GIS/CAD team lead. He has implemented GIS technology across all lines of business to improve operational efficiency and accuracy. He oversees the collection of environmental data available in GIS databases for most environmental projects undertaken by our firm. Tim also performs airspace and obstruction analyses, as well as site analysis, wind analysis, land use analysis, demographics analysis, and statistical analysis, including spatial database design and cartography. Tim serves as the firm's primary 3D modeler, using GIS to perform three-dimensional analysis and rendering. Prior to joining the firm, he worked for city and county governments as a GIS Analyst.

Relevant experience includes:

Phoenix-Mesa Gateway Airport, Arizona

Project: Airports-GIS/eALP

Role: GIS Manager

Description: Phoenix-Mesa Gateway Airport developed an eALP as part of the FAA Phase II Pilot program. Phoenix-Mesa Gateway Airport had no GIS system, and data were stored in AutoCAD files on a network drive. Due to being in the pilot program, a near complete build of the FAA data model was provided. Additionally, Coffman Associates worked with the airport to incorporate utility data from the AutoCAD files, building a foundation for a GIS system. Coffman Associates conducted a GAP Analysis as part of the eALP effort to assist the airport in the decision-making process and recommended best ways to develop the Airports-GIS. Electronic data submission standards were also developed as part of the planning effort, and the ALP was updated with the eALP survey data.

Monterey Regional Airport, California

Project: ALP Update

Role: GIS Manager

Description: Coffman Associates updated the ALP to reflect runway improvements and make it compliant with FAA AC 150/5300-16A, -17B, and -18B. The eALP was processed through the FAA Airports-GIS portal for approvals, providing the airport district with a GIS-compliant ALP. The product database continues to be populated utilizing the GIS control established during the eALP survey including the as-built runway improvements as they come online, as well as for use during the upcoming master plan process.

Santa Barbara Airport, California

Project: Master Plan

Role: GIS Manager

Description: In addition to scheduled airline activities, the airport has a thriving business/corporate jet market, as well as air cargo, military, and small general aviation activities. The airport layout plan associated with the master plan project was developed following the guidance provided in FAA AC 150/5300-16A, -17C, and -18B. The eALP will be processed through the FAA Airports-GIS portal for all approvals. 3D modeling was used to depict planned development, including rendering the airport environment and buildings.



Professional Information

- Principal
- 21 Years of Experience
- M.S. Geographic Information Systems, Northwest Missouri State University (2015)
- B.S. Geography, University of Central Missouri (2002)

Member

- Association of American Geographers (AAG)

Planning Experience at Coffman Associates



LEGEND

- Airspace Analysis
- Master Plan
- Environmental Study
- Wildlife Hazard Assessment
- eALP/AGIS

Summary of Experience

Airspace Analysis	33
Master Plans	3
Environmental Studies	7
Wildlife Studies	10
eALP/Airports-GIS	12
Total Studies	65

RYAN MAURER

Ryan is a GIS Analyst and lead application developer. Currently pursuing his master's degree in computer science, he has been instrumental in the success of the AIRS system by solving complex application issues. He also works on mapping and data analysis related to a variety of airport studies. He is extensively involved in noise modeling and land use compatibility analysis. Ryan's role has expanded into GIS web server and database development. He incorporates airport spatial data into the enterprise GIS and provides system administration support. Ryan's prior GIS experience includes work as a GIS Technician for local government.

Relevant experience includes:

Lincoln Airport, Nebraska

Project: Web Application Suite

Role: Application Developer

Description: Coffman Associates provided the basic GIS applications without the need for GIS licensing and staff. Access to real-time data and mapping was accomplished by producing a base map, property map, utility map, and security map through a web-based application suite. The next goal was to expand the system through the addition of geoprocessing tasks which perform real-time airspace evaluations and zoning determinations. The data are particularly important: for example, parcels are passed through to our applications from county web services. Fully developed, complex geoprocessing tasks conduct airspace and land use analysis.

Meadows Field Airport, California

Project: Web Application Suite

Role: Application Developer

Description: Kern County Department of Airports includes seven airports – one of which is Meadows Field Airport – with commercial service and six general aviation facilities. Kern County requested a digital inspection tool and work order management system. During their annual review, the FAA identified quality control issues with the paper-based digital inspection process. Coffman Associates implemented a digital inspection and work order suite, immediately alleviating FAA concerns about the integrity of the inspection process. The automated notification system emails the Airport Operations Supervisor when work orders are created, and the scalability of the application led to its use by airport staff in many of the county airports.

Lubbock Preston Smith International Airport, Texas

Project: Web Application Suite

Role: Application Developer

Description: Lubbock International Airport sought a tool for digital Part 139 inspections, which save airport operations staff time on data entry and provide more accurate methods of reporting airfield issues. Inspectors can use mobile devices to capture real-time images or mark locations on a digital map. The inspection form required by the FAA is automatically generated and saved in the airport's database for retrieval as needed. This system also includes a work order feature to enable all airport maintenance staff to efficiently address airport work. The applications suite includes a map-based lease management interface with a multi-level map of the terminal, wildlife hazard tracking, and airport asset management.



Professional Information

- GIS Analyst
- 15 Years of Experience
- B.S. Geography, Undergraduate Certificate GIS, Emphasis: Information Science, University of Iowa

CHRIS DONNELLY

Chris is a GIS Analyst working primarily on mapping, data analysis, and enterprise database design. He has been extensively involved in land use compatibility studies, county-wide system plans, and processing aircraft operations data for planning analysis. Chris worked extensively on the enterprise geodatabase and web application system for the State of New Mexico System Plan and wrote many of the spatial queries used in the study. He is also helping expand the utilization of GIS into additional areas – including ALP creation – that use different applications, increasing project efficiency. Prior to joining Coffman Associates, Chris worked in defense mapping, where he was responsible for stereo compilation, database integration, and aerial remote sensing data acquisition.

Relevant experience includes:

New Mexico Systems Plan, State of New Mexico

Project: Web Application Suite

Role: Database Developer

Description: The State of New Mexico System Plan collected data and analyzed the roles of the airports in relation to each other and the statewide transportation network. This involved developing an enterprise database and web platform to manage the data in-house and enable remote users to provide data updates. Tasks included porting data from an existing enterprise system into the new database, then writing complex queries required to produce the summary tables. Detailed data were captured for each airport, including runway data, operational counts by year, services available, weather reporting equipment, and more. The data were compiled into a relational database and made available through a GIS-driven mapping interface.

Lincoln Airport, Nebraska

Project: Web Application Suite

Role: Database Developer

Description: Coffman Associates provided the basic GIS applications without the need for GIS licensing and staff. Access to real-time data and mapping was accomplished by producing a base map, property map, utility map, and security map through a web-based application suite. The next goal was to expand the system through the addition of geoprocessing tasks which perform real-time airspace evaluations and zoning determinations. The data are particularly important: for example, parcels are passed through to our applications from county web services. Fully developed, complex geoprocessing tasks conduct airspace and land use analysis.

Texas Gulf Coast Regional Airport, Texas

Project: Web Application Suite

Role: Database Developer

Description: Airspace analysis is particularly important as development increases in the vicinity of the airport. Wildlife management is also a significant issue in a southern coastal zone, which has high levels of bird activity. The wildlife management module enables the airport to track sightings and incidents and monitor mitigation measures it employs. Over time, effectiveness of these techniques will be measurable. The airport also uses the lease management application to monitor and track leases. This is especially important as the automated notification system notifies staff when leases are due or if a tenant's insurance is expiring, which allows adequate time to properly negotiate new terms with tenants.



Professional Information

- GIS Analyst
- 16 Years of Experience
- B.S. Geography, Undergraduate Certificate GIS, Kansas State University
- Private Pilot with Instrument Rating

Section Six

References



REFERENCES

Coffman Associates has built a solid reputation of honesty, quality, and a balanced, thoughtful approach to airport planning. Our extensive project experience is a testament to this, and we have developed strong relationships with airport sponsors and stakeholders, resulting in a high percentage of projects from repeat clients. Our clients know they can trust us to prepare an unbiased plan designed to benefit their airports and communities. Our firm's planning-only focus means we don't plan projects that would benefit us to design later. This results in our reputation for objectivity and benefits our clients in ways that an engineering firm can't provide. Coffman Associates has also received numerous awards from past clients and industry organizations for the quality of our work. ***We encourage you to contact the following references, as well as those on pages 4-9, to discuss our qualifications and past performance.***

Fresno County, CA

Projects: Airport Land Use Compatibility Plan and CEQA

Completed: December 2018

Contract: \$300,000

Key Personnel:

Dave Fitz, Principal-In-Charge

Kory Lewis, Project Manager

Reference: Brenda Veenendaal, Administrative Services Manager
Fresno Council of Governments

Phone: (559) 233-4148

Email: brendav@fresnocog.org

Address: 2035 Tulare St # 201,
Fresno, CA 93721



Stockton Metropolitan Airport, CA

Project: Comprehensive Land Use Plan

Completed: May 2016

Contract: \$92,600

Key Personnel:

Dave Fitz, Principal-In-Charge

Kory Lewis, Project Manager

Reference: Kim Anderson, Deputy Director of Planning

Phone: (209) 235-0565

Email: anderson@sjcog.org

Address: 555 E. Weber Ave.
Stockton, CA 95202



San Carlos Airport, CA

Project: CFR Part 150 Noise and Land Use Compatibility Study

Completed: November 2019

Contract: \$458,532

Key Personnel:

Dave Fitz, Principal-In-Charge

Kory Lewis, Project Manager

Reference: Gretchen Kelly, Airports Division Manager

Phone: (650) 573-3700

Email: gkelly@smcgov.org

Address: 620 Airport Dr.
San Carlos, CA 94070



"During the previous five years, Coffman provided planning and environmental services for projects including but not limited to a Part 150 Noise Compatibility Planning Study, Airport Layout Plan and Narrative Report update, Airport Land Use Compatibility Plan, Pilot Guide and Voluntary Noise Abatement marketing materials update, multiple Categorical Exclusions and Bay Conservation and Development Commission permits. The Part 150 Study for San Carlos Airport included a great deal of public involvement. Coffman Associates consultants handled contentious public comments and issues with ease, while also guiding and educating airport staff through the process. In addition, Coffman met or exceeded deadlines, worked collaboratively with Federal Aviation Administration (FAA) staff, and provided high quality work products. Coffman has consistently provided us with responsive and personalized service. We highly recommend Coffman Associates for any airport planning and/or environmental project or study."

Gretchen Kelly, Airports Division Manager
San Mateo County Airports



PHOENIX

(602) 993-6999

**4835 E. Cactus Road • Suite 235
Scottsdale, AZ 85254**

KANSAS CITY

(816) 524-3500

**12920 Metcalf Avenue • Suite 200
Overland Park, KS 66213**

City/County Association of Governments of San Mateo County

On-Call Airport Land Use Compatibility Planning Consultants



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On-Call Airport Land Use Compatibility Planning Consultants

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ATTACHMENT A Environmental Science Associates & Subsidiaries: 2023 Schedule of Fees



575 Market Street, Suite 370
San Francisco, CA 94105
415.896.5900 [phone](tel:415.896.5900)
415.896.0332 [fax](tel:415.896.0332)
esassoc.com

August 21, 2023

Ms. Susy Kalkin
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Subject: Request for Qualifications – On-call Airport Land Use Compatibility Planning Consultants

Dear Ms. Kalkin and City/County Association of Governments of San Mateo County:

Environmental Science Associates (ESA) is pleased to submit this proposal to assist the City/County Association of Governments of San Mateo County (C/CAG) in its role as Airport Land Use Commission (ALUC) in providing professional technical advisory services regarding updates to airport land use compatibility plans (ALUCPs), assessing development proposals for ALUCP consistency, preparation of as-needed technical studies and environmental documentation, and providing training to ALUC staff in implementing and administering ALUCPs. The continued viability of public use airports under C/CAG jurisdiction depends heavily on successful employment of ALUCPs, which are drafted to ensure the continued compatibility of the region's airports with the communities they serve by implementing policies that protect people and property on the ground, as well as aircraft in flight. Public health, safety, and welfare within airport influence areas (AIAs) requires avoidance of the types of incompatible land uses ALUCPs function to prevent. ESA brings years of experience in preparing ALUCPs, as well as substantial experience in assisting both developers and public agencies with analyzing projects for consistency with these land use plans. This includes a 10-year working relationship with C/CAG's ALUC staff. ESA is eager to continue its partnership with C/CAG and share our technical expertise and local knowledge.

ESA has been a mainstay in dozens of ALUCP efforts across California, including San Carlos Airport, Mather Airport, California Redwood Coast-Humboldt County Airport, and Lake Tahoe Airport. Further, ESA has helped shape land use policy, including leading the team that undertook the last update to the California Airport Land Use Planning Handbook produced by Caltrans (Caltrans Handbook) in 2011. A combined foundation of urban planning and aviation expertise has driven ESA's success in producing high quality ALUCPs that are practical and useful to the communities they serve.

ESA has relevant experience working with C/CAG, particularly with its communities and airports. Our working relationship with C/CAG's ALUC staff extends back to 2013 when our team assisted with the 2015 update to the ALUCP for San Carlos Airport. ESA has continued to support C/CAG ALUC staff by performing policy analyses and updates, conducting ALUCP consistency evaluations, and providing technical recommendations on complex compatibility issues. Current ESA staff have experience working with C/CAG dating to the adoption of 2012 ALUCP for the Environs of San Francisco International Airport and performing associated environmental and consistency analyses.

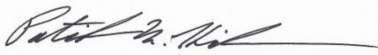
As a multidisciplinary environmental consulting and planning firm with a staff of over 650 professionals, ESA has unparalleled technical expertise to draw upon when considering any potential compatibility issue in multiple types of environments. Be it issues with safety, noise, airspace, wildlife hazards (including several FAA certified staff), or overflight policies, the distinguished professionals at ESA have the knowledge and practical experience in aviation,

community development and wildlife biology, including FAA-qualified airport wildlife biologist personnel, to address the most complex of questions pertaining to consistency of a proposed project with ALUCP policies.


Our combination of proven ALUCP experience, familiarity with airports and planning in San Mateo County, and access to seasoned specialists sets ESA apart in providing on-call ALUCP technical assistance. Our team for this effort will be led by **Patrick Hickman**, whose experience preparing ALUCPs and evaluating projects in AIAs spans more than 15 years. Patrick will serve as both Project Manager and the ALUC's **primary point of contact**. He has worked on ALUCPs for a broad spectrum of airports, both public use and military, ranging from large commercial service airports in highly urban environments to small general aviation airports in rural communities. Patrick will work closely with Project Director, Justin Cook, to ensure that ESA engages in a successful collaboration with the project development team and is responsive to C/CAG's needs.

We are eager to further discuss our capabilities and approach; and look forward to addressing your needs and goals. Please contact us through our direct lines below or via email.

Sincerely,



Patrick Hickman
Project Manager
ESA | San Diego
2355 Northside Drive, Suite 100
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SECTION 2

Program Understanding of Scope of Work/Approach

The City/County Association of Governments of San Mateo County (C/CAG) serves as a regional transportation planning agency for San Mateo County, the 20 cities it encompasses, and unincorporated areas. The C/CAG Board of Directors, as advised by the Airport Land Use Committee, fulfills the role of the Airport Land Use Commission (ALUC) for San Mateo County. The Board of Directors and Airport Land Use Committee are assisted in these roles by C/CAG planners who administer the airport land use compatibility plans (ALUCPs) for Half Moon Bay, San Carlos, and San Francisco International Airports. C/CAG planners also review development applications submitted by local agencies for consistency with ALUCPs. In turn, this allows the ALUC to make consistency determinations for these projects.

Project Understanding

ESA will assist C/CAG staff by providing ALUCP technical assistance on an on-call basis in multiple related efforts:

- Airport land use compatibility assessments
- Assisting with updates to airport land use compatibility plans
- Undertaking related technical studies and environmental documentation
- Providing training services related to ALUCP implementation and administration
- Other related services as requested

Airport Land Use Compatibility Assessments

The ESA team has experience conducting land use compatibility assessments for development proposals and land use actions throughout San Mateo County including consistency evaluations related to the San Carlos Airport and SFO ALUCPs. We are familiar with both the strong base of aviation advocacy associated with the airports and the heavy development pressures facing surrounding communities. ESA will assist C/CAG staff in reviewing development applications for consistency with applicable ALUCPs. Technical assistance includes both geospatial analyses, as well as determination of applicable policies and compatibility criteria to these proposed projects. Proposals for development and other land use actions will be reviewed and evaluated for consistency with ALUCP policies and criteria addressing noise, safety, overflight notification, airspace protection, wildlife hazards, and all other relevant compatibility issues. ESA will coordinate with ALUC staff to deliver consistency review results, as well as any necessary supporting documentation, including memoranda, maps, and tables.

Updates to Airport Land Use Compatibility Plans

California Code, Public Utilities Code Section 21675 establishes the requirements for updating ALUCPs. As ALUCPs are long-range policy documents, occasional updates are necessary to address evolving conditions at airports, as well as in the surrounding communities. ESA will assist C/CAG staff, as needed, in determining if updates are warranted and in formulating the best policy alternatives to address the issues confronting the ALUC.

Related Technical Studies and Environmental Documentation

Airport land use compatibility planning often entails complex interactions between land uses, aviation operations, and the unique perspectives of the individuals experiencing noise and overflight on the ground. ESA will evaluate conditions

in the airport environs to enable C/CAG staff to administer the specific ALUCPs in the most efficient and effective manner. ESA will also perform any necessary environmental analyses, including development displacement analyses, to satisfy the requirements of the California Environmental Quality Act (CEQA).

Training Services Related to ALUCP Implementation and Administration

Training to both enhance the expertise of seasoned ALUC members and staff and to introduce the intricacies of airport land use compatibility planning to those new to the practice is occasionally necessary. The ESA team has experience in providing educational sessions on the technical issues and processes involved in the day-to-day administration of ALUCPs and will conduct trainings on any relevant subjects including GIS analysis, evaluating development density and intensity, understanding noise impacts, and any other beneficial technical instruction. Examples of trainings provided by ESA team members includes one-on-one trainings on the utilization of geographic information systems (GIS) in ALUCP consistency evaluations and educational sessions to familiarize groups of local planners on ALUCP basics to aid in policy implementation.

Other Related Services as Requested

ESA will be prepared to render any services related to airport land use compatibility planning as defined by specific conditions and permitted by pre-existing obligations in the region. ESA capabilities which may be useful to C/CAG staff include geospatial story mapping, public outreach coordination, and website development.

Approach to the Analysis

ESA's airport land use compatibility planning professionals will serve the ALUC in an on-call capacity. As the need arises, ESA will prepare individual scopes of work and cost estimates under this on-call contract to meet ALUC staff needs. In the case of securing a task order for land use compatibility assessments, ESA will review all project documentation provided by ALUC staff, noting project site location relative to the applicable airport(s), proposed use(s), lot coverage, structure heights, and any other features relevant to ALUCP consistency review. Project sites will be mapped and overlaid with the requisite compatibility factors associated with the applicable airport(s) using available geospatial data. The applicable ALUCP policies and compatibility criteria will then be reviewed, and any incompatibilities with any proposed project elements will be identified and documented. Memoranda and supporting documentation providing the results of the consistency reviews will then be delivered electronically to ALUC staff.

ESA will be prepared to communicate the results of consistency reviews and other technical studies in formal presentations to the ALUC, related C/CAG committees, or local agencies using any necessary text, graphics, or maps.

Project Management

ESA understands that effective project management is essential to successfully completing any project or task. Our project management team has a proven record of working with clients to meet project deadlines and deliver technically sound documents. Project management activities will include regular communication with C/CAG staff, preparation and maintenance of schedules, and identification of issues that could affect agreed-upon schedules.

ESA's Project Manager, Mr. Patrick Hickman, has assisted with the management of ALUCP related projects for the past five years and will be the first point-of-contact for C/CAG staff. The Project Director, Mr. Justin Cook, has more than 20 years of aviation planning and project management experience will also be available to respond to C/CAG's needs. The Project Director, Justin, will be responsible for implementing ESA's comprehensive QA/QC program that is designed to ensure the delivery of proficient, accurate, and thoroughly reviewed documents.

SECTION 3

Cost Proposal

ESA has provided the billing rates for our proposed team members below in **Table 1** for the three-year contract period indicated in the RFP. We can provide detailed project-specific scope and cost estimates per the release of each anticipated individual Task Order. Additionally, our 2023 schedule of fees has been included in [Appendix A](#).

Personnel Category Rates

Charges will be made at the Category hourly rates set forth below for time spent on project management, consultation, or meetings related to the project, fieldwork, report preparation and review, travel time, etc. Time spent on projects in litigation, in depositions and providing expert testimony will be charged at the Category rate times 1.5.

Table 1: Hourly Billing Rates and Expenses

Staff Name	Labor Category	Direct Labor	Fringe Benefit %	Overhead	General Admin Rate	DL+FB+ OH+GA	Profit	Calculated Billing Rate 2023 (Y1)	Escalation at 3.25%	
									2024 (Y2)	2025 (Y3)
Justin Cook	Aviation Specialist V	\$89.70	\$49.39	\$126.44	\$2.69	\$268.22	\$26.82	\$295.04	\$304.63	\$314.53
Patrick Hickman	Planner III	\$53.15	\$29.27	\$74.93	\$1.59	\$158.94	\$15.89	\$174.84	\$180.52	\$186.39
Sean Burlingame	Air Quality & Acoustics Analyst	\$46.47	\$25.58	\$65.50	\$1.39	\$138.95	\$13.89	\$152.84	\$157.81	\$162.94
Steve Smith	Planner III	\$55.44	\$30.52	\$78.15	\$1.66	\$165.77	\$16.58	\$182.35	\$188.27	\$194.39

- The range of rates shown for each staff category reflects ESA staff qualifications, expertise, and experience levels. These rate ranges allow our project managers to assemble the best project teams to meet the unique project requirements and client expectations for each opportunity.
- From time to time, ESA retains outside professional and technical labor on a temporary basis to meet peak workload demands. Such contract labor may be charged at regular Employee Category rates.
- ESA reserves the right to revise the Personnel Category Rates annually to reflect changes in its operating costs.

ESA Expenses

Travel Expenses

- 1) Transportation
 - a. Company vehicle – IRS mileage reimbursement rate
 - b. Common carrier or car rental
- 2) Lodging, meals, and related travel expenses – direct expenses

Other

The fees above do not include sales tax. Any applicable or potential sales tax will be charged when appropriate.



Michael Arnold
Market Leader, Authorized Signatory
MArnold@esassoc.com
(813) 207-7213

SECTION 4

Experience

ALUCP Experience

ESA's services encompass development of ALUCPs, CEQA documentation, and a variety of technical studies and analyses including safety and airspace planning studies, aircraft noise studies, airport master plans, and wildlife hazard assessments and management plans. Our team of aviation experts and land use planners have proven experience in applying the guidance contained in the 2011 California Department of Transportation (Caltrans) *Airport Land Use Planning Handbook* (Handbook) to develop ALUCPs, including the recently completed ALUCPs for Mather Airport, Humboldt County Department of Airports, and Lake Tahoe Airport.

ESA has provided airport land use compatibility planning services for military, commercial service, and general aviation airports; developed comprehensive ALUCPs in Northern and Southern California; have facilitated complex community outreach and public involvement activities; and have prepared numerous CEQA compliance documents in connection with the adoption and amendment of ALUCPs, including notices of exemption, initial studies (ISs), negative declarations (NDs), and Environmental Impact Reports (EIRs). We have been retained by several clients after ALUCP adoption to further assist ALUC staff in preparing consistency analyses for proposed projects, as well as helping ALUCs make required amendments to their plans. **Table 2** identifies some of the ALUCPs ESA has worked on, highlighting our proven success in preparing these important land use documents.

Table 2: Airport Land Use Compatibility Plan Experience

Airport Code	Airport/Jurisdiction	Facility Type	Status
SQL	San Carlos Airport	General Aviation	Complete
MHR	Mather Airport	General Aviation	Complete
ACV, D63, EKA, FOT, O16, O19, O33, OQ5	Humboldt County Department of Airports	General Aviation/Commercial	Complete
CIC/OVE	Butte County ALUCP Consistency Analysis	General Aviation	Complete
HWD	Hayward Executive Airport	General Aviation	Complete
JAQ	Amador County Airport (Westover Field)	General Aviation	Ongoing
TVL	Lake Tahoe Airport	General Aviation	Complete
LVK	Livermore Municipal Airport	General Aviation	Complete
MYK	Yuba County Airport	General Aviation	Complete
O88	Rio Vista Municipal Airport	General Aviation	Complete
OAK	Oakland International Airport	Air Carrier	Complete
SMF	Sacramento International Airport	Air Carrier	Complete
BAB	Beale Air Force Base	Military	Complete
RIV	March Air Reserve Base/Inland Port	Joint Use	Complete
SUU	Travis Air Force Base	Military	Complete

Airport Code	Airport/Jurisdiction	Facility Type	Status
+SAN	San Diego International Airport	Commercial	Complete
+SFO	San Francisco International Airport	Commercial	Complete
+NZY	North Island Naval Air Station	Military	Complete
+OKB	Oceanside Municipal Airport	General Aviation	Complete
+CRQ	McClellan Palomar Airport	General Aviation	Complete
+MYF	Montgomery Field	General Aviation	Complete
+SDM	Brown Field Municipal Airport	General Aviation	Complete
+SEE	Gillespie Field	General Aviation	Complete

Employee experience prior to joining ESA, +Patrick Hickman.

ESA Local Experience

ESA has been working in San Mateo County with the C/CAG for more than 10 years, most recently and notably, assisting the ALUC with updates to its ALUCP for San Carlos Airport and with ALUCP consistency reviews for development proposals within the airport influence area (AIA) review areas for San Carlos Airport. This work has enabled ESA to gain intimate knowledge on issues affecting land use in San Mateo County, which means we do not have to spend time getting up to speed. Additionally, ESA has decades of experience in San Mateo County performing services in other relevant topics including biological and cultural resources, climate change resilience, planning, CEQA, regulatory permitting, restoration design, creeks and wetlands, coastal hazards and vulnerabilities, and water resources. We have offices in San Francisco, Oakland, Petaluma, San José, and Sacramento, and staff who live throughout the region and our staff are able to attend board and committee meetings with minimal notice.

ESA's knowledge of the San Mateo County planning environment, coupled with our experience preparing ALUCPs in urban, suburban, and rural environments throughout the state, gives us unparalleled expertise essential to the successfully advise the ALUC on matters of airport land use compatibility around the public use airports situated among its communities.

Relevant Project Experience

Airport Land Use Compatibility Plan for the Environs of San Carlos Airport and CEQA Documentation



Client: The City/County Association of Governments of San Mateo County

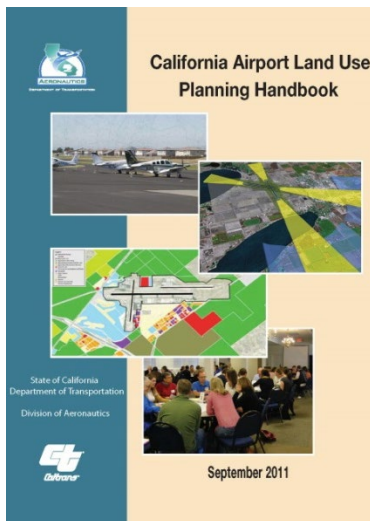
Location: San Carlos, CA

Duration: 2014-2016

Scope/role: The C/CAG selected ESA in January 2014 to update the ALUCP for San Carlos Airport. The updated ALUCP, which was adopted on October 8, 2015, replaces the San Mateo County Comprehensive Airport Land Use Plan which was adopted in 1996. ESA prepared an IS and ND for the updated ALUCP to comply with CEQA.

The public outreach program for the ALUCP update was extensive and included: four meetings with a Project Advisory Team (PAT), a public information workshop, a project website, four C/CAG ALUC briefings, two C/CAG Board briefings, and two public hearings prior to the adoption of the updated ALUCP and certification of the IS/ND. The membership of the PAT included individuals representing the San Mateo County Airports Division, the City of Redwood City, the City of San Carlos, the City of Belmont, the City of Foster City, the City of San Mateo, the San Mateo County Planning and Building Department, the Peninsula Open Space Trust, the Don Edwards San Francisco Bay National Wildlife Refuge, and Caltrans' Division of Aeronautics. ESA has continued to support San Mateo in consistency analyses and updates to the San Carlos ALUCP throughout the past decade. This has reinforced our knowledge of the issues affecting the airports and communities and allows us to seamlessly transition as we continue our working relationship with C/CAG staff.

2011 California Airport Land Use Planning Handbook Update



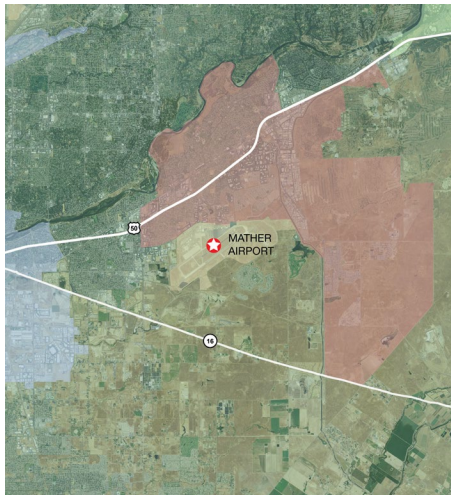
Client: California Department of Transportation, Division of Aeronautics

Location: Sacramento, CA

Duration: 2008-2012

Scope/role: The State Aeronautics Act mandates that Caltrans provide guidance to ALUC's on the development of ALUCPs. The official guidance as presented in the 2002 California Airport Compatible Land Use Handbook (2002 Caltrans Handbook) was nearly a decade old and in need of a significant update due to numerous changes in state and federal regulations that had occurred since it was originally published. ESA managed a large team of technical experts to review, develop, and update the Caltrans Handbook. ESA ensured a broad array of planning challenges were addressed in the 2011 Caltrans Handbook, and successfully managed the State's first public review process for this document, reviewing and compiling comments for Caltrans. The Caltrans Handbook was released by Caltrans in September 2011 and is the guidance upon which all ALUCPs are based to this day.

Sacramento Mather Airport – Airport Land Use Compatibility Plan Update and CEQA Documentation



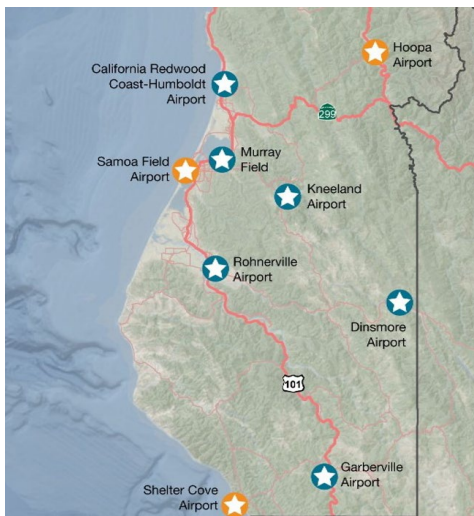
Client: Sacramento Area Council of Governments

Location: Sacramento, CA

Duration: 2018-2022

Scope/role: ESA assisted the Sacramento Area Council of Governments (SACOG) and the Sacramento County Department of Airports in preparing an update to the ALUCP for Mather Airport. The Mather Airport ALUCP was last updated in 1997. In the interim, the neighboring community of Rancho Cordova was incorporated as a city, changes had been made to state and federal regulations applicable to airport land use, and the Caltrans Handbook was updated. Working with a technical advisory committee composed of local stakeholders, including airport staff, land use planners, and representatives from Caltrans. This project included preparation of a development displacement analysis and a CEQA initial study. In May 2022, a CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the SACOG Board acting as ALUC for Sacramento County. ESA has also provided ongoing support to the ALUC with consistency analyses associated with the ALUCP.

Humboldt County Airport Land Use Compatibility Plan Update and CEQA Documentation



Client: Humboldt County

Location: Humboldt, CA

Duration: 2017-2021

Scope/role: ESA assisted the Humboldt County Board of Supervisors, acting as the Humboldt County ALUC, in preparing an update to the Humboldt County ALUCP. The last update to the Humboldt County ALUCP was completed in 1993 and only adopted for three of the County's nine public use airports. The update to the Humboldt County ALUCP included eight of the County's airports, providing compatibility factors and policies for areas around a range of airports from small, rural general aviation airports to the commercial service California Redwood Coast - Humboldt County Airport. This project included preparation of a development displacement analysis and a CEQA initial study. A CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the ALUC in April 2021.

Lake Tahoe Airport Land Use Compatibility Plan and CEQA Documentation



Client: City of South Lake Tahoe

Location: South Lake Tahoe, CA

Duration: 2016-2018

Scope/role: ESA assisted the City of South Lake Tahoe ALUC with the preparation of the first Lake Tahoe ALUCP. The ALUCP addresses compatible land use in areas around Lake Tahoe Airport. Lake Tahoe Airport is located within the planning area for the Tahoe Regional Planning Agency (TRPA) a Congressionally created, bistate agency responsible for land use planning in areas around the lake. This factor provided a unique level of regulatory requirements that influenced the development of the ALUCP. In addition to the ALUCP,

this project included preparation of a development displacement analysis and a CEQA initial study. A CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the ALUC in August 2021.

Rio Vista Airport Land Use Compatibility Plan Update and CEQA Documentation



Client: Solano County

Location: Rio Vista, CA

Duration: 2015-2017

Scope/role: ESA assisted the Solano County ALUC in updating the Rio Vista Airport ALUCP. Changes in the regulatory environment, aviation forecasts and noise contours, as well as updates to general plans and specific plans of surrounding jurisdictions, necessitated the need for the ALUCP update. In an effort to receive input and direction on the plan, the update included three community workshops and two briefings with the ALUC. The ALUCP was adopted unanimously by the Solano County ALUC in November 2017.

SECTION 5

Firm Profile

ESA is a 100% employee-owned firm and distinguishes itself from other environmental and planning consulting firms with its renowned and dedicated Airports practice group that serves airports across the United States. We understand the ongoing issue of encroachment of incompatible land uses on airports and the unique challenges that both airport operators and local planners face when confronted by potential land use compatibility issues. Particularly unique to ESA is our combination of experience in aviation planning, airport land use compatibility planning, and preparing environmental documentation under CEQA.

We have prepared numerous ALUCPs and have over **50 years of experience** in the preparation of CEQA environmental documents. Having worked with more than 200 airports across 30 U.S. states, our team has gained a strong understanding of the numerous challenges and regulations facing airports and their communities. Our technical specialists have provided land use, environmental, and aviation planning services for large- and medium-hub airports, airports predominately served by regional/commuter airlines, and airports that are predominately used by general aviation aircraft including airports serving rural areas.

In addition to preparation of ALUCPs and CEQA documentation, we have technical experts skilled in a wide range of fields, able to analyze land use, noise, safety and airspace planning, airport master plans, and wildlife hazard assessments and management plans. ESA has conducted numerous noise and land use compatibility studies nationwide in accordance with Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150). Our staff members also possess expertise in public involvement, regularly conducting successful public meetings and having developed methods to lead highly effective virtual workshops and public meetings.

Headquartered in San Francisco, ESA has 21 offices across California, the Pacific Northwest, and the Southeastern United States. Originally founded in 1969 by three scientists in Foster City (San Mateo County), ESA has grown exponentially with our most recent acquisition of Sitka Technology group in 2021. **Figure 1** below shows an overview of ESA's company history and evolution since our inception.

Patrick Hickman, who will serve as our Project Manager for this contract, operates out of our San Diego office. Justin Cook, our Project Director, will perform his work from our Los Angeles office. Additionally, Sean Burlingame works remotely out of our Southeastern region, and Steve Smith works from our Sacramento office. Michael Arnold, our Airports Market Leader, works from our Orlando, Florida office. The primary office addresses where the work will be performed are listed below.

San Diego, CA

2355 Northside Drive, Suite 100
San Diego, CA 92108
(619) 719-4200 [phone](#)
(619) 719-4201 [fax](#)

Los Angeles, CA

626 Wilshire Boulevard, Suite 1100
Los Angeles, CA 90017
(213) 599-4300 [phone](#)
(213) 599-4301 [fax](#)

Sacramento, CA

2600 Capitol Avenue, Suite 200
Sacramento, CA 95816
(916) 564-4500 [phone](#)
(415) 896-0332 [fax](#)

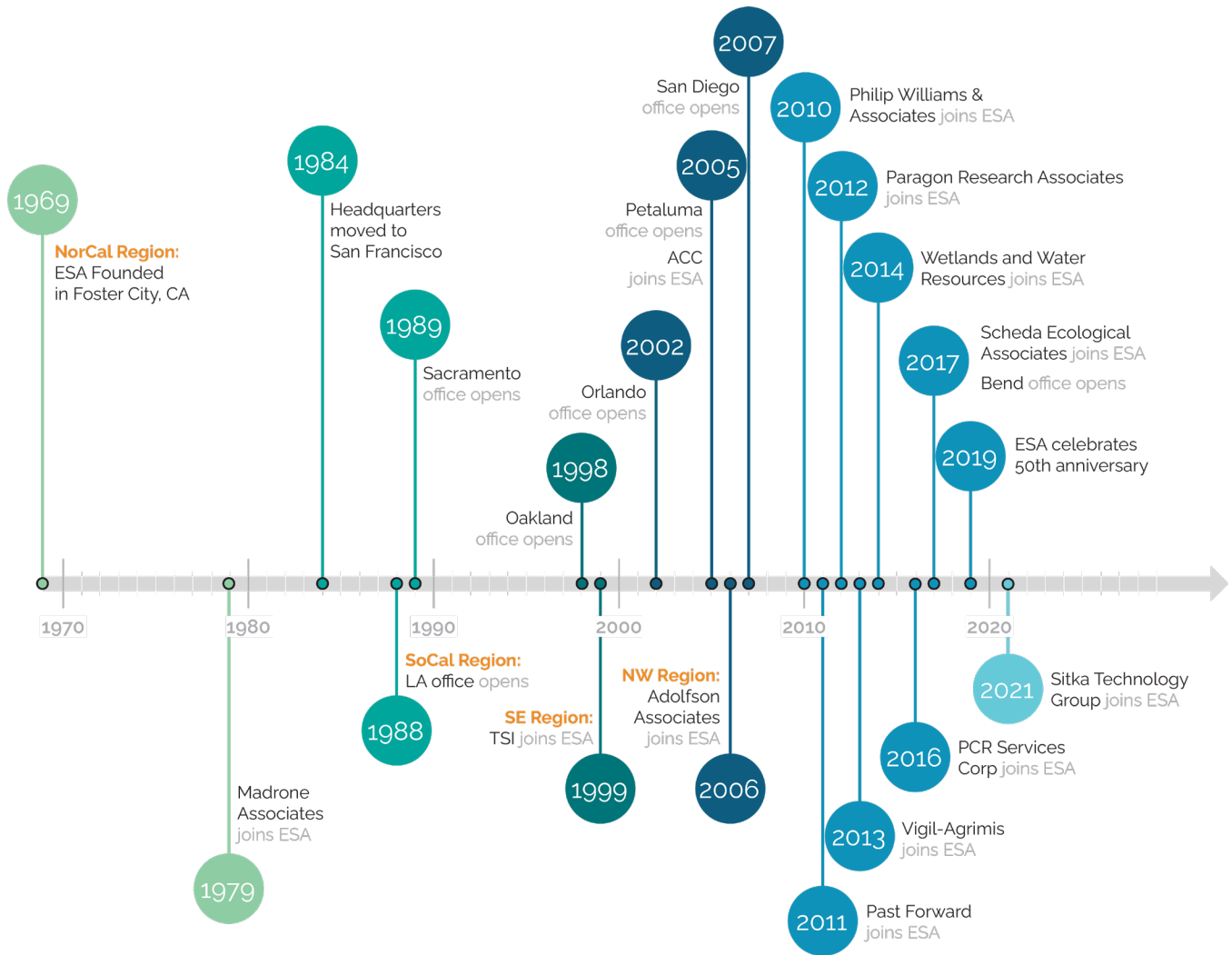


Figure 1: A timeline of ESA's history and growth since our founding in 1969.

SECTION 6

Qualifications

Firm Qualifications

ESA distinguishes itself from other environmental and planning consulting firms with its renowned Airports practice, a dedicated group of professionals that serves airports across the United States. We understand the ongoing issue of encroachment of incompatible land uses on airports and the unique challenges that both airport operators and local planners face when confronted by potential land use compatibility issues. In addition to our aviation expertise, ESA has specialization in community development, wildlife biology, water resources, sustainable development and other relevant areas.

Particularly unique to ESA is our combination of experience in aviation planning, airport land use compatibility planning, and preparing environmental documentation under CEQA. In addition to our role leading the team that updated the 2011 Caltrans Handbook, we have prepared numerous ALUCPs and have over 50 years of experience in the preparation of CEQA environmental documents. We have experience preparing several of the development displacement analyses specifically necessary for evaluating the environmental impacts of ALUCPs. Our technical specialists have provided land use, environmental, and aviation planning services for large-hub airports, medium-hub airports, airports predominately served by regional/commuter airlines, and airports that are predominately used by general aviation aircraft including airports serving rural areas. Our lead role in the preparation of the Caltrans Handbook offers the County unparalleled knowledge of the latest airport land use planning standards and requirements. Furthermore, our proposed team has experience assisting with airport land use compatibility evaluations in San Mateo County going back nearly a decade.

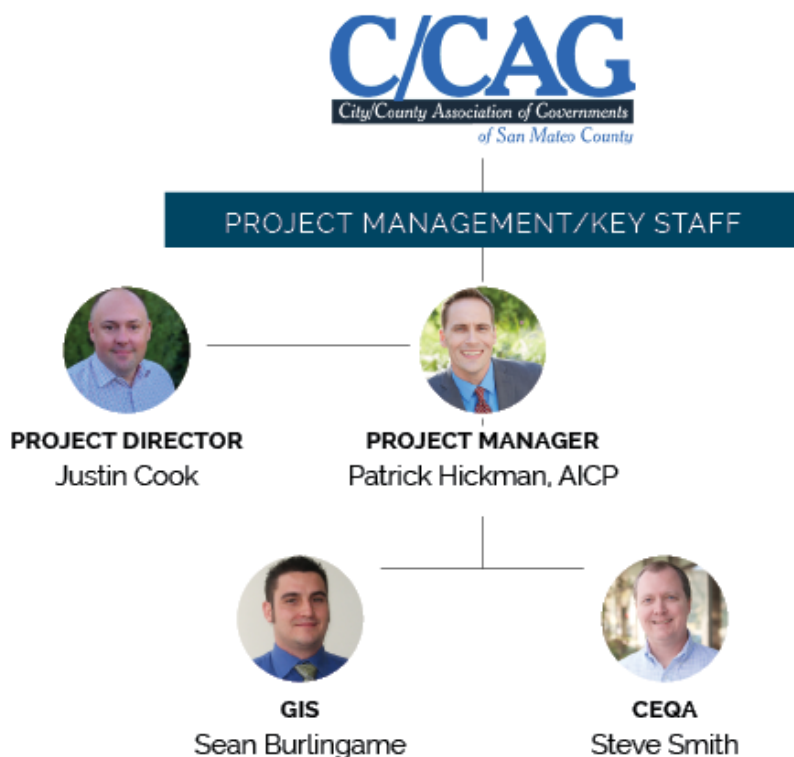
In addition to preparation of ALUCPs and CEQA documentation, we have technical experts skilled in a wide range of fields, able to analyze land use, noise, safety and airspace planning, airport master plans, and wildlife hazard assessments and management plans. ESA has conducted noise and land use compatibility studies nationwide in accordance with Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150). This gives us a familiarity with the County's planning documents and factors taken into consideration in updating these documents. Our staff members also possess expertise in public involvement, regularly conducting successful public meetings and having developed methods to lead highly effective virtual workshops and public meetings.

ESA staff members have established working relationships with Caltrans Division of Aeronautics staff and Federal Aviation Administration (FAA) staff in the Western Pacific Region, the San Francisco Airports District Office (ADO), and Headquarters.

Key Personnel

Our Organizational Chart in **Figure 2** outlines the structure of our proposed team. Our proposed team includes staff with specific and proven leadership and expertise in key areas necessary for successful completion of any ALUCP-related task. The ESA team will be led by **Patrick Hickman**, as the day-to-day Project Manager. Patrick will be the primary point of contact for C/CAG, and he will be responsible for overseeing and delivering scopes, schedules, budgets, and quality performance of our work. Patrick will be supported by **Justin Cook**, who will manage the internal project coordination as Project Director, leveraging Patrick's time to focus on the technical issues and coordination with the C/CAG staff. Patrick will work with **Steve Smith** in preparing any necessary CEQA documentation and **Sean Burlingame** in preparing the necessary maps and geospatial analyses. Patrick, Steve, and Sean have individually and collaboratively worked on several ALUCPs with ESA; including a few of the ALUCPs described in the previous section. Additionally, Justin has substantial experience in preparing noise analyses.

Figure 2: Team Organization Chart



Key Staff Experience

Below are qualification summaries for our key staff: Project Director, Project Manager, CEQA Lead, and GIS lead. In addition, our team includes several technical specialists with expertise in the areas identified in the C/CAG of San Mateo County's request for qualifications.



Patrick Hickman, AICP, PLA | Project Manager

Patrick is a land use planner and licensed landscape architect with ESA, providing expertise in airport land use compatibility planning, environmental analysis, GIS analysis and mapping, and site planning and design. His skills have been utilized throughout the United States and abroad on a variety of projects including , airport master plans, airport land use compatibility plans, CEQA/NEPA environmental studies and other planning efforts. Relevant project experience for Patrick includes

the **Naval Air Station North Island Airport Land Use Compatibility Plan, Humboldt County Airport Land Use Compatibility Plan, Mather Airport Land Use Compatibility Plan, San Diego International Airport Land Use Compatibility Plan**, among many others.



Justin Cook | Project Director

Justin is a nationally recognized aviation noise expert with over 22 years of aviation noise and environmental experience. His emphasis is on leading projects that bridge the gap between detailed technical analysis and the effects that residents experience on the ground. He has led complex noise studies on airport projects including many of the world's busiest including San Francisco

International Airport, Los Angeles International Airport, as well as with small airports with actively engaged communities, such as Santa Monica. He works closely with FAA staff throughout the agency including planning, environmental, air traffic, and legal. He has overseen the preparation of over a dozen EIRs, EAs, and 14 CFR Part 150 noise and land use compatibility planning studies. He is intimately familiar with the state of California Title 21 reporting requirements. Justin's relevant project experience includes management of task orders and on-call noise services for the **Norman Y. Mineta San Jose International Airport, Santa Monica Airport, Torrance Municipal Airport and John Wayne Airport**, among others.



Steve Smith | CEQA

Steve is a seasoned and technically diverse environmental professional. Over his 20 years in the profession, Steve has managed and provided technical support for a multitude of CEQA and NEPA compliance documents, including initial studies, environmental impact reports, environmental assessments, and environmental impact statements. Steve has extensive experience leading and supporting the environmental compliance process for residential, commercial, mixed-use, infill, and

infrastructure projects, including surface transportation, electrical, gas, and aviation projects. Steve's relevant project experience includes management of task orders and on-call noise services for the **San Bernardino International Airport, Air Cargo at March Inland Port, Lake Tahoe Airport, Jacqueline Cochran Regional Airport, Westover Field Airport, and Rio Vista Airport**, among others. \



Sean Burlingame | GIS

Sean Burlingame has over 16 years' experience in technical analysis, noise modeling, and planning at more than 30 domestic and international airports nationwide. He has also served as the lead technical analyst and noise modeler at several heliport and helipad facilities nationwide. His experience at these facilities includes serving as the lead technical analyst and noise modeler on airport land use compatibility plans, 14 CFR Part 150 noise and land use compatibility studies, and

environmental studies ranging from categorical exclusions to environmental assessments/EIRs, as well as fulfilling the role of principal analyst on assorted airport planning studies, including development of the 14 CFR Part 77 surfaces, safety zones, and overflight zones included in airport land use compatibility plans. Sean's experience includes a wide array of aviation noise mitigation studies that involve aircraft noise modeling, operational noise abatement flight procedures, airspace utilization, aircraft performance characteristics, and off-airport land use compatibility initiatives. Sean's relevant project experience includes management of task orders and on-call noise services for the **LaGuardia Airport and John F. Kennedy International Airport, Tampa International Airport, Alameda County Airport, Rio Vista Airport, and Lake Tahoe Airport**, among others.

Subconsultants

ESA has all the necessary experts and specialists in-house to perform this work and will not retain any subconsultants for this project.

SECTION 7

References

Mather Airport Land Use Compatibility Plan and CEQA Documentation; Sacramento, CA

ESA assisted the Sacramento Area Council of Governments (SACOG) and the Sacramento County Department of Airports in preparing an update to the ALUCP for Mather Airport. In May 2022, a CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the SACOG Board acting as ALUC for Sacramento County. ESA has also provided ongoing support to the ALUC with consistency analyses associated with the ALUCP.

Greg Chew

Senior Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814
(916) 340-6227
gchew@sacog.org

Project Value: \$273,825
Services: Land Use & Policy Planning, CEQA
Documentation
Key Personnel: **Patrick Hickman**

Lake Tahoe Airport Land Use Compatibility Plan and CEQA Documentation; Lake Tahoe, CA

ESA assisted the City of South Lake Tahoe ALUC with the preparation of the first Lake Tahoe ALUCP. The ALUCP addresses compatible land use in areas around Lake Tahoe Airport. A CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the ALUC in August 2021.

Hilary Roverud, AICP

Director of Development Services
1052 Tata Lane
South Lake Tahoe, CA 96150
(530) 542-6024
hroverud@cityofslt.us

Project Value: \$188,277
Services: Airport Planning, Land Use & Policy Planning,
CEQA Documentation
Key Personnel: **Sean Burlingame**

Humboldt County Airport Land Use Compatibility Plan Update and CEQA Documentation; Humboldt County, CA

ESA assisted the Humboldt County Board of Supervisors, acting as the Humboldt County ALUC, in preparing an update to the Humboldt County ALUCP. This project included preparation of a development displacement analysis and a CEQA initial study. A CEQA negative declaration was approved and the ALUCP adopted by a unanimous vote of the ALUC in April 2021.

Robert W. Bronkall, PE, LS

County Surveyor
Public Works Department – Land Use Division
County of Humboldt
1106 Second Street
Eureka, CA 95501
(707) 445-7205
bbronkall@co.humboldt.ca.us

Project Value: \$229,192
Services: Land Use & Policy Planning
Key Personnel: **Patrick Hickman, Sean Burlingame**

Attachment A

2023 Fee Schedule





ATTACHMENT A

Environmental Science Associates & Subsidiaries: 2023 Schedule of Fees

I. Personnel Category Rates

Charges will be made at the Category hourly rates set forth below for time spent on project management, consultation or meetings related to the project, field work, report preparation and review, travel time, etc. Time spent on projects in litigation, in depositions and providing expert testimony will be charged at the Category rate times 1.5.

LABOR CATEGORY	BILLING STEP I	BILLING STEP II	BILLING STEP III	BILLING STEP IV	BILLING STEP V	BILLING STEP VI
Senior Principal Consultant	250	279	308	338	367	397
Principal Consultant	202	229	255	282	309	336
Managing Consultant	180	201	223	244	265	286
Senior Consultant	142	161	181	200	220	239
Associate Consultant	128	141	153	165	178	190
Consultant	98	110	122	135	147	159
Project Technician	75	97	119	142	164	186

- (a) The range of rates shown for each staff category reflects ESA staff qualifications, expertise and experience levels. These rate ranges allow our project managers to assemble the best project teams to meet the unique project requirements and client expectations for each opportunity.
- (b) From time to time, ESA retains outside professional and technical labor on a temporary basis to meet peak workload demands. Such contract labor may be charged at regular Employee Category rates.
- (c) ESA reserves the right to revise the Personnel Category Rates periodically to reflect changes in its operating costs.

II. ESA Expenses

A. Travel Expenses

- 1. Transportation
 - a. Company vehicle – fixed rate + fee for mileage in excess of 100 miles.
 - b. Common carrier or car rental – actual expense multiplied by 1.15
- 2. Lodging, meals and related travel expenses – direct expenses multiplied by 1.15

B. Technology and Data Management Fee

Non-travel expenses incurred for the duration of the agreement for project support but not itemized below. Project labor charges multiplied by 3%. Fee encompasses the following:

- 1. Ongoing long-term retention and retrieval, management, and security of project-related data.
- 2. Proprietary tools, cloud data services, data science and AI capabilities as required for project delivery.

C. Cloud-based Services

ITEM	RATE/HOUR	RATE/DAY	RATE/WEEK	RATE/MONTH
Cloud-based Services				
Nearmap High Resolution Images		\$55/image		
ArcGIS Online Hosting (Web Maps/Apps)				\$225
Website Hosting				\$200
Custom Application & Services Hosting*				\$300*
Modeling (GeoHECRAS, TUFLOW, Delft3D) + Drone Processing	\$7	\$160	\$950	\$3,900
Aviation Environmental Design Tool (AEDT) Processing	\$13	\$190	\$1,120	\$4,600

*includes support for database, SSL, IT support – costs vary by project. Contact software development services for firm pricing.

D. Printing/Reproduction Rates

If a weekly or monthly rate is not provided, equipment usage is billed at a daily rate.

ITEM	RATE/PAGE	SAMPLE PRICING
Black & White – 8.5 x 11	\$0.15	
Black & White – 11 x 17	\$0.30	
Color – 8.5 x 11	\$0.50	
Color – 11 x 17	\$0.80	
B&W – Plotter (Toner – ECO Quality)	\$0.50/sf	24x36 B/W CAD drawing would cost \$3 per sheet
B&W – Plotter (Toner – Presentation Quality)	\$1.25/sf	24x36 B/W CAD drawing would cost \$7.50 per sheet
Color – Plotter (Inkjet – ECO Quality)	\$2.50/sf	24x36 Color Drawing would cost \$15 per sheet
Color – Plotter (Inkjet – Presentation Quality)	\$5.00/sf	24x36 Color Drawing would cost \$30 per sheet
CD	\$10.00	
Digital Photography	\$20.00 (up to 50 images)	
All Other Items (including bindings and covers)	At cost plus 10%	

E. Equipment Rates

ITEM	RATE/DAY	RATE/WEEK	RATE/MONTH
Project Specific Equipment:			
Vehicles – Standard size (no off-road usage)	\$ 100 ^a	\$ 500	
Vehicles – 4x4 /Truck (light duty)	150		
Vehicles – 4x4 /Truck (heavy duty)	175		
Vehicles – ATV	150		
Noise Meter	115		
Hydroacoustic Noise Monitoring Equipment	175		
Electrofischer	350	1,750	
Field Traps	50		
Digital Hypsometer (Nikon)	25		
Backpack Sprayer	30		
360-Degree 4k Camera	35	175	
High Resolution Time-Lapse Camera	20	100	350
Beach Seine	60		
Otter Trawl	115		
Wildlife Acoustics Bat Detector	125	400	
Wildlife Trail Camera	30	100	
Fiber Optic Endoscope	150	750	
Spotting Scope	50	200	
Topographic/Bathymetric Survey Equipment:			
Total Station	300		
UAV/Drone	300	1,500	
RTK-GPS	300		
RTK-GPS Smartnet Subscription	75		
Hypack Survey Software	150		
Laser/Auto Level	50		
Single-Beam Echoshounder	150	600	
Sidescan Sonar	200		
1m GNSS Data Collection System	85	425	1,700
Sub-meter GNSS Data Collection System	115		
Sub-foot Data Collection System	230		
Garmin GPS or equivalent	30		
Hydrologic Data Collection, Water Current, Level and Wave Measurement Equipment:			
ISCO 2150 Area Velocity Flow Logger	\$ 50	\$ 300	\$ 800
SonTek IQ-Plus Area Velocity Flow Logger	200	900	3,500
Logging Rain Gage	10	50	200
Hand-Held Current Meter	50		
Surface Velocity Radar	50		
Wave Pressure Sensor		115	460
Wave Buoy		175	700
Sonic Wave Sensor	35	175	500
Logging Water Level - Pressure Transducer			125
Logging Barometric Pressure Logger			60
Well Probe / Water Level Meter	25		
Bottom-Mounted Tripod / Mooring	30	150	400
Stormwater Crest Sampler			20
Water Quality Equipment:			
Logging Turbidimeter/Water Level Recorder	\$	\$	\$ 400
Logging Conductivity/Water Level Recorder			250
Recording Conductivity Meter w/Datalogger	20	60	200
Hand-Held Turbidimeter	50	200	
Hand-Held Salinity Meter or pH meter	35		

ITEM	RATE/DAY	RATE/WEEK	RATE/MONTH
Logging Salinity Gauge			150
Logging DO/Temp Probe			150
Logging Water Quality Sonde 1 Sensor	50	200	700
Logging Water Quality Sonde 2 Sensor	65	250	800
Logging Water Quality Sonde 3 Sensor	75	300	900
Logging Water Quality Sonde 4 Sensor	90	350	1,000
Telemetry System Hardware			125
Water Quality Multi-Probe Depth Profiler	200		
Niskin Water Sampler	50		
ISCO 6712 Portable Sampler w/ISCO 2105 Module	60	350	900
Sedimentation / Geotechnical Equipment:			
Peat Corer	\$ 85		
60lb Helly-Smith Bedload Sampler	200		
Mini-Ponar Grab Sampler	50		
DH-76 Suspended Sediment Sampler	100		
D-96 Suspended Sediment Sampler	200		
Bridge Crane	150		
RSET	50		
AMS Soil Sampling Kit	50		
Hand-Held Helley-Smith Bedload Sampler	30		
Guelph Permeameter	60		
Sludge Sampler	60		
Shear Strength Vane	60		
Handheld DH-48 Suspended Sediment Sampler	30		
Boats:			
Small Watercraft	\$ 50	\$ 200	
15'-17' Boat	350	1,200	
20'-21' Boat	400	1,800	
22'-25' Boat	500	2,000	
Houseboat Floating Laboratory		4,500	

^a Actual project charges will include the daily rate plus \$0.75 per beyond 100 miles. Off-road mileage will be at a rate of \$1.00 per mile..

III. Subcontracts

Subcontract services will be invoiced at cost multiplied by 1.15.

IV. Other

The fees above do not include sales tax. Any applicable or potential sales tax will be charged when appropriate.

V. Payment Terms

Unless otherwise agreed in writing, ESA will submit invoices on a monthly basis. Any unpaid balances shall draw interest at one and one half percent (1.5%) per month or the highest rate allowed by law, whichever is lower, commencing thirty (30) days after date of invoice. All invoices not contested in writing within fifteen (15) business days of receipt are deemed accepted by Client as true and accurate and Client thereafter waives any objection to Clients invoices, which are payable in full.