TO: Mayor and Council
FROM: Finance and Administration and Aviation Departments

RESOLUTION NUMBER: R-165-10
DATE: May 20, 2010

SUBJECT: Approval of Contract, RFP 10-035(A); Boise Airport Five (5) Year Engineering Services, to Reynolds, Smith and Hills, Inc. (RS&H). This contract is on a task order basis.

ACTION REQUIRED: Contract approval by resolution.

RECOMMENDATION: Finance and Administration and Aviation Departments recommend that RFP 10-035(A) is awarded to the best qualified/highest ranked proposer with significant local preference, Reynolds, Smith and Hills, Inc. (RS&H). Award of contract is subject to compliance with bonding and insurance requirements.

FISCAL IMPACT/BUDGET IMPLICATIONS: Financial Services has confirmed sufficient funding is available for this obligation.

BACKGROUND: The Aviation Department solicited proposals seeking Engineering Services. These professional services are primarily for Airport capital improvement projects, both federal and non-federally funded. Anticipated projects include: runway and taxiway extensions, runway, taxiway and apron pavement (concrete and asphalt) rehabilitation, construction of cargo aprons, airfield lighting upgrades, general aviation apron pavement (concrete and asphalt) rehabilitation, storm water improvements, roadway construction, utility projects, parking lot improvements, planning studies, environmental studies, security fence and gate projects, design reviews, pavement condition surveys, geotechnical studies, construction inspection, bid analysis, cost estimating, auto-cad and GIS services, and other services as needed.

RESOLUTION NO. _______________

BY THE COUNCIL: BISTERFELDT, CLEGG, EBERLE, JORDAN, SHEALY AND THOMSON

A RESOLUTION AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE ON BEHALF OF THE CITY OF BOISE CITY, AN AGREEMENT FOR RFP 10-035(A), BOISE AIRPORT 5 YEAR ENGINEERING SERVICES, AVIATION DEPARTMENT, BETWEEN THE CITY OF BOISE CITY AND REYNOLDS, SMITH AND HILLS, INC. (RS&H); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Finance and Administration and Aviation Departments staff recommend award of RFP 10-035(A), Boise Airport 5 Year Engineering Services, Aviation Department, to the best qualified proposer, Reynolds, Smith and Hills, Inc. (RS&H); and,

WHEREAS, during their meeting of ____________, the City Council followed staff recommendation and awarded Resolution No. __________, RFP 10-035(A), Boise Airport 5 Year Engineering Services, Aviation Department, to Reynolds, Smith and Hills, Inc. (RS&H).

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF BOISE CITY, IDAHO:

Section 1. That the contract by and between the City of Boise City and Reynolds, Smith and Hills, Inc. (RS&H), for RFP 10-035(A), Boise Airport 5 Year Engineering Services, Aviation Department, which is attached hereto and incorporated herein by reference, be, and the same is hereby, approved as to both form and content.

Section 2. That the Mayor and City Clerk be, and they hereby are, authorized to respectively execute and attest said contract for and on behalf of the City of Boise City.

Section 3. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

ADOPTED by the Council of the City of Boise, Idaho, this ______ day of June, 2010.

APPROVED by the Mayor of the City of Boise, Idaho this ______ day of June, 2010.

APPROVED: ATTEST:

______________________________________
David H. Bieter CITY CLERK
MAYOR

R-165-10
Statement of Qualifications for
Boise Airport Five Year Engineering Services
for the City of Boise Aviation Department
RFP 10-035

January 20, 2010

In association with:
Terracon, Inc.
Strata, Inc.
JBR Environmental Consultants, Inc.
Pavement Consultants, Inc.
Ricondo and Associates, Inc.
Proposal Schedule
RFP 10-035
Boise Airport Five Year Engineering Services
Return in sealed envelope with Proposal

Name of Business: Reynolds, Smith and Hills, Inc. (RS&H)
Address: 5600 South Quebec Street, Suite 340-C
City: Greenwood Village
State: Colorado Zip Code: 80111
Phone No.: (303) 409-9700
Fax No.: (303) 409-9701
Federal Tax ID: 59-2986466

Signature: 
Printed Name: Christopher M. Greene
E-Mail: Chris.Greene@rsandh.com
Title: Vice President-Aviation
Date: 1/19/10

Significant Local Economic Presence: Yes; X No
(Misstatement of local presence may result in disqualification of the bid or proposal by the City Council).

Proposer Acknowledge Receipt of the Following Addenda:

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<tr>
<td>1</td>
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<tr>
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<td>4</td>
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The above signed proposes to provide services in accordance with the specifications for RFP 10-035 Boise Airport Five Year Engineering Services, Aviation Department, Boise Idaho and to bind themselves, on the acceptance of this proposal, to enter into and execute a contract, of which this proposal, terms and conditions, and specifications will be part.

The above signed acknowledges the rights reserved by the City to accept or reject any or all proposals as may appear to be in the best interest of the City. The undersigned further agrees, if awarded a contract, to execute and deliver the same to the City within five (5) working days after receipt of an executed contract and to submit there with all required insurance certificates.
Proposal Schedule
RFP 10-035
Boise Airport Five Year Engineering Services
Return in sealed envelope with Proposal

Public Agency Clause

Bid prices will be made available to other "Public Agencies", including agencies of the State of Idaho, and as defined in Section 67-2327 of the Idaho Code, which reads: "Public Agency" means any city or political subdivision of this state including, but not limited to counties; school districts; highway districts; port authorities; instruments of counties; cities or any political subdivision created under the laws of the State of Idaho. It will be the responsibility of the "Public Agency" to independently contract with the vendor and/or comply with any other applicable provisions of Idaho Code governing public contracts. Typically, other municipalities buy from our agreement.

Accept Public Agency Clause?  Yes ___X___ No _________
# References

Proposers must provide at least three (3) current professional references from different firms/organizations for which this type of service has been provided. References must be able to verify Service Provider’s experience to comply with the requirements of this proposal. Failure to provide references with similar scope, successfully performed projects may be grounds for disqualification.

<table>
<thead>
<tr>
<th>Reference 1 (RS&amp;H)</th>
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<tbody>
<tr>
<td>Organization Name</td>
<td>Duluth Airport Authority</td>
</tr>
<tr>
<td>Contact Name</td>
<td>Mr. Brian D. Ryks, A.A.E.</td>
</tr>
<tr>
<td>Contact Title/Role</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Contact Phone Number</td>
<td>(218) 727-2968</td>
</tr>
<tr>
<td>E-mail Address</td>
<td><a href="mailto:dryks@duluthairport.com">dryks@duluthairport.com</a></td>
</tr>
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<tr>
<th>Reference 2 (RS&amp;H)</th>
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<tbody>
<tr>
<td>Organization Name</td>
<td>Denver International Airport</td>
</tr>
<tr>
<td>Contact Name</td>
<td>Mr. Don Smith</td>
</tr>
<tr>
<td>Contact Title/Role</td>
<td>Civil Project Manager</td>
</tr>
<tr>
<td>Contact Phone Number</td>
<td>(303) 342-2604</td>
</tr>
<tr>
<td>E-mail Address</td>
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<tr>
<td>Organization Name</td>
<td>Friedman Memorial Airport</td>
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<tr>
<td>Contact Name</td>
<td>Mr. Rick Baird</td>
</tr>
<tr>
<td>Contact Title/Role</td>
<td>Airport Manager</td>
</tr>
<tr>
<td>Contact Phone Number</td>
<td>(208) 788-9003</td>
</tr>
<tr>
<td>E-mail Address</td>
<td><a href="mailto:rick@flyfma.com">rick@flyfma.com</a></td>
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**Other Vendors Comments:**

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# Proposal for
Boise Airport Five-Year Engineering Services
RFP 10-035

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I. Cover Letter
January 20, 2010

Ms. Tina McBride, Purchasing Agent  
City of Boise, Purchasing Office  
150 N. Capitol Boulevard  
Boise, Idaho 83702

Re: RFP 10-035 Boise Airport Five Year Engineering Services

Dear Ms. McBride and Members of the Selection Committee:

The Reynolds, Smith and Hills, Inc. (RS&H) Team is pleased to present for your consideration our proposal to provide professional engineering consulting, design and construction administration services for the Boise Airport, as outlined in the Request For Proposals.

RS&H is one of the industry's leading engineering, architectural, planning and environmental services firms. While recognized nationally, RS&H associates provide regional knowledge and historical experience at Boise Airport, including longstanding working relationships with Airport staff, the FAA Northwest Mountain Region and Seattle Airports District Office. Balancing the RS&H Team is T-O Engineers, Inc., a prominent local engineering firm with strong roots in the Boise community and substantial experience at numerous Idaho airports, including Boise Airport. T-O Engineers will have a significant role in supporting airfield engineering efforts; as well as landside development, equipment procurement, construction management, resident engineer and surveying services. Together, this team provides a great deal of local and national expertise, coupled with a strong working relationship and similar cultural approach to projects. Your work will be seamlessly completed out of the team’s Denver and Boise offices by highly experienced members of our staff.

The proposed Project Manager for this assignment is Mr. Jerome Haliw. Mr. Haliw is a 17-year veteran of the aviation industry, and has a broad range of experience in all aspects of airport engineering; programming, planning, design, and construction at commercial service airports, including Boise. As Project Manager, Mr. Haliw will be directly and consistently involved in all facets of proposed projects, and his “hands on” approach in integrating multiple disciplines is invaluable to ensuring that all results are timely, cost-effective, constructible, and as environmentally sustainable as possible. His dedication, work ethic, experience and responsiveness will translate into excellent service for the Boise Airport.

Our team is dedicated to providing Boise Airport with top quality technical personnel who have a thorough knowledge of airport projects and, most importantly, knowledge and experience on projects and issues at your airport. To enhance capabilities and depth, the following important specialty firms have joined the RS&H Team:

- **Terracon, Inc.** – A Boise firm that will provide geotechnical investigation services for engineering design.
- **Strata, Inc.** – A Boise firm, will provide construction materials testing.
- **JBR Environmental Consultants, Inc.** – A Boise firm that will provide environmental, air quality analysis services, as may be required.
- **Pavement Consultants, Inc.** – will provide pavement condition inspection services.
- **Ricondo & Associates, Inc.** – will provide financial, benefit-cost analysis services.
The RS&H Team is particularly experienced and qualified to provide the services requested. The RS&H Team can provide the Airport with an assortment of value-added services, such as the AIP knowledge of Jim Borsari, former National Program Manager of the Airport Improvement Program for the FAA. In addition, RS&H Team associates participate at very high levels on numerous industry boards, committees and policy groups. That expertise will enable the projects to move forward in an expedited fashion and be embraced by all stakeholders. There have been several instances where the utilization of RS&H’s value-added capabilities contributed significantly to the success of our client’s aviation projects, and those will be explained in more detail within our proposal.

As demonstrated above, RS&H has assembled a Team that brings the following strengths to this very important assignment:

- **A balanced team that blends local knowledge and national experience for optimal results.**
- **A seasoned project manager with extensive experience at Boise Airport and the capability and commitment to direct your projects**, with extensive resources from a team that will be responsive and is available now.
- Engineers, architects, planners, and specialists on the RS&H Team are **full-time, solely dedicated to Airport clients**. There is no learning curve and we can hit the ground running. Our staff is intimately knowledgeable of FAA Orders and Advisory Circulars, as well as practically experienced working routinely with the FAA NWM Region and SEA ADO.
- **Full-service capability** ensures that all project needs are proactively addressed in an integrated and well-coordinated fashion.
- A multi-disciplined team that is **flexible and has sufficient resources** to get large and small projects done efficiently and quickly, with a commitment to streamlined project management.
- An approach that provides **a clear vision of enabling projects that are key to successful long-term development**. An understanding that projects don’t start with design, but other enabling tasks that make projects viable. Our team is capable of assisting in all facets of project justification, funding, scheduling, environmental, and detailed development planning, as well as design and construction.
- **To ensure that design efforts are effectively translated into construction oversight**, T-O Engineers will be involved in design with RS&H engineers and RS&H REs will be involved in construction oversight with T-O REs, a truly cohesive team structure.

The benefits to the Boise Airport include our ability to hit key milestones, provide solutions, time-tested construction phase services, and effective on-going communication to assure all project efforts stay on track. With a recently completed master plan update, we look forward to supporting the Airport in bridging the gap between the Airport’s visioning goals and reality.

As demonstrated by this document, the RS&H Team is exceptionally well-qualified to perform the requested services for Boise Airport. We are committed to the success of your projects, are ready to proceed with the work immediately, and sincerely desire to provide these services. Thank you for the opportunity to submit this proposal for these very important projects.

Sincerely,

REYNOLDS, SMITH AND HILLS, INC.

Christopher M. Greene
Vice President – Aviation
Project Officer

T-O ENGINEERS, INC.

William H. Russell, PE
President
II. Qualifications and Experience of Consultant Team
RS&H Team Introduction

The RS&H Team was carefully assembled to bring together the credentials and experience that must be present for a successful aviation engineering assignment. The RS&H Team offers a superb blend of local knowledge, local presence and national experience, and can address any project assigned by Boise Airport. The presence of T-O Engineers, JBR, Terracon and Strata provides a local presence and adds both efficiency and local knowledge to the team. The Team reflects a unique combination of experience, proximity, in-house resources, extensive FAA knowledge, and numerous aviation-specific specialties that provide added value no other team can match. RS&H will serve as the prime consultant and be the main point of contact throughout the assignment.

While the project team is specific and committed, as listed in Section III, the RS&H Team offers the collective support of more than 1,000 associates whose expertise is second to no other team. Additionally, almost all team members have worked together previously and have experience specific to Boise Airport. That means Boise Airport can be assured of a cohesive team that works together efficiently and effectively.

Upon selection, the RS&H Team illustrated in the graphic below is available to begin work immediately.

RS&H proposes a balanced team that blends local knowledge and national experience for optimal results.
The following are company introductions of the RS&H Team members.

**RS&H Aviation Program**

With a tradition that spans nearly 70 years, RS&H has built a reputation as a client-centered facilities and infrastructure consulting firm offering value-added solutions to clients around the world. To maximize its capabilities, RS&H is organized into six subject-specific programs, each with its own multi-disciplined staff of architects, engineers, planners, environmental scientists and technical support personnel who work exclusively within that program. In addition to its leading Aviation program, RS&H also maintains programs in Transportation; Aerospace & Defense; Corporate & Commercial; Education, Health & Science; and Public Infrastructure.

For any given project, RS&H selects a team of specialists who can provide carefully focused expertise for the project at hand. Augmenting that team is the firm’s total spectrum of capabilities, including more than 830 associates at 32 locations nationwide.

RS&H recognizes that a successful aviation system can be the cornerstone of a community’s progress, providing access to the global marketplace, serving as a major economic stimulus and projecting the desired image of the community to visitors. By understanding these opportunities and responding to the needs of the aviation industry, RS&H has developed a worldwide reputation for project success. RS&H is a leader in the aviation industry, having participated in the preparation of countless industry leading documents and guidelines. RS&H associates help lead the industry in numerous important positions, such as board and senior level positions at both the national and chapter levels with the American Association of Airport Executives, past chair of Airport Consultants Council, and Associates Board member with the Airports Council International-North America. Because both the industry and the FAA look to RS&H to help shape policy and standards, Boise Airport is assured the work completed there will be innovative while fully complying with all standards.

RS&H provides services to airports throughout the world from offices in Colorado, California, Florida, Illinois, Michigan, Minnesota, North Carolina, Ohio, Texas, Utah, and Washington D.C. With more than 170 full-time associates, the Aviation Program enjoys its own industry leading, multidisciplined staff of planners, environmental scientists, engineers, architects and technical support personnel. The Aviation Program is organized around the services generally needed by its aviation clients:

- **Airfield** — Runways, taxiways, aprons, airfield electrical, NAVAIDs and drainage
- **Environmental** — Environmental studies, noise and land-use studies, and permitting
- **Planning** — Master Plans, Capital Improvement Plans, financial analysis, security planning, site selection studies, grant procurement and air service development
- **Buildings** — Terminals, hangars, cargo facilities, administration buildings and energy services

The corporate and individual experience of the Aviation Program staff encompasses the full spectrum of airport clients, ranging from the world’s busiest airports to small general aviation and private facilities. As a full-service architectural, engineering, planning and environmental services firm, RS&H is able to assist aviation clients regardless of the size, location, or nature of the project. From identifying long-range development needs, to incorporating detailed phasing plans in a runway rehabilitation project to assure on-going aircraft operations in a safe environment, RS&H is ready to assist the City of Boise and the Boise Airport with all of their planning and infrastructure needs.

**T-O Engineers, Inc.**

RS&H is pleased to join forces with T-O Engineers, a well-respected firm that has concentrated on aviation, transportation, land development, municipal and surveying projects in Idaho for more than 20 years. T-O joins the RS&H Team to provide engineering and specialty services in which a firm based in Boise is particularly advantageous. T-O Engineers’ well-rounded experience includes aviation planning and design projects, as well as transportation, municipal and land development projects. This combination of expertise allows T-O Engineers to excel in issues such as civil design on airports, land use planning, utilities, and landside access. RS&H and T-O have developed a solid working relationship, with a similar approach to client service and internal culture.
T-O’s proposed Task Manager for the Team is Dave Mitchell, PE, who has more than 15 years experience in airport engineering for both commercial airports and military airfields. Mr. Mitchell will be the main point of contact for T-O and will also be the Discipline Task Leader for Resident Engineer (RE) services. This is a critical leadership role as effective construction oversight is crucial in assuring design intent is met. The local presence of T-O Engineers will provide efficient and cost-effective construction administration. To ensure that design efforts are effectively translated into construction oversight, T-O Engineers will be involved in design with RS&H engineers and RS&H REs will be involved in construction oversight with T-O REs, a truly cohesive team structure.

**Terracon Consultants**

Terracon provides geotechnical, environmental, construction materials engineering and testing, and facilities services for public and private clients from more than 100 offices nationwide. The firm began in 1965 and today includes more than 2,750 employees and offices in 38 states. The Boise office has been open nearly 20 years.

Terracon’s Boise staff includes seven professional engineers, two professional geologists, one licensed architect, two staff geologists, two technicians, and two clerical/administrative personnel. Terracon has performed geotechnical and environmental services for more than 30 projects at the Boise Airport, including geotechnical services for the proposed extension of Runway 10R-28L, the rehabilitation of Runway 10L-28R, the airside perimeter road realignment, the GA apron rehabilitation and the remain overnight (RON) apron expansion. The firm has performed structures geotechnical services for the proposed Customs and Border Patrol building, the proposed Runway 10R approach lighting bridge, the Air Traffic Control tower and the Boise Airport parking structure.

Terracon will play a key role in providing investigative geotechnical services during the design portion of projects. Terracon has experience working with both RS&H and T-O Engineers.

**Strata, Inc.**

Strata, Inc. was established in 1974 to provide value-justified environmental services, geotechnical engineering, and construction consultation services throughout the northwestern United States. With vested ownership in the corporation, each regional manager is motivated to serve Strata clients and protect their investments.

Strata has conducted engineering and material testing services at the Boise Airport for more than 20 years. Currently, Strata is providing special inspection and materials testing services for the new Air Traffic Control Tower. The new tower will provide service for the third runway and future expansion of the terminal building, and is planned to be commissioned in 2011.

Over the years at Boise Airport, Strata has accomplished engineering and testing for runway extension construction, safety area expansion and construction, runway pavement rehabilitation, and terminal expansion. In addition, Strata is working with the design team and the Ada County Highway Department for the Orchard Avenue realignment, which will allow for future airport expansion. Strata has a reputation for accurate and timely test results and a superior level of consultation provided throughout these projects, which is why Strata remains involved with the Boise Airport and more than 50 other airports throughout the northwest and intermountain west.

Strata will play a significant role in providing quality assurance testing services during the construction portion of projects.

**JBR Environmental**

JBR Environmental Consultants, Inc. (JBR) was founded in 1985 in Salt Lake City, Utah, with many early projects involving environmental work for mining projects in Utah and Nevada. JBR then added offices in Reno and Elko, Nevada; Boise, Idaho; and St. George, Utah, and diversified its staff of engineers, scientists and specialists, and expanded the industries it served. JBR now has more than 125 employees in ten offices throughout the West. JBR focuses on bringing a multidisciplinary, problem-solving philosophy and approach to every project.
JBR will support the RS&H Team’s environmental documentation and analysis efforts as relates to Air Quality. JBR is fluent in NEPA requirements for Air Quality and are comfortable working in an airfield environment. JBR is currently doing similar Air Quality analysis work for Salt Lake City International Airport. JBR also has experience working with RS&H.

**Pavement Consultants Inc.**
Pavement Consultants Inc. (PCI) will perform pavement condition inspections. PCI was established in 1983 to provide specialized expertise in pavement evaluation and management. PCI has become recognized throughout the world for the quality of the technical services its staff provides.

PCI staff has developed pavement management programs to assist airport operators with maintaining one of their largest assets – their pavements. PCI has developed pavement management programs for a wide variety of airports, ranging from Miami International to Juneau International. The company has also implemented pavement management programs for systems of airports, including 45 airports in Idaho, 63 in Oregon, 45 in Montana and 82 in Washington, as well as 115 other airports around the country.

In addition, PCI also conducts nondestructive deflection testing using state-of-the-art pavement evaluation equipment. The data collected is used to assess the load-carrying capacity, estimate remaining life, and identify rehabilitation alternatives.

**Ricondo & Associates**
Ricondo & Associates (R&A) will focus on benefit/cost analyses of the consolidated air cargo facility being contemplated. R&A is a full-service aviation consulting company specializing in airport planning in support of airport owners and operators, airlines, and federal and state agencies. Since its inception in 1989, R&A has been dedicated to solving the challenging problems facing the airport and airline industries and has no other business interest except airport and aviation planning.

R&A has successfully teamed with RS&H before for airport planning efforts.

**Qualifications and Experience**

The RS&H Team believes the successful execution of aviation engineering services depends on the efforts of a dedicated team of professionals working together in a unified effort with Airport staff. Leading this effort will be the Project Manager, Jerry Haliw, who will coordinate all consulting efforts. Mr. Haliw has extensive experience at Boise Airport and is familiar with both the airfield infrastructure and the operations there.

As a hands-on Project Manager, Mr. Haliw will provide strong proactive support to Boise Airport management, allowing the Airport to do more without further stretching its staff. Mr. Haliw will serve as an extension of the Airport staff, handling technical tasks and construction details and thereby allowing the staff to focus on the business of running the airport. While all aviation engineering consultants recognize the responsibility to handle the large projects, the RS&H Team views this service as being one of providing the resources and technical specialists to supplement Airport staff on all efforts, large or small. The RS&H Team knows the business of aviation. As consultants, the RS&H Team is there to help the Airport achieve its goals – whether by working in front, next to or just behind staff to get the job done. Responsiveness is a key component of the RS&H Team’s reputation for quality service and is an integral factor in the Team’s extensive success in providing aviation engineering services, whether that means providing advice, guidance or support.

The RS&H Team’s overriding orientation is that of providing insight and expertise. This means quality in every aspect of individual projects and in overall coordination. Technical quality, of course, means preparing documents that are practical for use in the real world as well as meet the actual goals for the effort. More than this, quality means proactively watching out for the Airport’s best interests, continuously managing financial implications, understanding and identifying implications to the Airport for all actions, recognizing and offering alternatives, and assuring the Airport operates smoothly in every aspect.
Financial sensitivity is one of the hallmark skills for a successful aviation engineering consultant. Integral to this effort is accurate cost estimation during all phases of a project, establishment of realistic budgets and working with state and federal aviation agencies to get them to advance program funds so a reliable and consistent CIP can be maintained. To take it a step further, the RS&H Team will look beyond standard grant funding sources. For example, RS&H has been successful at obtaining funds from demonstration programs, transportation departments and economic development agencies. Furthermore, evaluation and maximization of Airport revenue sources is also a service that can be provided.

All aspects of the Airport in today’s operating environment must be considered by a professional aviation engineering consultant. Uninterrupted operations, unequaled safety standards and uncompromised security are the beginning of such considerations. The RS&H Team also considers user needs, property implications, such as leasehold impacts, environmental standards, community self image and good neighbor policies. Operations at Boise are made somewhat more complex by the presence of the Idaho Air and Army National Guard, as well as air cargo operations. RS&H has experience at 16 joint-use airfields and is well-versed in the nuances of managing the expectations, operational requirements and specifications of the Air Carriers, FAA, and the military. In addition, RS&H has completed a number of projects both at airports with extensive air cargo operations and in rehabilitating the air cargo facilities themselves.

To provide the full range of services required by the Airport, Mr. Haliw will call upon the capabilities and resources of the entire team, including engineers, architects, planners and environmental specialists – each of whom works exclusively in aviation. The following are general practices to ensure effective service.

1. Select discipline leaders who are available for the duration of the assignment.
2. Match, as necessary, our corporate CADD standards, filing system and work quality standards with the Airport’s standards.
3. Establish and maintain a central file system for all correspondence, documents, drawing, calculations, computer data and analyses.
4. Continuously monitor, through our discipline leaders and the project manager, the progress and quality of all projects to immediately identify and address potential problems.
5. Establish an internal Quality Control Group made up of senior personnel to review all submittals before presentation to Airport staff.
6. Use state-of-the-art processes and computer applications, such as cost control software, CADD equipment and project management software.
7. Collaborate with the appropriate government agencies to keep them abreast of all facets of the project. From grant obtainment to closeout our philosophy is to build the relationship with the agency so that the agency views themselves as part of the team.
8. Work to make the Airport staff and the consulting staff each become an integral piece of the success of the team.

Special Expertise

Beyond, standard airport engineering services, the RS&H Team prides itself on a true consulting approach, one which asks the appropriate questions, as necessary, and provides the corresponding solution to efficiently advance projects. To this end, “value engineering” is a common approach and “value-added” services provided as desired. A sampling of this special expertise is listed here.
Funding
RS&H recognizes that funding for any airport project is paramount and FAA funding has only become more competitive in recent years. With this understanding, RS&H is happy to have the specialty services of Mr. James E. Borsari. Mr. Borsari is the former National Program Manager of the FAA’s Airport Improvement Program. Mr. Borsari had 34 years of FAA experience before retiring and joining RS&H. During his tenure at the FAA he co-authored the Airport Improvement Handbook. Mr. Borsari’s experience with the federal grant process is a crucial element of the RS&H Team’s ability to work with the FAA to find sources of funding and to help expedite reviews of important documents as necessary. Mr. Borsari was recently selected by the FAA to update the AIP Handbook and to provide training to FAA staff on its use.

Financial Analysis
While Ricondo & Associates provides some key benefit-cost analysis for the Consolidated Air Cargo Facility being continued through the master plan, RS&H also offers the means to provide solid financial analysis of projects as part of our general consulting services. This helps “paint” a comprehensive picture of projects assisting the Airport in making educated decisions and helping RS&H engineers internally, as well. Mr. Robert Arthur, RS&H’s Financial Discipline Leader, focuses exclusively on providing financial services in an airport environment. Mr. Arthur has been providing comprehensive financial and management services for aviation clients for more than 30 years. His specific expertise includes airport capital planning, bond feasibility studies, benefit-cost analyses, risk analysis studies, airport user rate development, tenant lease negotiations, air service analysis, airport market development, financial benchmarking, concessions planning, airline use agreement negotiations, financing justification and economic impact identification.

Environmental Documentation
Key tasks must be completed up front before any airfield geometry or design can even be contemplated. One such task is Environmental Documentation. Whether an abbreviated Environmental Assessment or a simple Environmental Checklist, this requisite NEPA documentation must be completed accurately and in a timely manner, but is often overlooked. It is important that such documentation be done properly within AIP grant cycles as to not jeopardize funding. RS&H recognizes this key step and prepares accordingly. In this case, our project manager, Jerry Haliw, can rely on Mr. William J. Keller, our Regional Environmental Service Group Leader to facilitate such efforts and assure that all environmental criteria are addressed.

Geographic Information System (GIS)
Geographic Information Systems (GIS) are becoming more and more integral to airport development and property maintenance efforts. RS&H has experience in compiling data for such use. Further, T-O Engineers can provide GIS services that will be wholly compatible with the City of Boise’s current GIS platform. Such compatibility is beneficial to tie airport infrastructure and property data in with the City’s. Such an endeavor is prudent on the Airport’s part, considering new eALP criteria slowly being phased in by FAA. The RS&H Team will be able to support the Airport in advancing their efforts to implement a system that may be used by Airport Planning, Engineering, Operations, and Properties as a useful and resourceful tool.

List of Similar Projects
The RS&H Team currently provides aviation general consulting services at more than 80 airports nationwide. A complete list of airports at which RS&H has provided airfield engineering services can be found in the Appendix, along with a compilation of the kinds of projects completed at each of those airports. Furthermore, Section V contains a list of airports at which RS&H has provided the specific kinds of services the City of Boise anticipates at Boise Airport. The following matrices include examples of airports similar in size to Boise Airport at which the RS&H Team has provided services, including the kinds of airfield projects completed at each. These are but a small sample of the hundreds of successful aviation engineering projects the RS&H Team has completed.
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<th>Runway Improvements</th>
<th>Lighting/Signage/NAVAIDs</th>
<th>RSA/Obstruction Removal</th>
<th>Apron Pavement</th>
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III. Qualifications and Experience of Key Staff
Qualifications and Experience of Key Staff

Introduction

The RS&H Team believes that the success of the various projects under the Boise Airport Engineering Services assignment is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with Boise Airport staff. Leading this effort will be the Project Manager, Mr. Jerome Haliw. Mr. Haliw will coordinate all consulting efforts, but more importantly, he will serve as an extension of the Boise Airport staff throughout the duration of this assignment.

With an aviation-dedicated team, RS&H Team engineers are accustomed to working in an active airfield environment. The Team understands that on-going operations and safety are paramount. During the project, consideration of uninterrupted operations, high safety standards and uncompromised security are standard elements of project design. The RS&H Team also considers user needs, environmental standards and good neighbor policies. To provide these services, the Project Manager will call upon the capabilities and resources of the entire team. All necessary disciplines are included on this team and will be committed to the project for its entire duration so that seamless service can be provided to Airport staff.
Ability to Respond

Availability of Staff
The availability of staff is crucial to the ultimate success of the Engineering Services projects. RS&H’s strong reputation was built on its ability to marshal resources necessary to successfully complete its assignments as promised. RS&H understands the commitment necessary to complete the engineering and construction phase services and Mr. Jerome Haliw is prepared to lead the team’s efforts to ensure a positive outcome. As the Project Manager, Mr. Haliw has direct contact with the Project Officer, Mr. Christopher Greene, and has the full support of Mr. Greene to meet the staffing and other requirements of this assignment. Mr. Haliw has the authority to assign and commit staff to satisfy the Airport’s need throughout the life of this assignment. Each key staff individual has enough availability and support staff to complete this project within the required schedule.

The RS&H Team is an established team that is known to provide responsive service. RS&H has the capability to mobilize additional support staff from our aviation offices around the nation should the project demands or deadline requirements dictate. RS&H utilizes ProjectWise software so that multiple offices can work seamlessly on the same project, as if the entire design team was located in the same office. This has successfully been done with projects in Ft. Lauderdale, FL and Waco, TX utilizing Bentley’s ProjectWise, project management software. Depending on the specific need, RS&H staff located in offices in Salt Lake City, Jacksonville, Chicago, Houston, Tampa, and other locations may be called upon. Utilizing this method opens the door to approximately 75 civil engineers and technicians to support this effort.

Project Approach
The Boise Airport’s Capital Improvement Program has been driven by explosive growth in the past decade. The current economic downturn has allowed BOI to catch up to some degree and focus on rehabilitation and upgrade of existing systems, such as pavement infrastructure rehabilitations and operational equipment upgrades. The Boise Airport has focused its efforts on some “enabling” projects to position the facility properly for future long-term growth.

To ensure that the future development projects for the Boise Airport progress without unnecessary delays, the RS&H team will facilitate projects by following the strategies outlined below.

Planning and Preliminary Design Phase
Project success begins with project planning. A comprehensive plan and preliminary conceptual design will be completed in order to obtain the concurrence of all the stakeholders involved. This allows the seamless kickoff of the project when funding becomes available. Important items to consider are:

- Early completion of environmental studies
- Bundling multiple projects together for environmental studies
- Ensuring FAA eligibility
- Justification of funding
- Elevating the prioritization ranking of projects
- Perform cost/benefit analyses
- Completion of CIP
- Compliance with ALP

An overall design schedule will be developed with key decision milestones identified. Initial meetings with the Boise Airport, the FAA, and stakeholders will be held to ensure that the common goals for the project are clearly communicated and agreed upon. Solid planning provides for cost-effective solutions.

Design Phase
The dedicated design team that was put in place during the Preliminary Design Phase will remain throughout the Design Phase. This allows for consistency and efficiencies to complete the work on schedule.
**Phasing/Operations** - Early in the design phase, it is important to understand the impacts the construction will have on airfield operations. Airport operations and airfield safety will be of paramount importance during the development of the construction phasing plans. Alternative phasing plans will be developed for discussion purposes with Boise Airport staff early in the design process and advantages and disadvantages of each presented. As part of the development of the phasing plans, consideration will be given to the following phasing elements:

- Minimize runway closures
- Minimize taxiway closures and durations of closures
- Continuous access to and from the air cargo facilities
- Safe and FAA-compliant aircraft taxi routing
- Compliance with FAA A/C 150/5370-2E Operational Safety on Airports During Construction
- Maintain sufficient work area for contractors
- Equipment staging and sufficient work space at the work site
- Contractors crossing active airfield pavement
- Maximize the short construction season
- Minimize interruptions to mainline paving

**Investigation** - During the investigation phase, the key individuals will collaborate to outline project parameters. Historical as-built data will be collected, organized, and reviewed with the Design Team. The RS&H Team will conduct a workshop with the Boise Airport to review existing site data, outline courses of action for the preliminary design, and seek out other logistical and historical information the airport staff considers important.

**Design Memorandum** - The team will prepare a Design Memorandum detailing various technical approaches, including the following:

- Initial limits of runway and taxiway pavement modifications
- Evaluation of runway and taxiway lighting and circuitry alternatives
- Review of aircraft turning movements
- Direction and conveyance of surface and subsurface drainage
- Subsurface soils and ground water conditions
- Options for pavement section and any subbase course
- Modifications of existing electrical circuitry
- Options regarding location and access to the airfield from the staging area
- Need for construction phasing to minimize operational area closures and maintain work area logistics that enable bidding economies
- Coordination with other ongoing design and construction assignments at the Airport
- Early design memorandum efforts set the team’s direction and are key to the success of any multidisciplined design effort

**Document Development** - Bid packages will be assembled with construction challenges in mind. The RS&H team members have significant field experience to “tighten-up” plans and specifications, which eliminates known vagueness in standard specification and reduces the potential for contractor claims. Each deliverable will be submitted for Boise Airport staff and FAA review consideration. For each stage of development, an in-house Quality Control Group reviews all documents and their comments will be incorporated prior to submission to the Boise Airport. Overall quality assurance review is accomplished by:

- Systematic checking within a discipline
- Interdisciplinary document review for design coordination
- Independent project peer review of various types
- Constructability review

Each submission is reviewed with airport staff at sit-down meetings and reviewed with appropriate agencies in their offices.

**Accurate Cost Estimating** - Construction Budget and Cost Control will start early in the design phase, and continue throughout the life of the project. The design must provide for cost efficient construction within the Boise Airport’s budget, and must be monitored and controlled throughout the construction phase to ensure the project is completed within budget.
Contingency costs will be included in each construction cost estimate to provide for unknown elements of work for each major submittal. The contingency cost will start at 20 percent for the preliminary construction cost estimate, and will be reduced by five percent for each deliverable as the design progresses. The Final Construction Cost Estimate will not include a contingency. This has been a proven method of monitoring and controlling estimated construction cost against the Boise Airport’s budget by providing a buffer early in the design process that is gradually reduced as design details are completed (see graph to the right).

The team will provide detailed construction cost estimates at the completion of the Preliminary Design Phase and with each deliverable of the project plans/specifications to the Boise Airport. These estimates will be generated using the latest unit prices from similar projects at the Boise Airport, and regional estimates. RS&H and T-O maintain extensive libraries of bid prices from recently completed local and regional airfield construction projects that will also be incorporated into each estimate.

**Construction Change Orders** - RS&H has established a national reputation of design and construction excellence on aviation projects. Our low change order percentages can be partially attributed to respective project team concerns with the overall quality of the design and design completeness.

**Bid Documents/Bidding Phase**
Preparation of Bidding Documents and providing support during the bidding phase will be complete by the same members of the design team. Bidding Phase services include:

- Conducting the pre-bid meeting
- Development of addenda (if required)
- Assisting the Boise Airport with any contractor questions
- Preparation of bid tabulations
- Evaluations of bids and Recommendation for award

**Construction Administration/Resident Engineer Phase**
The construction phase marks the beginning of the most significant expenditure of the project’s funds. It is the time when an excellent consultant shows their value. The design effort has set the stage for successful construction, now construction services must execute the assignment.

Anticipating and foreseeing events or problems before they arise and maintaining close coordination with airport staff throughout all stages of construction will ensure the construction remains on schedule and budget. Our team is able to accomplish this by understanding how to work with contractors and providing experienced Resident Engineers (RE) for construction administration services. The RS&H Team consists of personnel with experience in all types of airfield construction who not only understand their duties, but also understand the contractor’s duties and their perspective and will use both to the advantage of the Boise Airport.

Construction Phase Services include construction administration (CA) and resident project representative services (RE). CA services include arranging weekly job meetings, reviewing contractor progress schedules, serving as liaison with the contractor, administratively handling and reviewing paper work between Boise Airport staff/contractor/CA team, such as change orders and contractor pay requests, performing daily inspections, keeping a daily work log, verifying that certificates and manuals furnished by the contractor are applicable to the items actually installed, conducting final inspection, preparing and completing a punch list, and providing airport and user start-up assistance.

Both part- and full-time RE services are anticipated for this assignment, and the availability of experienced local personnel will allow our team to effectively and efficiently provide this service. The RE Task Leader (Mr. Dave Mitchell, PE) will provide an important interface in assuring the design intent is reflected in the finished product. Mr. Mitchell and his staff will conduct the preconstruction conferences, make periodic visits to the construction site to monitor progress and quality of work, take appropriate action on shop drawings and other submittals, prepare change orders, review laboratory and testing results, provide design clarifications, evaluate contractor substitution proposals, review contractor applications for payment, and perform substantial completion inspections.
Post-Construction Phase Services - These services will generally be performed by the CA/RE team, under the direction of the Construction Task Leader and reported back to the RS&H Project Manager. These services include obtaining written warranties and as-built drawings from the contractor, and preparation of record drawings, processing of the final change order and payment to the construction contractor, assembly of a Final Construction Report, and delivery of all information to the Boise Airport and FAA in hard copy and electronic format, to ensure a timely closeout of the project.

Project Understanding

While the key staff of the RS&H Team have worked on a multitude of airports across the county, their qualifications are further enhanced by the intimate knowledge they posses by previously working at the Boise Airport. This experience and familiarity with the airport and its operations work to the Airport’s benefit by creating a team that can hit the ground running. After reviewing the Boise Airport CIP, the RS&H Team provides the following considerations.

Runway 10R/28L Rehabilitation - Runway Rehabilitation will include removal of the surface Porous Friction Course and placement of an asphalt overlay. The rehabilitation will include upgrading the runway’s approach in-pavement lighting to meet CAT III requirements as needed. The surface friction treatment will require asphalt pavement grooving. Project issues that will be addressed during design development include:

- Coordinate with preliminary crossfield taxiway plans to ensure geometric criteria is met
- Ensure surface sensor and in-pavement lighting detailing meet maintenance requirements
- Construction phasing considerations to minimize operational impacts
- ATCT staff coordination during design phase and supported during construction
- Construction safety in proximity to arm/disarm pad
- Consideration of SMGCS routing, military operations, relocated threshold placement
- Construction Operational Plan to minimize airfield operational impacts and maximize safety

A potential phasing approach is presented on the following pages. In the illustrations, closed pavement areas under construction are represented in solid colors, and active partial-length runways in cross-hatching. Where multiple colors appear, they represent separate phases.
This figure indicates the approximate limits of Phase 1 of the proposed rehabilitation. A relocated threshold allows aircraft operations on the west portion of Runway 10R/28L while maintaining three crossfield taxi routes.

This figure of Phase 2 provides for a relocated threshold to allow aircraft operation on the eastern portion of Runway 10R/28L while maintaining four crossfield taxi routes.

This figure represents Phase 3 of the rehabilitation. Runway 10R/28L will require closure for construction completion. The construction phasing represents the minimal amount of runway closure time and operational impacts to the airfield. The staged phasing shown provides for minimal impact to the airfield operations and allows flexibility with aircraft operational routing utilizing relocated thresholds and ATCT coordination.
Air Cargo Expansion - One project under discussion is the expansion of a consolidated cargo facility at the southeast end of the airfield. The air cargo facility brings with it important airside and landside considerations in that it needs to mesh with the surrounding airfield as well as the ultimate Gowen Road configuration. This includes the future crossfield taxiway to the south side development. However, a more critical issue is the extension of Taxiway B which is an “enabling” project for the air cargo site development. The current planned cargo geometric configuration is predicated on the Runway 10R/28L extension. Given that the development timing of the extension is currently unknown, Taxiway B extension layout will require adjustment, potentially as indicated in the figure below.

Several issues to be resolved during early planning and design will include:

- Design of the airside portion of the facility takes precedence over the landside design elements
- Adjustment of the taxiway configuration due to interference with airfield facility equipment shelters
- Coordination with preliminary crossfield taxiway plans
- Apron flood lighting design must accommodate ATCT field of vision to approaching aircraft and the ability of pilots to scan the airfield
- Accommodate future Federal cargo screening requirements
- Gowen Road access/ROW
- Gowen Road acceleration/deceleration lanes for cargo trucks, turn lanes, roadway safety
- Gowen Road width and utilities may present significant issues in planning and utilities, requiring early coordination with the City
- Future Taxiway bridge span to accommodate ultimate Gowen width and cargo turn lanes
- Utility planning for cargo building in conjunction with south airfield development utility studies
- Nearby military munitions, project limits and construction access routing around potential impacts

Taxiway D1 Construction - Construction of the midfield Taxiway D1 will enhance Runway 10R arrival capacity. Given that Taxiway D1 would connect to both runways, construction will have a significant impact to airfield operations. The figure on the next page indicates two construction phases in which full runway operation is maintained on one runway while utilizing a relocated threshold on the other. Issues to consider include:

- Construction operational plan to minimize airfield operational impacts and maximize safety
- Construction impacts to both runway operations
- ATCT staff coordination during design phase and supported during construction
- Phase 1 relocated threshold on 28L provides 5300’ length, Runway 10L/28R full length
- Phase 2 relocated threshold on 28R allows 4200’ length, Runway 10R/28L full length
- Construction haul access between runways, dust control mitigation, proactive prevention of false RVR readings for active airfield
Taxiway A6 Reconstruction - Taxiway A6 is located in the north General Aviation apron. This location is surrounded by tenant aircraft and General Aviation activities. Two phases are anticipated, which will maintain surrounding apron access for tenants. The figure below indicates limits of construction and contractor access routes.

- Coordination with tenants during the design will ensure issues are addressed in the plans
- Reconstruct pavement section from General Aviation pavement to future use commercial pavement section
- Design to address ultimate pavement elevations of future Concourse A apron, for both future North and South side aprons
- Potential utility sleeves for future Concourse A expansion building support systems
- Provides for future Concourse A expansion
- Construction operational plan will address FOD potential with aircraft operations
- Contractor haul routes near commercial SIDA area, contract documents will outline security protocols and route control to eliminate SIDA access
**Lighting, Signage and NAVAID Upgrades and Installation** - RS&H has significant experience in the design and construction of airfield lighting for runways and taxiways. The current lighting, signage and NAVAID requirements for each type of approach and the minimum ceiling and visibility within each category of runway approach must be a consideration in any airfield improvement project. RS&H has designed many systems to replace older airfield lighting systems with new system for runways and taxiways. Design will include base can and conduit system for the edge lighting with FAA-approved 5000-volt, type L-824C electrical cable. The VASI lights will be replaced with a new four-box PAPI system. Older style sign panels will be replaced with new panels that meet the current FAA guidelines.

RS&H has significant experience in Category II and III approach lighting systems, NAVAIDs and coordination with the FAA and reimbursable agreements. RS&H has successfully coordinated with the FAA and the airport to relocate MALSR and Localizer systems; installed new PAPI and relocated the FAA REILS for two runways. RS&H has successfully coordinated with a client and the FAA to install a Category II Instrument Landing System, ALSAF/SSALR approach lighting system, centerline and touchdown zone lighting, and upgraded airfield signage.

**South Airfield Development** - The 2011 ATCT opening will open the door to south side development meeting standards for public use. The CIP indicates the first phase in developing the south airfield is to establish a parallel taxiway along the south side of Runway 9/27. Although planned initially to be a Group B-I taxiway, the geometric design will consider the ultimate geometric condition for Group C-IV operation. This plan is notable because, the FAA often has difficulty funding Group I projects, it is recommended that planning be adjusted to accommodate a taxiway meeting Group B-II standards for the initial phase.

There is one very significant issue facing the south area development, which is the underlying basalt of the 5 Mile Creek rock layer. The rock can be shallow and varies in depth below the surface. The rock is significant due to the cost of excavation for subsurface utilities, drainage and airfield grading criteria. The south development needs to be planned out from an engineering perspective to minimize potential significant future construction costs. Issues to be considered include:

- Utility and drainage corridor planning needed
- Comprehensive airfield facilities planning and electrical requirements
- Need enabling projects for development – airfield electrical, landside access
- Cost Benefit Planning for major build out segments
- Shallow basalt rock represents the potentially most significant development issue due to the high cost of dealing with it
- Cross field taxiway and bridge dimensional requirements and Gowen road clearance
- Consideration of impacts to/from Airport Surveillance Radar
- Develop in smaller phases in conjunction with overall master planned design
- Impact to 5 Mile Creek – 404 permitting – Environmental studies significant element as well as timing of funding for construction due to Environmental Findings time limitations
**General Aviation Rehabilitation** - North side general aviation aprons are asphalt pavement with aircraft tie downs. Rehabilitation will include surface treatments or asphalt overlay. Pavement design will be completed to determine any adjustment to the pavement section for larger corporate aircraft, as required. Helipad construction will require checking approach clearance criteria in and out of the landing site, which should be in compliance with the current Master Plan. The south side general aviation apron is Portland cement (PCC) pavement. The apron has undergone several panel replacement projects to replace the deteriorated panels. The projects are phased to minimize impacts to tenant operations.

**Airfield Standards** - The current airfield dimensional standards have been based on the Boeing 757 aircraft. Air cargo operations have increased to the point where Airbus A300 aircraft exceed 500 operations per year. As a result, some taxiway areas will need to be reviewed to ensure dimensional and strength standards are met. There are several airfield areas that are impacted by A300 Safety Area and Object Free Area standards. Most notably, vehicle service roads along taxiways serving the commercial airfield may be impacted.

**Miscellaneous Street/Roadway Rehabilitation Projects** - Project work includes potential improvements to Terminal area parking lots, access roads, and tenant areas. During the course of terminal expansion, many parking areas were reconfigured to accommodate construction phases and access needs. Plans for parking expansion have changed and several parking areas are in need of maintenance and repair. The majority of this work will be non-federally funded and requires implementation of public works standards and city procurement.

- Repair/maintenance
- Landscape walls
- Fencing
- Terminal access roads rehabilitation
- Terminal long- and short-term parking lot rehabilitation
- Parking lot reconfiguration
Mr. Haliw will serve as the daily point of contact between the Boise Airport staff and the RS&H Team throughout the engineering services assignment in order to provide maximum responsiveness to the Airport staff. He will be involved in every aspect of each assignment from design start-up through project closeout to ensure the highest quality project. Mr. Haliw believes that being available to the client and responding immediately is paramount to ensuring the client’s needs are met.

Mr. Haliw has over 17 years of experience leading and coordinating a wide range of airport development projects. He has extensive experience with FAA design criteria as related to runway, taxiway and apron geometric layout, safety area grading, drainage system design, hydrology and navigational aid site layout. Mr. Haliw has managed the preparation of dozens of design plans, technical specifications, contract documents, engineering reports, technical reports and project documents. Selected projects include:

- **Air Cargo Apron Reconstruction and Taxiway “F” Rehabilitation, Boise Airport, Boise, Idaho—Project Manager.** Project includes reconstruction of the existing asphalt aprons with Portland Cement Concrete hardstands to accommodate cargo operations for A300 aircraft. Taxiway rehabilitation includes overlay to correct geometric criteria and pavement condition.

- **Runway 8 Extension and Runway 8-26 Safety Area Improvements, Reno-Stead Airport, Reno, Nevada—Project Manager.** Project includes asphalt runway shift with declared distance configurations; runway safety area grading; obstruction removal; airfield facility relocations including PAPI.

- **Runway 7-25 Smoothness Improvements - Event Area 1, Denver International Airport, Denver, Colorado—Quality Control.** Project includes replacement of two sections of Runway 7-25 totaling 1,400 feet, including PCC concrete, cement-treated base, airfield lighting and signage to correct a longitudinal grade deviation. Completed independent design quality and constructability reviews on design milestone submittals.

- **North Terminal Expansion Phase 1 and Storm Water Site Development, Tampa International Airport, Tampa, Florida—Project Engineer.** Project consisted of accelerated two month design to meet ARRA funding deadlines. Project included cross field Taxiway B reconstruction including Taxiway Bridge, fuel hydrant system supply line relocation, major storm water channel relocation and service road relocation. Project responsibilities included Design-Build project documents including technical specifications, construction scheduling/phasing, and engineer report.

- **Runway Guard Light Installation, Bob Hope Airport, Burbank, California—Project Engineer.** Project included design and circuiting of runway guard lights for 21 runway/taxiway intersections. Detailed construction phasing plans to maintain airfield operations on Runways 8-26 & 15-33.

- **Runway 9L-27R Phased Airfield Modifications, Fort Lauderdale-Hollywood International Airport, Fort Lauderdale, Florida—Project Engineer.** Project included accelerated 2.5 month design schedule of three high-speed exit taxiways and the widening of two end taxiways. Responsible for FAA and non-FAA technical specifications for project taxiways as well as additional separate parallel taxiway design project.

- **Taxiway “V” and “W” Reconstruction, Tampa International Airport, Tampa, Florida—Project Engineer.** Project included expansion and reconstruction of 3,700 linear feet of Taxiway “V” and 2,000 linear feet of Taxiway “W.” Project work included impact study to future North Terminal area, technical specification development, cost estimating, drainage evaluation, geometric determination, FAA pavement design and engineer’s report completion. Pavement design including economic evaluation of utilizing recycled concrete aggregate.

**Professional Credentials**

Bachelor of Science in Engineering, Colorado School of Mines, 1991
Christopher M. Greene (RS&H)
Project Officer

Mr. Greene will serve as Project Officer in charge of the Boise Airport’s engineering services assignment. As Project Officer, Mr. Greene will provide technical and administrative management, and ensure the proper resources are committed and applied to the project and provide Quality Assurance review. Mr. Greene is the corporate officer responsible for ensuring the City of Boise is satisfied with the work performed.

Mr. Greene’s technical experience includes both air carrier and general aviation airports, providing planning, environmental and development services. He also has broad managerial experience having coordinated, supported, and led project teams. Mr. Greene is a demonstrated executive with diverse experience in airport advocacy, airport planning, real estate, business development and marketing. He is a strategic planner and team leader in the execution of both project level and firm efforts within tight deadlines and constrained budgets. Selected projects include:

**Airfield Engineering**
- Cargo Apron, Taxiway F Rehabilitation, Boise Airport, Boise, Idaho--Project Officer
- Pavement Joint Evaluation, Salt Lake City International Airport, Salt Lake City, Utah--Project Officer
- Airfield Lighting Control Monitoring System, Colorado Springs Airport, Colorado Springs, Colorado--Project Officer
- Terminal Apron Reconstruction, Spokane International Airport, Spokane, Washington--Project Officer
- Parallel Taxiway A Construction, Archuleta County Airport, Pagosa Springs, Colorado--Project Officer

**Buildings**
- Terminal Expansion, Gallatin Field Airport, Bozeman, Montana--Project Officer
- Replacement Terminal, St. George Municipal Airport, St. George, Utah--Project Officer
- ARFF Building, Eugene Airport, Eugene, Oregon--Project Officer

**Master Plan Updates**
- Rocky Mountain Metro Airport, Broomfield, Colorado--Project Officer
- Rochester International Airport, Rochester, Minnesota--Project Officer
- Front Range Airport, Denver, Colorado--Project Manager
- Yellowstone Regional Airport, Cody, Wyoming--Project Officer
- Great Falls International Airport, Great Falls, Montana--Project Officer
- Bradley Sky-Ranch Airport, North Pole, Alaska--Project Officer

**Airport Layout and Development Plans**
- Jackson Hole Airport, Jackson, Wyoming--Project Director
- Cheyenne Regional Airport, Cheyenne, Wyoming--Project Director
- Grand Junction Regional Airport - Walker Field, Grand Junction, Colorado--Project Officer
- Springfield-Branson National Airport, Springfield, Missouri--Project Officer
- Laramie Regional Airport, Laramie, Wyoming--Project Officer
- Joslin Field-Magic Valley Regional Airport, Twin Falls, Idaho--Project Officer
- Archuleta County Airport, Pagosa Springs, Colorado--Project Director

**Environmental Studies**
- Environmental Assessment, Prescott Airport, Prescott, Arizona--Project Officer
- Environmental Assessment, Rocky Mountain Metro Airport, Broomfield, Colorado--Project Officer
- Environmental Assessment/EIR, Sonoma County Airport, Santa Rosa, California--Project Officer
- FAR Part 150 Study, Rochester International Airport, Rochester, Minnesota--Planner

**Professional Credentials**
Bachelor of Architecture, University of Miami, 1991
American Association of Airport Executives
Northwest Chapter American Association of Airport Executives - Board of Directors 2007-2009
Wyoming Airport Operators Association
Utah Airport Operators Association
Jeffrey J. Warkoski, PE (RS&H)
Quality Control

Mr. Warkoski will serve in a Quality Control role, verifying that appropriate attention has been paid to the quality of the project at every step in the process. Mr. Warkoski will review deliverables, provide guidance and ensure that the quality of the services and products provided by the RS&H Team are at the highest level of quality and professionalism. Mr. Warkoski has more than 22 years of experience serving as Program Manager, Project Director, Project Manager and Project Engineer on numerous aviation engineering projects. His duties encompass management, planning, programming, engineering design, budget control and construction administration.

Selected projects include:

- Apron Reconstruction/Taxiway F Rehabilitation, Boise Airport, Boise, Idaho--Project Director. Portland Cement Concrete panel replacement project at cargo apron. Also, bituminous concrete rehabilitation of Taxiway F.
- Terminal Ramp Construction Project, Spokane International Airport, Spokane, Washington--Project Manager. Development of a ramp replacement program for the existing Portland Cement concrete apron pavement surrounding Concourse A and Concourse B. The project included a detailed pavement inspection of all concrete panels and extensive phasing and coordination with airport operation and airlines. The project also included a new concrete aircraft parking apron to support overflow parking for two B757 aircraft for operations during construction. The project was broken into two major construction packages and included regrading of the entire ramp and new drainage infrastructure to meet NFPA requirements.
- Runway Safety Area Improvements, Reno-Stead Airport, Reno, Nevada--Project Director. Runway and taxiway extension, perimeter service road relocation, runway safety area grading, airfield lighting and NAVAIADs, and new retaining wall.
- Runway 7-25 Shoulder Improvements, Denver International Airport, Denver, Colorado--Project Manager. Widening of existing bituminous concrete shoulder from 25 feet to 35 feet to meet Group V runway requirements. The project included grading, drainage, pavement design, phasing, specifications, etc. for the 12,000-foot runway.
- Environmental Assessment – Runway Rehabilitation and Extension Program, Portland International Airport, Portland, Oregon--Project Engineer. Study of locations and transport for fill material required for runway extension.
- Runway 7-25 Smoothness Improvements-Event Area 1, Denver International Airport, Denver, Colorado--Project Manager. Design and construction phase services for grade correction to 1,700-foot section of runway.
- Drainage Improvements/Fence Replacement, Greeley Airport, Greeley, Colorado--Project Director. Design and construction of drainage infrastructure and a new landside dry detention facility. Also, replacement of existing perimeter Airport Operations Area (AOA) fence.
- Taxiway A Rehabilitation, Battle Mountain Airport, Lander County, Nevada--Project Director. Rehabilitation of Taxiway A bituminous surface at Battle Mountain Airport.
- Pavement Condition Index Report, Lander County Airport, Lander County, Nevada--Project Director. Pavement Condition Index (PCI) report for pavements on various city streets as well as a Pavement Management Program.
- Runway 13L-31R, Taxiway E Rehabilitation and Taxilane J Extension, Palm Springs International Airport, Palm Springs, California--Project Manager. Rehabilitation of 5,000-foot by 75-foot runway and parallel taxiway, under General Consulting contract. Also included 1,000-foot extension of taxilane for future development. Responsible for all elements of project management, coordination, design and execution.
- Pavement Evaluation, Tampa International Airport, Tampa, Florida--Project Engineer. Project included a pavement distress training seminar for airport operations and maintenance staff, the visual inspection of 100 percent of all runways, taxiways and aprons in accordance with FAA Advisory Circular 150/5380-6A and ASTM D-5340 and the preparation of an inspection summary report.

Professional Credentials
Bachelor of Science in Civil Engineering, Florida International University, 2004
Associate of Science in Civil Engineering, Hartford State Technical College, 1987
Michael Spitzer, RA, LEED AP (RS&H)
Buildings Task Leader

Mr. Spitzer will serve as the Buildings Task Leader. Mr. Spitzer will be in charge of directing all project efforts relating to design document production and construction phase services for building-related projects. His responsibility will include the supervision and coordination of multidiscipline team members performing the design, document preparation, and construction administration of building projects.

Mr. Spitzer has more than 20 years of experience in all aspects of architectural design. His experience ranges from conceptual planning to construction document production on medium- to large-scale projects. Selected projects include:

- New Aircraft Rescue and Fire Fighting facility (Silver LEED Certified), Eugene Airport, Eugene, Oregon--Architect
- New Consolidated Rental Car Facility, Eugene Airport, Eugene, Oregon--Architect
- New Baggage Screening/Explosion Detection System, Eugene Airport, Eugene, Oregon--Architect
- Expansion and Remodeling of the Airline Terminal, Gallatin Field, Belgrade, Montana--Senior Architect
- New Terminal Building and Aircraft Rescue and Fire Fighting, St. George Municipal Airport, St. George, Utah--Project Manager
- Master Plan Terminal Layout Plan, Gallatin Field, Belgrade, Montana--Senior Architect
- Air Terminal Addition/Modification, Rick Husband Amarillo International Airport, Amarillo, Texas--Senior Architect
- Terminal Renovation Expansion, Toledo Express Airport, Toledo, Ohio--Project Architect
- Various Expansion Projects, Jacksonville International Airport, Jacksonville, Florida--Senior Architect/Planner
- Terminal Renovation, Rochester International Airport, Rochester, Minnesota--Senior Architect
- Passenger Terminal Concourse Expansion, Rick Husband-Amarillo International Airport--General Security Consultant

Professional Credentials
Master of Architecture, University of Florida, 1986
Bachelor of Design, University of Florida, 1983
Member, National Council of Architectural Registration Boards
LEED Accredited Professional

Richard J. Deters, PE (RS&H)
Airfield Electrical Task Leader

Mr. Deters will serve as Airfield Electrical Task Leader and will be in charge of directing all airfield electrical projects, including document production and construction phase services. His responsibility will include the supervision and coordination of multidiscipline team members performing the design, document preparation, and construction administration of airfield electrical projects.

Mr. Deters has designed and managed various major airfield lighting and navigational aid projects at airports ranging from general aviation fields to major air carrier facilities throughout the United States. Airfield electrical design projects include SMGCS lighting control systems, FAA L-890 computerized lighting control systems and L-821 manual lighting control systems, insulation resistance monitoring systems, runway pavement sensor equipment, runway/taxiway lighting systems, field lighting vault design, Military Aircraft Arrestor Systems as well as apron and landside flood lighting. He is also experienced in the design of Instrument Landing Systems, NAVAIDs and Approach Lighting Systems. Mr. Deters has meaningful real-world experience, having once been an electrical contractor. Selected projects include:

- Lighting Vault, Taxiway Lighting Modifications, Boise Regional Airport, Boise, Idaho--Senior Electrical Engineer
- Taxiway A Centerline Lights and In-pavement RGLs, March Inland Port Airport, Riverside, California--Senior Engineer
- Airfield Lighting Control and Monitoring System, Colorado Springs Airport, Colorado Springs, Colorado, Senior Engineer
- Airfield Runway and Electrical Improvements, Rochester International Airport, Rochester, Minnesota--Senior Engineer
- New Midfield Terminal Complex, Springfield/Branson National Airport, Springfield, Missouri--Senior Electrical Engineer
- Boeing Apron D Rehabilitation, Clayton Scott Field, Renton, Washington--Electrical Engineer
- Airfield Lighting and Signage Upgrade/New SMGCS Lighting Control, Spokane International Airport, Spokane, Washington--Senior Engineer
- Runway 4R-22L Rehabilitation, O'Hare International Airport, Chicago, Illinois--Senior Engineer

Professional Credentials
Registered Professional Engineer: California, Colorado, Nevada, Oregon, Utah, Washington
Member, National Council of Examiners for Engineering and Surveying

Qualifications for Boise Airport Five-Year Engineering Services- RFP 10-035
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Alexander R. McKean, PE, LEED AP (RS&H)
Airfield Civil Task Leader

Mr. McKean will serve as the Task Leader for Airfield Civil Engineering services. His responsibilities will include the management and technical direction of all aspects of airfield civil engineering services. Mr. McKean will also be responsible for the quality control review of all airfield-related civil engineering projects.

Mr. McKean has more than seven years experience in airport design and rehabilitation and construction administration/inspection, with a broad range of experience in construction practices. His experience includes a sound knowledge and implementation of FAA Advisory Circulars for airport design, pavement design, stormwater design, 3D earthwork modeling, cost estimating, technical specifications, contract documents, design reports and construction administration/inspection. Selected projects include:

- Air Cargo Apron Reconstruction and Taxiway F Rehabilitation, Boise Airport, Boise, Idaho--Project Engineer.
- Airfield Lighting Equipment Building, Boise Airport, Boise, Idaho--Advisor Engineer.
- Runway 7-25 Shoulder Widening, Denver International Airport, Denver, Colorado--Lead Design Engineer/Task Manager.
- Rehabilitate Runway 1-19, Archuleta County Airport, Pagosa Springs, Colorado--Project Manager/Lead Designer.
- Rehabilitate North Apron, Archuleta County Airport, Pagosa Springs, Colorado--Project Engineer/Task Manager.
- Runway 9L-27R Airfield Modifications, Fort Lauderdale-Hollywood International Airport, Fort Lauderdale, Florida--Design Engineer.
- Taxiway A Reconstruction, Install Security/Perimeter Fencing and Runway 12-30 Lighting Rehabilitation and Signage, Battle Mountain Airport, Battle Mountain, Nevada--Lead Design Engineer.
- Taxiway V and W Construction, Tampa International Airport, Tampa, Florida--Design Engineer.

Professional Credentials
Bachelor of Science in Civil Engineering, Colorado State University, 2001
Associate of Arts, Northeastern Junior College, 1999
Registered Professional Engineer: Idaho, California, Colorado, Nebraska, Washington
LEED Accredited Professional
Member, National Council of Examiners for Engineering and Surveying

Joseph Pachner, PE (T-O Engineers)
Landside Development Task Leader

Mr. Pachner will serve as the Task Leader for Landside Development services. His responsibilities will include the management and technical direction of all landside development projects.

Mr. Pachner has been an active civil engineer since 1992 and is experienced in a wide variety of Division of Public Works Projects, Boise Airport Landside projects, transportation designs including airports, roadway and residential developments. He is a proficient project manager responsible for contract management, preparation of plans, specifications and construction management for various state, transportation and commercial developments. In addition, Mr. Pachner has significant experience in project planning, contract administration, scheduling, budget and cost control, and construction knowledge. Selected projects include:

- Landside development, Boise Airport, Boise, Idaho. Aerocna Street and Dorman Street roadway improvements, Ryan Street to Gate 50 design survey, remote shuttle parking lot, Coca-Cola industrial access.
- Parking Lot Addition and Renovation, State of Idaho, Military Division, Boise, Idaho. Gowen Field Building 813 parking lot addition, Gowen Field Building 951 parking lot renovation.
- Parking and Drainage Improvements, Boise State University, Boise, Idaho. Parking Structure No. 1 & 2, Oakland parking lot improvements, Towers parking lot, drainage improvements (Phase I, II, III).
- Storm Drainage Improvements, Ada County Highway Department. 50-block drainage study along 18th/Ressigue.

Professional Credentials
Bachelor of Science in Civil Engineering, University of Idaho
Licensed Professional Engineer: Idaho
David A. Mitchell, PE (T-O Engineers)
Resident Engineer Task Leader, Airfield Engineering

Mr. Mitchell will serve as RE Task Leader, putting his extensive project management experience to work ensuring the responsiveness of the Team to the needs of the City of Boise and Boise Airport. Mr. Mitchell serves airport clients exclusively and has managed airfield projects at various Idaho airports.

Mr. Mitchell has more than 15 years experience. He began his career as a civil engineering officer in the U.S. Air Force at Mountain Home Air Force Base. He joined T-O Engineers 11 years ago and has worked on airfield projects of all sizes, from small security improvements to major runway rehabilitations. His project management experience includes large, complex projects, such as the Idaho Falls and Friedman Memorial runway reconstruction projects. Both of these complicated projects had very tight construction timelines and required coordination of a diverse team of resources to design and then manage construction.

- Rehabilitate Runway 2-20, Reconstruct/Rehabilitate Taxiways and Install Runway Lighting, Taxiway Lighting and Guidance Signs, Idaho Falls Regional Airport, Idaho Falls, Idaho--Project Manager.
- Airfield and Landside Improvements, Friedman Memorial Airport, Hailey, Idaho--Project Manager. Projects include pavement maintenance program, Runway 13-31 extension and reconstruction, apron rehabilitation, storm drain installation, taxiway lighting, storm drain installation, runway lighting and airfield guidance signs, terminal access roads and parking lot improvements.
- Pavement, Security and Fencing, Pocatello Regional Airport, Pocatello, Idaho--Project Manager. Projects included perimeter fence and gates, security system improvements, pavement sealing/markings, pavement management program update, and taxiway lighting improvements.
- Runway, Taxiway and Ramp Reconstructions and Rehabilitation, Mountain Home Airforce Base, Mountain Home, Idaho--Project Manager. Projects included reconstruction of Taxiways A and B and B ramp, and rehabilitation/reconstruction of Runway 12-30.

Professional Credentials
Bachelor of Science in Civil Engineering, University of Southern California
Registered Professional Engineer: Idaho, Oregon, Washington

Frank Gratton, AIA, ID (RS&H)
Aviation Architect

Mr. Gratton serves as a Senior Aviation Architect and shares firm-wide responsibility for directing design for Aviation architectural projects produced at RS&H. Mr. Gratton has more than 25 years of experience in directing architecture and master planning projects, including five years as principal of an international architecture and planning design practice. His aviation design experience includes terminals, concessions, cargo facilities, interiors, signage/way finding, parking structures and rental car facilities. Non-aviation project experience includes transportation, office buildings, urban master plans, residential, hospitality, resorts and entertainment destinations.

Among Mr. Gratton’s extensive aviation architectural design experience includes serving as Design Consultant for interior concepts for the new terminal at Boise Airport, where he developed architectural concepts for the building.

Professional Credentials
Bachelor of Architecture, The University of Texas at Austin, 1980
Registered Architect: Texas
Registered Interior Designer: Texas
Member, American Institute of Architects, AIA California Council, AIA Orange County Chapter

Natalie F. Lord, LEED AP (RS&H)
Aviation Architecture

Ms. Lord’s responsibilities involve serving as architectural team member and providing team participation in schematic design, design development and coordination with various disciplines throughout the construction document preparation phase. Ms. Lord has five years of professional experience including client interaction, design development, construction documents and contract administration. Project experience includes:

Professional Credentials
Master of Arts in Historic Preservation Planning, Cornell University, 2008
Bachelor of Architecture, NewSchool of Architecture and Design, 2006
LEED Accredited Professional, 2008
Kevin J. Stockton, RA, PE (RS&H)
Aviation Architecture

Mr. Stockton has been in the design and construction industry for over 17 years. He is both a registered architect and licensed civil/structural engineer. He has operated as project architect, project manager, design architect, design engineer and construction administrator for a wide variety of projects. Aviation endeavors have consisted of new terminal buildings, terminal additions/renovations, airport rescue and fire fighting facilities and passenger boarding bridges. His responsibilities have included client presentations, proposal preparation, design coordination, construction document development, project management, client management, and coordination with multiple disciplines, contractors and regulatory agencies. Mr. Stockton’s experience in both architecture and engineering afford him a unique view in the comprehensive understanding of building projects resulting in solutions that are aesthetically/functionally engaging, technically sound, well organized and financially viable.

Professional Credentials
Master of Architecture, University of Colorado, 1996
Master of Science in Civil Engineering - Structures, Arizona State University, 1989
Bachelor of Science in Civil Engineering - Structures, Arizona State University, 1988
Registered Architect: Colorado

Peter J. Butler, PE (RS&H)
Airfield Electrical

Mr. Butler serves as Lead Project Engineer for the airfield electrical engineering discipline for aviation projects. His responsibilities include acting as client liaison; design leadership; coordination with airport technical and administrative staff, local utilities and FAA staff at local, regional and national levels; preparation of capital improvement program budgets; project delivery; and construction administration services.

Mr. Butler has consulted on the design of various airfield lighting, navigational aid and security system projects for airports ranging from general aviation to major air carrier facilities throughout the United States. His extensive aviation experience includes a thorough understanding of FAA policies, procedures, orders and advisory circulars. His areas of expertise include instrument landing systems, approach lighting systems (MALS, ALSF-2), navigational aids (i.e. PAPI, REILS, rotating beacons, wind cones, etc.), runway visual range equipment, runway and taxiway lighting, surface movement guidance control systems, runway guard lighting systems, airfield lighting control and monitoring systems, taxi guidance signage, pavement markings, pavement surface sensor systems, access control and closed circuit television systems, field lighting vault design, medium- and low-voltage electrical distribution and fiber optic and copper cable communication systems.

Professional Credentials
Bachelor of Science in Electrical Engineering, Drexel University, 1992

Presentations
Illuminating Engineering Society (IES) Aviation Lighting Committee, October 1999 and October 2007
FAA LED Workshop, April 2003
Jennifer S. Boehm, LEED AP (RS&H)
Aviation Engineering

Ms. Boehm works at the direction of the project manager to complete civil design plans, specifications and reports. Her responsibilities include completing design calculations, cost estimates, technical documents, civil plan drawings, project quantities and exhibits. Ms. Boehm’s experience includes airfield runway, taxiway and apron geometric determination, pavement inspections, pavement design, airfield marking and economic cost evaluations. Project experience includes:

- Runway 13L/31R, Taxiway E Rehabilitation and Taxiway J Extension, Palm Springs International Airport, Palm Springs, California-Design Engineering. Involved the rehabilitation of 6,000-foot by 75-foot runway and parallel taxiway. Also included 1000-foot extension of taxiway for future development.
- Design and Construct Airfield Drainage Improvements, Greeley-Weld County Airport, Greeley, Colorado--Design Engineering. Responsible for analysis and design of a detention pond, developed an engineer’s drainage design report and revised the Airport Layout Plan Update sheets. Project work included technical specification development, cost estimating and engineer’s report.
- Portland North Runway Extension Environmental Assessment, Portland International Airport, Portland, Oregon--Design Engineering. Project work included development of haul routes based on location and amount of material, cost of material and transport and environmental impacts of transporting material to airport site.

Professional Credentials
Bachelor of Science in Civil Engineering, North Dakota State University, 2006
Registered Engineer-in-Training: North Dakota
LEED Accredited Professional, 2008

James W. Priester (RS&H)
Aviation Engineering/Resident Engineer

Mr. Priester works under the direction of the Project Manager to complete civil design plans, specifications and reports. His responsibilities include completing design calculations, cost estimates, technical documents, civil plan drawings, project quantities and exhibits. Project experience includes:

- Pavement Joint Evaluation, Salt Lake City International Airport, Salt Lake City, Utah--Design Engineering. Project consisted of evaluating the concrete joint conditions throughout the Airport, including the air carrier ramps, taxiways and aprons.
- Air Carrier Ramp and Perimeter Roads Rehabilitation, Abraham Lincoln Capital Airport, Springfield, Illinois--Engineering Intern. The existing air carrier ramp was removed and replaced with new Portland cement concrete.
- Taxiway B Extension and Runway 13/31 Runway Safety Area (RSA) Improvements, Abraham Lincoln Capital Airport, Springfield, Illinois--Engineering Intern. Existing Taxiway Bravo was extended to allow access to the overrun area on Runway 13. The RSA of Runway 13/31 was improved, consisting of the runway lighting, signage and lighting control systems being replaced. Assisted the Resident Engineer, testing the concrete, checking grade and observing the construction.
- Perimeter Fence Project, Central Illinois Regional Airport, Bloomington, Illinois--Engineering Intern. The existing perimeter fence was removed and replaced with a new higher-security fence throughout the perimeter of the Airport. Observed construction and took concrete tests for the pouring of the posts. Provided coordination and communication between the client and contractor for specific phases of construction of the project.

Professional Credentials
Bachelor of Science in Civil Engineering, University of Colorado, 2008
Registered Engineer-In-Training: Illinois
Jeff D. Pauley (RS&H)
Aviation Designer

Mr. Pauley is an Aviation Designer in the RS&H Denver Office. His responsibilities include assisting aviation engineers in project engineering and design. Working with computer design software Mr. Pauley provides airfield pavement design, preparation of site grading plans, drainage layout and calculations, and final layout and production.

Mr. Pauley has 11 years of technical expertise includes design and preparation of construction plans for airfield and infrastructure improvements, including work at Boise Airport. His project experience includes runway, taxiway, and apron horizontal and vertical geometry, grading and drainage, roadways, grooving and striping. He is knowledgeable in the use of engineering design software, including AutoCAD, Eagle Point as well as training in Microstation and Inroads. Examples of his project experience include:

- Deice pad “J” Design Build, Denver International Airport, Denver, Colorado--Cadd Lead. New concrete pad deicing apron, including the design of a glycol containment system, drainage, lighting, apron painting, relocation of utilities for the west side of terminal C including a jet fuel service line. Coordinated all efforts from the engineers to plan set as well as working with the City and County of Denver to make sure all drawings met standards.
- Runway 9-27 Rehabilitation, Greeley-Weld County Airport, Greeley, Colorado--Cadd Lead. Included partial taxiway rehabilitation, relocation of Taxiway “A” as well as the rehabilitation of the lighting system for Runway 9-27. Coordinated all efforts from the engineers to plan set.
- Runway 3-21 Rehabilitation, Great Falls International Airport, Great Falls, Montana--Designer. The project consisted of reconstruction and rehabilitation of Runway 3-21. A portion of the runway was designed for reconstruction, while the northerly portion was designed as an overlay. The design also included converting the runway from a transverse to a crowned cross section, 25-foot wide shoulder reconstruction and runway safety area grading to comply with FAA Standards. Modification of existing, and installation of new drainage pipes and structures was required. Existing runway and taxiway edge lights were designed to be removed and new systems installed to conform to the updated geometric configuration. Runway centerline and touchdown zone lights were designed. All taxiways were designed to have runway guard lights and taxiways designated on “low visibility” routes were designed to be equipped with runway stop bar lights. Existing arresting barriers and foundations were designed to be demolished and relocated.

Professional Credentials
Bachelor of Science in Industrial Engineering, Metropolitan State College of Denver, 1993

Kevin R. Bissell, PE (T-O Engineers)
Airfield Engineering/Landside Engineering/RE

Mr. Bissell has over 19 years of experience in consulting engineering. Since joining T-O Engineers 17 years ago, his primary focus has been on airfield related projects. His experience includes project engineering or project management on a broad range of airfield projects in Idaho and Eastern Oregon. This experience includes planning, airfield lighting, utility construction, pavement maintenance, taxiway construction and extension, runway reconstruction and extension, stormwater management, irrigation relocation and land acquisition. Selected projects include:

- Rehabilitate Runway 16-34, McCall Municipal Airport, McCall, Idaho. Improvement will include partial runway reconstruction; partial overlay, safety area grading and irrigation drain improvements.
- Rehabilitate Runway 12-30, Extend Parallel Taxiway, Cascade Airport, Cascade, Idaho. Work to include runway reconstruction, extension of parallel taxiway, runway lighting, relocation of irrigation siphon and land acquisition.
- Continuing services, McCall Municipal Airport, McCall, Idaho. Varied projects include lease surveys, SRE acquisition, ASOS relocation, sewer extension and pavement maintenance.
- Relocate Parallel Taxiway, Phases I, II and III, Nampa Municipal Airport, Nampa, Idaho. Tasks included taxiway construction, drilling and blasting, storm drain installation, taxiway lighting, access road construction, fencing, irrigation relocation and land acquisition.
- East Apron Hangar Complex, Nampa Municipal Airport, Nampa, Idaho. Project elements included archeological and environmental assessment, hangar site layout, irrigation relocation, grading and drainage, stormwater management structures, drain inlets and piping, apron and taxiway layout and construction for this 60-acre site.

Professional Credentials
Bachelor of Science in Civil Engineering, University of Idaho 1991
Registered Professional Engineer: Idaho, Oregon, Washington
Nathan Cuvala, PE (T-O Engineers)
Airfield Engineering/Resident Engineer

Mr. Cuvala joined T-O Engineers in 2003 and currently serves as Aviation Project Engineer in the Boise office. He is actively involved with engineering design and construction administration at the Idaho Falls Regional and Friedman Memorial airports, as well as many others throughout Idaho. His experience includes airport planning and design, utility system design, scheduling, cost estimating, construction management and resident inspection. Mr. Cuvala was the designer and Resident Engineer for the Idaho Falls Regional Airport runway reconstruction project and the Friedman Memorial Airport Runway 13-31 reconstruction project, runway extension project and RSA improvement project. The fact that each of these projects was completed on time and under budget speaks to the quality and accuracy of his design work and construction management skills. No matter the scope or the size of the project, Mr. Cuvala always takes the same approach and uses over 10 years of construction experience to produce designs that are both constructible and cost-effective.

Professional Credentials
Licensed Professional Engineer in Idaho
Bachelor of Science in Civil Engineering, University of Idaho

Eric R. Shannon, PE (T-O Engineers)
Landside Development

Mr. Shannon has 25 years engineering and management experience in highway and transportation planning, project development, construction and maintenance, and in power plant design, construction, start-up and testing. This includes 12 years with the Idaho Transportation Department serving in various positions, including District Engineer and Resident Engineer. Examples of project experience include:

- I-84 Corridor Study, Caldwell to Boise
- SH-55, Eagle Road Corridor Study, Meridian to Eagle
- SH-16 Corridor Study, Star to Emmett
- I-84/184, Wye Interchange, Stage 1, Boise, Idaho

Professional Credentials
Licensed Professional Engineer in Idaho
Bachelor of Science in Marine Engineering, U.S. Merchant Marine Academy
Master of Science in Systems Management, University of Southern California

Charles J. Schoenfelder (T-O Engineers)
Construction Administration/Equipment Procurement

Since joining T-O Engineers in 1995, Mr. Schoenfelder has made critical contributions to over 45 successful AIP projects for nearly all of T-O Engineers’ airport clients. He is the resident expert on specification standards and construction techniques and is intimately familiar with FAA Advisory Circulars ensuring that projects are in compliance. He has also been responsible for preparing DBE and affirmative action programs. One of his other areas of expertise is the preparation of specifications and bidding documents for equipment acquisitions including AWOS, Aircraft Rescue Firefighting (ARFF) vehicles and numerous pieces of snow removal equipment. Mr. Schoenfelder brings over 30 years of knowledge and expertise to the team’s specifications and bid documents, along with cost estimates, project schedules and other bidding and construction management tasks. During airfield construction projects, he will apply his extensive knowledge of pavement construction to support on-site construction observation personnel.

Professional Credentials
Bachelor of Science in Mining Engineering, South Dakota School of Mines and Technology
Nathan Lemon, EIT, LEED AP (RS&H)
Resident Engineer

Mr. Lemon will observe contractor construction progress for compliance with FAA technical specifications and ensure required FAA documentation is complete. Mr. Lemon’s background includes over 8 years of building inspection and materials testing. He is familiar with ASTM and AASHTO testing procedures and construction techniques. He has completed airfield design on runways, taxiways and commercial aprons including site grading and drainage design. Mr. Lemon is proficient with the use of AutoCAD in the production of project design documents. He has also been resident engineer on several airfield projects and is familiar with proper FAA documentation to provide for timely closeout of FAA AIP projects. He is familiar with coordination requirements between client and contractor. Mr. Lemon’s unique diverse background makes him an unparalleled resource from airfield design throughout construction and project closeout.

Professional Credentials
Bachelor of Science in Civil Engineering, University of Colorado at Denver, 2007
Registered Engineer-in-Training: Colorado, 2007
LEED Accredited Professional, 2009
Certified, ACI Level 1 (field/laboratory)
Certified, CAPA A, B, C, E
Certified, Nuclear Density Gauge Safety Training/Toxler Certified

John L. Andreae, PE (Terracon)
Geotechnical Services

Mr. Andreae is a senior pavement engineer in Terracon’s Boise, Idaho office. The majority of his 25 years of experience has been related to the design and construction of airfield and roadway pavements. Mr. Andreae has provided pavement related geotechnical design services for projects at airports throughout Idaho and Nevada, including the Boise Air Terminal and McCarran International airport in Las Vegas, Nevada. These projects have included pavement construction and rehabilitation of runways, taxiways, and aprons.

His experience includes evaluating existing pavement conditions using both subsurface exploration and falling weight deflectometer methodologies. Designs have included recommendations for rehabilitation or reconstruction using conventional asphalt and concrete construction, cement recycled asphalt base stabilization, asphalt overlay, dowel bar retrofit, and crack and seat with overlay.

Professional Credentials
Bachelor of Science in Geologic Engineering, 1982
Registered Professional Engineer: Idaho, Nevada, California

Michael R. Merhar, PE (Terracon)
Geotechnical Services

Mr. Merhar is a principal and office manager in Terracon’s Boise, Idaho office. He has over 30 years of related experience in Idaho and Wyoming, working primarily with evaluation, design, and construction of pavements.

He has performed and assisted with geotechnical evaluations for a variety of airport projects. Experience at the Boise Air Terminal includes field engineering during design and construction of the parking garage and the expansion of Concourse B, as well as runway, taxiway, and apron expansion and rehabilitation projects.

Professional Credentials
Bachelor of Science in Construction Engineering Technology, 1978
Registered Professional Engineer: Idaho, Wyoming
Dan Gado, PE (Strata)
Materials Testing

Dan is a Senior Engineer with more than 25 years of experience in the geotechnical engineering field. He oversees area projects and provides leadership for team activities, including a number of Boise air terminal projects. Areas of specialization include retaining wall design, excavation support and instrumentation, earth embankment design and stability assessments, foundation designs in difficult soil conditions including, site preloading and deep foundations, environmental site assessments, construction monitoring programs.

Selected projects include:

- Boise Air Terminal 9/27 Runway, Boise, Idaho. Provided geotechnical engineering evaluation for the construction of a new, 6,000-foot-long runway. Key geotechnical issues included presence of rock, expansive soils and compressible subsoil.
- Boise Air Terminal Taxiways Delta and J, Boise, Idaho. Conducted pavement evaluation for existing taxiways.
- Boise Cascade Aviation Facility, Boise, Idaho. Conducted a geotechnical evaluation and designed rigid and flexible pavement sections for taxiway and hangar facilities.
- Friedman Memorial Airport, Hailey, Idaho. Prepared geotechnical evaluations for runway extensions, parallel taxiways and apron construction.
- Nampa Municipal Airport, Nampa, Idaho. Conducted geotechnical engineering evaluation for runway, taxiway and apron improvements.
- Caldwell Airport, Caldwell, Idaho. Conducted geotechnical engineering evaluation for runway, taxiway and apron improvements.
- Mountain Home Air Force Base Airport, Mountain Home AFB, Idaho. Pavement evaluation for reconstruction of runway, taxiway and aprons.

Professional Credentials
Bachelor of Science in Civil and Environmental Engineering, Clarkson University, 1980
Master of Engineering/Civil Geotechnical Engineering, Cornell University, 1982
Registered Professional Engineer: Idaho, Montana, Colorado, Utah, and Wyoming

Sean D. Clow, SET (Strata)
Materials Testing

Mr. Clow has extensive experience in both field and lab activities. Areas of specialization include international building code special inspection, concrete mix designs, and airport quality control and assurance. Selected Projects Include

- Boise Air Terminal Runway 10R/28L, performed QC testing activities in a support role as the project manager.
- Boise Air Terminal Runway 10L/28R, Performed Quality Control manager duties.
- Boise Air Terminal New Runway 9/27, Performed project oversight and Quality Control Manager duties.
- Mountain Home Air Force Base A-Ramp, Project Manager and testing activity supervisor.
- Mountain Home AFB – R/W and Apron Rehab--Project Manager and testing activity supervisor for 10 QC technicians.

Professional Credentials
Bachelor of Science in Physics, Albertson College of Idaho, 1992
NICET Level IV, soils, Concrete and Asphalt
ICC Structural Inspection in Masonry, Reinforced Concrete, Prestressed Concrete
ACI Grade I: Concrete Technician
Troxler Nuclear Training Cert.
ACI Level II: Concrete Transportation Construction Inspector
Steve J. Frisbie, PLS (T-O Engineers)  
Survey

Mr. Frisbie has extensive experience in many areas of surveying. He currently serves as a project manager supervising the preparation of subdivision plats, records-of-survey, topographic and design surveys, ALTA's, aerial mapping control surveys, construction layout surveys, right-of-way plans, total ownership maps, land descriptions, as well as completing research, calculations, data analysis and ensuring quality control. Mr. Frisbie is also intimately involved in proposal preparation, project scoping and meeting budget requirements, client coordination, and staff leadership. He has extensive experience at the Boise Airport including:

- Micron and Appleton Hangar Lease Survey
- G.A. Apron Rehabilitation
- Taxiway B, F and K Topographic Survey
- Aeronica and Dorman Improvements Design Survey
- Perimeter Fence and Gates Design Survey
- Relocate Airport Perimeter Road Design Survey
- Fiber Optic Design Survey
- National Guard Munitions Storage Area Lease Survey
- Runway No. 3 Boundary Survey
- Ryan Street to Gate 50 Design Survey
- UPS Air Cargo Site Design Survey
- Remote Shuttle Parking Lot Design Survey

Professional Credentials  
Licensed Professional Land Surveyor in Idaho  
Bachelor of Science in Geomatics, Oregon Institute of Technology  
Associates of Applied Science and Associates of Technology Degree in Civil Engineering Technology, Idaho State University

William J. Keller, AICP, LEED AP (RS&H)  
Aviation Environmental Services

Mr. Keller has been an environmental specialist, manager and planner serving air carrier and general aviation airport clients. He was Manager of Intermodal Planning with East - West Gateway Council of Governments in St. Louis, Missouri and worked as Principal Planner including environmental responsibilities for the Las Vegas airport system. Mr. Keller served as the Planning and Development Manager at the Colorado Springs Airport, where he administered planning, engineering, environmental and construction assignments. Mr. Keller has also served as an Airport Manager of air carrier and general aviation airports. Having been the airport owner and supervising consultant adds an important dimension to his abilities.

Professional Credentials  
Master of Public Administration, Southern Illinois University at Carbondale, 1996  
Bachelor of Science in Aviation Management, Southern Illinois University at Carbondale, 1990  
Certified Planner, American Institute of Certified Planners  
LEED Accredited Professional  
Member, American Association of Airport Executives  
Member, American Planning Association - Secretary, Transportation Planning Division 1998-1999

Morgan A. Einspahr (RS&H)  
Aviation Environmental Specialist

Ms. Einspahr serves as RS&H’s Environmental Specialist for aviation-related environmental projects. She has experience in environmental document preparation to include environmental assessments, categorical exclusions, and environmental documents for runway extensions, runway and taxiway improvements, apron rehabilitation, Master Plan Updates, and other landside and airfield improvements. Additionally, Ms. Einspahr has completed projects involving airport construction document preparation and airport maintenance and operation procedures. Examples of this experience include projects at Charles M. Schulz - Sonoma County Airport, Columbia Regional Airport, DuPage Airport, Duluth International Airport, Schaumburg Regional Airport, and Colorado Springs Airport.

Professional Credentials  
Bachelor of Science, Aviation Management, Florida Institute of Technology, 2008
Joseph J. Birge (Ricondo & Associates)
Financial Services

Mr. Birge has more than 23 years of aviation experience both as an airport planning consultant and an airport executive. This experience gives him a unique understanding of the issues and challenges facing airport operators in addition to experience in developing practical solutions. As a consultant, Mr. Birge has managed numerous planning and facility development projects for all types of airport facilities. Some recent projects where Mr. Birge served as project manager include the Boise Airport Master Plan Update, various terminal planning assessments for the terminal expansion project at San Antonio International Airport, and an Environmental Impact Report for the redevelopment of the South Airfield at Los Angeles International Airport.

As an airport executive, Mr. Birge most recently held the position as the Director of Planning and Environmental Management for the Metropolitan Nashville Airport Authority (MNAA). While on staff with the MNAA, Mr. Birge was responsible for leading numerous planning and development efforts that included a terminal area master plan, development of the airport’s west side infrastructure, expansion of the airport’s air cargo facilities, the development of airport land for a new Dell Computer Airport Campus, and the development of a new public parking lot.

Professional Credentials
Bachelor of Science in Aviation Administration, Indiana State University, 1994
Member: American Association of Airport Executives
Member: Airports Council International – North America (Past Technical Steering Committee Member; Past Chair – GPS, Advanced Procedures Working Group)
Member: American Planning Association

Jason M. Apt (Ricondo & Associates)
Financial Services

Mr. Apt is a Senior Consultant with Ricondo & Associates, Inc. and has a variety of airport financial, physical, and environmental planning experience. He recently led the facility requirements and financial planning analysis for the Boise Airport Master Plan Update. Additionally, he was the lead consultant on a benefit-cost analysis for a proposed commercial service airport in Mesquite, Nevada, and supported a benefit-cost analysis for a cross-field taxiway at Phoenix Sky Harbor International Airport.

Mr. Apt has conducted CIP and rates and charges modeling for Los Angeles International Airport, a cost allocation study for Van Nuys Airport, and assisted in the preparation of financial feasibility studies in support of bond financings at Los Angeles and Louisville International Airports. Most recently, Mr. Apt conducted a study to determine appropriate CFC levels for funding of proposed rental car facilities at Los Angeles International Airport.

Professional Credentials
Bachelor of Science in Aviation Business Administration/Airport Management, Embry-Riddle Aeronautical University, 2001
Master of Business Administration, Embry-Riddle Aeronautical University, 2005
Member: American Association of Airport Executives

James E. Borsari (RS&H)
Financial Services

Prior to joining RS&H, Mr. Borsari spent 30 years with the FAA: 25 years in airport disciplines and 5 years in contracting discipline. Mr. Borsari guided FAA airport financial program policy from 1990 until 2005 and directed the first update to the Airport Improvement Program (AIP) handbook, the industry “bible” since 1989. He was the single authority on eligibility and contracting procedures under AIP and initiated new delivery methods in AIP, such as design-build and other similar construction contracting techniques. As a Senior Aviation Consultant, Mr. Borsari provides advice on working with federal entities and serving as a liaison with the FAA.

While with the FAA, he was recognized as the final authority on AIP/Passenger Facility Charge (PFC) project eligibility and counsel was sought by many within and outside FAA. In 2008 and 2009, Mr Borsari has been developing a major rewrite of the AIP Handbook for the FAA and a policy handbook for the Small Community Air Service Development Program for the US Department of Transportation Office of Aviation Analysis.

In the week after September 11, 2001, Mr. Borsari expanded uses of AIP and PFC through the use of a little-known statutory provision to respond quickly to needs of airport industry. He also took initiative to temporarily expand AIP further by drafting legislation that became part of the Aviation and Transportation Security Act of 2001.

Professional Credentials
Bachelor of Science in Telecommunications, University of Florida, 1972
**Daniel Heiser, PE (JBR)**

**Air Quality**

Mr. Heiser has extensive experience working in environmental engineering, with emphasis on air quality. At JBR, Mr. Heiser has prepared several air quality permit applications for clients in Idaho, Utah, Montana, Nevada, and Wyoming. He has completed greenhouse gas emission calculations, PSD applicability and BACT analyses, emission inventories, NSPS applicability reviews, Title V applications, source test and emissions monitoring protocols, SCREEN3 modeling, MACT applicability analyses, and CAL3QHC/MOBILE6 transportation emissions modeling. He has directed several air quality projects for Salt Lake City International Airport.

Types of companies he has worked with include portland cement, food and beverage, wood products, phosphate fertilizer, chemical, power, hospitals, mining, and hot-mix asphalt. Control technology reviewed under his supervision included scrubbers, baghouses, cyclones, incinerators, vapor extraction, air stripping, catalytic control, and other technologies, especially for particulate control.

**Professional Credentials**

Bachelor of Science in Chemical Engineering, University of Michigan, 1977  
Master of Business Administration University of Michigan, 1985  
Registered Professional Engineer: Idaho, Michigan, Utah

**Jo A. Lary, Pavement Consultants Inc. (PCI)**

**Pavement Condition Inspection**

Ms. Lary, co-founder and principal of Pavement Consultants Inc., has more than 26 years experience providing pavement management, evaluation, and design services to airport clients worldwide. Under her direction, in excess of 200 million square meters of airfield pavement has been designed or evaluated.

Ms. Lary has organized and conducted the American Association of Airport Executives (AAAE) Airport Pavement Maintenance and Evaluation Workshop since 1995. She also conducted on-site training on pavement maintenance practices for Washington Dulles International Airport, and through AAAE for the Airport Authority of Washoe County in Reno, Nevada. Ms. Lary is a Micro PAVER Pavement Management software Consultant Advisory Panel member. She was one of the original three members, selected by the Principal Investigator Dr. Mo Shahin, because of her extensive airport pavement management implementation experience.

**Professional Credentials**

Master of Science in Civil Engineering, University of Washington, 1983  
Bachelor of Science in Civil Engineering, University of Washington, 1982  
Member, World Safety/Technical Standing Committee, Airports Council International; past president, Airport Consultants Council

**Robert Arthur (RS&H)**

**Financial Services**

Mr. Arthur has been providing comprehensive financial and management services for aviation clients for more than 30 years. His specific expertise includes airport capital planning, bond feasibility studies, aviation activity forecasting, benefit-cost analyses, risk analysis studies, airport user rates development, tenant lease negotiations, air service analysis, airport market development, financial benchmarking, concessions planning, use agreement negotiations, airport privatization planning, financing justification and economic impact identification.

Mr. Arthur was a member of a regional general aviation airport authority for ten years and was elected president of the board for seven, thus bringing extensive knowledge of local airport management, corporate flight operations and the business of general aviation. Mr. Arthur is responsible for the management, supervision and preparation of the firm’s aviation financial discipline assignments. This includes forecasting, benefit-cost analysis, financial planning and project justification.

**Professional Credentials**

Master of Business Administration, Virginia Polytechnic Institute and State University, 1970  
Bachelor of Arts in Economics, Virginia Polytechnic Institute and State University, 1969  
Member, American Association of Airport Executives
Mr. McDaniel serves as an Aviation Planner in T-O Engineers’ Boise office. He has a diverse background in public policy and administration of land use, transportation and environmental planning disciplines. Mr. McDaniel previously served the City of Boise as a Comprehensive Planner in the Planning and Development Services Department, and also worked for the Ada County Highways District as a Transportation Planner in the Development Review Department.

Mr. McDaniel received specific training and experience in operating the GIS to provide data for new urban design principals, transportation planning, comprehensive and long-range urban planning, demographic analysis, fiscal policy, need-gap analysis, regression analysis, and environmental planning for wild-land urban fire interfaces—all within the southwest Idaho region. He recently represented the City of Boise to the Regional Technical Advisory Committee (RTAC) for the Community Planning Association of Southwest Idaho (COMPASS) as appointed by Mayor Bieter and also served the Ada County Mapping Cooperative Special Interest Group as Vice Chair and Chair representing Boise City GIS Users Group.

Mr. McDaniel’s extensive knowledge of Boise City’s GIS related Corporate Data Holding Inventory and general use of GIS systems will be available to the airport staff to assist in implementing/interfacing GIS systems relative to the Boise Airport as desired.

Professional Credentials
Bachelor of Arts in Political Science and Philosophy, Boise State University
Graduate Certificate in Community and Regional Planning
IV. Qualifications and Experience for the Additional Services Requested
Qualifications and Experience for Additional Services

Additional Services

The RS&H Team believes that the engineering consultant for the Boise Airport should be more than just a consulting firm. We strive to be a “trusted advisor” to the Boise Airport for any and all needs. One way to accomplish this is to offer a multitude of additional services that can be called upon should the need arise. Some additional services identified by the Boise Airport in the RFP include those items listed below. Examples of those services and some example airports / projects that benefited from those services are also identified.

→ **Geotechnical Studies**
  Terracon is part of the RS&H Team to provide Geotechnical investigations and studies for work at BOI. Their significant local knowledge and ability to promptly respond are benefits to the airport.
  - Runway 10L-28R Emergency Repair investigations, Boise Airport

→ **Survey Work**
  T-O has local survey crews that can respond immediately to any needs that the airport has.
  - Micron and Appleton Hangar Lease Survey, Boise Airport
  - Taxiway B, F & K Survey, Boise Airport
  - Rehabilitate Runway 2-20 Design Survey, Idaho Falls Regional Airport

→ **Environmental Studies**
  RS&H has environmentalists in Denver and San Francisco that have the ability to mobilize quickly in order to resolve stumbling blocks for the airport. Their knowledge of FAA Environmental and NEPA requirements will benefit the airport no matter how large or small the issues may be.
  - Environmental Assessment, Portland International Airport
  - Environmental Assessment, Cook County-Grand Marais Airport
  - Environmental Assessment, Charles M. Schultz-Sonoma County Airport

→ **Material Testing**
  Strata has worked with members of the RS&H Team on projects that involve material testing and performs at a high level to assure that all the FAA QA testing requirements are met.
  - Terminal Ramp Construction Project, Spokane International Airport
  - Reconstruct Runway 13-31, Friedman Memorial Airport
  - Extend Runway 13-31, Friedman Memorial Airport

→ **Pavement Condition Surveys**
  PCI is a leader in the industry, performing Pavement Condition Index evaluation on airports throughout the US.
  - Pavement Management Program, Sea-Tac International Airport
  - Pavement Management Program, State of Idaho (45 Individual Airports)
  - Pavement Management Program, Portland International Airport
  - Pavement Condition Index Studies, Boise Airport

→ **Air Quality Analysis**
  JBR offers extensive experience dealing with air quality issues. The local presence assures a quick response to any needs that may arise.
  - Air Quality Consulting, Salt Lake City International Airport
AutoCad Service
Both RS&H and T-O operate on the latest AutoCad platform. Drawings are routinely generated using AutoCad by qualified engineers and designers.
- Runway 13-31 Reconstruction, Apron Rehab, Storm Drainage, Friedman Memorial Airport
- Rehabilitate Runway 2-20, Rehabilitate Taxiways, Idaho Falls Regional Airport
- Apron Rehabilitation Program, Spokane International Airport

GIS Services
T-O is proud to announce that Ryan McDaniel has joined their team. Ryan comes from the City of Boise Planning and Development Services Department and offers a wealth of local knowledge specific to the City of Boise GIS policies and procedures.

FAA Engineer’s Report, Grant Closeouts and Construction Operation Reports
Both RS&H and T-O, as active aviation engineers in the NWM Region, are intimately familiar with the requirements for FAA documentation and reports. While these services are listed as additional services, these are a required element of all AIP-funded projects and have been completed successfully at all airports receiving AIP funds and are standard services.
- Runway 13L-31R/Taxiway Rehabilitation, Palm Springs International Airport
- Airfield Lighting Control and Monitoring System, Colorado Springs Airport
- Runway 13-31 Extension, Friedman Memorial Airport

Resident Engineer Services
T-O will primarily provide Resident Engineering Services for projects at BOI. However, RS&H also has the ability to place seasoned construction personnel in BOI as needed.
- Rehabilitate Runway 2-20, Idaho Falls Regional Airport
- Runway 13-31 Reconstruction, Friedman Memorial Airport
- Runway 13L-31R/Taxiway Rehabilitation, Palm Springs International Airport
- Terminal Ramp Construction Project, Spokane International Airport

Miscellaneous Architectural Services
RS&H has a complement of aviation architects in Denver, ready to assist BOI on projects, no matter the magnitude of the effort.
- Operations Center Improvements, Boise Airport

Additional “value added” services that the RS&H Team would like to offer to the Boise Airport include:

DBE Goals
RS&H and T-O Engineers share a strong corporate commitment to the local disadvantaged business community, seeking to involve Disadvantaged Business Enterprise (DBE) firms in meaningful project task assignments. The selection process for DBE firms for any project assignment is based on the particular strengths of those firms, unique project elements or specific firm representatives. RS&H and T-O both understand and prepare DBE goals for airports. This task means that our team understands the capabilities and fabric of the community.
- Greeley-Weld County Airport
- Parallel Taxiway A-Phase I, Archuleta County Airport
- Runway 13-31 Reconstruction, Friedman Memorial Airport
- Parallel Taxiway Relocation, Nampa Municipal Airport
→ **SRE/Maintenance/ARFF Equipment Acquisition**
   T-O has specified equipment purchases for airports in the past
   - Snow Removal Equipment Purchase, Friedman Memorial Airport
   - Snow Removal Equipment Purchase, Klamath Falls Airport
   - Snow Removal Equipment Purchase, McCall Municipal Airport

→ **NAVAIDs**
   RS&H has in-house electrical engineers that understand the nuances of NAVAIDs. This allows for a cohesive, well coordinated design and construction process.
   - Category II Instrument Landing System, Duluth International Airport

→ **Financial Planning & Forecasting**
   RS&H has funding experts that assist airport in developing financial plans to meet their goals
   - New Terminal, Springfield-Branson National Airport
   - Airfield Improvements, Pensacola International Airport

→ **Benefit Cost Analysis**
   Ricondo has been involved with the development of the Master Plan for the Boise Airport. Their intimate knowledge of the Boise Airport means they can be called upon to quickly and effectively perform benefit cost analysis with little preparation. Both RS&H and T-O have also developed Benefit-Cost Analysis for airports requiring such analysis.
   - Taxiway V & W Extension, Tampa International Airport
   - Runway Reconstruction, Duluth International Airport

→ **FAA/AIP Grant Assistance**
   RS&H team members also have significant experience in formulating funding strategies for multiple airport clients. In addition, Jim Borsari, who authored the AIP Handbook, is part of the RS&H staff. His role is to assist in raising the eligibility of AIP projects, which RS&H airport clients have greatly benefited from. He is also currently involved with the update to the AIP Handbook.
   - New Airport, St. Marys Airport
   - Drainage Master Plan, Richmond International Airport
V. Specific Relevant Project Experience
Specific Relevant Project Experience

The RS&H Team has extensive airport engineering experience, as evidenced by the representative selection of projects included in this section. Each of these projects involved extensive coordination with the FAA, state aviation agencies, and all of the stakeholders at the airport. RS&H prides itself on long-standing client relationships stemming from the commitment to providing quality work on every project and being able to fulfill all of an airport’s facility development needs, easily, quickly and in a coordinated fashion.

Presented first are a sampling of selected relevant projects completed by members of the RS&H Team for each of the project types specified in the Request for Proposals. For the airports highlighted, short summaries of the relevant projects follow the list.

Runway and Taxiway Extension Projects

- Chicago’s DuPage Airport
- Chicago’s O’Hare International Airport
- Coeur d’Alene Pappy Boyington Field Airport
- Detroit Metropolitan Wayne County Airport
- Duluth International Airport
- Friedman Memorial Airport
- Hebbronville’s Jim Hogg County Airport
- Hillsdale Municipal Airport
- Linden, Price’s Airport
- Owosso Community Airport
- Palm Springs International Airport
- Pensacola Gulf Coast Regional Airport
- Reno-Stead Airport
- Saginaw’s MBS International Airport
- San Antonio’s Stinson Municipal Airport
- Tampa International Airport
- Waco Regional Airport

**Reno-Stead Airport**

**Reno, Nevada**

RS&H was retained to provide airfield engineering design and construction administration services for the Runway 8-26 Safety Area Improvement project. Project work consists of improvements to bring the runway safety area (RSA) and object-free areas into current FAA geometric standards. Required improvements include correcting the extended safety areas at both ends; a 575-foot extension of the runway and Taxiway A; relocation of airfield facilities out of the OFA; establishment of declared distances with displaced thresholds; safety area grading and drainage improvements; relocation of PAPI, REIL, and Runway Distance Remaining signage; airfield lighting installation for extended pavements and new thresholds; and vehicle service road relocation.

Project challenges included erosion and dust control during construction as well as long-term soil stabilization with minimal desert growth vegetation. Phased construction and clear safety operational plan is paramount at this airfield due to large numbers of student pilots and aerobatic training.

Design elements include:

- Field survey
- Geotechnical investigation
- Pavement layout and design
- Drainage design
- Safety area grading
- Pavement marking
- Erosion control and soil stabilization
- Airfield lighting and guidance signage
- Airfield navigational facility equipment relocation

Work conducted at Reno-Stead Airport:

- Runway/Taxiway Ext
- Airfield Lighting
- Environmental
- Storm Drainage
- Surveying
The RS&H Team was selected by the airport as general consult to provide architectural, engineering, planning and environmental services. One of the projects undertaken by RS&H was the study and design of a runway extension. Additional services included consist of:

- Capital and FAA Airport Improvement Plans
- Runway Safety Area study, cost/benefit analysis
- ARFF Station study and new facility design
- Terminal building modifications
- Airfield pavement rehabilitation
- Taxiway widening project
- Airfield lighting rehabilitation/replacement
- NAVAID relocations
- Runway pavement reconstruction

**Work conducted at Waco Regional Airport:**
- Runway/Taxiway Ext
- Taxiway/Apron Rehab
- Airfield Lighting
- Planning
- Environmental
- Storm Drainage
- Surveying
- Pavement Condition

**Taxiway and Apron Pavement Rehabilitation**

- Akron-Canton Regional Airport
- Albany’s Southwest Georgia Regional Airport
- Amarillo’s Rick Husband Amarillo International Airport
- Asheville Regional Airport
- **Boise Airport**
- Brunswick Golden Isles Airport
- Chicago O’Hare International Airport
- Columbia Regional Airport
- Columbus’ Port Columbus International Airport
- Columbus’ Rickenbacker International Airport
- **Couer d’Alene Pappy Boivington Field Airport**
- Daytona Beach International Airport
- Detroit Metropolitan Wayne County Airport
- Detroit’s Willow Run Airport
- Duluth International Airport
- Flint’s Bishop International Airport
- Fort Lauderdale/Hollywood International Airport
- Fort Myers‘ Southwest Florida International Airport
- Friedman Memorial Airport
- Gainesville Regional Airport
- Grand Marais Cook County Airport
- Grand Rapids’ Gerald R. Ford International Airport
- Greensboro’s Piedmont Triad Airport
- Henderson’s Rusk County Airport
- Houston’s George Bush Intercontinental Airport
- Houston’s William P. Hobby Airport
- **Idaho Falls Regional Airport**
- Jacksonville (NC) Albert J. Ellis Airport
- Jacksonville International Airport
- Kalamazoo/Battle Creek International Airport
- McCall Municipal Airport
- Moose Lake Carlton County Airport
- Owosso Community Airport
- **Palm Springs International Airport**
- Pensacola Gulf Coast Regional Airport
- Peoria International Airport
- Reno-Stead Airport
- Richmond International Airport
- Saginaw’s MBS International Airport
- Salt Lake City International Airport
- San Augustine County Airport
- Sioux Gateway Airport
- **Spokane International Airport**
- Springfield/Branson National Airport
- Tampa International Airport
- Toledo Express Airport
- Traverse City’s Cherry Capital Airport
- **Waco Regional Airport**
Boise Airport
Boise, Idaho
RS&H was retained to provide airfield engineering design services for several projects, including air cargo apron hardstand reconstruction, Taxiway F rehabilitation and General Aviation apron reconstruction.

The Taxiway F rehabilitation design project was completed concurrently with the Air Cargo Hardstand project, which allowed for a reduction in overall design costs. Optional drainage design was considered which reduced construction costs based on existing site condition evaluation and the improvement of long standing site condition issues. Pavement surface gradients were corrected to meet current FAA design criteria. The project limits were adjusted to minimize impact to active Airport Operational Areas and to assure no impact of adjacent runway operations.

The General Aviation Apron Reconstruction utilized project phasing which minimized impacts to tenant utilization of the apron. The Construction Operational Plan was developed to minimize potential impacts to both the tenant-based and transient aircraft utilizing the apron. Also, an innovative design approach allowed for minimal impact to surrounding pavements yet maintained the integrity of the remaining pavements resulting again in reduced construction costs.

Palm Springs International Airport
Palm Springs, California
RS&H developed plans, specifications and contract documents for the rehabilitation of Runway 13L-31R, Taxiway E and cross-connector taxiways. The 4,952’ x 75’ runway rehabilitation was designed so that the overall down time was minimized. A 1,000-foot extension of Taxilane J is also part of the improvements project. RS&H engineers developed a pavement section that utilized a geotextile paving fabric that will retard the block cracking that occurred on the existing surfaces.

In addition, RS&H designed a 1,000’ extension of Taxiway J. The stub taxiway allows for further airport related pavement development on the southwest side of the Airport. RS&H performed design, bidding, construction administration and RPR services for the duration of the assignment.

Design elements included:
- Field survey
- Geotechnical
- Pavement design
- Drainage design
- Grading and centerline profiles
- Pavement markings design
- Erosion and sediment control
- Wind erosion plans
- Airfield lighting adjustments
- New airfield signage
- Technical specifications

Couer d’Alene Pappy Waddington Field Airport
Couer d’Alene, Idaho
Couer d’Alene Airport is a large general aviation airport with a limited Part 139 certificate. T-O Engineers has assisted the airport since 1994 with airfield development programs. A long-term vision of the airport was to develop the vacant northside of the airport. Lack of a parallel taxiway serving this area as well as limited funding and demand restricted this goal until 2003, when an opportunity presented itself to Kootenai County. Discretionary funding became available to airports with an ILS system that did not have a full-length parallel taxiway and a large private company expressed interest in relocating the business to Couer d’Alene. This company needed a large amount of space and infrastructure, including apron and hangar space and ground available for support facilities.

The county assembled a team to make this happen, including representatives from various government and quasi-government agencies and consultants. T-O Engineers was a key member of this team, critical to defining a strategy that used funding from local agencies, the State of Idaho...
and federal grants, including AIP, to construct all of the desired improvements on a very aggressive schedule. These improvements included entrance roads; improvement of an adjacent county road; delivery of all utilities to the site; hangar and other building construction; apron construction and construction of a parallel taxiway and connectors on the north side of the airfield.

After the initial strategy was set, T-O Engineers was mainly responsible for the AIP-eligible portions of the work. These elements included construction of parallel Taxiway N, connecting taxiways, taxiway lighting and signage, and aircraft hold and parking aprons.

Parallel Taxiway N was constructed in phases over 3 years with a total cost of over 5 million dollars. The parallel taxiway is 7,400 feet long by 50-feet wide and includes 4 connecting taxiways and 2 bypass aprons. As part of the project, the existing airport electrical system was re-evaluated and much of the system re-routed through a new electrical vault building located on the northside of the airfield. The project required an intricate phasing plan to work within cash flow constraints from FAA grants, and yet provide access to the new business site as soon as possible.

In addition to the taxiway, 5.2 acres of pavement were designed and constructed for large aircraft parking. The total project cost for construction of this apron was $1.9 million. The apron along with the parallel taxiway forms the centerpiece for future aviation development on the airport.

**Spokane International Airport**
**Spokane, Washington**
RS&H was selected by Spokane International Airport (SIA) to develop an Apron Rehabilitation program in order to replace old/deteriorated Portland Cement Concrete (PCC) panels in the existing terminal apron area. The project included an initial pavement evaluation of existing apron which identified the extent of the panel replacement.

Based upon the extent of the panels recommended to be replaced and the insufficient pavement section, RS&H recommended a full apron replacement. RS&H developed plans and specifications to replace the existing PCC ramp, add drainage infrastructure for future glycol collection, regrade ramp to meet NEPA 415 and upgrade the ramp and feeder taxiway connectors to Group IV standards.

The project also included the design and construction of a two-acre PCC apron that was utilized as hardstand parking during the phasing of the project. Elements of the project include geometry, pavement design, drainage/detention pond relocation, airfield lighting, phasing, scheduling, cost estimates, plans, specification and extensive coordination with airlines and tenants at SIA. The project was broken into two construction packages to utilize AIP and ARRA funding.

**Idaho Falls Regional Airport**
**City of Idaho Falls, Idaho**
Idaho Falls Regional Airport assigned T-O Engineers with rehabilitation of the runway pavement, associated taxiways and significant lighting improvements. The Runway 2-20 pavement was significantly deteriorated in many areas. To limit impact to the flying community, the design prescribed a 30-day window for construction.

The project consisted of reconstructing the southwest 5,250 feet of Runway 2-20 and milling and overlaying the remaining 3,750 feet, along with cross-section improvements and reconstruction of Taxiways A-1 and A-3 along with rehabilitation of the remainder of the taxiway pavements. Another major element of the project involved designing a drainage system and installing more than four miles of drainage pipe. The project also required replacement of nearly all of the airfield lighting systems (lights, signs, etc.) for Runway 2-20 and associated taxiways.
Qualifications for Boise Airport Five-Year Engineering Services - RFP 10-035

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Airfield Lighting Projects

- Akron-Canton Regional Airport
- Albany’s Southwest Georgia Regional Airport
- Amarillo’s Rick Husband Amarillo International Airport
- Asheville Regional Airport
- Austin (NV) Airport
- Boise Airport
- Brunswick Golden Isles Airport
- Burbank’s Bob Hope Airport
- Chicago O’Hare International Airport
- **Colorado Springs Airport**
  - Columbus’ Port Columbus International Airport
  - Columbus’ Rickenbacker International Airport
  - Daytona Beach International Airport
  - Denver International Airport
  - Detroit Metropolitan Wayne County Airport
  - Detroit’s Willow Run Airport
- **Duluth International Airport**
  - Flint’s Bishop International Airport
  - Fort Lauderdale/Hollywood International Airport
  - Fort Myers’ Southwest Florida International Airport
  - Gainesville Regional Airport
- Grand Marais Cook County Airport
- Grand Rapids’ Gerald R. Ford International Airport
- Jacksonville (NC) Albert J. Ellis Airport
- Jacksonville International Airport
- Kalamazoo/Battle Creek International Airport
- Owosso Community Airport
- Palm Springs International Airport
- Pensacola Gulf Coast Regional Airport
- Peoria International Airport
- Reno-Stead Airport
- Richmond International Airport
- Rochester International Airport
- Saginaw’s MBS International Airport
- San Augustine County Airport
- Sioux Gateway Airport
- Spokane International Airport
- Springfield/Branson National Airport
- Tampa International Airport
- Toledo Express Airport
- Traverse City’s Cherry Capital Airport
- Waco Regional Airport

**Airfield Lighting Monitor and Control System at Colorado Springs Airport**

**Colorado Springs, Colorado**

RS&H was selected by the City of Colorado Springs to provide design services for the installation of a new Airfield Lighting Control and Monitoring System as well as new control equipment in the Airfield Lighting Vault and Air Traffic Control Tower at the Colorado Springs Airport.

Specific design tasks included conducting an initial site study to determine the existing conditions, establish the site-related constraints and make recommendations for proposed improvements. Design tasks also included recommending the preferred ALCMS architecture for the airport, as well as providing final design and bid documents for the new Airfield Lighting Control and Monitoring System (ALCMS).

**Duluth International Airport**

**Duluth, Minnesota**

RS&H was retained as prime consultant for the engineering and construction phase services for the installation of a Category II, ILS and associated lighting and pavement rehabilitation. The project was a huge success, and RS&H was honored to receive the Minnesota Council of Airports Award of Excellence for the “Runway Centerline and Touchdown-Zone Lighting Project”, part of the ILS project.

RS&H was again retained by the airport, this time as general consultant, with that assignment renewed multiple times. Projects for Duluth International Airport include:

- Category II Instrument Landing System
- ALSF-II/SSALR
- Centerline and touchdown-zone lighting
- Airfield signage improvements
- Airfield electrical vault and generator
- Concrete runway pavement rehabilitation
- Terminal apron pavement rehabilitation
- Runway Safety Area improvement
- Taxiway rehabilitation
- Security and wildlife fencing
- Perimeter road relocation
- Terminal security upgrades
- Runway paved shoulder and lighting reconstruction

- Aircraft arresting system
- ARFF facility construction
- Rental car/employee parking lot
- Cargo apron
- Bypass taxiway
- General Aviation area redevelopment
- Bituminous runway rehabilitation
- General Aviation ramp expansion and reconstruction
- General Aviation taxiway, apron, site improvements

Work conducted at Colorado Springs
- Airfield Lighting
- Surveying

Work conducted at Duluth International Airport
- Runway/Taxiway Ext
- Taxiway/Apron Rehab
- Airfield Lighting
- Planning
- Environmental
- Storm Drainage
- Surveying
- Roads/Parking Lots
- Pavement Condition
Gallatin Field
Belgrade, Montana
Gallatin Field, which lies just outside of Bozeman, Montana, serves as a key gateway to southwest Montana. The airport serves business travelers and visitors throughout all four seasons, centered by a lodge-themed terminal building. As part of an overall Airport Master Plan Update, RS&H provided a rigorous evaluation of the passenger facilities to guide the selection of the preferred long-range plan to meet the forecasted growth in passenger activity.

Recommended elements of the plan included expansion of the terminal building to double the passenger capacity, including all associated landside, roadway and access improvements. RS&H was selected as part of a team to provide architectural services to Gallatin Field for the implementation of the $62 million program.

Rochester International Airport
Rochester, Minnesota
Located in Southeastern Minnesota, Rochester International Airport serves a unique community that was ranked as one of the best metropolitan areas to live in the United States. Rochester is the home of the world-famous Mayo Clinic medical organization, which is one of the prime generators of the airport’s traffic. RS&H was retained on various consulting teams to assist the airport on numerous projects:

- Airport Master Plan Update - Several Strategic Planning Levels (or milestones) were developed to identify triggering points for future airport facility expansion and/or new construction. Approximately 60 short-term and long-range airport improvements were identified in this update, which included runway extensions, new midfield terminal building, airport perimeter road, and installation of navigational aids.
- RS&H was again selected as a part of a team to update the Master Plan Update. The Master Plan follows the new FAA Master Planning Advisory Circular guidance and direction for a new visionary document to build on the success of the previous document for the next two decades.
Airport Noise and Land Use Compatibility Study - Development of a FAR Part 150 study included noise monitoring at on-airport and off-airport sites. With the FAA’s Integrated Noise Model, computer noise contour maps were developed for existing and future year conditions at the airport. An active public involvement program was also conducted as part of this study.

Environmental Studies

- Akron-Canton Regional Airport
- Big Bear City Airport
- Boise Airport
- Broomfield’s Rocky Mountain Metropolitan Airport
- Brunswick Golden Isles Airport
- Burbank’s Bob Hope Airport
- Columbus’ Port Columbus International Airport
- Columbus Regional Airport
- Daytona Beach International Airport
- Duluth International Airport
- Eureka’s Kneeland Airport
- Flint’s Bishop International Airport
- Fort Lauderdale/Hollywood International Airport
- Fort Myers’ Page Field
- Fort Myers’ Southwest Florida International Airport
- Fort Wayne International Airport
- Gainesville Regional Airport
- Greenville-Spartanburg International Airport
- Jackson-Evers International Airport
- Jacksonville (NC) Albert J. Ellis Airport
- Jacksonville International Airport
- Lansing’s Capital Region International Airport
- Palm Springs International Airport
- Pensacola Gulf Coast Regional Airport
- Peoria International Airport
- Prescott’s Earnest A. Love Field
- Rochester International Airport
- Saginaw’s MBS International Airport
- Salt Lake City International Airport
- Santa Rosa’s Charles M. Schultz Sonoma County Airport
- Schaumburg Regional Airport
- Springfield/Branson National Airport
- St. Croix’s Henry E. Rohlsen Airport
- State of Michigan-Division of Aeronautics
- Tampa International Airport
- Toledo Express Airport
- Waco Regional Airport
- Wilmington International Airport

Rocky Mountain Metro Airport
Broomfield, Colorado

Rocky Mountain Metro Airport is located between the cities of Denver and Boulder, and sees a diverse mix of traffic, ranging from small single-engine aircraft to large corporate jets. Because Rocky Mountain Metropolitan Airport also enjoys an abundance of land, RS&H planners focused their approach to the Airport’s Master Plan Update to plan for anticipated growth in both aviation and non-aviation landuse opportunities. While assuring a safe airfield environment, the plan also lays out options for long-term airport growth and development that coincides with and enhances local economic growth, capitalizing on available land to generate revenue.

Understanding Rocky Mountain Metropolitan Airport’s strong support of sustainability, RS&H included an array of conservation initiatives as part of the Master Plan Update. The purpose of this initiative was to outline potential strategies, practices, means and methods the Airport could use to reduce energy consumption and/or environmental impact from airport operations and development. Planners incorporated measures for sustainability and conservation into the Master Plan in the areas of planning and design, demolition and construction, and operation and maintenance.
Charles M. Schultz Airport
Santa Rosa, California

RS&H was selected to prepare federal and state environmental review on the proposed projects at Charles M. Schultz – Sonoma County Airport. The key issues to be studied in the NEPA Environmental Assessment and the CEQA Environmental Impact Report include noise, air quality, surface traffic, wetlands, threatened and endangered species, water quality and land use compatibility.

The projects at the Airport included the extension of the main air carrier runway to provide adequate length for use by regional jets. Other related projects include the development and extension of the taxiway system, the development of a new terminal building and ARFF facility, the development of new parking facilities, the relocation of NAVAIDs, the installation of airfield perimeter fencing, the relocation of internal service roads, and the acquisition of approximately 40 acres for approach zone protection and Runway Safety Areas.

Both the terminal building and ARFF facility incorporate green building design principles and are intended to showcase Sonoma County’s commitment to sustainability.

Storm Drainage Facilities

- Akron-Canton Regional Airport
- Albany’s Southwest Georgia Regional Airport
- Amarillo’s Rick Husband Amarillo International Airport
- Asheville Regional Airport
- Boise Airport
- Brunswick Golden Isles Airport
- Chicago O’Hare International Airport
- Columbus’ Port Columbus International Airport
- Coeur d’Alene Pappy Wedington Field Airport
- Denver International Airport
- Detroit Metropolitan Wayne County Airport
- Duluth International Airport
- Flint’s Bishop International Airport
- Fort Lauderdale/Hollywood International Airport
- Fort Myers’ Southwest Florida International Airport
- Friedman Memorial Airport
- Gainesville Regional Airport
- Grand Rapids’ Gerald R. Ford International Airport
- Idaho Falls
- Jackson-Evers International Airport
- Jacksonville (NC) Albert J. Ellis Airport
- Jacksonville International Airport
- Manassas Regional Airport
- Owasso Community Airport
- Palm Springs International Airport
- Pensacola Gulf Coast Regional Airport
- Peoria International Airport
- Reno-Stead Airport
- Richmond International Airport
- Saginaw’s MBS International Airport
- Schaumburg Regional Airport
- Sioux Gateway Airport
- Spokane International Airport
- Springfield/Branson National Airport
- Tampa International Airport
- Toledo Express Airport
- Waco Regional Airport

Friedman Memorial Airport
Haley, Idaho

T-O Engineers has provided engineering design and construction administration services at the Friedman Memorial Airport for the last 15 years. During that time, T-O Engineers has assisted the airport with numerous drainage improvements. The largest and most recent improvements were completed during the Runway Safety Area (RSA) Improvement project (Phase 1) and the Runway 13-31 Reconstruction project (Phase 2).

Before the RSA Improvement project was completed, the airport drainage system consisted of drywells and swales in the infield between the taxiway and runway. In order to improve the Runway Safety Area, these swales and drywells were removed and replaced with a system of aircraft rated inlets that captured runoff and transported it to newly constructed detention basins at the south end of the airport.

During the Phase 1 of the drainage system improvements, 6,000 feet of storm drainage pipe, 1,700 feet of edge drains, 18 aircraft rated inlets, 4 detention basins and 4 drywells were installed.
during the RSA Improvement project in 2006. Phase 2 improvements consisted of installing an additional 4,000 feet of storm drainage pipe, 14,000 feet of edge drains, 11 aircraft rated inlets and 5 drywells during the Runway 13-31 Reconstruction project in 2007.

The new drainage system allows for the capture and disposal of storm water runoff and snow melt from the entire airfield. Installation of the drywells required coordination and permitting from the State of Idaho Department of Environmental Quality.

Tampa International Airport
Tampa, Florida
RS&H has enjoyed a long relationship with the Hillsborough County Aviation Authority, having been selected as General Consultant as well as on individual projects. Specific projects include:

- New high-speed exit Taxiway W-5 and run-up pad at the south end of Runway 18R-36L. The construction was sequenced to successfully minimize the duration of runway closure. Innovative drainage design was successfully implemented to meet site condition challenges, including high water tables and a lack of adequate space for stormwater management facilities.
- The new 16-gate Airside C parking apron and hydrant fueling system. This project included demolition of the existing aircraft parking apron and construction of a new 17-inch concrete pavement section and a hydrant fueling system.
- Repairs to Runway 18L-36R
- Safety Area Compliance
- Extend Taxiway V from V-6 to Runway 18R and reconstruct Taxiway W from W-7 to W-8, which consists of major new pavement and drainage construction to provide dual parallel taxiway access to the north end of Runway 18R while incorporating the necessary geometric, drainage and electrical design elements to ensure seamless integration with the future north terminal development.

RS&H was also retained on a team of consultants to design a 1,650-foot extension of Taxiway J and a 51,000-square-yard cargo apron. This project opened a new area of the airport for aircraft use. Hydrant fueling and aircraft tether facilities were carefully designed to comply with both airport and tenant standards.

Richmond International Airport
Richmond, Virginia
Richmond International Airport serves an area so diverse in nature that the economic base includes the tobacco industry, Washington, DC, regional influences, and some of the nation’s largest transportation terminals.

RS&H was retained to design over 7,000 linear feet of taxiway suitable for B-747 aircraft, taxiway centerline and edge lighting, and substantial airfield drainage systems. RS&H sought and received permission to deviate from the Airport Stormwater Master Plan. By using state-of-the-art computer simulation, over $5 million in construction cost was saved on the drainage system. Further, upon receiving RS&H’s plans and specifications for this taxiway/drainage project, the FAA stated, in writing, that the documents were the best ever received.

RS&H was further retained as general consultant. Projects developed by RS&H include:

- Taxiway extension and new midfield taxiway
- Airfield drainage systems
- Apron reconstruction
- Taxiway reconstruction
- Terminal renovations
- Other on-call assignments
**Boise Airport – Dorman Street/Aeronca Street**  
**Boise, Idaho**

The Boise Airport needed to make improvements to Aeronca Street and Dorman Street, which serve as the primary access for the Industrial Park center. The two roadway segments located between Orchard Street and the Boise Airport had portions that required complete replacement and re-grading of the pavement section to provide the necessary drainage improvements. Additional areas of the roadway segments were rehabilitated with an asphalt overlay section. The storm drainage improvements included the installation of curb, gutter and improvements to the existing storm drainage disposal system. The roadway improvements included revised approaches to the existing business and intersections. Project elements included:

- Pavement and drainage evaluation of the existing roadway segments to determine the limits of reconstruction.
- Replacement and re-grading the Aeronca Street pavement section.
- Asphalt overlaying Dorman Street.
- Installation of curb, gutter and drainage systems within both street sections.

T-O Engineers provided survey services for the project including establishing horizontal and vertical control, boundary, locating utilities along the roadway segments and construction staking the roadway improvements. Design services performed by T-O Engineers included production of project plans, specifications and bid documents.

**Friedman Memorial Airport Authority**  
**Friedman, Idaho**

The remodel and expansion of the existing Terminal at the Friedman Memorial Airport required reconfiguration of the existing parking lot and also included the construction of a new parking lot and multiple access roads. The project included:

Reconfiguration of the existing parking lot, construction of a new parking lot, construction of new access and exit roads, new security lighting, concrete pedestrian walkways and stairs equipped with a snowmelt system, and drywells and swales for both stormwater treatment and snow storage.

The T-O engineering staff was tasked with providing plans, construction and bidding documents that enabled the Airport to continue access and parking operations throughout the project.
Pavement Condition Surveys

- Boise Airport
- Columbus’ Rickenbacker International Airport
- Dallas-Fort Worth International Airport
- El Paso International Airport
- Ft. Lauderdale-Hollywood International Airport
- Gerald R. Ford International Airport
- Gerrard Smith International Airport, Cayman Islands
- Guam International Airport, Guam
- Juneau International Airport
- Kansas City International Airport
- Las Vegas McCarran International Airport
- Louisville International Airport
- Miami International Airport
- Orlando International Airport
- Owen Roberts International Airport, Cayman Islands
- Phoenix Sky Harbor International Airport
- Pocatello Regional Airport

- Portland International Airport
- Reno/Tahoe International Airport
- Salt Lake City International Airport
- San Diego County (7 airport system)
- San Jose International Airport
- Sangster International Airport, Jamaica
- Sea-Tac International Airport
- State of California (50 airport system)
- State of Hawaii (4 airport system)
- State of Idaho (45 airport system)
- State of Montana (45 airport system)
- State of Oregon (63 airport system)
- State of Virginia (54 airport system)
- State of Washington (82 airport system)
- Subic Bay Airport, Philippines
- Tucson International Airport
RS&H believes the best way to reassure our prospective clients as to our competency and integrity is based on the testimony of our clients. We encourage the selection committee to contact this partial list of references, for whom we have completed work within the last five years, regarding RS&H’s capabilities to serve the aviation engineering needs of the City of Boise and Boise Airport. Many of these airports are RS&H General Consultant clients and can speak to the broad range of services and project types completed on time and under budget. Additional references can be provided upon request.

**RS&H References**

**Eugene Airport**
Mr. Timothy M. Doll, A.A.E.
Airport Director
28855 Lockheed Drive
Eugene, OR 97402
541 • 682 • 5430
tim.doll@ci.eugene.or.us

**Salt Lake City International Airport**
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776 North Terminal Drive
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mike.widdison@slcgov.com

**Salt Lake City International Airport**
Mr. Mike Widdison, PE
Civil Engineering Manager
776 North Terminal Drive
Salt Lake City, Utah 84116
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**Bozeman-Gallatin Airport Authority**
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Airport Director
Gallatin Airport Authority
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brian.sprenger@gallatinfield.com

**Denver International Airport**
Mr. Don Smith
Civil Project Manager
8500 Pena Blvd.
Denver, CO 80249
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**Duluth Airport Authority**
Mr. Brian D. Ryks, A.A.E.
Executive Director
4701 Grinden Drive
Duluth, Minnesota 55811
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**Palm Springs International Airport**
Mr. Tom Nolan
Director of Aviation, City of Palm Springs
3400 E. Tahquitz Canyon Way
Suite OFC
Palm Springs, California 92262
760 • 318 • 3901
tom.nolan@palmsprings-ca.gov

**Bishop International Airport**
Mr. James Rice, II, A.A.E.
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**Friedman Memorial Airport**
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**Idaho Falls Regional Airport**
Mr. Len Nelson
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**Coeur d’Alene Airport**
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PROFESSIONAL SERVICES CONTRACT AGREEMENT

Project: RFP 10-035A; Boise Airport 5 year Engineering Services Contract

Consultant: Reynolds, Smith and Hills, Inc. (RS&H)

Owner: Aviation Department, City of Boise, Ada County, Idaho, a municipal corporation

THIS AGREEMENT, made this 8th day of June, 2010, by and between the City of Boise, a municipal corporation organized under the laws of the State of Idaho, hereinafter referred to as "Owner", and Consultant, hereinafter referred to as “Consultant”, a corporation organized under the laws of the State of Idaho.

1. Scope of Services: The Owner desires to obtain professional engineering services for Airport Capital Improvement projects. In accordance with the contract documents, a specific scope of services and fee proposal shall be negotiated for each project and be executed by individual Task Orders (Attachment A).

Consultant shall perform all services within the cost and time frames defined in executed Task Orders, and comply in all respects, as described herein for the consideration stipulated, and in compliance with applicable Federal, State and City Codes. Contract documents consist of the following together with any amendments that may be agreed to in writing by both parties:

- Contract Agreement
- Consultant’s Proposal
- Specifications
- Acknowledgements
- Liability Insurance
- Worker’s Compensation
- Professional Liability Insurance (Errors and Omission)
- Task Order Template

Standard of Care: Service provided by the Consultant under this agreement shall be performed in a manner consistent with that degree of care and skills ordinary exercised by members of the same profession currently practicing under similar conditions.

2. Time of Performance: All work and products described in the Scope of Services shall be completed in accordance with the agreed upon time, as specified in executed project task orders and within the contract time of five (5) years from the date of contract execution. The term may be modified by mutual written agreement of the parties.

3. Indemnification and Insurance: To the maximum extent permitted by law, the consultant shall indemnify and save and hold harmless City from any and all losses, claims, actions, judgments for damages, or injury to persons or property and losses and expenses to the extent caused or incurred by the negligent acts of Consultant, its agents, employees, or subconsultants and not caused by or arising out of the tortious conduct of City or its employees.

Mutual Waiver of Consequential Damages: Notwithstanding anything herein to the contrary, neither party shall be liable to the other for any consequential damages incurred due to the fault of the other party, regardless of the nature of this fault or whether it was committed by Consultant or Owner, their employees, agents, subconsultants, or subcontractors. Consequential damages include but are not limited to loss of profits and lose of use.
In addition, Consultant shall obtain, and specifically agrees that it will maintain, throughout the term of this Agreement, commercial general and automobile liability insurance, in which the City shall be named an additional insured in the minimum amount as specified in the Idaho Tort Claims Act set forth in Title 6, Chapter 9 of the Idaho Code. The limits of insurance shall not be deemed a limitation of the covenants to indemnify and save and hold harmless City; and if City becomes liable for an amount in excess of the insurance limits, herein provided, Consultant covenants and agrees to indemnify and save and hold harmless City from and for all such losses, claims, actions, or judgments for damages or liability to persons or property. Consultant shall provide City with a Certificate of Insurance, or other proof of insurance evidencing Consultant's compliance with the requirements of this paragraph and naming the City as an additional insured and shall file such proof of insurance with the City. In the event the insurance minimums are changed, Consultant shall immediately submit proof of compliance with the changed limits.

Additionally, the Consultant shall have and maintain during the life of this contract, statutory Workers Compensation, regardless of the number of employees, or lack thereof, to be engaged in work on the project under this agreement (including himself) in the statutory limits as required by law. In case any such work is sublet, the Consultant shall require that subConsultant to provide Workers Compensation Insurance for himself and any/all the latter's employees. It is mutually agreed and understood by the parties that the Consultant and the Consultant’s employees, agents, servants, guests and business invitees, are acting as independent Consultants and are in no way employees of the City.

4. **Errors and Omission:** Consultant will maintain Professional Liability Insurance with a minimum limit as specified in the Idaho Tort Claims Act as set forth in Title 6, Chapter 9 of Idaho Code ($500,000.00).

Proof of all insurance shall be submitted to City of Boise, Purchasing Department, 150 N. Capitol Blvd. Boise, ID. 83702

5. **Independent Consultant:** In all matters pertaining to this agreement, Consultant shall be acting as an independent Consultant, and neither Consultant, nor any officer, employee or agent of Consultant will be deemed an employee of City. The selection and designation of the personnel of the City in the performance of this agreement shall be made by the City.

6. **Compensation:** For performing the services specified in Section 1 herein, the City agrees to pay the consultant for actual time and materials, including reimbursable direct expenses, the total not to exceed the executed task order amount and the total contract sum not to exceed **$3,348,000.00** (three million, three hundred forty eight thousand US dollars). Reimbursable direct expenses shall include all direct travel expenses, including air fares, mileage at the rate of no more than $0.50 per mile, taxi and other transfer fares, hotels, meals and other incidental expenses directly related to the performance of the services to be provided pursuant to this agreement, plus the purchase of any materials required for the performance of those services. They shall not include any sub-contract or other personal services except as may be agreed to in writing in advance by the parties. Mark up of sub-contract work is limited to 10% of actual costs. All invoices shall include proper documentation, such as time cards and expense receipts to substantiate invoice amount. The consultant shall submit invoices within 90 calendar days of services being completed. Invoices for services beyond 90 calendar days may not be accepted. The consultant shall not exceed the negotiated “not to exceed” task order amount without prior written authorization from the owner. Change Orders may be issued, subject to Purchasing/Council approval.

7. **Method of Payment:** Consultant will invoice the Aviation Department at 3201 Airport Way, Suite 1000 Boise, Idaho 83705-6530 directly for all current amounts earned under this Agreement. Owner will pay all properly documented invoices within forty five days after receipt.
8. **Notices:** Any and all notices required to be given by either of the parties hereto, unless otherwise stated in this agreement, shall be in writing and be deemed communicated when mailed in the United States mail, certified, return receipt requested, addressed as follows:

City of Boise  
Aviation Department  
P. O. Box 500  
Boise, Idaho 83701

Reynolds, Smith and Hills, Inc. (RS&H)  
Attn: Christopher M. Greene  
5600 South Quebec St., Suite 340-C  
Greenwood Village, Colorado 80111

Either party may change their address for the purpose of this paragraph by giving written notice of such change to the other in the manner herein provided.

9. **Attorney Fees:** Should any litigation be commenced between the parties hereto concerning this Agreement, the prevailing party shall be entitled, in addition to any other relief as may be granted, to court costs and reasonable attorneys' fees as determined by a Court of competent jurisdiction. This provision shall be deemed to be a separate contract between the parties and shall survive any default, termination or forfeiture of this Agreement.

10. **Time is of the Essence:** The parties hereto acknowledge and agree that time is strictly of the essence with respect to each and every term, condition and provision hereof, and that the failure to timely perform any of the obligations hereunder shall constitute a breach of, and a default under, this Agreement by the party so failing to perform.

11. **Force Majeure:** Any delays in or failure of performance by Consultant shall not constitute a breach or default hereunder if and to the extent such delays or failures of performance are caused by occurrences beyond the reasonable control of Consultant, including but not limited to, acts of God or the public enemy; compliance with any order or request of any governmental authority; fires, floods, explosion, accidents; riots, strikes or other concerted acts of workmen, whether direct or indirect; or any causes, whether or not of the same class or kind as those specifically named above, which are not within the reasonable control of Consultant. In the event that any event of force majeure as herein defined occurs, Consultant shall be entitled to a reasonable extension of time for performance of its Services under this Agreement.

12. **Assignment:** It is expressly agreed and understood by the parties hereto, that Consultant shall not have the right to assign, transfer, hypothecate or sell any of its rights under this Agreement except upon the prior express written consent of City.

13. ** Discrimination Prohibited:** In performing the Services required herein, Consultant shall not discriminate against any person on the basis of race, color, religion, sex, national origin or ancestry, age or physical disability.

14. **Reports and Information:** At such times and in such forms as the City may require, there shall be furnished to the City such statements, records, reports, data and information as the City may request pertaining to matters covered by this Agreement.

15. **Audits and Inspections.** At any time during normal business hours and as often as the City may deem necessary, there shall be made available to the City for examination all of Consultant's records with
respect to all matters covered by this Agreement. Consultant shall permit the City to audit, examine, and make excerpts or transcripts from such records, and to make audits of all contracts, invoices, materials, payrolls, records of personnel, conditions of employment and other data relating to all matters covered by this Agreement.

16. **Publication, Reproduction and Use of Material:** No material produced in whole or in part under this Agreement shall be subject to copyright in the United States or in any other country. The City shall have unrestricted authority to publish, disclose and otherwise use, in whole or in part, any reports, data or other materials prepared under this Agreement.

17. **Compliance with Laws:** In performing the scope of services required hereunder, Consultant shall comply with all applicable laws, ordinances, and codes of Federal, State, and local governments, in effect during this agreement.

18. **Changes:** The City may, from time to time, request changes in the Scope of Services to be performed hereunder. Such changes, including any increase or decrease in the amount of Consultant's compensation, which are mutually agreed upon by and between the City and Consultant, shall be incorporated in written amendments to this Agreement.

19. **Termination for Cause:** If, through any cause, Consultant shall fail to fulfill in a timely and proper manner its obligations under this Agreement, or if Consultant shall violate any of the covenants, agreements, or stipulations of this Agreement, the City shall thereupon have the right to terminate this Agreement by giving written notice to Consultant of such termination and specifying the effective date thereof at least fifteen (15) days before the effective date of such termination. In such event, all finished or unfinished documents, data, maps, studies, surveys, drawings, models, photographs and reports prepared by Consultant under this Agreement shall, at the option of the City, become its property, and Consultant shall be entitled to receive just and equitable compensation for any work satisfactorily complete hereunder.

Consultant may terminate this agreement upon giving the Owner Fourteen (14) calendar days prior notice for any of the following reasons: 1) Breach by the owner of any material term of this agreement, including but not limited to the payment terms; 2) Changes in material conditions under which the agreement was entered into coupled with a failure of the parties to negotiate an accord regarding the fees, changes, schedules relating to those changes.

Notwithstanding the above, Consultant shall not be relieved of liability to the City for damages sustained by the City by virtue of any breach of this Agreement by Consultant, and the City may withhold any payments to Consultant for the purposes of set-off until such time as the exact amount of damages due the City from Consultant is determined. This provision shall survive the termination of this agreement and shall not relieve Consultant of its liability to the City for damages.

20. **Termination for Convenience:** The City may terminate this Agreement at any time by giving at least fifteen (15) days notice in writing to the Consultant. If the Agreement is terminated by the City as provided herein, Consultant will be paid an amount which bears the same ratio to the total compensation as the services actually performed bear to the total services of Consultant covered by this Agreement, less payments of compensation previously made. If this Agreement is terminated due to the fault of Consultant, Section 19 hereof relative to termination shall apply.

The Consultant may terminate this agreement upon giving the owner fifteen (15) calendar days prior written notice for breach of any material terms of this agreement by the city.
21. **Consultant to Pay or Secure Taxes:** The Consultant in consideration of securing the business agrees:

1) To pay promptly when all taxes due (other than on real property), excises and license fees due the state, its subdivisions, and municipal and quasi-municipal corporations therein, accrued or accruing in accordance with conditions of this Agreement, whether or not the same shall be payable at the end of such term;
2) That if said taxes, excises and license fees are not payable at the end of said term, but liability for the payment thereof exists, even though the same constitute liens upon the Consultant's property, to secure the same to the satisfaction of the respective officers charged with the collection thereof; and that;
3) That, in the event of default in the payment or securing of such taxes, excises, and license fees, that Boise City may withhold from any payment due the Consultant hereunder the estimated amount of such accrued taxes, excises and license fees for the benefit of all taxing units to which said Consultant is liable.

22. **Severability:** If any part of this Agreement is held to be invalid or unenforceable, such holding will not affect the validity or enforceability of any other part of this Agreement so long as the remainder of the Agreement is reasonably capable of completion.

23. **Entire Agreement:** This Agreement contains the entire agreement of the parties and supersedes any and all other agreements or understandings, oral or written, whether previous to the execution hereof or contemporaneous herewith.

24. **Non-Appropriation:** Should funding become not available, due to lack of appropriation, the City may terminate this agreement upon thirty (30) calendar day written notice to the consultant.

25. **Applicable Law:** This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of Idaho, and the ordinances of the City of Boise.

26. **Renewal:** This agreement shall not be valid for more than Five (5) years from the date of approval by the City. This agreement is not renewable.

27. **Approval Required:** This Agreement shall not become effective or binding until approved by the Boise City Council and receipt of required proof of insurance.

28. **Key Personnel:** Unless otherwise agreed to by the OWNER, the Consultant agrees to utilize the key personnel for projects involving this contract as indicated in their proposal. Any change in personal shall be approved by the City of Boise project manager.

29. **Hourly Rate Increases:** The increase in hourly billing rates shall correspond to increases in key personnel’s salary and shall not exceed 3.0% per year.

**END OF AGREEMENT**
IN WITNESS WHEREOF, the City and the Consultant/Consultant have executed this Agreement as of the date first above written.

City OF BOISE

APPROVED BY: Reynolds, Smith and Hills, Inc. (RS&H)
5600 South Quebec St., Suite 340-C
Greenwood Village, Colorado 80111

David H. Bieter, Mayor                      Date  Signature                      Date

ATTEST:

City Clerk                                  Date  Print Name

Denis Ryall, Purchasing Manager            Date

CONTRACT AMOUNT:
$ 3,348,000.00

APPROVED AS TO FORM AND CONTENT

Department                                  Date

Legal Department                            Date

Risk Management                             Date
ACKNOWLEDGEMENT

State of _______)  
  ) ss  
County of _______)  

On this______day of _____________ 20____, before me personally appeared __________________________ known to me and known by me to be the person who executed the above instrument, who, being by me first duly sworn, did depose and say that he/she is _________________________ and that he executed the foregoing instrument on behalf of said firm for the use and purposes stated therein.

Notary Public ______________________________
Residing at ________________________________

My Commission Expires ________________________________
EXHIBIT A: RFP10-035; ENGINEERING SERVICES, TASK ORDER AGREEMENT

THIS TASK ORDER, entered into this ___ day of __________, 2010, between The City of Boise, Boise, Idaho, hereinafter referred to as the OWNER, and ________________, hereinafter referred to as the CONSULTANT, is subject to the provisions of the Agreement for Engineering Services, RFP 10-035, dated the __________, hereinafter referred to as the AGREEMENT.

WHEREAS, the OWNER intends to __________________________________________________________

____________________________________________________________________________________

______________________________________, hereinafter referred to as the PROJECT; NOW, THEREFORE, the OWNER and CONSULTANT in consideration of their mutual covenants herein agree in respect as set forth below.

CLIENT INFORMATION AND RESPONSIBILITIES:
The OWNER will provide to CONSULTANT the data and/or services specified in the AGREEMENT. In addition, the OWNER will furnish to CONSULTANT _____________________________

____________________________________________________________________________________

SERVICES TO BE PERFORMED BY CONSULTANT:
Consultant will ________________________

____________________________________________________________________________________

SCHEDULE OF SERVICES TO BE PERFORMED:
CONSULTANT will perform said services within _______ calendar days of the date of this TASK ORDER.

BASIS OF FEE AND BILLING SCHEDULE:
The OWNER will pay CONSULTANT for its services and reimbursable expenses as follows:

____________________________________________________________________________________

____________________________________________________________________________________

IN WITNESS WHEREOF, the parties hereto have executed this TASK ORDER AGREEMENT as of the day and year first above written.

OWNER: Boise City, Boise, Idaho
150 N. Capitol Boulevard
PO Box 500
Boise ID 83701

CONSULTANT: ________________________________

DEPARTMENT APPROVAL: By: ________________________________
By: ________________________________
Name/Title: ________________________________

BOISE CITY PURCHASING APPROVAL:
By: ________________________________
Denis Ryall, Purchasing Manager

By: ________________________________
Name/Title: ________________________________
This Addenda Number 001 is being issued to notify you of the following changes to the specifications for our project RFP 10-035 Boise Airport Five Year Engineering Services.

Bid Opening Date Clarification:
The bid opening date was stated in the specification as January 6, 2010 at 2:00 p.m. local time (page 3 & 4) but is January 20, 2009 at 2:00 p.m. local time.

NOTICE TO ALL BIDDERS AND PROPOSERS
You are hereby notified of the following clarifications of and/or revisions to the above referenced project. This Addendum is hereby as of the above posted date made a part of the project requirements and contract documents for the referenced project. You are to note the receipt of, and compliance with this Addendum upon the space provided within the bid or proposal. Failure to acknowledge this Addendum does not relieve you from fulfilling the Addenda requirements.
ADDENDA TWO
RFP 10-035

Boise Airport Five Year Engineering Services
Aviation Department, City of Boise

FACSIMILE TRANSMITTAL

Date: December 23, 2009

Total Pages Transmitted (Including this sheet): 3

Message:

This Addenda Number 002 is being issued to notify you of the following changes to the specifications for our project RFP 10-035 Boise Airport Five Year Engineering Services.

Question 1
The invitation to propose indicates that the City intends to award the contract to “one supplier”. Section 1.17 of the RFP states that the City will recommend the most experienced and qualified two or three firms for award of the contract. Could you please verify for me that the City’s intent is indeed to award this contract to two or three firms?

Answer 1
The Boise Airport intends to award contracts to three (3) firms.

Question 2
The checklist on Page 18, the third paragraph, says "Proposals are limited to 60 pages, front and back,..." Is this indicating 60 pages printed on both sides, totaling 120 printed pages?

Answer 2
Limit proposal to sixty (60) sheets of paper, excluding the cover and back page (they can be used however).
Question 3
Page 4, The last paragraph says:
Additional sheets may be included if more room is needed for technical information, answers, and explanations. Does this allow for more than the 60 pages described on Page 18?

Answer 3
Limit proposal to sixty (60) sheets of paper, excluding the cover and back page (they can be used however).

Question 4
Page 7, Items 1.14 and 1.15,
These items limit the proposers to be local and have local offices, while on Page 18, next to last sentence of the third paragraph says: "If you are from outside the Boise area, proposal packets may be requested by calling ........." Is it the intent of the RFP to limit proposals from only corporations that have local offices?

Answer 4
The City of Boise has a Significant Local Economic Presence ordinance. The City still may award to non-local proposers, but the award decision is made by the City Council if the highest ranked proposer is non-local.

Question 5
Also on Page 19 - Proposal Schedule, A yes or No answer is shown for "Significant Local Presence", then in parenthesis: "Misstatement of local presence may result in disqualification of the bid or proposal by the City of Boise". This refers back to the clarification requested on page 7, Items 1.14 and 1.15.

Answer 5
This statement applies to fraudulent responses. The request is to state you business or office address and answer yes or no to whether it is considered local or non-local.

Question 6
On Page 3, first paragraph, last sentence says:
"Immediately thereafter, all proposals will be opened and publicly read in the presence of the proposers at Boise City Hall". Does this require that there be a company representative present for the receiving of the Proposals? Will the Proposals will be opened and checked that they comply with the Proposal instructions at this time?

Answer 6
A company representative is welcome to attend the bid opening but it is not required. The proposals will be opened and they will be checked for a signature at that time. The complete proposal compliance will be checked during the evaluation phase.

Question 7
Page 16, Item II. Qualifications and Experience of Consultant Team...City reserves the right to investigate and confirm the proposer's financial responsibility. This may include financial information and interviews with past clients, and employees. Unfavorable responses to these investigations may be grounds for rejection of proposal...

**Answer 7**
The references will be checked and each proposer will be evaluated on the reference responses.

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**NOTICE TO ALL BIDDERS AND PROPOSERS**

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ADDENDA THREE
RFP 10-035

Boise Airport Five Year Engineering Services
Aviation Department, City of Boise

FACSIMILE TRANSMITTAL

Date: January 6, 2010

Total Pages Transmitted (Including this sheet): 2

Question 8
Page 16, Item VI References
...provide a minimum of four references for similar projects...
Page 21 is a form to provide three references. Does this form go in Item VI of the proposal?
Answer 8
Page 16, Item VI References; Change following: “Please provide a minimum of three (3) references for similar projects, as proposed in this RFP.”

Question 9
The requirement for an organization chart is omitted. Do you want an organization chart for the team?
Answer 9
Page 16, Item I Cover Letter, requests ….. list of team members, team organization, project approach. An organization chart may be used to provide this information.

Question 10
Page 17, Selection Process Schedule
Is the schedule correct that the shortlist is made on February 10 and the interviews are February 11?
Answer 10
Modify the proposed time schedule as follows:
Interview short listed firms (conference call) and decision on recommended firms; 2/17/10. Anticipated award; 3/9/10.

Question 11
Page 8 of RFP, Item 1.17 Evaluation of Proposal, Selection & Negotiation Third paragraph refers to Consultant fee information that will be used to break a tie of most qualified firms... No fee information is requested in the RFP. Please clarify.

**Answer 11**
Page 8, Item 1.17 Evaluation of Proposal, Selection & Negotiations, 3rd paragraph; Delete following sentence: “The consultant fee proposal information will not be used in determining which firms are selected as being most qualified unless two firms are considered equally qualified.”

**Question 12**
Page 8 of RFP, Item 1.17 Mentions evaluation criteria for the proposals. No evaluation criteria are provided in the RFP--only weighting of proposal sections. What are the Airport's goals and priorities for this contract?

**Answer 12**
Page 8, Item 1.17 Evaluation of Proposal, Selection & Negotiations; Change the following sentence: “Based upon the written proposals and reference information, the city’s selection team will select the most qualified, capable, experienced, and responsive firms for the work being proposed, for further consideration through teleconference interviews.”
The Airport’s goal is to select the most qualified, experienced, capable, and responsive firms for the work being proposed.

**Question 13**
Is there a way to get a tour of the Boise Airport site in conjunction with the Five Year Engineering Services?

**Answer 13**
No tours are available during this RFP process.

**Change**
Page 3, 7th paragraph; Change the following sentence: “The City intends to award contracts to two or three Design Teams/Firms.”

**Change**
Page 7, Item 1.13 Award Criteria; Change the following sentence: “At a minimum, award criteria will include qualifications, experience, capabilities, responsiveness, reference information, and compliance with the RFP requirements.”

**NOTICE TO ALL BIDDERS AND PROPOSERS**

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ADDENDA Four  
RFP 10-035  
Boise Airport Five Year Engineering Services  
Aviation Department, City of Boise  

FACSIMILE TRANSMITTAL  

Date: January 14, 2010  

Total Pages Transmitted (Including this sheet): 2  

RFP 10-035 Boise Airport Five Year Engineering Services  
Questions for the RFP  

1. Page 5 – Item 1.4 item d.  
   Item states “Consultant shall indemnify and save and hold harmless City...”  
   Question: Is the term “save” intended to mean “defend”?  
   **Answer:** The legal definition of save harmless (hold harmless) v. 1) to indemnify (protect) another from harm or cost. 2) to agree to guarantee that any debt, lawsuit or claim which may arise as a result of a contract or contract performance will be paid or taken care of by the party making the guarantee. Example: the seller of a business agrees to "save harmless" the buyer from any unknown debts of the business.  

2. Page 6 – Item 1.6 item "Public Records"  
   In regard to the RFP’s reference to the proposals being “...opened and publicly read...” (Page 3, first paragraph) as well as being “Public Records” (Page 6, Section 1.6), We believe this may be a contradiction to the intent of a Qualification Based Selection (State Code 67-2320) process, since these are not bids. As currently written, responders must vet what may be viewed publically between the date of submittal and the date of interview. In a competitive, qualification-based selection based upon demonstrated competence, this could have a significant bearing. Section 9-340D of the Idaho Code (attached) provides that public writings can be exempt from disclosure. This includes “trade secrets” as may be “...contained in response to public agency... requests for proposal...” (Section 9-340D (1)). Will Section 9-340D be considered in an adjustment of the criteria for the RFP?  
   **Answer:** The Proposal will be opened and the vendor name and statement of signature will be read on bid opening day and time. The proposals are kept out of the public domain until the Intent to Award is
issued after all evaluations and interviews. Also, an item that qualifies under Idaho State Statute Title 9 Chapter 3 Section 9-340D can be marked as such and will be considered confidential.

3. Page 7 – Item 1.14 Significant Local Presence
   Question: We would like to respond to “Significant Local Presence” in an accurate and appropriate manner. In the interest of this question, is the proposer, the team or the prime consultant? More specifically, if we are teamed with a prominent local firm with a significant role on the project, as a team, are we able/should we check, Yes?
   Answer: The Company whose name is on the Proposal and is signatory for the Proposal should determine whether there is significant local economic presence. If, under the company name there is a local office or the like, you would be local. If, your local presence is not under the name on the Proposal, this does not qualify as local. The Boise City Council may award to a local vendor but not mandatory.

4. Page 9 – Item 2.6 Copyright
   Many Consultants copyright their work.
   Question: Is it acceptable for the Consultant to issue a release for specific City use and not necessarily other firms?
   Answer: The work needs to be marked as copyrighted and will be handled as confidential material.

5. Page 13- Item middle of 6th paragraph down, “Contract may be used by other Boise City Departments on an as-needed basis.”
   Question: Is it the intent of the City to use a selection of an airport consultant for other City projects outside of the Airport?
   Answer: If there is a need within another Boise City Department that is closely related to the airport work, they may ask to use this contract. However, this is a remote possibility.

NOTICE TO ALL BIDDERS AND PROPOSERS

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