

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Chief Executive Office

BOARD AGENDA # *B-2

Urgent Routine

AGENDA DATE June 24, 2008

CEO Concurs with Recommendation YES NO
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Approve Scope Modifications to an Existing Planning and Environmental Contract with ESA Airports related to the Crows Landing Air Facility Development Project

STAFF RECOMMENDATIONS:

1. Approve Scope Modifications to an Existing Planning and Environmental Contract with ESA Airports related to the Crows Landing Air Facility Development Project.
2. Authorize Chief Executive Officer or designee to sign amended contract for services.

FISCAL IMPACT:

Funds to support the on-going planning and development process at the Crows Landing project area have been established in a Crows Landing Development budget unit. The property will generate approximately \$780,000 through a three-year agricultural lease of 1112 acres with Hollister based grower - Pride of San Juan. This agricultural lease expires in December 2008.

- C O N T I N U E D -

BOARD ACTION AS FOLLOWS:

No. 2008-460

On motion of Supervisor Monteith, Seconded by Supervisor Grover

and approved by the following vote,

Ayes: Supervisors: O'Brien, Grover, Monteith, DeMartini and Chairman Mayfield

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) Approved as recommended

2) Denied

3) Approved as amended

4) Other:

MOTION:



ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

Approve Scope Modifications to an Existing Planning and Environmental Contract with ESA Airports related to the Crows Landing Air Facility Development Project

FISCAL IMPACT Continued:

The initial general plan amendment, master planning process, airport layout plan and subsequent environmental impact analysis was awarded to ESA Airports in March 2006. The total contract amount is \$499,740 and was encumbered in the Crows Landing budget unit for this purpose. From March 2006 through August 2006 ESA performed a Master Development Concept Review, which identified several potential reuse scenarios. This work product expended \$155,032.34 or 31.5% of the contract total. The scope modification as presented in this report utilizes \$344,021 of the remaining encumbered funds (\$344,707.66) and requires no additional funding support to complete this important Airport Layout Planning process.

DISCUSSION:

Since the development of the 2001 Reuse Plan, County Staff and the Crows Landing Steering Committee identified potential site uses and guiding principles for the development of a Master Development Plan for the former Crows Landing Air Facility using the following guiding principles developed by the steering committee:

- Protect air facility from incompatible land uses;
- Set aside land for runway expansion;
- Look toward multi-modal transportation and distribution options;
- Integrate ground distribution;
- Capitalize on proximity to Interstate 5;
- Maintain sensitivity to surrounding communities;
- Improve infrastructure and services for the community of Crows Landing; and
- Develop attractive entrance/presence that creates a positive statement for the area.

County staff along with ESA Airports conducted a combination public meeting and open house to present potential land use concepts to the public. The public meeting and open house was held on July 10, 2006 at Creekside Middle School in Patterson with about 50 people in attendance. Staff then presented a report to the Crows Landing Steering Committee on the results of the public meeting/open house and identified three land use considerations on August 16, 2006.

Concept 1 recommended the existing two-runway configuration.

Concept 2 recommended retention of the north-south parallel runway configuration.

Concept 3 recommended retention of the prevailing wind, east-west parallel runway configuration.

The Board of Supervisors concurred with reuse scenario three (the retention of the small prevailing wind runway) at their September 26, 2006 Board meeting. At that same meeting the Board also moved to suspend the ESA work in light of a growing private sector interest in the Crows Landing project area. The Board has long envisioned public/private development

Approve Scope Modifications to an Existing Planning and Environmental Contract with ESA Airports related to the Crows Landing Air Facility Development Project

partnership to assist in the finance, design, build, and operation of an Industrial Business Park located at the Crows Landing development site.

Now that the RFP process and subsequent exclusive negotiation period has concluded identifying PCCP West Park as the master developer it is time to readdress the ESA Airports scope of work and to modify that scope to align their airport analysis with the larger, environmental review analysis that will be completed with the County acting as lead agency.

The original ESA Airports scope included an environmental review component along with an Airport Layout Planning process. The approval to proceed with West Park as master developer will require the preparation of both program and project level environmental review. The ESA agreement has been modified (see attached scope revise) to remove the environmental review component. The proposed scope revision will provide for a more detailed analysis of airport facility requirements and ongoing consultation with the Caltrans Division of Aeronautics. Agency consultation will include the preparation of a permit application package which will be necessary for airport operation. All environmental analyses associated with the proposed airport facility and Airport Land Use Compatibility Plan policies will be reviewed in the forthcoming CEQA document for West Park development and ESA will provide airport-specific data to support the CEQA analyses.

POLICY ISSUES:

The Board should determine whether modification of the existing scope of work by ESA Airports for the development of an Airport Layout Plan and development of an Airport Land Use Compatibility Plan amendment are consistent with the stated Board priorities of facilitating a strong local economy and developing an improved infrastructure for Stanislaus County.

STAFFING ISSUES:

The Chief Executive Office will continue to oversee the development project with direct participation from Planning and Community Development, Redevelopment, County Counsel, Environmental Resources, and the Department of Public Works.

Attachments: ESA Airports Standard Agreement - Amendment Number 1
Revised Scope of Work - ESA Airports: Crows Landing Air Facility

AMENDMENT NO. 1
to
STANDARD AGREEMENT

Pursuant to Paragraph 12 of the Standard Conditions (Long Form), which are made a part of Standard Agreement dated March 21, 2006, between the County of Stanislaus ("County") and Environmental Science Associates, a California corporation ("Contractor", aka "ESA Airports") (the "Agreement"), the parties hereby modify the Agreement as follows:

1. Section 4 of the Agreement is modified to replace the Contractor's Proposal dated January 23, 2006 with the Contractor's Revised Scope of Work dated June 5, 2008, a copy of which is attached to this Amendment No. 1 and, by this reference, made a part of the Agreement.

2. Section 3 of the Agreement is revised to reflect that the maximum amount of compensation for the Revised Scope of Work shall be \$344,021.

3. All other provisions of the Agreement remain the same.

In Witness Whereof, the parties have executed this Amendment No. 1 to the Agreement in duplicate on June 24, 2008.

COUNTY OF STANISLAUS

Environmental Science Associates

By _____
Richard Robinson
Chief Executive Officer

By _____
Steve Alverson
Vice President

"County"

"Contractor"

Approved as to Content:
Chief Executive Office

By _____
Keith Boggs
Deputy Executive Officer

Approved as to Form:

By  _____
John P. Doering
County Counsel

June 5, 2008

Mr. Keith Boggs
Deputy Chief Executive Officer
Stanislaus County
1010 Tenth Street, Suite 6800
Modesto, CA 95354

Subject: Revised Scope of Work – Crows Landing Air Facility

Dear Mr. Boggs:

The Airports Groups at Environmental Science Associates (ESA Airports) is pleased to provide the following Scope of Services and Cost Estimate to resume efforts under our existing contract in support of development at the former Crows Landing Air Facility. Our previous contract was suspended to accommodate the exclusive negotiating period with West Park, LLC. The changes in the attached Scope of Services (Attachment A) and Estimated Cost (Attachment B) reflect the changes to the proposed project and development process that have occurred since the negotiation of our original contract in 2006.

Scope of Services

The tasks outlined in the Scope of Services have changed significantly to focus solely on the development of the proposed Crows Landing general aviation facility (Crows Landing Airport). The overall goal of our proposed scope of services is to provide Stanislaus County with the design and permit-related services that will be required to open a general aviation facility at Crows Landing. These services include the development of an Airport Layout Plan (ALP) and narrative report, the development of an Airport Land Use Compatibility Plan (ALUCP) amendment, and support for agency coordination and public outreach.

It is important to note that some of the proposed services can be performed on a parallel track with other site development activities. For example, the environmental review associated with the proposed ALUCP amendment can be included as part of the overall environmental review for the 4,800-acre West Park Development. Development of the ALP and Caltrans approvals will occur on a separate track, but with consideration to the overall project schedule.

Team Configuration

The size of the ESA Airports team has been reduced to include only ESA Airports and Mead & Hunt, and all work will be completed by these two firms. The ESA Airports team will work together to accomplish all activities outlined in the Scope of Services. The ESA Airports team originally included four other firms whose services are no longer necessary: Kleinfelder, RailPros, K.D. Anderson & Associates, and Goodwin Consulting Group. ESA Airports has alerted these firms to the proposed change in scope and services.

Estimated Cost

As shown on Exhibit B, ESA Airports estimates the proposed project to cost \$344,021. This cost does not exceed the remaining contract amount, and no additional funds are requested at this time.

Mr. Keith Boggs
June 5, 2008
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Since 2006, ESA Airports has worked with Stanislaus County to bring new job opportunities to County residents. The development of a general aviation facility is integral to realizing that goal. We look forward to working with the County to resume aviation as part of the County's overall revitalization of the former Crows Landing Air Field.

Sincerely,



Lisa Harmon
Managing Associate

cc: 205531 project file

Attachment A
Scope of Services
Crows Landing Airport Planning Support

June 5, 2008

Background

From 2006 to 2007, the ESA Airports team worked with Stanislaus County to identify three possible airfield configurations/scenarios and the general types of aviation uses and facilities that could occur under each scenario. The conceptual/diagrammatic drawings for each alternative were used to seek concurrence from the County on a preferred alternative. The County selected Concept 3, Option 2, as the preferred alternative. That alternative retained the prevailing wind, northwest/southeast runway (Runway 11-29) and released portions of the north/south runway (Runway 16-34) for non-aviation related development as part of a Master Development Plan. Scenario 3, Option 2, includes three stages of development over an approximately 20-year planning horizon as follows:

- Short term: Aircraft Reference Code (ARC) B-II, including a single, 5,300-foot runway;
- Medium-term: ARC B-II, including a single 6,300-foot runway; and
- Long-term: ARC C-II, including two 6,300-foot parallel runways length with 700 feet of separation

During this second phase of work, the ESA Airports team, which is composed of staff from ESA Airports and the sub consultant firm of Mead & Hunt, will prepare the following documentation to support the development of a County-operated general aviation facility based on the previously selected scenario (Concept 3, Option 2):

- Airport Layout Plan (ALP): Drawing and Narrative Report
- Airport Land Use Compatibility Plan (ALUCP) Report

General Assumptions

The ESA Airports team based this scope and cost upon the following assumptions:

- The County is preparing an Environmental Impact Report (EIR) for the entire 4,800 development area, which includes the former Crows Landing Air Facility;
- The County's EIR will assess the potential environmental impacts of proposed airport development as described in the forthcoming ALP, as well as the potential environmental effects associated with implementation of the forthcoming ALUCP;

- The ALUCP developed for the new Crows Landing General Aviation Airport will supplement the existing county-wide ALUCP for Stanislaus County. The preparation of a county-wide plan is not proposed at this time;
- FAA consultation and approval will not be performed at this time; and
- The proposed work can be completed within eight months. If the project duration is protracted due to agency reviews or other delays, additional funding may be required.

Task 1.0: Prepare Airport Layout Plan

The ESA Airports team will prepare an ALP drawing and narrative report for the proposed Crows Landing General Aviation (GA) Airport (Crows Landing Airport). Since the former air facility is no longer in use, the ALP set will serve three functions:

1. **Document existing aviation facilities and describe future development plans for the airport.** The ESA Airports team will document this information to assist the County, as the airport proprietor, in obtaining required approvals from various reviewing agencies including the California Division of Aeronautics, Stanislaus County Airport Land Use Commission, and the County Board of Supervisors. The ALP will also serve as a basis for subsequent work that will be required to obtain Federal Aviation Administration (FAA) review, approval, and funding.
2. **Provide information for decision makers.** The ALP will help the County in making decisions on how to operate and develop the airport to meet potential future demand.
3. **Provide data to amend the County's ALUCP.** Lastly, the ALP will serve as a basis for amending the ALUCP for Crows Landing Airport to reflect the airport's anticipated use as a general aviation facility and not a naval auxiliary landing field as it previously was.

The specific tasks to be accomplished under this work Task are described below.

Task 1.1 Aircraft Activity Forecasts

The ESA Airports team will prepare aircraft activity forecasts for each stage of development associated with Scenario 3, Option 2 as described previously. The forecasts will generally identify the fleet mix, number of based aircraft and annual number of aircraft operations that would be accommodated at each stage of development. The forecasts will be used to develop building area alternatives and aircraft noise contours for the airport. The future noise contours will be prepared as part of the ALUCP planning effort (Task 2). As historical general aviation data does not exist for the Crows Landing Airport, the forecasts will rely heavily on national trends as provided in the FAA's *Aerospace Forecast* report.

The ESA Airports team will prepare a discussion paper summarizing the findings of this forecasting effort and submit the paper to the County for review and comment. The paper will be discussed during a conference call with County staff and finalized afterward. FAA coordination to obtain forecast approval is not included as part of this task.

Task 1.2 Evaluate and Define Airfield Facility Requirements

In accordance with FAA criteria established in Advisory Circular 150/5300-13, Change 12, Airport Design, the ESA Airports team will evaluate and define the airfield facility design requirements for the following airfield facilities:

Crows Landing Airport Facilities and Requirements	
<u>Facility</u>	<u>Requirements</u>
Runway	Pavement strength, width, clearances, safety areas/object free areas, runway projection zones and approach slopes.
Taxiway	Pavement strength, width, clearances, locations, exits and hold/run-up aprons.
Lighting and Marking	Runway, taxiway, apron, and approach lighting and marking.
Navigational Aids/ Approach Procedures	The type and location of future visual and instrument approach facilities will be explored and recommendations offered.

The airfield design requirements will be reflected on the ALP drawing and summarized in the narrative report.

Task 1.3 Identify Future Building Area Development.

The ESA Airports team will assess and suggest suitable locations for future building area development and aviation uses. The evaluation will include consideration of the following factors:

- Ground access,
- Based and transient aircraft tiedown aprons,
- Hangar storage areas,
- Fixed Base Operator (FBO) acreage and facilities,
- Special operations and facilities areas (law enforcement, aeromedical, fire, etc.),
- Aviation fuel storage and dispensing facilities,
- Stormwater and drainage facilities,
- Utilizing existing pavement to the extent possible, and
- Future land requirements.

The ESA Airports team will prepare a discussion paper with graphics summarizing the results of the data obtained in Tasks 1.2 and 1.3, and submit the paper for County review and comment. The ESA Airports team will hold a conference call to discuss County comments following

submission. Based on input from the County, the layout of future building area facilities will be reflected on the ALP drawing in general terms. The detailed layout of future building area facilities and aviation uses will be documented in the narrative report.

Task 1.4 Prepare Development Staging Plan

The ESA Airports team will prepare a staged development plan for the airfield and building area. The plan will reflect the project development priorities and schedules for future airfield and building area facilities during the short-term, middle-term, and long-term planning horizons. The ESA Airports team will develop estimated costs for individual projects and for each stage of development. The staging plan will be presented in a manner that is consistent with the Capital Improvement Program format utilized by FAA and the California Aviation System Plan (CASP). Simplified sketches will be used to illustrate the phasing of capital projects for the short-, medium-, and long-term planning periods.

The ESA Airports team will prepare a discussion paper on the suggested staging plan and estimated costs of capital improvements, and we will submit that paper to the County for review and comment. Based on comments received from the County during a subsequent conference call to review the staging plan, the ESA Airports team will finalize the staging plan for inclusion in the ALP narrative report. The staging plan will become the primary tool used by the County in deciding where to site future airport development so as to ensure that future facilities are constructed in an orderly fashion and meet the long term needs of the airport.

Task 1.5. Prepare Administrative Draft ALP Drawing

In August 2003, at the County's direction, Mead & Hunt prepared an ALP drawing showing existing aviation facilities. As part of the Phase 2 scope of work, the ESA Airports team will revise the ALP to reflect the three stages of development associated with Scenario 3, Option 2.

The ALP drawing will illustrate the basic infrastructure and facility needs identified in the preceding tasks. The ALP drawing and descriptive tables will be prepared in accordance with Title 21, Section 3534 of the California Code of Regulations and FAA criteria established in Advisory Circulars *150/5070-6B, Airport Master Plans*, and *150/5300-13, Change 12, Airport Design*, and the FAA's current ALP checklist dated February 2006.

To satisfy future FAA requirements, a site survey will be conducted to supplement the aerial survey work executed by Cartwright Aerial Survey, Inc., in October 2000. Specific data to be obtained include elevation data of the runway ends, high and low points along the length of the runway, runway end coordinates, close-in obstructions, and heights of on-airport structures within the airport area boundary.

Task 1.6— Administrative Draft Airspace Plan Drawing

The ESA Airports team will prepare an airspace plan drawing to reflect the long-range configuration for Scenario 3, Option 2. The locations and heights of existing obstructions will be noted to the extent that data is available from the aerial survey work executed by Cartwright Aerial Survey, Inc. in October 2000. The Airspace Plan will be prepared in accordance with the criteria in Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace* (14 CFR Part 77).

Task 1.7 Prepare Administrative Draft ALP Narrative Report

The ESA Airports team will prepare and submit four printed copies of the administrative draft of the ALP drawings (Tasks 1.5 and 1.6) and ALP Narrative Report for review and comment by County staff. The report will summarize the planning process and document the findings of the tasks outlined in this scope of services. The ESA Airports team will revise the narrative report to address substantive comments received from the County during a subsequent conference call to discuss the narrative report. Preparation of the public review draft and final ALP report is covered in Task 3, *Review and Adoption*.

Task 1.8 Meetings

Up to four meetings are budgeted for this ALP planning effort to obtain input from Stanislaus County, the California Division of Aeronautics, and FAA to discuss and obtain direction on items defined in this work Task. Relevant graphics, working papers, and other materials will be furnished to the County one week prior to meetings to facilitate discussion. These meetings are intended to facilitate preparation of the administrative draft ALP drawing and narrative report.

The meeting with FAA would occur to inform them of the proposed project. Coordination with FAA to facilitate NPIAS inclusion is not included within this scope of work.

Task 1 Deliverables - Summary

The ESA Airports team will provide the deliverables listed below.

- Discussion paper on aircraft activity forecast scenarios prepared in Task 1.1.
- Discussion paper with graphics on the design requirements and development alternatives evaluated in Tasks 1.2 and 1.3.
- Discussion paper on the recommended staging plan and estimated costs of capital improvements developed under Task 1.4.
- Administrative draft ALP and Airspace Plan drawings and ALP Narrative Report.
- Visual aids for meetings.

The discussion papers will be provided in PDF format for electronic distribution. Up to four printed copies and a digital version of the Administrative Draft ALP drawing and narrative report will be provided.

Task 1 - Assumptions

- The County will provide the ESA Airports team with one additional set of all surveys and deliverables conducted during the exclusive planning period with the Master Developer, including: utilities plans, environmental reports, traffic reports, rail reports, etc. This information will be provided within one week of project commencement.

- The cost estimate for site survey (Task 1.5) assumes that survey monuments exist on airport property or adjacent public property and are readily accessible.
- The County will participate in a conference call or provide written comments on deliverables within one week of meetings or submittals.
- The ESA Airports team and the County will together to arrange agency meetings.
- Environmental documentation and FAA coordination/approval are not covered in this scope of work.

Task 2.0: Prepare Crows Landing Airport Compatibility Plan

The ESA Airports team will prepare an Airport Land Use Compatibility Plan (ALUCP) for the proposed Crows Landing Airport as a general aviation facility. The compatibility plan will be based upon the Airport Layout Plan drawing prepared in Task 1.5 and direction provided by the County during the planning process. The compatibility plan will generally define the airport influence area (AIA), delineate the airport land use compatibility zones, and establish airport-specific compatibility policies for the Crows Landing Airport. Data developed for the Crows Landing Airport ALUCP will be based upon the following:

- Current state compatibility guidelines contained in the *California Airport Land Use Planning Handbook*, dated 2002;
- FAA and Caltrans Division of Aeronautics requirements for airports;
- Airport-specific data produced as part of Task 1; and
- Current industry practices.

The ESA Airports team will review the existing ALUCP, which includes the former Crows Landing Air Facility, analyze available airport-related data, and recommend changes to the compatibility map and airport-specific policies consistent with the airport's new role as a general aviation facility. The updated ALUCP is anticipated to be adopted by the Stanislaus County Airport Land Use Commission (ALUC). In Stanislaus County, the ALUC is composed of the County Planning Commission plus two members with aviation expertise.

Task 2.1 California Division of Aeronautics Submittal for ALUCP

The ALP for Crows Landing Airport will serve as the basis of the Crows Landing Airport Land Use Compatibility Plan (ALUCP). Consistent with Public Utilities Code Section 21675 (a), the ALP and other pertinent aeronautical information will be submitted to the California Division of Aeronautics for approval for use in the ALUCP Crows Landing Airport.

Task 2.2 Prepare Noise Contours

The ESA Airports team will prepare noise contours for each stage of development. The largest noise contour will be used for ALUCP planning purposes to assess potential off-site noise

impacts. The largest noise footprint will be generated using either the long-range airport development scenario with the two parallel runways or be generated as a composite of the three noise contour sets.

The ESA Airports team will prepare the noise contours using Version 7.0 of FAA's Integrated Noise Model (INM). The California Noise Equivalent Level (CNEL) metric will be depicted in 5-decibel (dB) increments from 55 dB to 70 dB. Information regarding future aircraft activity levels, fleet mix, flight track locations and other data required to generate aircraft noise contours.

Task 2.3 Compatibility Analyses

The ESA Airports team will perform a compatibility analysis to determine the extent of potential noise and safety related impacts that would occur in the vicinity of the Crows Landing Airport. Although the study will assess the potential impacts for each stage of development, the greatest impacts are expected to result from the long-range planning horizon, which include two parallel runways. This evaluation will focus on the following compatibility factors:

- **Noise and Overflight Impacts:** The review will rely extensively upon the aircraft activity data, noise data, and noise contours developed in preceding tasks.
- **Safety Impacts:** Data regarding typical aircraft accident location patterns for airports equivalent to the Crows Landing Airport will be obtained and used to assess the accident potential at the airport. The ESA Airports Team will rely upon information contained in the 2002 *California Airport Land Use Planning Handbook* and preliminary safety impact analyses conducted during the exclusive negotiating period with the Master Developer.
- **Airspace Protection Assessment:** Tall structures and trees in the vicinity of an airport can become a constraint upon aircraft operations, particularly instrument approach procedures. The ESA Airports team will conduct an examination of the effects of airspace obstacles on future visual and instrument approaches to the runways. The ESA Airports team will seek to define a consistent set of height limit criteria which will ensure essential protection for the airport's airspace, yet allow tall structures where no adverse effects would result. Other types of airspace hazards (smoke, glare, confusing lights, electronic interference, bird attractions, etc.) will be described as well.

Task 2.4 Compatibility Mapping and Airport-Specific Policies

Based on the results of the impact analysis, the ESA Airports team will draft a set of airport-specific compatibility policies and criteria to supplement or modify those in the current countywide ALUCP. A draft compatibility map will also be prepared to indicate how the compatibility policies will geographically apply to the airport. Specific sub-tasks to be accomplished include the preparation of the following:

- **Compatibility Factors Map:** A compatibility factors map(s) will be prepared indicating the areas affected by noise, overflight, safety, and airspace protection policies (whether shown separately or in a combined form).
- **Compatibility Map:** A compatibility map will be drawn showing compatibility zones recommended for the airport environs.
- **Policies Unique to the Airport:** Because the character of activity and the associated impacts at the Crows Landing Airport may differ significantly from the other airports in

the countywide ALUCP, policies specific to the Crows Landing Airport may be necessary. Countywide procedural policies will not be addressed in this planning effort.

- **Airport Environs Land Use Mapping:** As background both to the preparation of the plan and its subsequent implementation, maps depicting current and planned land uses in the vicinity of the airport are essential. The ESA Airports team will prepare a simplified map of planned land uses in the vicinity of Crows Landing Airport. This data will be displayed on a parcel base map including roads and other geographic features. The County will provide the ESA Airports team with the land use and parcel base maps in an AutoCAD-compatible format.

The ESA Airports team will prepare a discussion paper with graphics summarizing the results of the compatibility assessment (Task 2.3) and recommendations borne out of this task (Task 2.4). The discussion paper will be submitted to County and ALUC staff for review and comment during a subsequent conference call.

The ESA Airports team understands the proposed ALUCP maps and policies could affect the development of the West Park project, and that the policies and limitations identified on the compatibility maps will need to be reflected in the Performance/Design Standards associated with the overall West Park Project's Specific Plan. The analysis of compatibility factors will be provided to the County and the Master Developer as soon as possible for inclusion in the Design/Performance Standards that will be developed as part of the West Park Specific Plan. The ESA Airports team will prepare a memo for the County's submission to the Master Developer and the project manager will attend one meeting to discuss the ALUCP maps and policies.

Task 2.5 Consistency Review

Once consensus has been achieved on the draft compatibility map and policies for the Crows Landing Airport, the affected jurisdictions will need to be informed of the extent to which their present general and specific plans and policies would be inconsistent with those proposed ALUCP policies. This task will identify those conflicts and indicate what changes would be necessary to eliminate them. The ESA Airports team will prepare a discussion paper summarizing the results of the consistency review for review and comment by the County and ALUC staff.

State law requires consultation with affected land use jurisdictions concerning the planning or establishment of an airport influence area boundary by the ALUC. The County of Stanislaus and the cities of Patterson and Newman are jurisdictions that would likely be affected by the ALUCP-related policies for the proposed Crows Landing Airport. Agency coordination is anticipated to be accomplished through working meetings with the County and ALUC staff (see Task 2.7). Additional meetings are covered in Task 3, *Review and Adoption*.

Task 2.6 Administrative Draft Compatibility Plan Report

An administrative draft compatibility plan report for the Crows Landing Airport will be prepared in a format enabling it to be incorporated into the countywide ALUCP. The material will include a summary of background data used in creating the draft plan as well as the proposed compatibility maps and airport-specific policies. Preparation of the public review draft and final ALUCP report is covered in Task 3, *Review and Adoption*.

Task 2.7 Meetings

Work on the ALP and ALUCP is anticipated to be conducted concurrently. Therefore, working meetings with County staff, as well as coordination with Caltrans Division of Aeronautics, ALUC staff, and/or the affected jurisdictions, regarding ALUCP and ALP matters are expected to occur on the same day. For budgeting purposes, four (4) working meetings are provided in Task 1.8.

Task 2 Deliverables - Summary

Up to four printed copies and a digital version of the ALUCP report will be provided. The discussion papers and other materials will be provided in PDF format for electronic distribution.

- Letter to California Division of Aeronautics requesting approval of the ALP (Task 2.1).
- Discussion paper with graphics on the results of the compatibility assessment of noise, safety, airspace, and overflight impacts. The paper will also summarize the recommended airport-specific compatibility policies for Crows Landing Airport (Tasks 2.3 and 2.4).
- Memo to County to discuss potential impacts of proposed policies on the forthcoming West Park Specific Plan and its Performance Standards, and attendance at up to two meetings with the County and West Park.
- Discussion paper on the consistency of community land use plans with the proposed ALUCP (Task 2.5).
- Visual aids for working meetings.
- Administrative draft ALUCP report (Task 2.6).

Task 2 - Assumptions

- The ALUCP for Crows Landing Airport will be written in a format that will enable it to be appended to the countywide ALUCP. Updating the countywide procedural policies is not covered in this scope of work.
- The County will provide ESA with all applicable maps of existing and planned land uses and parcel basemap in an AutoCAD compatible format within one week of notice to proceed.
- The County will participate in telephone conferences to provide written comments on all discussion papers within one week of meetings or submittals.

- Environmental documentation associated with the ALUCP is not covered in this scope of work, but will be addressed as part of the overall EIR for the West Park project.
- Any changes to the INM model version after the noise modeling has been completed could result in additional work effort and associated costs if a revision to the contours is requested.

Task 3.0: Review and Approval

The final phase of the project will involve the review and approval of the ALP and ALUCP. The approvals required for this project are as follows:

- **County of Stanislaus:** As the jurisdiction within which the airport is proposed to be located, three approvals are necessary:
 - Land use approval (zoning or conditional use permit),
 - Approval of the appropriate CEQA documents, and
 - Board of Supervisors approval of the development plan for Crows Landing Airport.

The County is expected to take action only on the ALP drawing and narrative report.

- **Stanislaus County Airport Land Use Commission:** State law requires that the airport plans must be submitted to and reviewed by the ALUC having jurisdiction over the proposed location. The ALUC also has the authority and responsibility of adopting an ALUCP for each of the airports within its jurisdiction (Sections 21674 (c) and 21675 (a)). Therefore, two ALUC approvals are needed:
 - Approval of the development plan for Crows Landing Airport , and
 - Approval of the ALUCP for Crows Landing Airport.
- **Caltrans Division of Aeronautics:** The California Division of Aeronautics will have two key functions in this project:
 - Approval of the ALP as the basis of the ALUCP for Crows Landing Airport, and
 - Issue an operating permit for the airport.
- **Federal Aviation Administration:** The only role that the FAA is anticipated to have in this project is to review the airport development plans to ensure that there are no airspace conflicts.

The ESA Airports team will assist the County in obtaining the required approvals by providing the services described below.

3.1 Public Review Draft ALP and ALUCP

The ESA Airports team will revise the administrative draft plans based upon comments received by County staff. The draft plans will be circulated for public review. Four (4) printed copies and a digital version of the draft plans will be provided to the County.

The ESA Airports team assumes that the County will identify locations for document review and provide publicity for the public review period.

Task 3.2 Hold Meetings for Public Review Process

Two meetings are budgeted for the review of the draft ALP and ALUCP. The ESA Airports team will participate in public workshops and/or individual meetings with stakeholders and government agencies.

Task 3.3 Respond to Comments

Written comments received as a result of public workshops and stakeholder meetings will be tabulated in a matrix. The ESA Airports team will briefly discuss each comment and make recommendations as to the desirability of modifying the draft plan or respond to the comment as appropriate. All recommended revisions to the draft plan will be listed in a formal addendum. This addendum, combined with the draft plan, will constitute the plan proposed for approval/adoption. The ESA Airports team will submit to County staff a draft copy of the addendum for review and comment.

Task 3.4 Public Hearing and Adoption

Approval of the ALP and ALUCP will require action by the ALUC, the County Planning Commission, and the County Board of Supervisors. One meeting with each body (3 total) is budgeted for this task. *This task cannot occur until the EIR for the Crows Landing Specific Plan has been completed, because an ALUCP document cannot be adopted until the CEQA process has been completed.*

Task 3.5 Final ALP and ALUCP

Once the ALP and ALUCP are approved, the ESA Airports team will prepare a final version of the plans incorporating all of the changes listed in the addendum. Four (4) printed copies and a PDF version will be supplied. All text, GIS maps, and other final document material will be provided in their original digital file formats as well.

Task 3.6 Airport Site Approval Permit Application Submittal

The first step in obtaining an Airport Permit from the California Division of Aeronautics is to apply for a Site Approval Permit. Consistent with the requirements of *Title 21, Section 3534 of the California Code of Regulations*, the ESA Airports team, will prepare and submit an application for a Site Approval Permit to the Caltrans Division of Aeronautics with the supporting

documentation. *Note that the application to the state cannot be made until all approvals have been obtained from the agencies identified in the preamble to this work Task.*

The ESA Airports team will also prepare and submit a "Notice of Landing Area Proposal" (FAA Form 7480-1) to the FAA in accordance with the agency's airspace review requirements. A meetings with the FAA is not anticipated.

As a final step in obtaining an Airport Permit, the Caltrans Division of Aeronautics may wish to inspect the new airport to ensure that the facility has been constructed in a manner that satisfies federal and state design standards (e.g., runway/taxiway markings). If the airport passes inspection, the Division of Aeronautics will furnish the county with a signed ALP drawing and an Airport Permit certificate. Approval by the California Division of Aeronautics will enable the County to begin operating the airport. Participation by in this final step is not anticipated and is not covered in this scope of work.

Summary of Meetings and Deliverables.

- Two meetings associated with the public review process described in Task 3.2,
- Three (3) meetings associated with the adoption process described in Task 3.4,
- Public Review Draft ALP and ALUCP (four printed copies and electronic copy),
- Visual aids for public meetings/workshops/hearings,
- Summary of written comments received on draft ALP and ALUCP (one printed copy and electronic copy),
- Final ALP and ALUCP (four printed copies and electronic copy),
- DVD/CD of all text, GIS maps, and other final document material in their original digital file formats, and
- California Division of Aeronautics application package (two copies and one electronic copy).

Task 3 - Assumptions:

- The County will provide the ESA Airports team with written comments on the draft ALP and ALUCP (Task 3.3).
- The County will assist with logistics and meeting arrangements by providing a venue and helping to provide other facility and publicity requirements (Tasks 3.2 and 3.4).
- ESA to assist compiling documentation of approvals (Task 3.6).
- Participation by Mead & Hunt in the final site inspection is not anticipated and is not covered in this scope of work (Task 3.6)
- Environmental documents and FAA coordination not covered in this scope of work.

Task 4.0: Project Management and Administration

4.1 Invoicing

The ESA Airports team will furnish the County with monthly invoices that will contain a summary of work completed during the billing period.

4.2 Project Schedule

The key project milestone over which the ESA Airports team has significant control is completion of the administrative draft ALP Narrative Report and ALUCP Report for the Crows Landing Airport. The ESA Airports team proposes to submit the draft plans covered under Tasks 1 and 2 within 16 weeks of project commencement. The time required for the review and adoption process (Task 3) is dependent upon the extent of interest and controversy that the plans generate with affected local jurisdictions and other stakeholders.

4.3 Project Budget

The work described under the Scope of Services (Tasks 1 through 4) will be performed on a time and materials basis. The project budget is based upon the number of staff hours and expenses indicated in Exhibit B. ESA shall make payments to its subcontractor within thirty (30) days of receipt of payment from the County of Stanislaus.

Authorization

The Scope of Services and Compensation stated in this proposal are valid for a period of thirty (30) days from date of submission.

Attachment B-1 Non-Labor Expenses

Reimbursable Costs

Project Supplies (M&H)	\$	1,000
Project Supplies (ESA)		
Printing/Reproduction (M&H)	\$	500
Printing/Reproduction (ESA)	\$	100
Document and Map Reproductions (M&H)	\$	500
Document and Map Reproductions (ESA)	\$	50
Postage and Deliveries (M&H)	\$	500
Postage and Deliveries (ESA)	\$	50
Mileage (M&H)	\$	2,500
Mileage (ESA)	\$	3,200
Vehicle Rental (M&H)		
Vehicle Rental (ESA)		
Lodging (M&H)		
Lodging (ESA)		
Airfare (M&H)		
Airfare (ESA)		
Other Travel Related (M&H)	\$	200
Other Travel Related (ESA)		
<hr/>		
Subtotal Reimbursable Costs	\$	8,600
5% Fee on Reimbursable Expenses	\$	430
<hr/>		
Total Reimbursable Costs	\$	9,030

Equipment Usage

Company Vehicle Usage	\$	-
HP Plotter	\$	-
GIS Computer Time	\$	-
Trimble GeoXT GPS	\$	-
Laptop Computers	\$	-
LCD Projector	\$	-
Noise Meter	\$	-
Sample Pump	\$	-
Surveying Kit	\$	-
Field Traps	\$	-
Digital Planimeter	\$	-
Cameras/Video/Cell Phone	\$	-
Miscellaneous Small Equipment	\$	-
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Total Equipment Usage Costs	\$	-