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# CARSON CITY AIRPORT AIRPORT PLANNING SERVICES

Carson City Airport Authority, Nevada

June 15, 2018



CARSON CITY AIRPORT



Mead & Hunt, Inc.  
1360 19th Hole Drive, Suite 200  
Windsor, California 95492  
707-526-5010  
meadhunt.com

June 15, 2018

Mr. Kenneth G. Moen, AAE  
Carson City Airport  
2600 E. College Parkway #6  
Carson City, NV 89706

Subject: Statement of Qualifications for Airport Planning Services for Carson City Airport

Dear Mr. Moen and Selection Committee Members:

Carson City Airport (CXP) possesses the fundamental assets needed to attract development. Mead & Hunt brings extensive experience, a stable reputation and a commitment to assisting the Airport Authority with that development. Our level of service has helped make our company one of the top aviation consulting firms in the country. Mead & Hunt is an employee owned, nationally recognized, architectural/engineering consultant with 700 employees in 32 offices nationwide – and 300 of those professional staff are dedicated solely to aviation services.

For over a century, Mead & Hunt has built a reputation as an aviation consultant powered by innovative thinkers and steadfast experts. But when you look beneath the surface you'll find the secret behind our longevity is the relationships we've built with our clients. What makes us different is that we don't measure our success in years or projects or revenue. Instead, it's measured in your satisfaction. Just ask our clients – more than 90% of our work comes from repeat customers.

As a full-service aviation consultant specializing in growing airport facilities, Mead & Hunt understands the challenges facing Carson City Airport as you develop your facility to meet future demand. Our experience, paired with our successful involvement working with airports throughout the Western Pacific Region, makes us the perfect match for the continued growth of your facility. Our breadth of aviation services allows us to see the big picture of your Airport's development. This perspective helps us provide a more comprehensive approach to your projects, and gives you the benefit of one source for all your aviation consulting needs. Our goal is to work side-by-side with the Airport Authority to identify the most strategic, cost-effective, and sustainable long-term development plans for your Airport.

At Mead & Hunt, our planning, architecture and engineering staff work cooperatively on projects to see that our planning documents consider the need to construct supporting facilities, including terminals, hangars, ARFF buildings and utilities infrastructure.

We look forward to building a relationship with the Carson City Airport Authority. Jon Faucher is authorized to negotiate on behalf of, and to bind Mead & Hunt into an agreement for the required services. Please feel free to contact us if you have any questions regarding this submittal.

Sincerely,

MEAD & HUNT, Inc.

Jon J. Faucher, Vice President  
Principal-in-Charge

David Dietz, AICP  
Project Manager

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**INCORPORATING  
A  
VISION FOR  
THE  
FUTURE**

# ABOUT MEAD & HUNT

## COMPANY PROFILE



Mead & Hunt, Inc. is an employee-owned corporation with engineers, architects, planners and support staff in 32 offices nationwide. We have been serving clients in both the public and private sectors since our founding in 1900 by Daniel Mead, an internationally recognized expert in hydroelectric and hydraulic engineering. In the 1920s, Daniel served on the advisory committee for the construction of the Hoover Dam. Henry Hunt, an electrical and civil engineer, became a partner in the firm in the early 1920s. Growth through this partnership allowed Mead & Hunt to further diversify into other areas of design and engineering.

Mead & Hunt's services expanded to meet the country's changing social needs. Civil and highway engineering were added as interstate roadway networks were created. Airport planning and design supported the military during the 1940s. After World War II, our services grew to include architectural, structural, mechanical and electrical engineering when new housing, commercial and industrial buildings were needed.

At heart, we have always been an airport planning and engineering firm and our aviation services have expanded to include sustainability, architecture, wildlife management, air service and environmental resources – making us a true full-service aviation consulting firm. We are comprised of professionals who not only represent a nationally-ranked aviation services firm, but are also personally involved in the industry we serve. Many of our employees are also private pilots.

For several consecutive years, *Engineering News Record* has ranked Mead & Hunt in their list of the "Top 25 in Airports." They also ranked us in the top 150 of the best 500 Design Firms for 2017. In addition, Mead & Hunt received the prestigious *American Association of Airport Executives'* (AAAE) Corporate Cup of Excellence in 2011 and the *Southwest American Association of Airport Executives* (SWAAAE) Corporate Award of Excellence in 2015 – both testaments to our service and responsiveness to our clients. We have developed an effective and responsive approach focused on our clients and their unique needs – going to extensive lengths to understand a project's challenges and goals. With careful attention to detail, we are able to clearly identify project objectives; the better to meet and exceed our client's expectations and needs.

Headquartered in Middleton, Wisconsin, we have four offices in the Western Pacific Region: Scottsdale, Arizona and three offices in California: Windsor – in the middle of wine country, Sacramento and our newest office in Ontario. More than 300 of our 700 employees are exclusively dedicated to aviation-related services.

Effective and responsive service is what we provide. Strong two-way communication is imperative to the success of your projects. We place the utmost importance on listening to and understanding your needs; together, we determine the best possible solution. The breadth of our staff allows us to complete many projects simultaneously, keeping them on schedule and within budget.



### MEAD & HUNT, INC.

#### POINT OF CONTACT AND OFFICE FOR PRIMARY PROJECT PERFORMANCE

Jon J. Faucher (Contracts)  
David Dietz (Point-of-Contact)  
Direct: 707.284.8687  
Office: 707.526.5010  
1360 19th Hole Drive, Suite 200  
Windsor, CA 95492

#### OFFICE FOR SECONDARY PROJECT PERFORMANCE

Chris Hacker  
Bay Colony Executive Center East  
8777 E. Via de Ventura, Suite 398  
Scottsdale, AZ 85258  
480.718.1909

## PLANNING, ENVIRONMENTAL & SUSTAINABILITY

Today, airports are vital national resources, essential to commerce and our way of life. Airports ranging from general aviation to commercial to military facilities have relied on us for successful operational and security improvements since the early 1940s. When maintenance, construction and expansion needs arise, we understand the details of airside and landside design. Our planners and design engineers help you plan development, construction and reconstruction projects with a view of the horizon. Together with you, we carefully balance your current needs with future plans

**Planning.** We provide planning services to a broad spectrum of commercial service airports. Our airport planning experience has addressed airside and landside issues, ranging from the need to add runways to enhance operational capacity, to terminal development needed to accommodate additional passengers and new commercial carriers to master, airspace and airport layout plans.

**Environmental.** Comprehensive environmental planning is critical to the success of airport development projects. Mead & Hunt professionals have expertise the National Environmental Policy Act (NEPA) process and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*. Our high-quality environmental documents undergo federal, state and local agency review processes. Solid, comprehensive planning in the early stages of your project provides adequate time to resolve potential environmental problems. It can also help you gain environmental approval for federally mandated action.

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

In keeping with the environmental and community sensitivity that airports are now embracing, CXP may wish to pursue specific sustainability measures of particular relevance to your airport, including return on investment and social concerns. Our team can analyze your facility to gauge near- and long-term costs and paybacks. Recycling saves energy, conserves natural resources and reduces greenhouse gas emissions. Recycling just one aluminum can save enough electricity to light an energy-efficient bulb for 14 hours!



The Tahoe yellow cross is a candidate species for protection around rural Carson City.

### Our planning studies include:

- Airport master plans
- Airport system plans
- Airport business plans
- Passenger terminal space programs
- Airport site selection and feasibility studies
- Land acquisition plans
- Landside access and parking plans
- Airport layout plans (ALPs) and electronic ALPs
- On- and off-airport land use plans and zoning ordinances

### Our aviation-related environmental planning expertise includes:

- Categorical exclusions
- Environmental assessments
- Environmental impact statements
- Wetland mitigation plans
- Storm water management plans
- Glycol management
- Noise studies
- Wildlife hazard management
- Architectural and historical studies
- Flood plain analyses
- Air quality studies

## AIRPORTS GEOGRAPHIC INFORMATION SYSTEM (AIRPORTS GIS)

Mead & Hunt uses full-time geographic information systems (GIS) staff working alongside aviation planners and engineers with GIS experience to see that planning drawings can be efficiently converted to GIS deliverables and used to update the Airport Layout Plan.

GIS performed in conjunction with master planning and ALP drawings will be compatible with city, county and Airport GIS systems. Mead & Hunt has significant experience providing deliverables to clients with existing GIS standards. In addition to airports using Federal Aviation Administration standards, clients served in this manner are the US Air National Guard, the US Army National Guard, the Federal Energy Regulatory Commission, the Federal Emergency Management Agency and various state and municipal governments. Mead & Hunt can provide compatibility by coordinating with Airport Authority staff. Some of the items requiring coordination could include defined coordinate systems employed by the city and county, the GIS format used at the city, and the base layers in use by the county and the city systems.

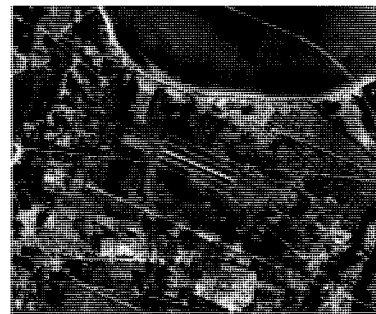
GIS deliverables are compatible with FAA Airports GIS advisory circulars, including AC 150/5300-16A, 150/5300-17C, and 150/5300-18B. We stay up-to-date with FAA modifications to the AGIS program, including the changes made to 150/5300-17C in September 2017.

Mead & Hunt has been performing GIS for its diverse client base for 20 years. Clients range from airports, to military installations and federal agencies, to state, county and local jurisdictions. Services include spatial analysis, cartography, application design and building, database design, data creation and systems integration.

### Recent AGIS Projects

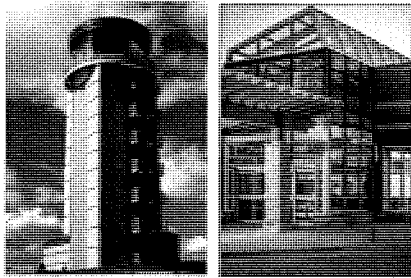
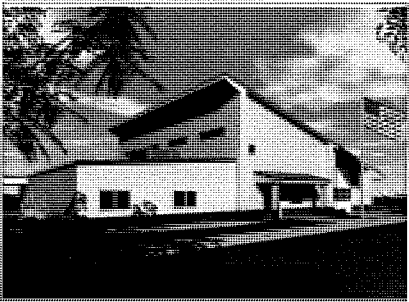
The following projects were completed to the recently revised FAA standards.

- Pullman-Moscow Airport, WA
- Spokane International Airport, WA
- Walla Walla Airport, WA
- Wenatchee Airport, WA
- Roberts Field/Redmond Airport, OR
- Roseburg Regional Airport, OR
- Salem Airport, OR
- Sandpoint Airport, OR
- Coeur d'Alene Airport, ID
- General Mitchell International Airport, WI
- Willow Run Airport, MI
- Jackson Hole Airport, WY
- Russellville Regional Airport, AR
- Napa County Airport, CA
- Murray Field Airport, CA
- Sonoma County Airport, CA
- Truckee Tahoe Airport, CA



*Team member Brad Musinski devised an innovative way to illustrate data on airspace plans with the color coding of obstructions (section shown above). The FAA has provided positive comments on how these airspace plans illustrate height obstructions, and the tool has been featured by the FAA as an example on how to illustrate large amounts of data.*

## ARCHITECTURE AND FACILITIES PLANNING



Mead & Hunt has built a long-standing reputation for designing cost-effective, visually pleasing and energy-efficient airport facilities. In addition, an earnest consideration of maintenance and operations is a hallmark of our work. For this submittal, we are concentrating on the support buildings we have designed for our airport clients. The buildings outside your terminal, such as hangars, FBOs and ARFF structures can also be aesthetically pleasing, as well as sustainable, carrying high LEED ratings.

Our terminal, airport traffic control tower, aircraft rescue and fire fighting facility, maintenance facility and hangar projects feature state-of-the-art design capable of meeting the ever-changing needs of the industry.

A comfortable, well-designed environment is the key to the passenger experience where daily functions including ticketing, baggage sorting and claims, concourse layout, concessions and administrative areas are carefully planned by our diverse group of professionals.

Mead & Hunt's architectural, planning, engineering and interior design services for airport facilities include:

- Passenger terminal development
- ATCT development
- Hangar development
- Maintenance facilities
- ARFF facilities
- SRE facilities
- Programming and planning
- Equipment specifications
- Security systems, telecommunications and building automation
- Facilities master planning

Our team takes an active approach to green building design through the Leadership in Energy and Environmental Design (LEED®) program. As sustainable projects continue to increase in number throughout the US, we continue to expand our LEED® qualifications. Members of our staff who are LEED® accredited include licensed architects and professional engineers. Together, they have been involved with other green building design programs, such as the Energy Star program and the Sustainable Project Rating Tool (SPiRit).

When designing airport buildings, Mead & Hunt works in tandem with you to develop a design that is both functional and aesthetically compatible with local themes and settings.

## FAA COMPLIANCE



### **Experience working with the FAA Phoenix Airports District Office**

Mead & Hunt has a legacy of successful relationships with the Federal Aviation Administration (FAA). We have built our professional reputation by meeting agency goals and satisfying agency concerns. Our many years of interaction with FAA personnel in the Western Pacific Region and recently with the Phoenix Airports District Office (ADO) brings first-hand understanding of agency policy and procedures. This experience translates directly to enhanced AIP funding opportunities and success of your projects.

The majority of our airport improvement projects deal with the same issues and technical details that are important to Carson City Airport Authority – maximizing the cost-effective design and construction of airfield improvements, preparing quality planning and environmental documents, minimizing disruption of essential airport services, coordinating with airport users and tenants, and communicating with the FAA.

Through our knowledge of FAA procedures and regulations, we can increase your ability to obtain and use grant funds for your projects. By preparing the necessary paperwork, we can reduce the staff time you devote to administering grants. We routinely assist our clients in the preparation of Airport Capital Improvement Plans (ACIPs) and AIP grant application packages. Our grant packages are specifically tailored to maximize our clients' airport development opportunities by optimizing the use of available FAA funds, as well as introducing alternative funding sources to meet your needs.

### **FAA contacts**

Key FAA personnel for the Phoenix ADO whom Mead & Hunt has experience working with on a routine basis include:

- Mike Williams, ADO Manager
- Holly Dixon, Assistant Manager
- Ricardo Sanchez, Civil Engineer
- Dee Phan, Environmental Protection Specialist
- Jared Raymond, Community Planner

### **Ability to meet state and federal requirements**

Mead & Hunt aviation professionals routinely work with the FAA's Phoenix ADO and are well versed in their requirements. Mead & Hunt staff will work closely with you and FAA personnel to prioritize and coordinate your projects and provide timely, cost efficient planning and engineering solutions for your airport improvement needs.

David Dietz and Scott Van Gompel will provide coordination with the FAA. They have proven skills working with clients and the FAA's Phoenix ADO and Western Pacific Region Office to maximize project funding and project efficiency. They also have in-depth knowledge of FAA regulations, policies, procedures and personnel. Mead & Hunt's long-established working relationship and credibility with the FAA give us the ability to encourage FAA interest and support for our clients' projects.

### **Familiarity with FAA Advisory Circulars and standards**

Our team has worked directly with the FAA on hundreds of projects over many years, covering all aspects of aviation-related planning, environmental evaluation, engineering and airport facilities. The members of the Mead & Hunt team understand the importance of providing planning and design/engineering services that comply with appropriate FAA Advisory Circular (AC) standards.

### **Nevada Department of Transportation (NDOT)**

Mead & Hunt has a long-standing professional relationship with staff in NDOT's Aviation Program. We prepared Airport Layout Plans for four airports through an FAA-funded grant managed by NDOT's aviation staff. Recently, we have participated in aviation roundtables hosted by NDOT Aviation. Our staff also works collaboratively with NDOT staff during the annual Nevada Airport's Association conference.

Mead & Hunt was sole-sourced to write the FAA's first Advisory Circular on *Airport Land Use Compatibility Planning*. This project comes on the heels of Mead & Hunt's authoring of the Transportation Research Board: *Enhancing Airport Land Use Compatibility* and *Guidebook for Managing Small Airports*.



## INNOVATION

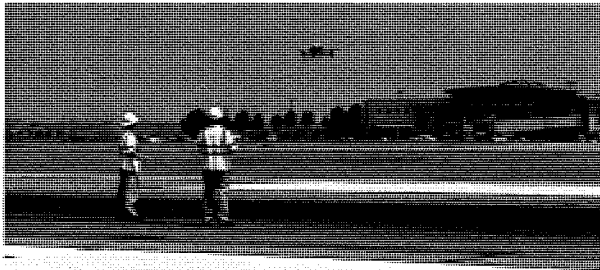
### ADDITIONAL CAPABILITIES



By actively doing new things, finding new ways to create value, adding cutting-edge technologies, and creating action plans with clear goals, our efforts became aligned and we noticed less missed opportunities and waste across the company. If nothing else, a strategic approach helps ensure that every innovative idea has the potential to make it rather than just fall through the cracks.

### TECHNOLOGY INNOVATES BETTER SOLUTIONS FOR YOUR PROJECTS

**PaveView.** A 360-degree panoramic camera survey tool that allows team members to quickly and easily visualize runways, streets and roads. PaveView gives an in-the-field view from the convenience of a computer.



**Unmanned Aerial Vehicle (UAV).** Another exciting technology we utilize is our UAV, also known as a drone. We have used our UAV to take aerial photos, video, perform inspection services and to create digital models using photogrammetry software. Using the UAV allows us to record each construction phase while allowing operations to continue undisturbed.

**SPAR 300.** Failure to properly show utilities can lead to costly design fixes and can delay construction. We use the SPAR 300, an attachment that works together with GPS, to accurately locate underground utilities horizontally and vertically. With this tool, we can collect above-ground elevations along with the elevation of the actual below-ground line.

**3D Modeling.** Your projects come to life through our use of 3D modeling. A 3D model allows us to fully analyze the project from all angles. This method allows our team to screen and refine alternatives, quickly determine the best technical solution, and create renderings and animations that can be easily understood by decision-makers, stakeholders and the public.

Our aviation staff is one of the largest in the nation. We have the capacity, experience and dedication to successfully complete your projects within your desired schedule, and will work closely with you to understand your needs. Dave Dietz brings more than 30 years of diverse airport experience to the table. He is ably supported by our client coordinator, Bart Gover, with a proven track record of delivering projects on time and within budget. Dave is an experienced project manager and has a staff with the depth to complete your projects on your timeline. We have extensive experience in program/project management and can effectively lead projects to their successful completion. Our success is also grounded in consistent communication between our project manager, our team and the client to maintain ongoing dialogue regarding the status of your projects.

We can complete your tasks in your expected timeline, as demonstrated through the project write-ups and references that we have included in this submittal. We have our own internal expectations on quality, and timeliness is a big part of that quality. But in addition to our qualifications, what we also bring is our enthusiasm and desire to make things easier for you while delivering successful projects. Making you happy is the goal.

### ADDITIONAL CAPABILITIES

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

**Waste Reduction.** Airports need customized recycling and waste management plans to match their unique operational conditions and environmental objectives. Efficient solid waste management can directly reduce a facility's environmental footprint and contribute to improved stewardship. We assist airports nationwide in creating these plans and reaching their sustainability goals.

## QUALITY CONTROL / GRANT APPLICATIONS AND ADMINISTRATION



### QUALITY CONTROL

Mead & Hunt takes exceptional care to develop quality deliverables. We have a company quality control and assurance plan, as well as a

specific aviation quality control plan to provide us with guidance on delivering quality products to our clients. We will leverage our multiple offices and company standards to provide a comprehensive project review of plans, specifications and cost estimates. The use of company-wide standards provides a quality deliverable and minimize review time and cost which translates into more money for your construction projects.

#### Internal Quality Control Procedures

Mead & Hunt takes pride in our quality management program, which greatly enhances product quality for our new and repeat clients. Mead & Hunt's program is quality and improvement-based and integrated into our corporate, client, project and financial management procedures. The guidelines published in the Professional Engineers Private Practice Handbook of the National Society of Professional Engineers (NSPE) and the Architect's Handbook of Professional Practice of the American Institute of Architects (AIA) are also incorporated into our firm's policies and practices.

Mead & Hunt's quality objectives are to:

- Incorporate applicable quality management guidelines from NSPE, AIA and the International Standards Organization (ISO).
- Strive for trust and partnering with clients, contractors and complementary firms.
- Continuously improve our existing quality improvement management processes.
- Use processes for managing our business and the interrelated process of client, project and fiscal management.
- Improve communications, reduce risks and keep our clients well informed.
- Produce construction documents that result in lower contractor bids with less change orders.

### GRANT APPLICATIONS AND ADMINISTRATION

Mead & Hunt has extensive experience applying for grants pertaining to a variety of projects. Our expertise is not simply restricted to preparing an application, but includes all aspects of grant applications and supporting documentation including:

- Preparing conceptual designs
- Cost estimating and cost benefit analyses
- Mapping and graphics

An important part of the services we provide includes the preparation of grant application packages before design begins and revisions to the application after bids are accepted.

- Federal forms 424 and 5100, current forms.
- Create program narrative, discussing the purpose and need of the work and the method of accomplishment
- Project Funding Summary
- Prepare Preliminary Estimate
- Include current Exhibit "A" Property Map
- Prepare an exhibit of proposed project area to be submitted with application
- Prepare the Sponsor's Certifications
- Attach the current Grant Assurances
- Include Title VI Assurances.

We will prepare an electronic "application package" in Adobe format and submit it to the County for approval.

Through our knowledge of FAA procedures and regulations, we can increase your ability to obtain and use grant funds for your projects. By preparing the necessary paperwork, we can reduce the staff time you devote to administering grants. We routinely assist our clients in the preparation of Airport Capital Improvement Plans (ACIPs) and AIP and NDOT grant application packages.

# ABOUT OUR SUBCONSULTANT

## ULTRASYSTEMS



**UltraSystems** was established in 1994 as a consulting practice specializing in the National Environmental Policy Act (NEPA), and to assist private industry and governmental agencies navigate environmental regulations. The firm's reputation as a problem-solver comes from their commitment to pragmatism, technical excellence and meticulous communication in servicing clients. UltraSystems is committed to successful project management, time management and timely delivery in every project they undertake. The firm prepares and reviews NEPA compliance documents and supporting technical studies that include the following disciplines: air quality and greenhouse gas emissions, noise, biological, cultural, land use, socioeconomic, hydrology, water supply and aesthetics.

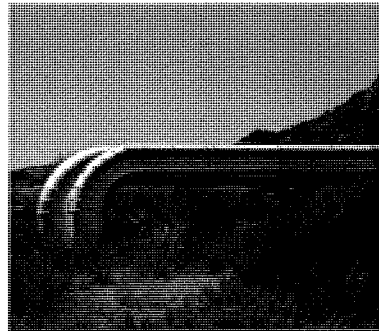
UltraSystems projects have ranged in complexity from categorical exemptions and categorical exclusions, to Negative Declarations (ND) and Mitigated Negative Declarations (MND), to full Environmental Impact Reports (EIR) and Environmental Impact Statements (EIS). Additionally, they process and deliver the necessary entitlements, project permits and approvals so that project development is not impeded.

UltraSystems employs a diverse, multidisciplinary team of over 30 talented and experienced environmental planners, scientists, archaeologists, biologists, geologists, hydrologists, engineers, economists, and support staff to complete environmental analyses, NEPA documents, technical studies, permits, and construction environmental monitoring to satisfy environmental laws and regulations from initial project planning through construction.

Since their founding, UltraSystems has prepared over 4,000 environmental reports, engineering studies or technical studies for clients. UltraSystems continues to specialize in providing comprehensive services, emphasizing quality and client-oriented service.

UltraSystems is a Disadvantaged Business Enterprise (DBE) firm certified by NDOT. They are also a Small Business Enterprise (SBE) and a Woman-owned Business Enterprise (WBE).

**UltraSystems**  
16431 Scientific Way  
Irvine, CA 92618  
949.788.4900



# UNDERSTANDING AND APPROACH

## INTRODUCTION

Effective and responsive service is what we provide, knowing that strong two-way communication is imperative to the success of your projects. We place the utmost importance on listening to and understanding your needs; together, we determine the best possible solution. The depth of our staff allows us to complete many projects simultaneously, keeping them on schedule and within budget. Mead & Hunt has performed hundreds of airport planning assignments across the country.

Collaboration, dedication, great communication and excellent service are the key elements of our approach. We conduct our work as an extension of your staff. We have helped many airport clients identify funding alternatives and address eligibility criteria to secure funding.

We are here to serve you throughout the selection by providing you with the day-to-day support needed to keep Carson City Airport a vital, public-use facility.

One of the most important elements of our service is responsiveness. Sometimes the best way to meet your needs is to get out to your airports and view your concerns first-hand, or sit down and discuss issues face-to-face.

**Open communication** is essential for successfully completing any airport project. This is especially true at single runway airports such as Carson City. Mead & Hunt's approach to projects is to keep the communication flowing during every facet of the project. Keeping all parties well informed of the process, timelines, schedules, costs and potential opportunities is where your project manager, David Dietz excels, especially with the support of our highly qualified staff.

## PROJECT APPROACH

We have extensive experience working with GA airports and assisting them in making the most out of available funding from the FAA, be it through the AIP program, NDOT or any other program. We work closely with the sponsor organization staff to prioritize projects and find creative design solutions to the challenges that face an airport sponsor.



We know that with any proposed major improvement, a clear understanding of the consequences and alternatives of that change through outreach to stakeholders is very important. Mead & Hunt recently completed a Runway Safety Area Improvement Project at the Sonoma County Airport. The improvements included extensions to both Runways 14 & 19 and associated taxiways. This project and others at Truckee-Tahoe, Jackson Hole, and Sun Valley airports all had high profiles in the surrounding community. Mead & Hunt assisted each airport sponsor with informing and addressing the concerns of stakeholders. This was accomplished through public and Board meetings, newsletters, a project webpage and social media like Facebook and Twitter.

## PLANNING

We understand that you have a limited staff with numerous demands on their time. We will work closely with you, doing what we can to make things easier for you, respecting and recognizing the time constraints that you work under. To that end, Mead & Hunt believes the most successful projects begin with listening.

The FAA NextGen airspace system promises to provide airports and the flying community with an era of improved efficiency, environmental stewardship, and best practices in aviation development. Mead & Hunt is on the forefront of NextGen implementation through our experience working on Airports Geographic Information Systems (AGIS) projects and preparing airport layout plans using the latest FAA standard operating procedures. Our experience working on these projects means

we have the relationships and reputation needed to see your development projects from concept through implementation.

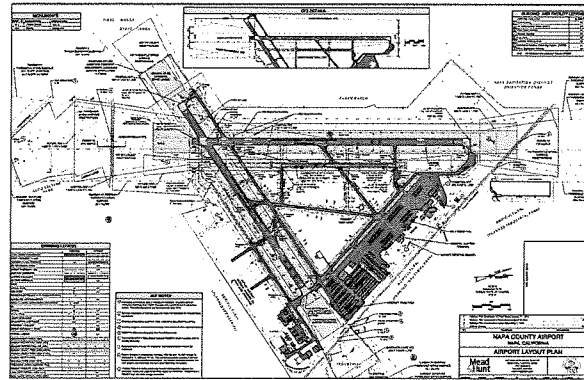
**Compliance with FAA Advisory Circular 150/5300-13A – Change 1 and Standard Operating Procedures**

FAA requires ALP updates to be performed in accordance with the FAA Airport Design Advisory Circular (AC 150/5300-13A – Change 1), *Airport Master Plans* (150/5070-6B) and Standard Operating Procedure (SOP) 2.00 (*Standard Procedure for FAA Review and Approval of Airport Layout Plans*) and SOP 3.00 (*Standard Operating Procedure for FAA Review of Exhibit 'A' Airport Property Inventory Maps*).

An ALP displays a large amount of data at different scales. Mead & Hunt takes pride in producing a complete and legible ALP drawing set. We focus attention on formatting and displaying data so the ALP can be easily read by Airport staff and FAA officials.

Mead & Hunt develops long-range plans for airport facilities that reflect sound land use planning considerations, integrated engineering solutions, comprehensive environmental analyses and realistic financial considerations. We have completed airport layout plans for hundreds of airports across the country. We have a long history of planning and engineering consulting services with general aviation (GA) airports and a profound connection to the Western Pacific Region.

We provide facility planning services to a broad spectrum of GA airports. Our airport planning experience has addressed airside and landside issues, ranging from runway extensions to enhancing operational capacity, to capacity and demand assessments to make the best use of available property and development funds. Our team knows of the challenges facing your Airport and we will work with you, your community, and the FAA to develop creative solutions to your challenges.



*Mead & Hunt prepared the 2016 Airport Layout Plan Set for Napa County Airport to comply with the new standards.*

One example of where we worked with an airport and its community to tackle noise sensitivity was during the 2014 Master Plan for the Truckee Tahoe Airport (TRK). TRK is surrounded by residential development and residents are attracted to the area due to the serenity that living in nature provides. Aircraft overflight has been a source of community controversy as the Airport tries to balance its role as a good neighbor and as an engine for local economic development. We worked with TRK and the public to prepare solutions to mitigate aircraft noise and reduce community exposure while maintaining a safe and efficient airfield. The resulting Master Plan reflects the high level of community involvement and buy-in on the preferred alternative, which will look to make runway improvements to encourage traffic to use alternative flight patterns that avoid noise-sensitive areas.

**Wildlife Hazard Management Services**

Mead & Hunt has undertaken more than 70 wildlife hazard management projects nationwide. This experience includes both wildlife hazard assessments and management plans – more than 60 of which have been completed, submitted and approved by the FAA. The remaining projects are either nearing completion or in review with the FAA at this time. We understand how wildlife hazard management must be considered in the overall planning, design and engineering services we

provide to our airport clients. More and more general aviation airports are availing themselves of wildlife hazard management services, especially if they have sustained wildlife strikes.

### AIRFIELD PAVEMENTS

We offer unsurpassed expertise in the design, engineering, and construction of airfield pavements. Through our extensive experience in designing and managing the construction of airport paving projects, we have established ourselves as airfield pavement experts. We have led FAA seminars concerning FAA's unique pavement specifications and we worked with FAA headquarters to refine the P-401 pavement specification.

Mead & Hunt's philosophy is to use the same staff for both design and construction support. This philosophy is built on past performance and the considerable depth and complexity of our airfield work. Our planning and engineering staff work in tandem to develop alternatives and cost estimates for both airside and landside projects.

#### **Airfield Pavement Management Systems (APMS)**

Maintenance and preservation of airfield pavements is essential to the operational safety of not only a single airport but also a system of airports. A strong and well-defined APMS is the engine that drives the right treatment for the right pavement at the right time.

The FAA uses the National Priority Ranking (NPR) system to rank projects in order to secure funding. For pavement rehabilitation and reconstruction projects, the NPR is based on the Pavement Condition Index (PCI) which the FAA recommends including in ACIP data sheets and grant applications. Mead & Hunt routinely prepares and updates APMS reports after rehabilitation and reconstruction projects or at 3-year intervals to ensure this milestone is always met. Our APMS experience is substantial, ranging from individual airports to state-wide plans such as the one we completed in 2012 with APTech for the California Division of Aeronautics.

Our team performs as an extension of your staff, and can assist with your overall strategy, including funding, planning, design and construction. We prefer to integrate into your Airport's "bigger picture," so we can look for



*The Greater sage grouse is proposed for protection in the Carson City rural area by the Nevada Fish & Wildlife Office.*

value-added additions to near-term projects that could be useful in the future. A good example of this is planning ahead for future utility needs, installing duct banks, wiring or reserving corridors to avoid future cost.

Dave Dietz and Bart Gover are supported by more than 300 aviation-focused professionals with various specialties that can be applied to your projects. Our team members will be readily available as technical resources increasing efficiencies throughout your many diverse projects.

In the pursuit of continuous improvement, Mead & Hunt has a QC checklist that our designers utilize when evaluating opportunities to be more cost-effective and sustainable when designing within FAA criteria.

#### **Through-the-Fence Operations**

FAA policies and AIP grant assurances permit through-the-fence access agreements if airfield security is maintained, Federal assurances are included in access agreements and those with access contribute to the operation of the airport. Carson City has several existing aviation uses with through-the-fence access and plans for additional points of access. Mead & Hunt has successfully supported airports in overcoming FAA Airports District Office objections to through-the-fence access. We have also acted as advocates in backing airport efforts to collect necessary fees for access.

## Environmental Resources

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

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

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

## ALP Updates

Mead & Hunt has completed numerous ALP updates in compliance with the revised Airport Design Advisory Circular, as well as the FAA's new Standard Operating Procedure checklist (2.0). Coordination with the FAA throughout the planning process means that the ADO will know what is coming on the ALP before they see it, speeding review and approval.

We have produced ALP sets for Master Plans and Narrative Reports at over 200 airports nationwide.

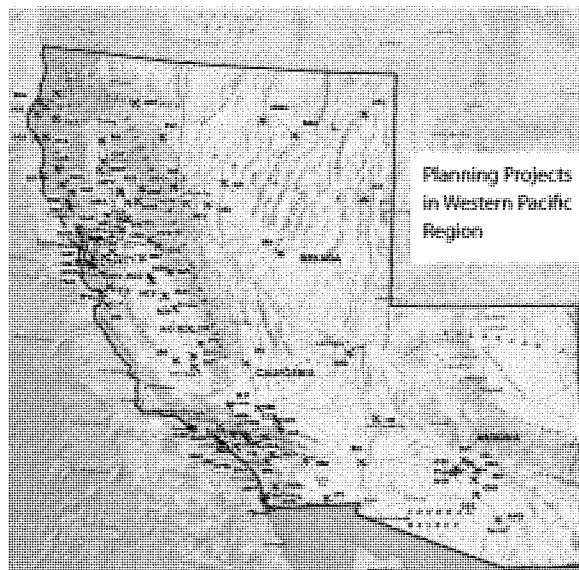
Each airport has its own unique challenges; Mead & Hunt has extensive experience with airports that are similar to Carson City's growing facility. We understand the commitment involved when an airport is critical to an entire community.

## OUR TEAM PROVIDES THE RIGHT SKILLS

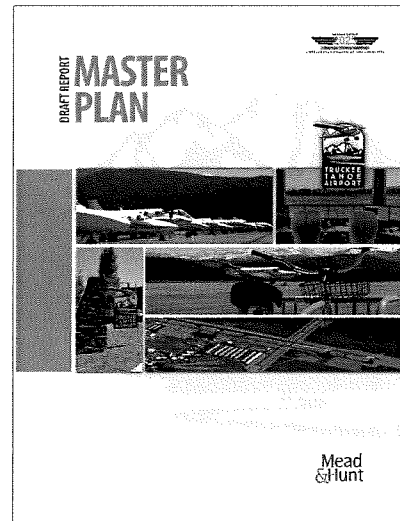
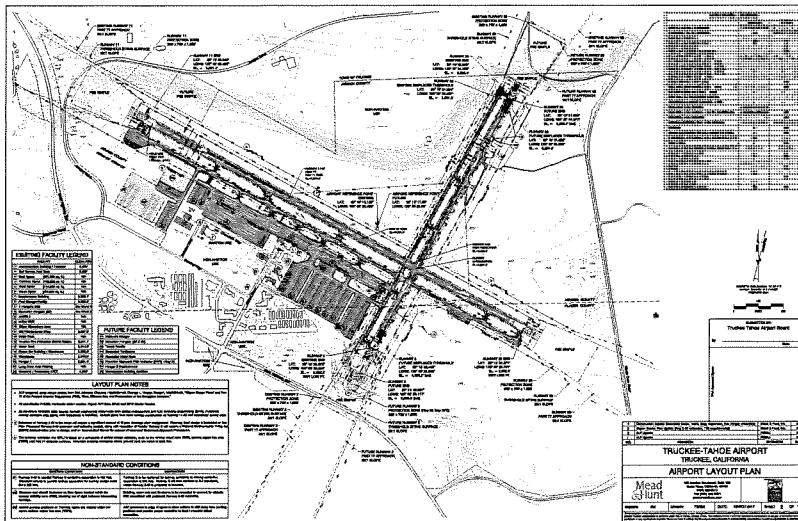
The required skill set to effectively meet both the spirit and letter of your RFQ is as much direct and straight forward as it is subtle. We have selected our featured projects as they express a blending of technical expertise and nuanced skills needed to foster successful project outcomes.

We're likely to spend considerable time together as we work in concert to identify creative solutions, and we would like to make that time enjoyable. To do so, we will take care of the fundamentals by meeting deadlines, delivering quality products, and engaging in honest, direct communication.

The map below depicts Mead & Hunt's airport planning clients at general aviation airports throughout the Western Pacific Region.



## RELEVANT PROJECT EXPERIENCE



### AIRPORT PLANNING SERVICES

#### TRUCKEE TAHOE AIRPORT – TRUCKEE, CALIFORNIA

Mead & Hunt has provided the Truckee Tahoe Airport District (TTAD) with planning services since 2013. We are currently providing Airports GIS services and recently concluded the Airport Land Use Compatibility Plan Update. Other projects have included:

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

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

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

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

#### Project Details

- Dates of Service: 2013 - Ongoing
- Key Personnel:
  - Mitch Hooper, MBA
  - Brad Musinski, AICP
  - David Dietz, AICP
  - Jon Faucher
- Role: Prime Consultant

#### Key Elements

- Applied updated FAA standards from AC 150/5300-13A, Change 1 and SOPs 2.00 and 3.00
- Extensive outreach
- AGIS Survey
- Evaluation of critical airspace and obstructions.
- Noise analyses

#### Contact

- Kevin Smith, General Manager  
530.587.4540





## SUSTAINABILITY MASTER PLAN FLAGSTAFF AIRPORT – CITY OF FLAGSTAFF, ARIZONA

The City of Flagstaff selected Mead & Hunt to develop a Sustainability Plan for their Airport in order to prioritize sustainability as a core objective in the facility's long-range planning efforts. Initiatives identified in the plan are helping the Airport reduce costs, consumption and pollution, while providing net financial, operational, environmental, and social benefits to the region. The Plan incorporated industry sustainability best practices and measures in order to accomplish this goal. This project was distinctive because it focused on airport sustainability, while ensuring that it fit within the City Sustainability Plan, as well as Regional sustainability planning. This project was made possible through funding received from the Federal Aviation Administration (FAA) and Arizona Department of Transportation (ADOT).

Unique elements of the plan included the focus on resiliency planning, which looks at how an airport can plan for, and bounce back from extreme events and other issues related to climate change. Another unique element was the focus on the Dark Skies. In 2001, the City of Flagstaff was named the first international Dark Sky City by the International Dark-Sky Association, and the city has continued to come up with ways to preserve the night-sky views. Bettering the compliance with Dark-Skies was integral to the planning elements of this project.

We created and implemented a comprehensive public outreach and community relations campaign for this environmentally sensitive airport and region. Our efforts ensured positive stakeholder relations throughout the planning process, with a hands-on approach to create visual and written communication materials.

### Project Details

- Cost: \$271,000
- Role: Prime Consultant
- Start Date: May 2014
- Completion: July 2015

### Key Elements

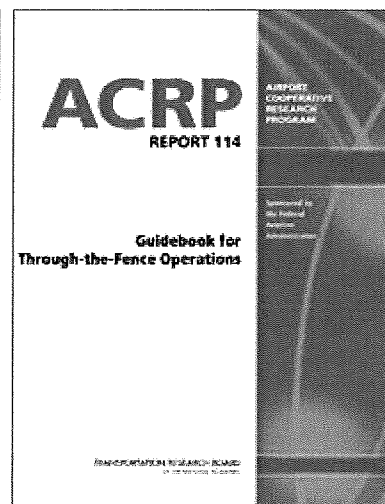
- Single runway and parallel taxiway airport
- Extensive stakeholder coordination

### Key Staff

- Jon Faucher, PE, Principal
- Scott Van Gompel, PE, Client Liaison
- Kate Andrus, AICP, Project Manager
- Brad Rolf, Environmental

### Contact

- Nicole Woodman,  
Sustainability Manager  
928.213.2149



**ACRP REPORT 114: *GUIDEBOOK FOR THROUGH-THE-FENCE (TTF) OPERATIONS*, TRANSPORTATION RESEARCH BOARD (TRB) AIRPORT COOPERATIVE RESEARCH PROGRAM (ACRP)**

Through-the-Fence (TTF) operations are aeronautical activities that take place on land adjacent to the airport and have permission from the airport to access the airport's public landing area. They offer both opportunities and challenges to the airport. Although FAA guidance and long-standing FAA policy discourages TTF activities at airports, they still occur for a variety of reasons. This best practice resource identifies agreement structures that benefit the airport, maintain the safety and security of the airport, and protect operations.

This ground-breaking guidebook project was undertaken to help airport sponsors effectively manage through-the-fence (TTF) operations, as well as stakeholder relationships. It establishes national guidance for airport sponsors as they navigate the pros and cons of TTF operations.

Mead & Hunt led the project team as the prime contractor for this 18-month project. The team was made up of five consultant firms with various niches of expertise related to TTF planning and operations. A solid and effective project management approach was employed throughout the duration of the project, which helped the project team stay on time and on budget.

The published report provides guidance, educational tools and materials that airport sponsors and stakeholders need to understand TTF operations and their complexity.

**Project Details**

- Key Personnel:
  - Stephanie Ward, AICP
  - Mitch Hooper, AICP
  - Mark Breukink, PE
  - David Dietz, AICP
- Cost: \$350,000
- Role: Prime Consultant

**Contact**

- Marci A. Greenberger, Senior Program Officer | 202.334.1371  
Transportation Research Board



## NORTHEAST HANGAR DEVELOPMENT CAMARILLO AIRPORT, COUNTY OF VENTURA, CALIFORNIA

Camarillo Airport is a busy public-use facility serving privately-operated general aviation and executive aircraft. The Northeast Hangar Development will encompass 18 acres of open land and will connect to Taxiway G1 via a new taxiway constructed within the limits of the abandoned portion of the runway overrun. The Airport's design aircraft is the Gulfstream IV with a wingspan of 77.8 feet.

Phase 1 of the project entails design of 36 nested T-hangars and 2 executive hangars which will be developed by the County in a phased approach. The entire project will include development of two 20,000 square-foot hangar building sites north of the runway overrun and an additional two 20,000 square-foot hangar building sites west of Taxiway G1. Restrooms will be located within several hangar locations throughout the proposed development. Future commercial hangar development will consist of a combination of 3 rows of 54 T-hangars and 11 executive hangars.

The project will also include construction of hangar taxiways and necessary pavement to join the proposed development to existing airfield pavements, including earthwork, asphalt pavement, drainage and pavement marking improvements. The hangar development area will consist of a drainage collection system comprised of surface runoff to concrete valley gutters that will convey the water to area drains and underground storm pipes. The storm pipes will discharge the water into energy dissipaters north of the pavement improvements which will reduce the water velocity before it enters open trapezoidal channels. The project will also include a combination of detention basins (with regulated outlet structures) and bio infiltration facilities to ensure there will not be an increase in the discharge of water from the site as a result of the proposed improvements.

### Project Details

- Estimated Phase 1 cost: \$5.7 million;  
Total est. project cost: \$15.5 million
- Role: Prime Consultant
- Design: June 2016
- Construction: Summer 2018

### Key Elements

- The project will be funded using a combination of funding sources including, FAA AIP grants, state loans, state-matching grants, and County funding.
- Construction will entail utility extensions to serve the hangar development areas including domestic water, fire protection water (including hydrants), sanitary sewer, electrical.

### Key Staff

- Jeff Leonard, PE; Project Manager
- Alex Radovanovich, PE; Design
- Bill Ropposch, PE; Electrical
- Dave Dietz, AICP, Planning

### Contact

- Todd McNamee, Director of Airports  
805.388.4200



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

Reno-Tahoe International Airport (RNO) is undertaking a 16-month master planning process that will address airport growth, aviation industry changes, and FAA standards for the next 20 years. It provides a funding roadmap and addresses the dynamics of air service and cargo while balancing the needs of the community.

Mead & Hunt was selected to provide an achievable, flexible, fiscally and environmentally-responsible roadmap that will help ensure that Reno-Tahoe International Airport can accommodate future activity levels, further its position as a domestic and international gateway, and support regional economic development initiatives.

Three focus areas include: airfield enhancements such as runways, taxiways, aprons and airspace; terminal modernization including ticketing, gates, customs, concessions, baggage; and ground transportation extending to roads, parking, airport land use, and more.

This plan will be an open, accessible process that encourages public input and participation at every stage. Input will be critical to shape the airport the region needs and wants.

Our project team is made up of aviation experts from across the country, local stakeholders, and other subject matter experts. Airport users, airlines, tenants, the military, local community representatives, business leaders, trustees, and regulatory agencies are participating in the Master Plan Working Group to guide the process.



### Project Data

- Dates of Service: 2016 - 2018
- Key Personnel:
  - Damon Smith
  - Mitch Hooper
  - Brad Musinski
  - Corbett Smith
- Role: Prime Consultant
- Cost: \$1.2 million

### Key Elements

- Public input through meetings, opinion surveys, social media and a website. There will be four Master Plan Public Information Meetings.
- Revenue development is a major focus of this plan, as the airport looks beyond the community's traditional means of financing to expanding future financial and economic proficiency.
- Mead & Hunt lead a team of nine highly-specialized subconsultants for this plan.



Contra Costa County is located in the San Francisco Bay Area – a location of high growth, a healthy business climate and site of many corporate relocations. The County has a two airport system. Buchanan Field (CCR), at top 50 national reliever and busy general aviation facility; and, Byron Airport (C83), which we designed and built in 1994.

The Airports Division initiated a strategic business planning process to create a pathway that best positions the airports for regional competitiveness and formulate a map to operate premier facilities for users to enjoy for years to come. Critical to the development of this planning program was a sensitive right-sized approach to airport development issues and community needs. The airport is located within a highly developed urban corridor and is landlocked. Special attention was paid to on-site development, in-fill and redevelopment opportunities.

As part of this planning exercise, the consultant team conducted interviews and surveyed airport staff, tenants, users of the airports, and key stakeholders, including representatives from the GA community. These analyses were used to form the study process: a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis; economic impact assessment; operational forecast of demand; and aviation market and operational assessments. Information contained within these analyses were also used to formulate a new Mission and Vision statement for the Airports Division and to develop a set of overall Goals and Objectives to help guide the Airports Division into the future.

Since completion of the planning studies, we have maintained an on-call planning and environmental services contract with the County to assist with ongoing initiatives. We also just completed an Airport Layout Plan Update for Byron Field.

#### Project Details

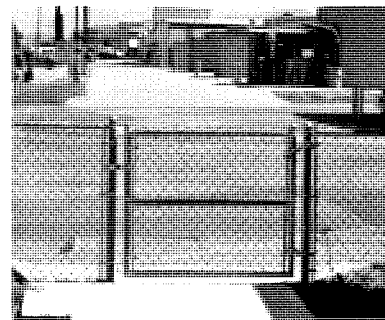
- Dates of Service: May 2016 - current
- Key Personnel:
  - Ryk Dunkelberg
  - Jon Faucher
  - Brad Musinski
  - Scott Van Gompel

#### Key Elements

- Position the Airports Division through improved business functions to successfully compete in the region.
- Identify priority projects, programs, and services that would best position each of the airports to retain and attract tenants and businesses.
- Define the Airports Division's future and formulate a plan for implementation.
- Promote long-term airport enterprise fund sustainability.
- Improve customer service to airport users.
- Attract more corporate GA, charter operators; and, scheduled service.

#### Contact

- Keith Freitas, AAE, Director of Airports | 844.359.8687



## PERIMETER SECURITY FENCING AND GATE REPLACEMENT FRENCH VALLEY AIRPORT, RIVERSIDE COUNTY, CALIFORNIA

The existing security fencing did not meet FAA design standards in all locations and many of the gates were without any locking mechanism. The Airport wanted key locations installed with more decorative fencing than the more utilitarian chain-link style of fence used throughout the rest of the perimeter.

Mead & Hunt designed and provided construction management for 7,000 linear feet of perimeter fencing and gates on the western and northern sides of the Airport. All existing gates were removed and replaced with a similar new gate. We designed twenty-one 4-foot pedestrian gates and one 6-foot pedestrian gate. There are two manual cantilever rolling vehicle gates, thirteen automatic-opening rolling vehicle gates, five manual swing vehicle gates, and three manual rolling vehicle gates. New chain-link fence was installed around the south end of the runway safety area, closing off Boreal Road.

The new fence and gate design included software that connects all access points to a central computer location in the County's office from which all locks can be controlled, access codes can be changed or regulated, and activity can be recorded. All fencing was designed at 8 feet in height with an anti-climb feature at the top of the fence pickets. All gates also meet these standards. Approved FAA signs were installed on gates and fencing.

### Cost

- Construction: \$1.1 million

### Dates of Service

- Design: 2010
- Construction: July 2011

### Key Elements

- Security fencing improvements
- Single runway general aviation airport

### Key Staff

- Bob Casagrande; Project Manager
- Jon Faucher; Principal
- Bill Ropposch, PE; Electrical
- Scott Van Gompel, PE, QC

### Contact

Daryl Shippy, Airports Manager  
951.955.9418

**AIRPORT MASTER PLAN  
AUSTIN-STRAUBEL INTERNATIONAL AIRPORT – GREEN BAY, WI**

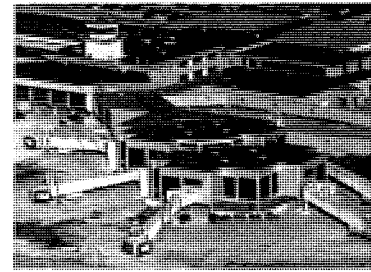
Mead & Hunt prepared a Master Plan Update for the Austin-Straubel International Airport (GRB). The new airport master plan provides an up-to-date and comprehensive study of aviation demand forecasts, facility requirements and airport development alternatives needed to map the airport's future for the next 20 years and beyond. A Key issue addressed in this plan included a detailed analysis of airfield capacity to reevaluate the need for a future parallel runway which the airport had been protecting valuable land to accommodate. The future parallel runway will not be needed in the foreseeable future and was therefore removed from the airport's ALP, opening up additional lands for aeronautical and non-aeronautical development. Identifying land areas available for aeronautical and non-aeronautical development was a key focus of this master plan.

Options were also considered for relocating and upgrading the service buildings away from the terminal area, providing adequate facilities for the rental car companies and modernization of the terminal canopy. In order to meet the long-term parking needs of the airport while minimizing the impact to existing infrastructure, options for vertical expansion were analyzed. Parking structure alternatives were presented that connected to the existing surface lots and terminal and included other design criteria identified by the airport in working meetings.

**AIRPORT MASTER PLAN, ENVIRONMENTAL ASSESSMENT  
PAINE FIELD AIRPORT (PAE)– SNOHOMISH COUNTY, WA**

As the home to the largest facility for The Boeing Company—the only air transport manufacturer in the US, and the nation's largest exporter—Paine Field serves as an important economic engine for the region. Aviation Technical Services (ATS) is also located at Paine Field, and is the largest third-party aircraft maintenance, repair, and overhaul operation in North America. Against this backdrop of economic significance, environmental sensitivity and potential impacts from the initiation of commercial service, the Paine Field master plan update was initiated. Environmental issues and the capture of areas on the airport for potential development are prime considerations in plan development. Forecasts of aviation activity were particularly sensitive and complex.

Also, because the existing taxiway access was provided by two pieces of pavement that were formerly runways (currently known as Taxiway Kilo 5 and Kilo 6), the improvement concept also considered current taxiway design criteria per AC -13A. The sensitivity of environmental constraints and the need to coordinate planning recommendations in the Taxiway Kilo South Development Area with construction and planning efforts on other parts of the Airport meant the preparation of this master plan was extremely time sensitive. Mead & Hunt completed the project and met the expectations of Snohomish County Airport/Paine Field staff and the FAA.



**Dates of Service**

- 2009 - 2013

**Key Elements**

- Provide adequate parking capacity
- Realign the circulation roadway in a manner consistent with planned airside expansion
- Improve the safety and efficiency of pedestrian access to the terminal



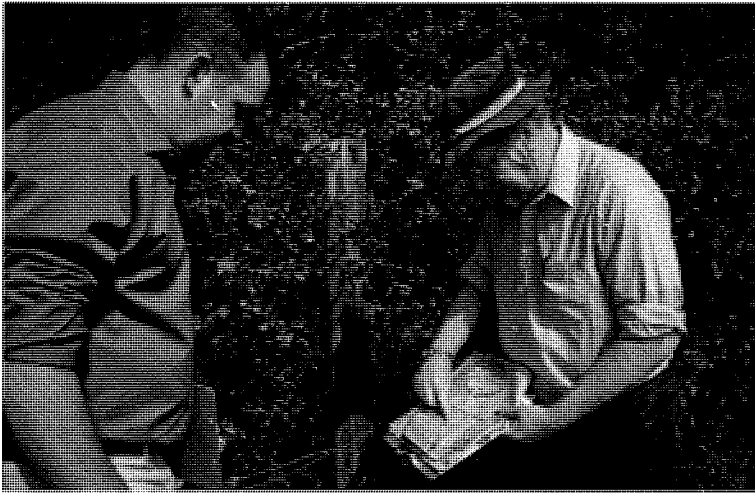
**Dates of Service**

- 2012 - 2014

**Key Elements**

- Capital development plan
- Substantial economic alternatives component
- Reconfigured taxiway configuration to comply with revised FAA taxiway standards
- Application of updated standards from AC 150/5300-13A, Change 1 to the ALP
- Development of aviation-related buildings

## REFERENCES



Mead & Hunt has an excellent reputation for providing high-quality comprehensive aviation consulting services. This can be readily confirmed by contacting our client references. We've been in the aviation consulting business for 75 years and 90 percent of our original clients are repeat customers. Our repeat clients are a testament to the quality of our work. This can only happen when you bring quality projects in on time and within budget.

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

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

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

### References

Gary Mascaro, CM, OAE  
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Scottsdale Airport  
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Scottsdale, AZ 85260  
480.312.2321  
gmascaro@scottsdaleaz.gov

Dan Bartholomew, AAE, AICP, ACE  
Vice President of Planning, Engineering  
and Environmental Management  
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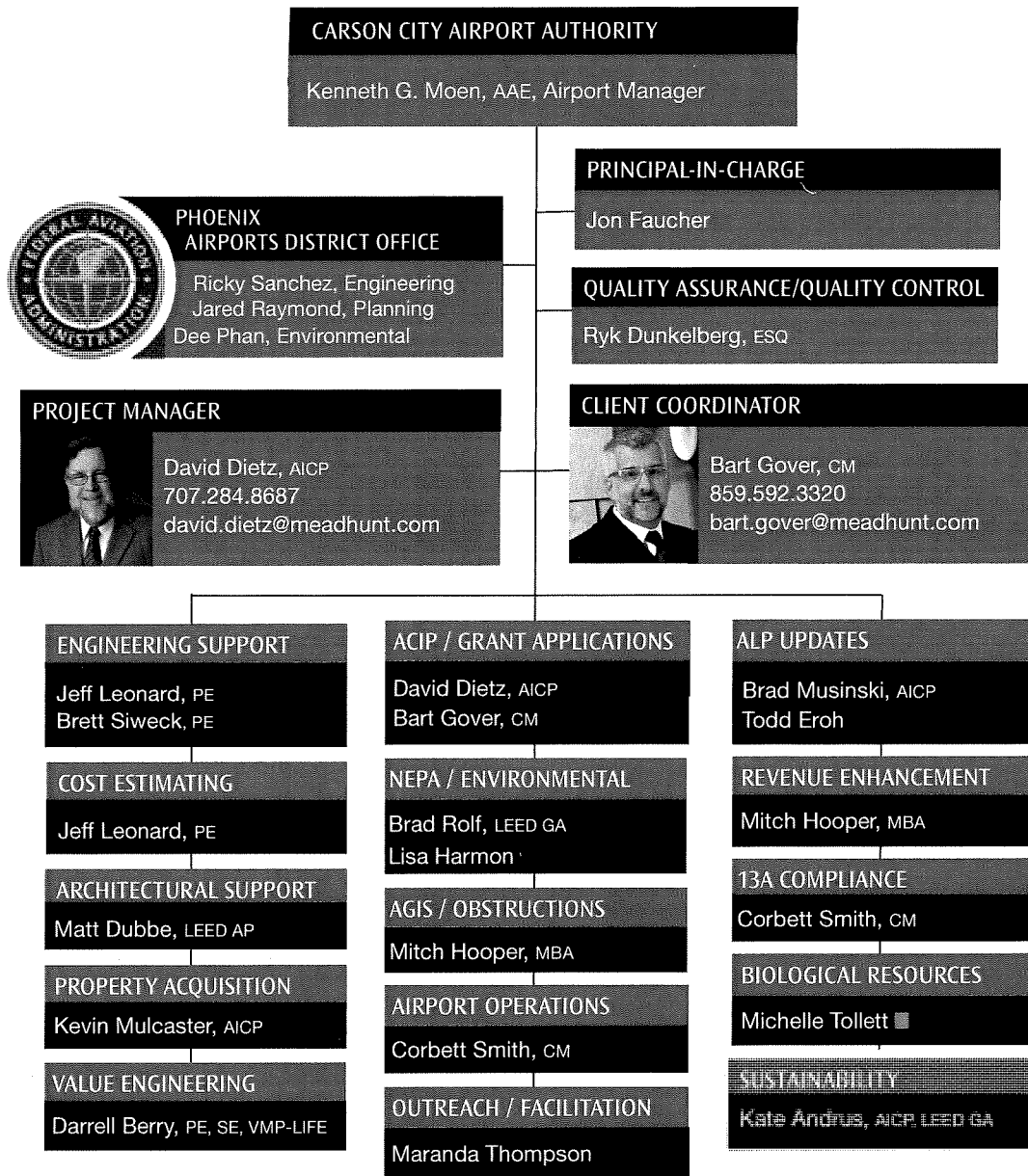
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Director of Airports  
Contra Costa County Airports  
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kfreit@airport.cc.contra-costa.ca.us



# KEY PERSONNEL

## ORGANIZATIONAL CHART



**Subconsultant**

■ UltraSystems - Biological

**DAVID P. DIETZ, AICP**  
**PROJECT MANAGER**

David Dietz has more than 30 years of planning experience as an airport consultant, Environmental Planning Manager at San Francisco International Airport and a public planner in the Nevada Governor's Office and Douglas County. His work in aviation planning has included preparation of more than 50 airport master plans, numerous environmental documents under the National Environmental Policy Act (NEPA), as well as noise/compatibility plans for over 40 airports. Environmental planning is a significant component of David's ongoing project responsibilities. As part of the preparation of state and federal environmental documents, he recently led development of forecasts and refinement of engineering designs for a \$56 million runway extension project. This project supported introduction of regional jet service at the Charles M. Schulz-Sonoma County Airport. One element of his responsibilities was to define appropriate wildlife hazard management measures that could be incorporated into the engineering designs for this extension project in advance of approval of a Wildlife Hazard Management Plan. The measures included filling of ponds and fencing to block a deer transit corridor along a creek, as well as installation of a turtle fence during project construction.

David is skilled in developing and implementing communications for the public and conducting public outreach activities for transportation projects. He is expert in implementing document quality control programs to ensure that all information is consistent, defensible and fulfills all regulatory requirements.

David has led development of internal standards for preparation of Airport Layout Plans to meet the extensive format changes required in the FAA's new checklists (ARP SOP No. 2.00 and No. 3.00). He is currently working with four airports to define least-cost means to comply with the new airport design standards contained in Advisory Circular 150/5300-13A. The most extensive challenges have dealt with taxiway layout modifications necessary to eliminate oblique-angled and aligned taxiways.

David's experience in Nevada has included the following planning projects:

- Fallon Municipal Airport Master Plan
- Henderson Executive Airport Master Plan
- Tonopah Airport Layout Plan Update
- Wells Municipal Airport Layout Plan Update
- Winnemucca Municipal Airport Layout Plan Update

# Mead&Hunt



## Areas of Expertise

- Project management
- Professional supervision
- FAA coordination
- NEPA
- Contract negotiation
- Airport master plans
- Airport layout plans
- Airport planning
- Environmental planning and mitigation
- Airport land use compatibility
- Public involvement
- Regulatory compliance

## Education

- Masters in City and Regional Planning, Harvard University
- BA, Public Service/Political Science, University of California – Davis

## Registrations

- American Institute of Certified Planners (AICP)
- FAA certificated instrument pilot

## Presentations

- "Obstruction Mitigation Plans" Nevada Airports Association Conference, 2018
- "FAA Consultant Selection Process" Nevada Airports Association Conference, 2018
- "Updates to FAA Airport Design Standards" Nevada Airports Association Conference, 2013
- "Wildlife Hazard Planning" Nevada Airports Association Conference, 2013
- "Communication challenges" Sonoma State University, Environmental Planning Department, Instructor for one-day seminar, November 2011

### **JON FAUCHER – PRINCIPAL-IN-CHARGE**

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

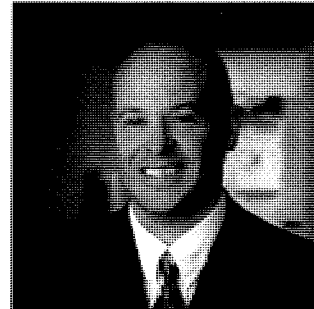
Jon has served as project manager for some of our most complex projects requiring coordination with multiple agencies and stakeholders. Among them was the runway extension and EMAS installation at San Luis Obispo County Regional Airport. This was the first application of EMAS as a means to extend a runway in California. Jon was project manager for the Jackson Hole Airport Focused Master Plan. He also made a presentation on the new AC -13A compliance requirements to Oakland International and Phoenix Sky Harbor airports staff. Jon is best when dealing with large teams with divergent points of view. In 2015, he brought two \$50 million programs to successful completion. He relishes bringing all sides in accord with the client's interests. Jon is a licensed private pilot.

### **BARTON GOVER, CM CLIENT COORDINATOR**

Bart Gover has more than 17 years of experience in airport and environmental planning and client service for both commercial service and GA airports. He currently serves as chair of the Airport Consultants Council (ACC) Planning and Environmental Committee, which routinely reviews industry publications from the FAA, ICAO and IATA.

Bart's airfield planning experience includes airport master plans, airport layout plan (ALP) updates and narrative reports, airport feasibility studies, Federal Aviation Regulations (FAR) Part 150 noise studies, categorical exclusions (CatEx), environmental assessments, heliport relocation studies, airport system plans and airport site selection studies. Most of these projects contained significant elements of airfield planning such as runway length analysis, aviation forecasting, facility requirements, alternatives analysis, environmental overview, airport plans development, airport capital improvement plans and land use planning. He is well versed in the application of FAA Advisory Circulars including 150/5300-BA, 5070-68, S060-5 and FAA Order 5100.38 (Airport Improvement Program Handbook). Bart is also very familiar with the FAA's recent Standard Operating Procedures (SOP) publications associated with review of ALPs, Exhibit A property maps and CatEx determinations. Bart currently serves as Deputy Project Manager for the Reno-Tahoe International Airport Master Plan Update, now in its final stages.

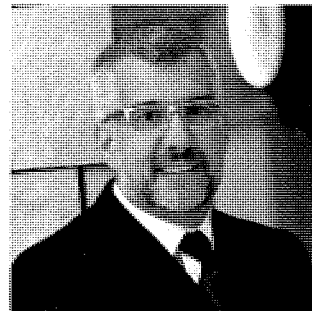
## **Mead&Hunt**



### **Education**

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

## **Mead&Hunt**



### **Education**

- MBA, Aviation, Embry-Riddle Aeronautical University
- MSP, Urban & Regional Planning, University of Tennessee – Knoxville
- BA, Communications, Eastern Kentucky University

### **BRAD ROLF, LEED GA – NEPA / ENVIRONMENTAL**

Brad Rolf has 21 years of airport planning and environmental experience. Throughout his career, Brad was principally involved in the following projects, to name a few: Boston Logan International Airport Terminal A Replacement Environmental Assessment (EA), Charlotte/Douglas International Airport Master Plan and EIS, Cincinnati/Northern Kentucky International Airport EAs, Cleveland/Hopkins International Airport EIS, Continental Airlines Operations Specifications EA, Dayton International Airport Environmental Reviews, Detroit Metropolitan Wayne County Airport Written Reevaluation, Freedom Airlines EA, Indianapolis International Airport Supplemental EIS, John F. Kennedy International Airport Terminal Redevelopment EA, Philadelphia International Airport EA, Toledo Express Airport EIS, Will Rogers World Airport EA, Spokane International Airport EA, Aspen/Pitkin County Airport EA and Juneau Airport EIS.

Brad possesses both a technical and practical understanding of the human and natural environments affected by airport development projects and aircraft operations. He can effectively communicate complex technical issues with key airport and agency personnel while also being able to speak one-to-one with the public to address their concerns.

### **LISA HARMON – NEPA / ENVIRONMENTAL**

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

Lisa worked with numerous airport clients to develop environmentally sustainable resource management plans and mitigation measures that fulfill federal, state and local compliance requirements while addressing the ever-increasing issues of aviation safety. Examples of such plans include management and mitigation plans associated with biological resources, forest resources, wetlands and cultural resources. Lisa served as the project manager and primary author for the development of environmental studies and compliance documentation (Environmental Assessment and Categorical Exclusions) at Nevada County Airport, California. She also served as project manager for a wildlife hazard assessment at Boulder City Airport, located outside of Las Vegas, Nevada.

## **Mead&Hunt**



#### **Education**

- BS, Civil and Environmental Engineering, University of Cincinnati

#### **Certifications**

- Licensed Professional Engineer – Colorado
- Leadership in Energy and Environmental Design (LEED), Green Associate

## **Mead&Hunt**



#### **Education**

- MS, Transportation Management, Mineta Transportation Institute, San Jose State University
- Certification, Transportation Management, University of California at Davis Extension Program
- Certification, Publishing, University of Denver Publishing Institute

#### **CORBETT SMITH, CM – AIRPORT OPERATIONS / 13A COMPLIANCE**

Corbett Smith has more than 12 years of experience preparing airport noise contours and emissions inventories for airport planning and airport environmental projects. Corbett conducts compatibility assessments for proposed developments and performs site-specific studies to determine possible safety conflicts. He also prepares airport layout plans and grant applications for FAA approval. Corbett is proficient in the use of the Emissions and Dispersion Modeling System (EDMS) designed to assess the air quality impacts of proposed airport development projects. He has also been trained in the use of the FAA's new air quality model, Aviation Environment Design Tool (AEDT). With his environmental and planning background, coupled with his private pilot experience, Corbett combines the aviation perspective with community and personal aspects of planning. Corbett has contributed to over 25 Airport Master Plan and Airport Layout Plan projects, and more than 20 Airport Land Use Compatibility Plans, most of which have been in the Western US.

#### **Recent Project Experience**

- (RDM) Redmond/Roberts Field Airport Master Plan
- (SJC) San Jose International Airport Quarterly Noise Report
- (SMF) Sacramento International Airport Land Use Compatibility Plan

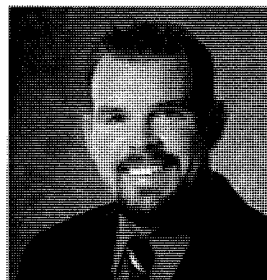
#### **MARANDA THOMPSON – OUTREACH AND FACILITATION**

Maranda Thompson is an accomplished project manager, well regarded by her clients, peers and project team members for her superior communication and organizational skills. She excels in managing projects with aggressive and firm time frames. Maranda has more than 17 years of experience in aviation planning. She has developed specialized expertise in airport land use compatibility planning and has an excellent understanding of the federal, state, regional and local planning framework. Maranda has assisted many local government agencies in the successful adoption of compatibility policies aimed at limiting the public's exposure to excessive aviation noise, safety hazards and protecting airports from encroachment of incompatible land uses. She had a lead role in the recent Truckee Tahoe Airport outreach plan and community meetings for noise and airspace efforts. Maranda has experience with siting and designing aviation facilities (runway, apron and building area development) and conducting feasibility studies of new airports and heliports (ground-level and rooftop facilities). Maranda is currently managing ACRP Project 4-22, *Evaluating Compatibility Zoning at General Aviation Airports* for the Transportation Research Board.

#### **Recent Project Experience**

- (ONT) Ontario International Airport Land Use Compatibility Plan
- Merced Countywide Airport Land Use Compatibility Plan
- Amedee Army Airfield Land Use Compatibility Plan

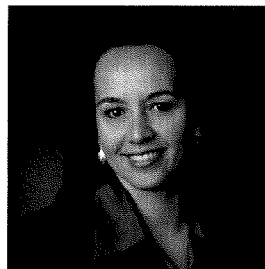
## **Mead&Hunt**



#### **Education**

- BA, Environmental Planning, Sonoma State University – California

## **Mead&Hunt**



#### **Education**

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

### KATE ANDRUS, AICP, LEED GA – SUSTAINABILITY

Kate Andrus leads sustainability planning for organizations, creatively looking for ways to maximize sustainability through initiatives that meet the “triple bottom line” of financial, environmental and social considerations, within the context of complex airport operations. She also works with airports to implement these sustainability plans, including creating business cases for sustainability initiatives such as renewable energy. Through this sustainability work, Kate was named as a “Top 40 Under 40” by Aviation Week & Space Technology and also was part of a team that won the 2014 ACI Young Professional Innovation competition for a project on resiliency planning. She is a principal member of the team that conducted the first FAA-funded sustainability system plan for Colorado’s 65 general aviation airports. Kate also works on the Aspen/Pitkin County Airport’s on-going sustainability planning efforts. She is active nationally relative to leading sustainability planning efforts. Kate has led Sustainability Master Plans for Renton Municipal, Flagstaff, Arnold Palmer Regional and Northwest Arkansas Regional airports as part of the FAA’s pilot projects. She served on several ACRP Panels – Airport Sustainability Practices–Drivers and Outcomes of Green Initiatives for Small Commercial and General Aviation, and Developing a Comprehensive Renewable Resources Strategy, as well as on the ACI Sustainability Planning Workgroup.

### BRAD MUSINSKI, AICP – ALP UPDATES

Brad Musinski is accomplished in the full spectrum of aviation planning services, with an emphasis on preparation of airport master plans, airport layout plans and noise impact evaluations. Brad is currently assisting with the Reno-Tahoe Airport Master Plan Update as Senior Airside Planner. He is currently preparing the ALP Update as the last component of the project. He also served as Deputy Project Manager for the Spokane International Airport Master Plan, plus various other master plans, ALP updates and AGIS projects.

Some of Brad’s recent projects include: Yuba County ALP Update with AGIS, Stockton Metropolitan Airport Master Plan, and the Arcata-Eureka ALP Update. He is also well experienced in land use planning and airspace analysis and noise studies Brad’s experience also extends to heliport planning. He was the project manager for the Ukiah Valley Medical Center Heliport Plan and the Sutter Medical Center Heliport in Santa Rosa. Additionally, Brad has served various general aviation and small-hub clients throughout Northern California and Nevada. Brad prides himself on client satisfaction through quality control techniques, budget tracking and regular client communication. He is also experienced in land use planning, airspace analysis and noise studies. The FAA has used Brad’s ALP and Airspace Plans as examples of the preferred techniques to use in preparing these documents.

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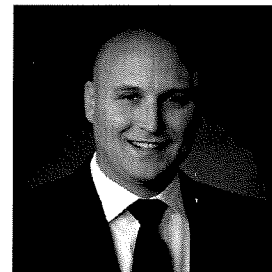
#### Education

- BA, Environmental, Population and Organismic Biology, University of Colorado – Boulder

#### Certification

- American Institute of Certified Planners (298686)

## Mead&Hunt



#### Education

- BS, Urban and Regional Planning, Michigan State University

#### Certification

- American Institute of Certified Planners (170132)

### MATT DUBBE, LEED AP – ARCHITECTURAL SUPPORT

Matt Dubbe has more than 30 years of master planning, sustainability, design and construction administration experience with a concentration on performance driven building solutions within the aviation industry. He has completed projects throughout the US that are recognized for their regional and environmental excellence. In addition, Matt has been selected for speaking engagements by various industry groups, including the FAA, Airport Consultants Council, various departments of transportation and AAAE to discuss global trends in aviation and sustainability.

Matt's unique strength has been balancing and integrating a strong design and construction sensibility with specialized project delivery skills. He has developed long term relationships with the FAA to maximize federal participation through transparent justifications. Matt takes a holistic approach where all aspects of an aviation project work in concert with each other to deliver long-term value, flexibility and functionality.

At Appleton International Airport, Matt led the sustainability analysis and served as the project principal and design architect for a new GA terminal. This project was awarded LEED Platinum certification and is the nation's first Net-Zero energy terminal building. Matt has planned and designed award-winning terminal modernization projects aligning the passenger experience and energy efficiency goals.

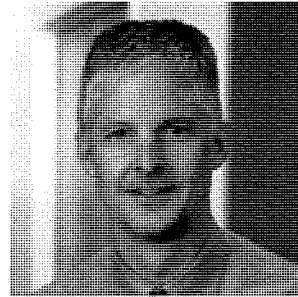
### MITCHELL HOOPER, MBA – AGIS / REVENUE ENHANCEMENT

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

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

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

## Mead&Hunt



#### Education

- M Arch, University of Washington
- Certificate in Preservation, Planning and Design, University of Washington
- BA, Architecture, Virginia Tech

#### Certifications

- Architect - Minnesota and Wisconsin
- Leadership in Energy and Environmental Design, Accredited Professional (LEED Legacy AP)

## Mead&Hunt



#### Education

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

#### **JEFFREY LEONARD, PE – ENGINEERING SUPPORT, COST ESTIMATING**

Jeff Leonard has more than 17 years of experience in infrastructure and airport design projects, construction administration, program management, and FAA and agency coordination. A recognized airport pavement design and analysis expert, he evaluates alternatives to meet safety area criteria for runways, taxiways and aprons. Jeff understands the balance of preparing contract documents that minimize operational impacts, while keeping the project constructible. Having worked with various types and sizes of construction companies, he has been involved with the numerous methods to complete a task and can design elements accordingly based on this experience. Jeff's experience varies from small fast-track projects to large scale projects with multi-year timelines involving multiple contracts and multiple contractors on-site working together. He excels at scheduling timelines for project deliverables, as well as estimating construction costs, and preparation of Construction Safety and Phasing Plans (CSPPs).

Jeff designed the runway extension and EMAS projects for both Arcata-Eureka (ACV) and San Luis Obispo County Regional Airport (SBP). The \$30 million SBP project was the first to use EMAS as a way to accommodate a runway extension.

#### **KEVIN MULCASTER, AICP – PROPERTY ACQUISITION**

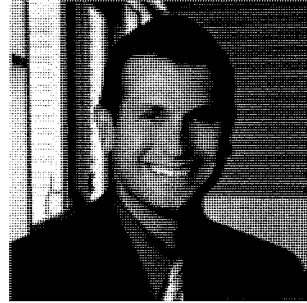
Kevin Mulcaster is the Aviation Department's Engineering Manager for Mead & Hunt within the Pacific Northwest. He brings 18 years of program management experience – taking projects through planning, environmental permitting, design, and construction. Kevin has completed 10 airport planning studies and 6 environmental assessments within Washington State in the last decade. Kevin specializes in developing innovative implementation strategies that align stakeholders, agencies, and the public to gain support and understanding for complex projects.

Recently, Kevin has served as program manager for the development of a two-phased master plan, environmental assessment (EA) and design and construction administration for a \$135 million runway realignment program at the Pullman-Moscow Regional Airport. Kevin's prior employment with the FAA Airports Division as a community planner and environmental protection specialist provides him the unique perspective and experience to meet FAA expectations and deliver your project on-time. For the past 6 years Kevin has been a member of the Transportation Research Board (TRB) Aviation System Planning committee and regularly participates in research and exploration of issues affecting the national aviation system.

#### **Recent Project Experience**

- (PSC) Pasco Tri-Cities Airport Master Plan
- (GEG) Spokane International Airport Master Plan
- (PUW) Pullman-Moscow Regional Airport Master Plan and Environmental Assessment

## **Mead&Hunt**



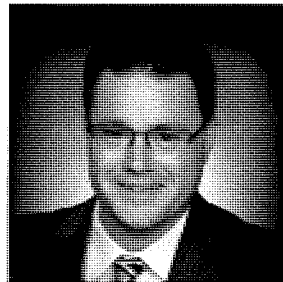
#### **Education**

- BS, Civil and Environmental Engineering with Construction Management Emphasis, University of Wisconsin

#### **Registration**

- Licensed Engineer - NV (019417)

## **Mead&Hunt**



#### **Education**

- BS, Urban and Regional Planning, Eastern Michigan University

#### **Registration/Certifications**

- American Institute of Certified Planners - AICP (022727)
- FAA – Airport Planning Certification
- FAA – Airport Environmental Certification
- FHWA-NEPA Certification
- ESRI ArcGIS Certification



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### BRETT SIWECK, PE – ENGINEERING SUPPORT

Brett has more than 18 years' experience in transportation engineering with the last 12 exclusive to airport design and construction. As an experienced airfield engineer, he has a thorough understanding of FAA standards. He has produced plans, specifications and cost estimates for use in various submittals, construction documents and record documents. Brett has project management experience; he has assisted in both the management and design of aviation projects at various commercial and general aviation airports. He has designed engineering services for taxiway, taxilane, and apron reconstruction and rehabilitation including pavement design, layout, surface grading and drainage, underground utilities and pavement markings.

Most of Brett's design work was for McCarran International Airport in Las Vegas, Nevada - one of the busiest commercial airports in the United States. He is knowledgeable in airfield operations and the importance of phasing work to minimally impact the flying public and airport tenants. Brett has been the go-to for large project Construction Management and Resident Engineering. He was hand selected to manage the construction of a planned \$150 million runway realignment program in Pullman, Washington.

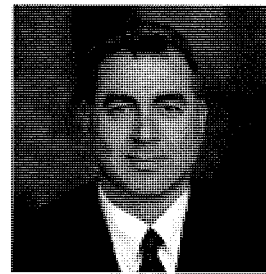
Brett is also an active US Navy Reserve Officer having served the country as a Surface Warfare Officer for over 22 years. He has been recalled to active duty twice, in support of Operations Noble Eagle and Iraqi Freedom, including a 7-month deployment to Kuwait

### MICHELLE TOLLETT – BIOLOGICAL RESOURCES

Michelle Tollett is a biological scientist with 18 years of environmental consulting experience in the public and private sectors. Her responsibilities include habitat suitability assessments, biological constraints surveys, reconnaissance field surveys for special-status species, and focused special-status species surveys. Michelle has experience preparing state and federal Incidental Take Permits, Coastal Development Permits, jurisdictional waterway permits, habitat mitigation and monitoring plans, tree inventories, and conceptual mitigation plans. She has held a variety of environmental compliance management responsibilities, from planning to post-construction phases of projects. Michelle has experience conducting and supervising mitigation monitoring projects ranging from simple to complex within riparian, wetland, coastal sage scrub, chaparral, desert, and other sensitive habitat areas throughout Southern California.

#### Recent Project Experience

- Biological Resources for Huntington Beach Bridge Preventive Maintenance Projects, CA
- Pine Canyon Biological Assessment and Jurisdictional Delineation, Los Angeles County, CA



#### Education

- Civil Engineering, University of Illinois

#### Registration

- Licensed Engineer - NV (18020)



#### Education

- BA, Botany and Environmental Science; University of Montana, Missoula

#### Registration/Certifications

- American Institute of Certified Planners - AICP (022727)
- FAA – Airport Planning Certification
- FAA – Airport Environmental Certification
- FHWA-NEPA Certification
- ESRI ArcGIS Certification

## STAFFING AND AVAILABILITY

### Providing Services within Budgets and Timelines

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

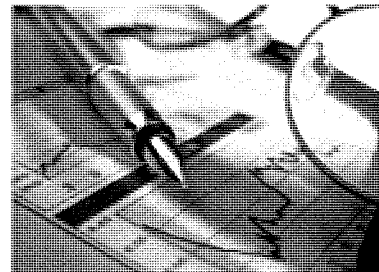
We historically keep projects within 5 percent of the initial budget, with most projects completed below the initial budget. Our team will provide an accurate and up-to-date financial accounting throughout each project's duration. Our interests are your interests. Our integrity, reputation and the trust of our clients are paramount to our firm's long-term success. We have been in business for 118 years and we attribute this professional longevity to our ethical and straightforward business practices.

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

### Project Budgets and Management

Mead & Hunt provides clients with monthly invoices and progress reports that serve as tools to measure project budgets and activities. Each invoice identifies the percentage of the project completed, and the approximate portion of the work accomplished. If deviations occur, project managers can identify them quickly and determine corrective action.

Effective project management also plays a key role, allowing us to successfully balance multiple projects simultaneously. By assigning an experienced and successful project manager, we prevent schedule delays due to untested management and unforeseen roadblocks.



### Availability

Key Personnel	Roles / Responsibilities	Percentage of Time Available
Jon Faucher	Principal: Contracts; FAA Coordination	10%
David Dietz, AICP	Project Manager	55%
Bart Gover, CM	Client Coordinator, Grant Applications	35%
Jeff Leonard, PE	Engineering Support; Cost Estimating	35%
Matt Dubbe, LEED AP	Architectural Support	40%
Brett Siweck, PE	Engineering Support	35%
Mitch Hooper, MBA	Revenue Enhancement	35%
Brad Musinski, AICP	ALP Updates	45%
Corbett Smith, CM	Operations; 13A Compliance	55%
Brad Rolf, LEED GA	NEPA / Environmental	35%
Kevin Mulcaster, AICP	Property Acquisition	40%

## DBE PARTICIPATION



*“Putting the proper team in place and assembling the right resources are the first steps toward ensuring a quality performance.”*

Mead & Hunt is committed to encouraging and developing emerging and disadvantaged business participation on our aviation projects. We have years of experience working with Federal Aviation Administration requirements and federal guidelines for utilizing minority business enterprise (MBE), women business enterprise (WBE), and disadvantaged business enterprise (DBE) businesses on federally-funded projects.

Mead & Hunt actively pursues and fosters successful working relationships with many MBE/WBE/DBE teaming partners. In fact, we often investigate and provide recommendations for potential MBE/WBE/DBE participation for a project. Likewise, Mead & Hunt would be happy to work with whomever the Carson City Airport Authority may recommend. Once a project goal is approved, our working relationships with the local and national businesses identified in this submittal will allow us to quickly team with the firm(s) with the appropriate skill set for the project. Mead & Hunt prides itself on developing teaming relationships where certified firms have meaningful participation. We don't team just to meet a required percentage; we seek out MBE/WBE/DBE firms who will enhance our team and provide additional key services that benefit the project.

Although we are a full-service aviation consulting firm with the capability to handle all the listed services in your Request, we have identified possible areas where we could leverage DBE/SBE teaming partners. These include airfield modeling, technology, outreach and construction management, as well as specialty environmental services. **We have included our team member, UltraSystems Environmental, Inc., a certified DBE in the State of Nevada.** Their certification number is NV20054062NUCP. They are also certified with various federal, state and local agencies. UltraSystems is also a Small Business Enterprise (SBE) and a Woman-owned Business Enterprise (WBE). They will support biological resources for the Mead & Hunt team.