

PLANNING SERVICES CONTRACT

This Agreement, entered into as of this 17th day of September, 1991 by and between:

CITY OF REDLANDS
P. O. Box 3005
REDLANDS, CALIFORNIA 92373

hereinafter referred
to as the SPONSOR

AND:

COFFMAN ASSOCIATES INC.
11022 N. 28TH DRIVE SUITE 240
PHOENIX, ARIZONA 85029

hereinafter referred to
as the CONSULTANT

FOR THE PURPOSE of providing the following planning services:

**AIRPORT MASTER PLAN UPDATE (SCOPE A)
AND LAND USE PLAN (SCOPE B - OPTIONAL)
for the REDLANDS MUNICIPAL AIRPORT**

hereinafter referred
to as the PROJECT

DO HEREBY, Mutually agree as follows:

ARTICLE 1 - CONSULTANT'S SERVICES AND RESPONSIBILITIES

1.1 Employment of the Consultant. The Sponsor hereby agrees to engage the Consultant who in turn agrees to perform the technical and professional services necessary to accomplish the Project. Furthermore, it is expressly understood that the Federal Aviation Administration (FAA) has the right to approve the terms and conditions of this Agreement as well as the proposed scope (Scope A) and costs of the technical and professional services to be conducted as a part of the Scope.

1.2 Scope of Services. The Consultant shall do, perform and carry out in a satisfactory and proper manner, as determined by the Sponsor and the FAA, the services generally outlined below and specifically indicated in Exhibit A - Scope of Services, attached and incorporated by reference hereto. The Sponsor may, at its option, direct the Consultant in writing to conduct the Comprehensive Airport Land Use Plan outlined in Scope B.

1.3 Notice to Proceed. The official notice to proceed will be issued by the Sponsor. The Consultant can proceed with work elements associated with this project prior to the issuance of a Project Grant at his own risk if he so desires. The Sponsor will not be liable for claims for services performed until the official Notice to Proceed has been issued.

1.4 Time of Performance. The services of the Consultant (Scope A - Master Plan) shall be undertaken and completed in the sequence shown in Exhibit E - Project Schedule, attached and incorporated by reference hereto. Total time of performance shall not exceed nine (9) months exclusive of governmental reviews. If the Sponsor elects to conduct the Land Use Study (Scope B), the time of performance for those services shall be six (6) months from the official Notice to Proceed issued to the Consultant by the Sponsor.

1.5 Responsibility of the Consultant. The Consultant shall be responsible for the professional quality, technical accuracy and the coordination of all services provided by the Consultant under this contract. The Consultant shall, without additional compensation, correct or revise any errors or deficiencies in any documents prepared in association with this Project. The Consultant shall assist the Sponsor in issuing public notices for publication if necessary.

1.6 Responsibility of the Sponsor. The Sponsor shall cooperate with the Consultant by making a diligent effort to provide everything reasonably necessary for the Consultant to be able to provide its services, including all previous plans, drawings, specifications and design and construction standards; assistance in obtaining necessary access to public and private lands; legal, accounting, and insurance information required for various projects; necessary permits and approval of governmental authorities or other individuals; publication of public notices, transcripts and/or minutes of all meetings, and providing locations for committee and public meetings.

1.7 Subcontracts. At the time any subcontracted services are anticipated, the Consultant shall notify the Sponsor of the nature of and need for such services and identify the proposed subcontracting firm. The Consultant must receive approval in writing from the Sponsor prior to utilization of a subcontractor.

1.8 Hold Harmless - Indemnification. Consultant shall indemnify and hold harmless Sponsor, its officers, agents and employees from any and all suits, claims, losses, damages or injuries to persons or property and all costs and expense included in connection therewith relating to or in any way connected with or arising from negligence during the performance of this contract by Consultant's agents or employees.

ARTICLE 2 - COMPENSATION AND METHOD OF PAYMENT

2.1 Compensation. It is expressly understood and agreed that the total compensation to be paid to the Consultant shall be a firm fixed price amount of Forty Four Thousand Dollars (\$44,000.00) for the services specified in Exhibit A - Scope of Services. Such sum shall constitute full and complete compensation for the Consultant's services, as identified in Exhibit C - Cost Summary, attached and incorporated by reference hereto. If the Sponsor exercises the option to conduct the Comprehensive Airport Land Use Plan, the total to be paid to the Consultant shall be a firm fixed amount of Thirty One Thousand Dollars (\$31,000.00) for the services specified in Exhibit B - Scope of Services. The costs for Scope B are further outlined in Exhibit D..

2.2 Method of Payment. The Sponsor shall pay to the Consultant no more than the fixed price amount set out in Article 2.1 above. Payments shall be at monthly intervals subject to receipt of requisitions for payments from the Consultant specifying that he has performed the work and is entitled to the amount requisitioned under the terms of this Agreement.

2.3 Consultant Responsibilities for Compensation. The Consultant shall prepare monthly invoices and progress reports which clearly indicate the progress to date and the amount of compensation due by virtue of that progress. All requisitions for payment shall be for work completed unless otherwise agreed to by the Sponsor.

2.4 Sponsor Responsibilities for Compensation. The Sponsor agrees to pay the Consultant's invoices net upon receipt. At no time will payment of requisitions exceed thirty (30) days from the date of receipt of the invoice without notification to the Consultant. It is expressly understood that the payment process outlined above builds in provisions for the Consultant to carry Project costs for no more than sixty (60) days to minimize interest overheads and provide more planning man-hours for each Project dollar. It is also expressly understood that the Sponsor has the right to withhold payment on any invoice if he feels that the Consultant has not performed the requisitioned work efforts in a satisfactory manner. If the Sponsor does decide to withhold payments to the Consultant for any reason, he must provide written notifications and an explanation to the Consultant within ten (10) days of the date of the invoice.

ARTICLE 3 - CHANGES TO THE SCOPE OF SERVICES

The Sponsor may, at any time, and by written order, make changes in the services to be performed under this Agreement. If such changes cause an increase or decrease in the Consultant's cost or time required for performance of any services under this contract, an equitable adjustment shall then be made and the contract shall be modified in writing accordingly. Any claim of the Consultant for adjustment under this clause must be submitted in writing within thirty (30) days from the date of receipt by the Consultant of the notification of change.

No services for which an additional cost or fee will be charged by the Consultant shall be furnished without the prior written authorization of the Sponsor.

ARTICLE 4 - TERMINATION OF THE AGREEMENT

The Sponsor may, by written notice to the Consultant, terminate this contract in whole or in part at any time, at its sole discretion with or without cause. Upon receipt of such notice, the Consultant shall: (1) immediately discontinue all services affected (unless the notice directs otherwise) and (2) deliver to the Sponsor all data, drawings, reports, estimates, summaries and such other information and materials as may have been accumulated by the Consultant in performing this contract, whether completed or in process.

Upon termination of this agreement by the Sponsor, Consultant shall be paid the reasonable value, based on Exhibit C, of all work satisfactorily performed by the Consultant and their Subconsultants prior to termination.

ARTICLE 5 - ASSURANCES

5.1 Compliance with Regulations. The Consultant shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, DOT) Title 49, Code of the Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference as a part of this contract.

5.2 Nondiscrimination. The Consultant, with regard to this work performed during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations in any employment practices.

5.3 Solicitations for Subcontractors, Including Procurement of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

5.4 Sanctions for Noncompliance. In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the Sponsor shall impose such contract sanctions as it, or the FAA, may determine appropriate, including, but not limited to --

- (a) withholding of payments to the Consultant under the contract until the Consultant complies and/or
- (b) cancellation, termination, or suspension of the contract, in whole or in part.

5.5 Information and Reports. The Consultant shall provide all information and reports required by the Regulations and directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor, or the FAA, to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the Sponsor, or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5.6 Incorporation of Provisions. The Consultant shall include the provisions of the above paragraphs 5.1 through 5.5 in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the Sponsor, or the FAA, may direct as a means of enforcing such provisions including sanctions for non-compliance. Provided, however, that in the event the Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the Sponsor to enter into such litigation to protect the interests of the Sponsor and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

5.7 Disadvantage Business Enterprise (DBE) Assurances. It is the policy of the Department of Transportation (DOT) that disadvantage business enterprises as defined in 49 CFR Part 23 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 23 apply to this Agreement.

The Consultant agrees to ensure that disadvantage business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. In this regard, the Consultant shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that disadvantage business enterprises have the maximum opportunity to compete for and

perform contracts. The Consultant shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

5.8 Examination of Records. The Consultant agrees that duly authorized representatives of the Sponsor, the FAA, and the Comptroller General of the United States shall, until the expiration of five (5) years after final payment under this contract, have access to and the right to examine any directly pertinent books, documents, papers, and records of the Consultant involving transactions related to this contract.

5.9 Ownership of Documents and Other Data. Original documents, such as tracings, plans specifications, maps, basic survey notes and sketches, charts, computations, and other data prepared or obtained under the terms of this Agreement are instruments of service and generally should remain in the property of the Consultant unless otherwise agreed to by both parties. Reproducible copies of the drawings and copies of other pertinent data will be made available to the Sponsor upon request. In accordance with Exhibit A, an original set of reproducible drawings will be provided to the Sponsor at the completion of the project.

5.10 Foreign Trade Restriction Certification. The consultant hereby certifies to the following:

- (a) That it is not owned or controlled by one or more citizens or nationals of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);
- (b) That it has not knowingly entered into any contract or subcontract for this project with a contractor that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list.
- (c) That it has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

ARTICLE 6 - SUSPENSION OF WORK

The Sponsor may order the Consultant, in writing, to suspend all or any part of the work for such period of time as he may determine to be appropriate for the convenience of the Sponsor.

If the performance of all or any part of the work is, for any unreasonable period of time, suspended or delayed by an act of the Sponsor in the administration of this contract, or by its

failure to act within the time specified in this contract (or if no time is specified, within a reasonable time), an adjustment shall be made for any increase in cost of performance of this contract necessarily caused by such unreasonable suspension or delay, and the contract modified in writing accordingly. However, no adjustment shall be made under this clause for any suspension or delay to the extent (1) that performance would have been suspended or delayed by any other cause, including the fault or negligence of the Consultant, or (2) for which an equitable adjustment is provided for or excluded under any other provision of this contract.

ARTICLE 7 - INTERESTS AND BENEFITS

7.1 Interest of Consultant. The Consultant covenants that he presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services required to be performed under this Contract. The Consultant further covenants that in the performance of this Contract, no person having any such interest shall be employed.

7.2 Interest of Members of Sponsors and Others. No officer, member or employee of the Sponsor and no member of its governing body, who exercises any functions or responsibilities in the review or approval of the undertaking of carrying out of the services to be performed under this Contract, shall participate in any decision relating to the contract which affects his personal interest or have any personal or pecuniary interest, direct or indirect, in the Contract or the proceeds thereof.

ARTICLE 8 - ASSIGNABILITY

The Consultant shall not assign any interest in this contract, and shall not transfer any interest in the same without the prior written consent of the Sponsor thereto: provided, however, that claims for money due or to become due to the Consultant from the Sponsor under this contract may be assigned to a bank, trust company, or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished promptly to the Sponsor.

ARTICLE 9 - INDEPENDENT CONTRACTOR

This Agreement shall not be interpreted or construed, nor do the parties intend to create a joint venture, partnership or formal business organization in any form. Consultant shall fulfill his responsibilities under this Agreement as an independent contractor and not an agent or employee of the Sponsor.

Consultant agrees that its personnel and subcontractors are not Sponsor employees and have no rights afforded by Sponsor civil service, retirement or personnel rules. Consultant shall be solely responsible for its employees salaries, wages, bonuses, retirement withholdings, workmen's compensation, general liability, unemployment compensation, other benefits, and all taxes, deductions and premiums appurtenant thereto.

ARTICLE 10 - NOTICE

Notices to Sponsor are sufficient if sent by personal messenger or by certified mail, return receipt requested, postage prepaid, addressed to:

Redlands Municipal Airport
Attention: Airport Manager
1745 Sessums Drive
Redlands, California 92374

and notices to Consultant are sufficient if sent by the same means to:

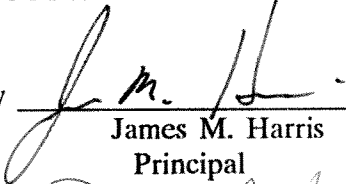
Coffman Associates, Inc.
11022 North 28th Drive, Suite #240
Phoenix, Arizona 85029

IN WITNESS WHEREOF, the Sponsor and the Consultant have executed this AGREEMENT as of the date first written.

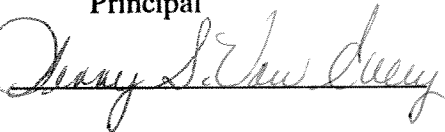
FOR THE CONSULTANT

COFFMAN ASSOCIATES, INC.

By


James M. Harris
Principal

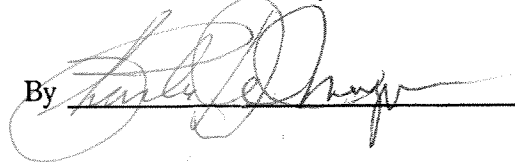
Attest



FOR THE SPONSOR

CITY OF REDLANDS, CALIFORNIA

By



Attest



Attached and Incorporated by Reference:

- Exhibit A - Scope of Services -
Master Plan
- Exhibit B - Scope of Services -
Land Use Plan
- Exhibit C - Cost Summary - Master Plan
- Exhibit D - Cost Summary - Land Use Plan
- Exhibit E - Project Schedule

APPROVED AS TO FORM

BY

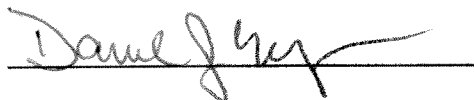


EXHIBIT A
SCOPE OF SERVICES
(SCOPE A)

REDLANDS MUNICIPAL AIRPORT
MASTER PLAN UPDATE
AIP # 3-06-0195-03

ELEMENT 1 - STUDY DESIGN

Task 1.1 Refine Work Scope, Budget, and Schedule

Description: Descriptions of each item of work required for completion of the Airport Master Plan for Redlands Municipal Airport will be prepared. Guidelines provided by the City of Redlands and those drawn from the Federal Aviation Administration (FAA) and will be integrated into the Scope of Services. Draft copies of the work program will be typed, printed and delivered to the City of Redlands for comments. The final product of this task will be the Scope of Services which will be attached and made a part of the project contract documents.

Each task to be performed will be evaluated to estimate the number of man-days necessary to accomplish the work efforts and the cost per man-day based on the billing classifications of the planning professionals assigned. Expenses for travel, subsistence, materials, computer time, reproduction and printing, and miscellaneous study-related costs will also be estimated. When estimated man-days have been established, they will provide input to the development of a project schedule identifying allowable time frames for major phases of the study. This schedule will also identify milestones at which each element will be submitted to the City of Redlands. A detailed element-by-element itemization of project man-days and costs with a final project time schedule will be attached to all copies of the final work scope.

Task 1.2 Establish Public Information Procedures

Description: Procedures directed toward the involvement of the public in all phases of the study will be established. A Planning Advisory Committee (PAC) will be identified and asked to assist in the ongoing review and participation in the planning process. The PAC will provide input on the conduct and recommendations of the study through meetings and review of Phase Reports. Additionally, procedures related to the scheduling and conduct of Public Information Meetings will be defined and clarified. The Consultant will provide general procedures and guidance for Public Information Meetings.

Task 1.3 Conduct Initial Planning Advisory Committee (PAC) Meeting

Description: An initial meeting will be held with the PAC to outline the study process and explain the role of the PAC members in the study effort. Special emphasis will be placed on the existing

and future role of the airport and the identification of specific issues relating to or influencing the airport. This meeting will be held during the inventory of airport facilities.

ELEMENT 2 - INVENTORY

The purpose of this study element is to assemble and organize relevant information and data pertaining to Redlands Municipal Airport and the surrounding area. A series of inventory efforts are necessary to collect and organize a variety of specific historical, technical, legal, financial, and planning data as described in the following tasks.

Task 2.1 Inventory Airport Facilities

Description: Perform inventories of physical facilities and existing land use within the present boundaries of the Redlands Municipal Airport. These inventories will identify and describe existing facilities as to age, quality, type, condition, and adequacy and will include, as a minimum, the following items.

- ♦ Airfield
 - Runway
 - Taxiways
 - Aprons
 - Lighting and Marking
 - Navigational Aids
 - Pavement Conditions
- ♦ Terminal Area
 - Terminal Building
 - Airport Access and Parking
- ♦ Support
 - Utilities
 - Fire and rescue facilities (off-airport)
 - Fueling facilities
- ♦ Other Areas
 - Airport Tenants
 - Hangars and other buildings
 - Industrial park
 - Additional on-airport land uses

In addition, all available plans, specifications, maps, photographs, drawings, and other data, including the previous Airport Master Plan, the California State Aviation System Plan, FAA Form 5010-1, ALP, and FAA Obstruction Charts, will be obtained and reviewed.

Task 2.2 Inventory Airport Financial Data and Information

Description: Obtain and organize essential airport financial data and information associated with the operation and development of Redlands Municipal Airport. Assemble and review information pertaining to such matters as:

- ♦ Airport management policies and guidelines.
- ♦ Aviation Ordinances.
- ♦ Financial statistics for the airport.
- ♦ Record keeping methods and procedures.
- ♦ Annual reports and back-up data.
- ♦ Utility and fuel usage and rate history.
- ♦ Major capital improvement projects in process.
- ♦ Airport leases, fees, and other income sources.

Task 2.3 Inventory Airspace and Air Traffic Activity

Description: Perform inventories of airspace, procedures, and operations at Redlands Municipal Airport. Air navigation aids and aviation communication facilities serving the area will also be identified as will proposed or existing man-made obstructions and natural features which affect the use of the airspace.

A sample aircraft operations count will be conducted at Redlands Municipal Airport utilizing an acoustical counter. The activity levels derived from this sample count will be used to estimate the existing annual operations level at the airport.

A detailed survey and review of available information pertaining to air traffic activity at Redlands Municipal Airport will be performed. The survey will involve an inventory count of aircraft based at the airport by aircraft type. Other air traffic activity data available pertaining to previously forecast operational levels will be obtained and organized for use in developing updated air traffic projections.

Task 2.4 Inventory Area Socioeconomic Data

Description: Obtain available information concerning historical and forecast socioeconomic factors which are likely to have a significant impact on the demand for air transportation in the Redlands air trade area as well as those factors that involve potential impact characteristics of the airport environs area. Key information requirements include the area-wide composition, characteristics, distribution, and growth patterns of the following.

- ♦ Population
- ♦ Economic base (business, income, tourism and employment)
- ♦ Present and projected land uses (residential, industrial, commercial, recreational, agricultural, public, and other)
- ♦ Existing and planned highway and other surface transportation

Task 2.5 Inventory Local Specific Plans and Land Use Regulations

Description: Review existing local, regional, and state planning and land use regulations in order to (1) ensure that the resultant Airport Master Plan Update will be compatible with local, regional, and state long-range planning goals, objectives, and policies; and (2) determine the strengths and weaknesses of local regulatory controls with regard to ensuring compatibility of the surrounding area with Redlands Municipal Airport.

ELEMENT 3 - FORECASTS

This study element is intended to update the estimate of future levels of air traffic by quantity and by characteristics that will identify the demand that must be met by Redlands Municipal Airport and by the surrounding airport environs area. The following work tasks will be carried out as part of this element.

Task 3.1 Review Regional and Airport Area Socioeconomic Forecasts

Description: Review and analyze current local and regional socioeconomic forecasts obtained in the inventory task. In consultation with state, county, regional, and local planning agencies, select the forecasts which seem most representative of expected future trends.

Task 3.2 Update Aviation Demand Forecasts

Description: Using the information and data acquired or developed as a result of Task 2.3 and 2.4, evaluate the historical significance and inter-relationship of the area-wide economy, air traffic activity, and the economics of those communities that have a common air interest with the Redlands service area. Based on such evaluation, update forecasts of aircraft activity relative to future aviation activities at Redlands Municipal Airport. All forecasts which are developed will be compared with those developed in the most current State and Federal System Plans.

The forecast update shall result in estimates of aviation demand for five, ten, and twenty years including:

- ♦ Annual and peak hour volume and mix of aircraft operations.
- ♦ Based aircraft and fleet mix.

ELEMENT 4 - FACILITY REQUIREMENTS

The purpose of this study element is to determine available capacities of various facilities at Redlands Municipal Airport and identify the facilities that will be needed to meet the projected demand over the next twenty years. In view of the potential for meeting these demands in several different ways, a series of alternatives will be formulated for evaluation.

Task 4.1 Identify Airfield Facility Requirements

Description: Identify physical facility planning criteria for evaluating the adequacy of the airfield facilities to meet forecast demands. This criteria shall be based upon the latest state and federal requirements and standards as they apply to the level of activity identified and the future role of the airport. Demand/capacity studies of the airfield will be performed as necessary to determine and prepare a preliminary list of airfield requirements for Redlands Municipal Airport. Airfield facilities to be examined will include, but not be limited to, the following.

- ♦ Runways
- ♦ Taxiways
- ♦ Airfield Pavement Strength
- ♦ Airfield Marking and Lighting
- ♦ Airfield Navigational Aids

Task 4.2 Identify Terminal Area Facility Requirements

Description: Identify physical facility planning criteria for evaluating the adequacy of various terminal area facilities to meet forecast demands. Apply state and federal requirements and standards to determine the capacity of the present facilities and compare with the demand projected by the aviation forecasts. Prepare a preliminary list of terminal facility requirements for Redlands Municipal Airport. Terminal facility requirements to be examined will include, but not be limited to, the following.

- ♦ Aircraft parking apron
- ♦ Terminal building
- ♦ Fixed base operator facilities
- ♦ Aircraft storage hangars
- ♦ Access and parking facilities

The terminal facility requirements will be developed in the form of gross areas and basic units and will be compared to those that presently exist to identify the future development items needed to maintain adequate service, function, and operation of the airport.

Task 4.3 Prepare Phase I Report

Description: Upon completion of the work tasks in elements 1, 2, 3, and 4 a preliminary report will be prepared to outline the analyses, methodologies, and findings of the study efforts. Up to 25 copies of the report will be submitted for review by the PAC, FAA, and City Officials.

Task 4.4 Conduct Planning Advisory Committee Meeting No. 2

Description: Prepare graphic display and/or handout information necessary to adequately explain assumptions and rationale supporting the Phase I Report submittal. Meet with the PAC to review the materials, as well as to review the project schedule, progress, and subsequent work efforts.

ELEMENT 5 - FACILITY ALTERNATIVES

The purpose of this study element is to develop those facility alternatives that appear most feasible and evaluate them to determine the most prudent and feasible alternative concept available for the airport.

Task 5.1 Evaluate Airport Development Alternatives

Description: The airfield and terminal area facility requirements developed in the previous evaluations will be translated into a series of alternative plans for comparative evaluation in relation to the established planning criteria. The alternatives will address all possible alternatives available including development of new facilities, as well as abandonment of excess facilities. The alternatives with greatest potential for meeting aviation demands in the most prudent order will be evaluated to establish minimum costs, environmental, and disruptive impacts associated with the development of adequate airport facilities. In addition, an evaluation of the advantages and disadvantages of alternate uses will be made for development of airport properties utilizing aviation commercial enterprise and not specifically aircraft support elements.

Task 5.2 Recommended Master Plan Concept

Description: Utilizing the information developed in the previous tasks, prepare a detailed comparative evaluation and the supporting rationale that systematically eliminates those alternatives with the least potential and establishes a single recommended program for developing the airport facilities. The recommendation for the most prudent and feasible Master Plan concept will become the basis for the final refinement of concepts, costs, environmental evaluation, and scheduling.

Task 5.3 Prepare Phase II Report

Description: Upon completion of the work tasks in element 5, a preliminary report will be prepared to outline the analyses, methodologies, and findings of the study efforts. Up to 25 copies of the report will be submitted for review by the PAC, FAA, and City Officials.

Task 5.4 Conduct Planning Advisory Committee Meeting No. 3

Description: Prepare graphic display and/or handout information necessary to adequately explain assumptions and rationale supporting the Phase II Report submittal. Meet with the PAC to review the materials, as well as to review the project schedule, progress, and subsequent work efforts.

Task 5.5 City Council/Public Information Meeting

Description: Conduct a public information meeting during the same trip as the PAC meeting in Task 5.4. The sponsor will be responsible for the publishing of public notices. The results and recommendations developed as a part of the Phase I and II master plan process will be presented and comments and input will be solicited.

ELEMENT 6 - AIRPORT PLANS

The purpose of this study element is to develop a revised set of Airport Plans and associated text for distribution and use in the administration of the airport.

Task 6.1 Prepare Computerized ALP Drawings

Description: To facilitate future use by the City of Redlands, the airport layout plan set will be digitized on a computer drafting system and computer disks will be prepared and delivered to the City upon the completion of the project to permit future revisions by the City. Five blackline copies and one (1) set of reproducible mylar prints of the final ALP set will be provided. In addition, the drawings will be reduced and included with appropriate narrative in the Master Plan Report. The ALP's will consist of a set of drawings including the following.

- ♦ **Airport Layout Plan** - Using the results of the alternative analysis developed as a part of this study and FAA AC 150/5070-6A and consistent with other FAA guidance in effect as of the date of the contract, the layout plan will be prepared to reflect updated physical features, wind data, location of airfield facilities (runway, taxiway, nav aids) and existing terminal area development. Development of ultimate airfield facilities will be based on short, intermediate, and long-range requirements which incorporate both airside and landside requirements. Appropriate wind rose data based on historical conditions reports by NOAA, will be annotated on the ALP.

- ♦ **Terminal Area Plan** - Specific terminal plans will be developed which reflect recommended development of future general aviation needs as identified in this study. Terminal concepts will focus on flexibility for future expansion. An access and parking plan for the airport will be incorporated which will identify recommended modifications to on-airport vehicle circulation as well as public and employee parking. The plan will also reflect access taxiways, apron areas, hangar and tie-down areas, and other structures for the short, intermediate, and long-term planning periods.
- ♦ **Airport Land Use/Noise Plan** - A detailed and comprehensive land use plan for the area within the boundaries of the airport will be prepared based on the identified overall development concept. Included in the drawing will be industrial/commercial development areas, general aviation areas, terminal complex, ground access, and vehicular circulation system, service areas, and distinctions between aeronautical and non-aeronautical uses.

In addition, noise contours generated as part of Task 6.2 will be displayed on this plan. In consideration of these potential noise levels and the protection of Federal Aviation Regulations (F.A.R.) Part 77 Imaginary Surfaces, existing land use and zoning will be reviewed for areas adjacent to the airport. Based on F.A.R. Part 150 land use compatibility guidelines, a list of land use categories or types that would be considered compatible with anticipated airport operations will be prepared for all areas located within the 55 CNEL or greater noise contour.

- ♦ **Part 77, Approach And Runway Protection Zones Plans** - Update the existing approach and runway protection zones in conformance with F.A.R. Part 77. These plans will also include an update of the Part 77 imaginary surfaces drawing.
- ♦ **Airport Property Map - Exhibit "A"** - A separate property map, drawn to similar scale as the Airport Layout Plan, will be prepared. This map will include the appropriate graphics and information to indicate the type of acquisition (i.e., federal funds, surplus property, local funds only, etc.) of various land areas within the airport's boundaries. Details will be limited to the depiction of existing and future facilities (i.e., runways, taxiways, clear zones, and terminal facilities) which justify the retention of airport property. This task will utilize information obtained from the current "Exhibit A - Property Map" as well as information provided by City officials.

ELEMENT 7 - ENVIRONMENTAL EVALUATION

Description: A study of the potential environmental consequences of the proposed airport development plan will be conducted and prepared as a separate chapter for the Master Plan Report. The potential impact of construction and operation of airport improvements upon accepted standards of air and water quality, ambient noise levels, ecological processes, and natural environmental processes will be examined. Basic guidance for preparation of this chapter will be obtained from FAA Order 5050.4A. Comparisons of impacts will also be made with the Environmental Impact Report (EIR) prepared in conjunction with the 1981 Master Plan. Noise contours will be prepared based on developed forecasts of future activity and utilizing the FAA's Integrated Noise Model (INM) Version 3.9.

The proposal for development will be coordinated with all applicable Federal, State and local agencies including the Environmental Protection Agency (EPA) State Historic Preservation Officer (SHPO), the Soil Conservation Service, the United States Fish and Wildlife Service and the State Department of Fish and Game to assess the potential impacts associated with these actions. The preparation of a full Environmental Impact Report (EIR), Environmental Assessment (EA), or Environmental Impact Statement (EIS), if needed, is beyond the scope of this project element.

ELEMENT 8 - FINANCIAL MANAGEMENT AND DEVELOPMENT PROGRAM

The purpose of this element is to analyze benefits and costs that may be associated with the recommended plan as well as determine and set out the assumptions, terms, and conditions by which agreed-upon capital improvement programs can be financially implemented for Redlands Municipal Airport.

Task 8.1 Prepare Airport Development Schedule And Cost Estimates

Description: Prepare the airport development schedule and cost estimates for the selected Master Plan concept for Redlands Municipal Airport, thereby ensuring that logical staging of improvements are given proper consideration in the development of a financial plan and capital improvement program.

Task 8.2 Perform Financial Analysis Of Recommended Airport Master Plan

Description: Based on the projected cost estimates derived in the previous tasks, estimate the amount of funds available from federal and state grant-in-aid programs to determine the net amount of capital funds required by the City of Redlands to accomplish each proposed stage of improvement at Redlands Municipal Airport.

Analyze alternative financing strategies that may be available for implementing the proposed development program. Analyze the source and uses of airport funds required to implement designated improvements and estimate the magnitude and timing of any bond issues that may be required. Also, assess requirements for any modifications in airport rates and charges needed to develop net revenues sufficient to meet estimated annual debt service requirements. During this financial analysis, conduct a review of existing leases at Redlands Municipal Airport as to revenue potential, time frame, and equality.

Task 8.3 Prepare Airport Capital Improvement Program And Financial Plan

Description: Develop a recommended 20-year airport capital improvement program and a condensed financial plan suitable for Redlands Municipal Airport.

ELEMENT 9 - FINAL MASTER PLAN REPORT

Task 9.1 Draft Master Plan Report

Description: Upon completion of the airport plans, environmental evaluations and financial plans, a draft Master Plan Report will be prepared with copies submitted to the Redlands PAC, City Officials, and FAA for final review and comments. The draft will include all previously submitted text, plus the results of analyses related to airport plans, the environmental evaluation, financial analysis, and development program. Up to Twenty-Five (25) copies of the draft report will be provided for review.

Task 9.2 Conduct Planning Advisory Committee Meeting No. 4

Description: Meet with PAC to discuss results presented in the Draft Report and desired revisions to be incorporated into the Final Master Plan Report. Establish project completion procedures.

Task 9.3 City Council/Public Information Meeting

Description: Conduct a public information meeting during the same trip as the PAC meeting in Task 9.2. The sponsor will be responsible for the publishing of public notices. The results and recommendations developed as a part of the master plan process will be presented and comments and input will be solicited.

Task 9.4 Final Master Plan Report

Description: Following the review period for the draft Master Plan Report, a Final Master Plan Report document will be prepared. This document will incorporate appropriate comments and corrections received during the review period. Fifty (50) copies of the Final Report will be provided.

Task 9.5 Executive Summary Brochure

Based on materials developed as a result of the Master Plan, prepare a composite summary report in appropriate narrative and graphic form which clearly describes the agreed upon Redlands Municipal Airport Master Plan. Designed to function as an attractive brochure that can be readily distributed, this summary will contain sufficient text to describe the Master Plan in concise, understandable terms. Up to five hundred (500) copies will be prepared.

EXHIBIT B
SCOPE OF SERVICES
(SCOPE B)

COMPREHENSIVE AIRPORT LAND USE PLAN (CALUP)
REDLANDS MUNICIPAL AIRPORT

ELEMENT I

Task 1.1 Introduction and Orientation

- A. **Orientation Meeting.** Conduct meeting in Redlands with the Airport Sponsor to refine the goals of the Comprehensive Airport Land Use Plan. Special issues, supplemental to that collected as a part of the current Master Plan, relating to or influencing the Redlands Municipal Airport will be identified and discussed.

Identify any supplemental documents, plans, maps, etc., valuable to the completion of this CALUP available from the City, County, or other sources.

- B. **Base Map and Potential Geographical Boundaries Review.** Collect reference maps such as United States Topographic Quadrants for the airport's influence area, and prepare base maps to be used in the meeting to review the project area and to identify potential geographical boundaries of significance. Preliminary study limits will be defined.

Task 1.2 Inventory

- A. **Available Airport Data Collection and Review.** Collect and review existing airport and aviation related reports and plans for use in the preparation of the CALUP. Information considered in the preparation of the CALUP will include but not be limited to the following.

- ♦ Existing airport uses and potential changes in use.
- ♦ Characteristics of aircraft fleet using the airport and anticipated changes in fleet mix.
- ♦ Description of airport facilities, including property limits, and airfield, terminal and support facilities.
- ♦ Existing and future anticipated airport operational characteristics.
- ♦ Identification of generalized flight tracks, airspace use and airspace considerations.

- C. **Surrounding Communities Data Collection and Review.** Collect and review existing reports of current conditions and land uses in the area surrounding the Redlands Municipal Airport. Potential sources of reports would include the Southern California Association of Governments, San Bernardino County, the City of Redlands, other local governmental jurisdictions, Chambers of Commerce, Economic Development and Redevelopment Agencies.

Information that will be considered includes the following.

- ♦ Current land uses
- ♦ Proposed land uses
- ♦ Available Population Trends
- ♦ Industrial and Commercial Development Trends
- ♦ Available Community Demographic Data

Map existing land use within the study area using aerial photography and field verification

- D. **Establish Computerized Data Base.** Prepare a computerized base map of the Redlands Municipal Airport Comprehensive Land Use Plan study area. Include airport property limits, jurisdictional boundaries, and primary geographic boundaries, such as section lines, highways, arterial streets, railroads, canals, etc. Prepare overlays depicting existing and proposed land uses.

ELEMENT II

Task 2.1 Issues Affecting Land Use Compatibility

- A. **Noise Modeling.** Utilize noise contours generated as part of the current Master Plan process. Graphically overlay contours on land use base maps. Also depict generalized arrival and departure flight paths. Identify land uses potentially sensitive to or incompatible with existing or anticipated noise levels.

Document the source of aviation forecasts, and record any assumptions factored into the noise model, such as runway use percentages, level of nighttime use, etc.

- B. **Safety Analysis.** Utilize existing reports and plans for information on safety surrounding the airport. Define areas of categorical safety concern. Areas of categorical safety concern can be based on a review of FAA, State and County guidelines, standards and recommendations related to safety around airports. Define *high risk* land uses and identify any of these located within the study limits.

- C. **Height Restriction Analysis.** Height restrictions related to the protection of Federal Aviation Regulations (F.A.R.) Part 77 imaginary surfaces will be determined. Areas potentially affected by Part 77 surfaces will be identified for consideration later in the process.
- D. **Identification of Airport Influenced Areas I, II and III.** Utilize noise contour, safety and height restriction analysis to identify appropriate limits of *Airport Influenced Areas*, and to select easily identifiable geographic boundaries to define these limits.
- E. **Update Computerized Database.** Depict generalized flight tracks, FAR Part 77 imaginary surfaces, noise contours and Airport Influenced Areas on base map.

ELEMENT III

Task 3.1 Land Use Data Analysis and Assessment

Analyze and assess the data collected in Elements I and II regarding the airport facility, the surrounding community, and land use issues and constraints. Compare existing land use and land use controls within the Airport Influenced Areas in consideration of State, County and Federal land use compatibility guidelines.

- A. **Identification of Existing Incompatible Use.** Compare existing land uses with map depicting Airport Influenced Areas. Identify land uses and or densities (such as high risk land uses) that would be considered incompatible with existing or forecasted airport operations. Estimate acreage devoted to incompatible uses. Existing non-conforming uses will be documented within the plan.
- B. **Review Consistency of General/Specific Plans.** Compare local or regional land use plans, both general and specific, with the Airport Influenced Areas. Identify areas planned for uses that would be considered incompatible with existing or forecasted airport operations.
- C. **Evaluate Land Use Controls/Restrictions.** Identify local, regional or State land use controls, restrictions, zoning, etc., that could affect future land use development within the Airport Influenced Areas. Evaluate the applicability and consistency of these controls and recommend changes to these controls if necessitated.
- D. **Consider Local Issues/Constraints.** Consider character of existing development and future trends for development within the area. Identify local sensitivities and community issues. Consider local or regional agency objectives related to land use and economic development within the Airport Influenced Areas. When feasible, develop means to preserve these local objectives while accomplishing the stated objectives of the Airport Land Use Plan.

- E. **Update Computerized Database.** Depict on base map(s), existing incompatible land use, as well as any incompatibilities of general or specific plans.

Task 3.2 Review Potential Measures For Land Use

- A. **Identify and Evaluate Alternative Measures.** With consideration to those potential incompatibilities and inconsistencies identified in Task 3.1, and local considerations and constraints, develop and evaluate alternative land use measures and controls designed to ensure compatibility of future land use within areas potentially affected by airport related activities.
- B. **Develop Recommendations.** Develop recommendations of land use measures specific to Redlands Municipal Airport and its surrounding Airport Influenced Areas. In addition, identify any proposed revisions to the existing comprehensive/general plans.

Task 3.3 Prepare Phase I Report and Conduct Airport and City Staff Meeting

- A. **Prepare Phase I Report.** Prepare Phase I Report to document the results of Elements I, II, and III. Provide copies to members of the Airport Sponsor and submit 15 copies to ALUC staff. Meet with the Airport Sponsor to present findings of Elements I, II and III activities and to reach a consensus prior to the initiation of the remainder of the Plan.
- B. **Conduct Public Workshop.** Conduct public workshop in Redlands Municipal Airport to explain planning process, describe issues related to land use compatibility surrounding the airport, and solicit input.

ELEMENT IV

Task 4.1 Comprehensive Airport Land Use Plan

- A. **Develop Comprehensive Airport Land Use Plan.** Develop a CALUP based on and documenting the findings of Elements I, II, and III, incorporating previous input from the Airport Sponsor. Submit 15 copies of the CALUP to ALUC staff. This Plan should be consistent and compatible with existing regulations, and, to the extent possible, with surrounding land use.
- B. **Prepare and Finalize Maps.** Prepare two sets of reproducible maps (24 by 36 sized sheets) developed for the CALUP and submit to the Airport Sponsor and the ALUC. These maps will include at a minimum, noise contours, safety areas, typical

aircraft traffic patterns, and the limits of Airport Influenced Areas developed as part of the process. Maps will be prepared using computerized mapping (CADD). Report sized reductions of these maps will be prepared and incorporated into the Redlands Municipal Airport Comprehensive Airport Land Use Plan.

Task 4.2 Implementation Plan

- A. **Develop Implementation Plan.** The Consultant will develop a plan of conformance identifying the steps necessary to implement the recommended CALUP. This implementation step might include but would not necessarily be limited to the following.
- ♦ The adoption of the CALUP by the Airport Land Use Commission
 - ♦ The adoption of the CALUP by the local governing agencies
 - ♦ Related plans and controls that would need to be amended such as General Plans, Zoning Ordinances, Redevelopment Plans, etc.
 - ♦ Specific Plans that need to be amended

Task 4.3 Print Final Plan and Present Findings to Airport Sponsor

- A. **Print Final Plan.** Print Final Plan to document the data collected, the results of analysis and recommendations for all previous Elements of this scope of services. Provide up to 25 copies of this CALUP for distribution to the Airport Sponsor and submit 15 copies to ALUC staff for their review.
- B. **Present Results to Airport and City Staff.** Meet with the Airport Sponsor to present findings of Element IV activities.

ELEMENT V

Task 5.1 ALUC Hearing

- A. **ALUC Hearing Support.** Consultant will present results of Comprehensive Airport Land Use Plan process at ALUC Hearing.

EXHIBIT C - COST SUMMARY
REDLANDS MUNICIPAL AIRPORT
MASTER PLAN UPDATE
JULY 3, 1991

ELEMENT/TASK	PRINCIPAL/ PROJECT MGR. MD	\$800	SENIOR PROFESSIONAL MD	\$600	PROFESSIONAL MD	\$456	TECHNICAL MD	\$304	CLERICAL/ SUPPORT MD	\$224	EXPENSE	TOTAL
1.0 STUDY DESIGN												
1.1 Refine scope,budget and schedule	1	\$800	0	\$0	0	\$0	0	\$0	1	\$224	\$0	\$1,024
1.2 Establish Public Information Procedures	0	\$0	1	\$600	0	\$0	0	\$0	0	\$0	\$0	\$600
1.3 Conduct initial PAC meeting	1	\$800	1	\$600	0	\$0	0	\$0	1	\$224	\$500	\$2,124
Subtotal-Element 1	2	\$1,600	2	\$1,200	0	\$0	0	\$0	2	\$448	\$500	\$3,748
2.0 INVENTORY OF EXISTING CONDITIONS												
2.1 Inventory Airport facilities	0	\$0	1	\$600	0	\$0	0	\$0	0	\$0	\$100	\$700
2.2 Inventory financial data	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
2.3 Inventory airspace, air traffic	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
2.4 Inventory Area socioeconomic data	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
2.5 Inventory local plans/ land use regulation	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
Subtotal-Element 2	0	\$0	1	\$600	4	\$1,824	0	\$0	0	\$0	\$100	\$2,524
3.0 FORECASTS												
3.1 Review regional airport socioeconomic fcst	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
3.2 Update aviation demand forecast	0	\$0	3	\$1,800	0	\$0	0	\$0	0	\$0	\$0	\$1,800
Subtotal-Element 3	0	\$0	3	\$1,800	1	\$456	0	\$0	0	\$0	\$0	\$2,256
4.0 FACILITY REQUIREMENTS												
4.1 Airfield facility requirements	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
4.2 Terminal Area facility rqmts	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
4.3 Phase I report	1	\$800	2	\$1,200	0	\$0	1	\$304	1	\$224	\$500	\$3,028
4.4 Conduct PAC meeting #2	1	\$800	1	\$600	0	\$0	1	\$304	0	\$0	\$500	\$2,204
Subtotal-Element 4	2	\$1,600	3	\$1,800	2	\$912	2	\$608	1	\$224	\$1,000	\$6,144

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5.0 FACILITY ALTERNATIVES

5.1 Evaluate development alternatives	0	\$0	1	\$600	0	\$0	0	\$0	0	\$0	\$0	\$600
5.2 Recommended MP concept	1	\$800	1	\$600	0	\$0	0	\$0	0	\$0	\$0	\$1,400
5.3 Prepare Phase II report	1	\$800	1	\$600	0	\$0	1	\$304	1	\$224	\$500	\$2,428
5.4 Conduct PAC meeting #3	1	\$800	1	\$600	0	\$0	1	\$304	0	\$0	\$500	\$2,204
5.5 City Council/Public information meeting	1	\$800	1	\$600	0	\$0	0	\$0	0	\$0	\$0	\$1,400
Subtotal-Element 5	4	\$3,200	5	\$3,000	0	\$0	2	\$608	1	\$224	\$1,000	\$8,032

6.0 AIRPORT PLANS

6.1 Prepare computerized ALP drawings	0	\$0	2	\$1,200	0	\$0	15	\$4,560	1	\$224	\$100	\$6,084
Subtotal-Element 6	0	\$0	2	\$1,200	0	\$0	15	\$4,560	1	\$224	\$100	\$6,084

7.0 ENVIRONMENTAL EVALUATION

7.1 Prepare environment-evaluation	0	\$0	1	\$600	2	\$912	0	\$0	1	\$224	\$0	\$1,736
Subtotal-Element 7	0	\$0	1	\$600	2	\$912	0	\$0	1	\$224	\$0	\$1,736

8.0 FINANCIAL MGMT AND DEVELOPMENT PROGRAM

8.1 Prepare devel. sched. and cost estimates	0	\$0	0	\$0	1	\$456	0	\$0	0	\$0	\$0	\$456
8.2 Perform financial analysis of airport MP	0	\$0	0	\$0	2	\$912	0	\$0	0	\$0	\$0	\$912
8.3 Prepare capital imprv. program, final plan	0	\$0	1	\$600	0	\$0	0	\$0	0	\$0	\$0	\$600
Subtotal-Element 8	0	\$0	1	\$600	3	\$1,368	0	\$0	0	\$0	\$0	\$1,968

9.0 FINAL MASTER PLAN REPORT

9.1 Draft MP report	0	\$0	1	\$600	1	\$456	2	\$608	2	\$448	\$1,000	\$3,112
9.2 Conduct PAC meeting #4	1	\$800	1	\$600	0	\$0	1	\$304	0	\$0	\$500	\$2,204
9.3 City Council/Public information mtg	1	\$800	1	\$600	0	\$0	0	\$0	0	\$0	\$0	\$1,400
9.4 Final MP report	0	\$0	1	\$600	0	\$0	1	\$304	1	\$224	\$2,000	\$3,128
9.5 Executive summary brochure	0	\$0	1	\$600	0	\$0	1	\$304	1	\$224	\$536	\$1,664
Subtotal-Element 9	2	\$1,600	5	\$3,000	1	\$456	5	\$1,520	4	\$896	\$4,036	\$11,508

PROJECT TOTAL	10	\$8,000	23	\$13,800	13	\$5,928	24	\$7,296	10	\$2,240	\$6,736	\$44,000
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EXHIBIT D - COST SUMMARY
 REDLANDS MUNICIPAL AIRPORT
 COMPREHENSIVE AIRPORT LAND USE PLAN
 JULY 3, 1991

ELEMENT/TASK	PRINCIPAL/ PROJECT MGR. MD	\$800	SENIOR PROFESSIONAL MD	\$600	PROFESSIONAL MD	\$456	TECHNICAL MD	\$304	CLERICAL/ SUPPORT MD	\$224	EXPENSE	TOTAL
1.0 ORIENTATION/INVENTORY												
1.1 Introduction & Orientation	1	\$800	1	\$600	0	\$0	1	\$304	0	\$0	\$375	\$2,079
1.2 Inventory	0	\$0	2	\$1,200	0	\$0	3	\$912	0	\$0	\$475	\$2,587
Subtotal-Element 1	1	\$800	3	\$1,800	0	\$0	4	\$1,216	0	\$0	\$850	\$4,666
2.0 ISSUES												
2.1 Land Use Issues	1	\$800	3	\$1,800	1	\$456	2	\$608	0	\$0	\$0	\$3,664
Subtotal-Element 2	1	\$800	3	\$1,800	1	\$456	2	\$608	0	\$0	\$0	\$3,664
3.0 LAND USE ANALYSIS												
3.1 Analysis	0	\$0	2	\$1,200	0	\$0	1	\$304	0	\$0	\$0	\$1,504
3.2 Land Use Measures	1	\$800	2	\$1,200	1	\$456	0	\$0	0	\$0	\$0	\$2,456
3.3 Phase I Report Sponsor Meeting	1	\$800	3	\$1,800	0	\$0	1	\$304	1	\$224	\$1,750	\$4,878
Subtotal-Element 3	2	\$1,600	7	\$4,200	1	\$456	2	\$608	1	\$224	\$1,750	\$8,838
4.0 CALUP												
4.1 Prepare CALUP Finalize Maps	0	\$0	3	\$1,800	0	\$0	3	\$912	1	\$224	\$500	\$3,436
4.2 Implementation Plan	1	\$800	2	\$1,200	1	\$456	0	\$0	1	\$224	\$0	\$2,680
4.3 Final CALUP Sponsor Meeting	1	\$800	3	\$1,800	0	\$0	1	\$304	2	\$448	\$1,614	\$4,966
Subtotal-Element 4	2	\$1,600	8	\$4,800	1	\$456	4	\$1,216	4	\$896	\$2,114	\$11,082
5.0 ALUC HEARING												
5.1 Present Results ALUC Hearing	1	\$800	2	\$1,200	0	\$0	0	\$0	0	\$0	\$750	\$2,750
Subtotal-Element 5	1	\$800	2	\$1,200	0	\$0	0	\$0	0	\$0	\$750	\$2,750
PROJECT TOTAL	7	\$5,600	23	\$13,800	3	\$1,368	12	\$3,648	5	\$1,120	\$5,464	\$31,000

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Exhibit E

REDLANDS MUNICIPAL AIRPORT MASTER PLAN

PROJECT SCHEDULE

