



**SANTA MARIA PUBLIC AIRPORT DISTRICT
BOARD OF DIRECTORS**

**Thursday
February 11, 2021**

**Virtual Meeting
Zoom Meeting: [Zoom.us](https://zoom.us)
Meeting ID: [820 6332 8775](https://zoom.us/j/82063328775)
Meeting Password: 3217
7:00 P.M.**

**REGULAR MEETING
A G E N D A**

This agenda is prepared and posted pursuant to the requirements of the California Government Code Section 54954.2. By listing a topic on this agenda, the Santa Maria Public Airport District has expressed its intent to discuss and act on each item. The Santa Maria Public Airport District welcomes orderly participation at its meetings from all members of the public. This includes assistance under the Americans with Disabilities Act to provide an equally effective opportunity for individuals with a disability to participate in and benefit from District activities. To request assistance with disability accommodation, please call (805) 922-1726. Notification at least 48 hours prior to the meeting would enable the Santa Maria Public Airport District to make reasonable arrangements to ensure accessibility to this meeting.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL: Brown, Engel, Rafferty, Adams, Baskett

1. MINUTES OF THE REGULAR MEETING HELD JANUARY 28, 2021.

2. COMMITTEE REPORT(S):

- a) AVIATION SUPPORT & PLANNING (Standing or Ad Hoc)
- b) ADMINISTRATION & FINANCIAL (Standing or Ad Hoc)
- c) MARKETING & PROMOTIONS (Standing or Ad Hoc)
- d) CITY & COUNTY LIAISON
- e) STATE & FEDERAL LIAISON
- f) VANDENBERG LIAISON
- g) BUSINESS PARK COMMITTEE (Ad Hoc)

3. GENERAL MANAGER'S REPORT

4. MANAGER OF FINANCE & ADMINISTRATION REPORT

- a) Demand Register

5. DISTRICT COUNSEL'S REPORT. (Joshua George and Natalie Frye Laacke)

6. **PUBLIC SESSION:** Statements from the public will be heard during public session. Requests requiring board action will be referred to staff and brought on the next appropriate agenda. Members of the public may use the “raise hand” feature to be put in a speaking queue. Public comment will be limited to three (3) minutes. If a speaker continues speaking after being notified of the end of their public comment period, the meeting Host will mute the speaker and move on to the next person in the queue.

Please raise your hand in the following ways:

Telephone: Press “*9” to raise your hand and notify the meeting Host. You will be placed in the queue and unmuted, in order, so that you may provide public comment.

Computer and Mobile: Click the “raise hand” button to notify the Host. You will be placed in the queue and unmuted, in order, so that you may provide public comment.

7. **AUTHORIZATION FOR TUITION REIMBURSEMENT FOR ONE STAFF MEMBER.**
8. **DISCUSSION AND DIRECTION TO STAFF REGARDING THE MAIN HANGAR LOCATED AT 3203 LIGHTNING STREET.**
9. **AUTHORIZATION FOR THE PRESIDENT TO EXECUTE THE AMENDMENT TO SERVICES AGREEMENT BETWEEN THE DISTRICT AND COMCAST FOR SERVICES AT THE MOBILE HOME PARK.**
10. **CLOSED SESSION.** The Board will hold a Closed Session to discuss the following item(s):
 - a) **Conference with Real Property Negotiators (Chris Hastert, Tom Ross and District Counsel) Re: APN 111-231-10 and APN 111-231-11 (Gov. Code Section 54956.8)**
 - b) **Conference with Legal Counsel-Anticipated Litigation. Significant exposure to litigation pursuant to Paragraph (2) of subdivision (d) of Section 54956.9: (Number of cases: 1)**
 - c) **Conference with Legal Counsel-Existing Litigation pursuant to Paragraph (1) of subdivision (d) of Section 54956.9-SMPAD v. Baskett, Santa Barbara Superior Court Case No. 20CV04444**
 - d) **Conference with Legal Counsel-Existing Litigation pursuant to Paragraph (1) of subdivision (d) of Section 54956.9-SMPAD v. Smith, Santa Barbara Superior Court Case No. 20CV04445**
11. **DIRECTORS’ COMMENTS.**
12. **ADJOURNMENT.**

MINUTES OF THE REGULAR BOARD
MEETING OF THE BOARD OF DIRECTORS
OF THE SANTA MARIA PUBLIC AIRPORT
DISTRICT HELD JANUARY 28, 2021

The Board of Directors of the Santa Maria Public Airport District held a Regular Meeting via a virtual meeting at 7:00 p.m. Present were Directors Brown, Engel, Rafferty, Adams and Baskett. General Manager Hastert, Manager of Finance & Administration Reade, and District Counsel Frye Laacke.

1. MINUTES OF THE REGULAR MEETING HELD January 14, 2021. Director Baskett made a Motion to approve the minutes of the regular meeting held January 14, 2021. Director Rafferty Seconded and it was carried by the following roll call vote. Directors Brown, Engel, Rafferty, Adams and Baskett voted "Yes".
2. COMMITTEE REPORT(S):
 - a) AVIATION SUPPORT & PLANNING (Standing or Ad Hoc) – No meeting scheduled.
 - b) ADMINISTRATION & FINANCIAL (Standing or Ad Hoc) – The committee met to discuss accounting software.
 - c) MARKETING & PROMOTIONS (Standing or Ad Hoc) – No meeting scheduled.
 - d) CITY & COUNTY LIAISON – No meeting scheduled.
 - e) STATE & FEDERAL LIAISON – No meeting scheduled.
 - f) VANDENBERG LIAISON – No meeting scheduled.
 - g) BUSINESS PARK COMMITTEE (Ad Hoc) – The committee met to discuss future developments and had a virtual tour of the airport.
3. GENERAL MANAGER'S REPORT. Mr. Hastert notified the Board of a meeting he attended with United and he toured the main hangar to look for water leaks.
4. MANAGER OF FINANCE & ADMINISTRATION REPORT.

The General Manager presented the Demand Register to the Board for review and approval. Ms. Reade joined the meeting after the Demand Register was approved to present the remaining items.

 - a) Demand Register. The Demand Register, covering warrants 068624 through 068649 in the amount of \$76,704.21 was recommended for approval as presented. Director Baskett made a Motion to accept the Demand Register as presented. Director Rafferty Seconded and it was carried by the following roll call vote. Directors Brown, Engel, Rafferty, Adams and Baskett voted "Yes".
 - b) Budget to Actual. Received and filed.
 - c) Financial Statements. Received and filed.

d) Quarterly Investment Report. Received and filed.

5. DISTRICT COUNSEL'S REPORT. District Counsel Frye Laacke noted she attended the virtual SWAAAE Attorney Workshop.
6. PUBLIC SESSION: Statements from the public will be heard during public session. Requests requiring board action will be referred to staff and brought on the next appropriate agenda. Members of the public may use the "raise hand" feature to be put in a speaking queue. Public comment will be limited to three (3) minutes. If a speaker continues speaking after being notified of the end of their public comment period, the meeting Host will mute the speaker and move on to the next person in the queue.

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No one requested to speak.

7. Authorization for the President and Secretary to consent to the transfer of the hangar located at 2989-A Airpark Drive to Robert J. Lepper or Mary Ellen Lepper Revocable Living Trust. Director Rafferty made a Motion to approve. Director Baskett Seconded and it was carried by the following roll call vote. Directors Brown, Engel, Rafferty, Adams and Baskett voted "Yes".
8. Authorization for the General Manager or designee to rent space at the Airport Mobile Home Park for the purpose of storing extra vehicles, trailers, boats, or recreational vehicles. Director Baskett made a Motion to approve upon legal review. Director Rafferty Seconded and it was carried by the following roll call vote. Directors Brown, Engel, Rafferty, Adams and Baskett voted "Yes".
9. CLOSED SESSION. At 7:15 p.m. the Board went into Closed Session to discuss the following item(s):
 - a) Conference with Real Property Negotiators (Chris Hastert, Tom Ross and District Counsel) Re: APN 111-231-10 and APN 111-231-11 (Gov. Code Section 54956.8)

At 7:22 p.m., the Board and staff reconvened to Open Public Session.

There were no reportable actions.

10. DIRECTORS' COMMENTS: Directors Engel and Adams had no comment.

Director Rafferty stated that he attended the virtual SWAAAE Winter Conference and Attorney Workshop.

Director Baskett asked for an update on Customs and the Radisson lease.

Director Brown reminded everyone to stay healthy and COVID free.

11. ADJOURNMENT. President Brown asked for a Motion to adjourn to a Regular Meeting to be held on February 11, 2021 at 7:00 p.m. via a virtual meeting. Director Rafferty made that Motion, Director Adams Seconded and it was carried by the following roll call vote. Directors Brown, Engel, Rafferty, Adams and Baskett voted "Yes".

ORDER OF ADJOURNMENT

This Regular Meeting of the Board of Directors of the Santa Maria Public Airport District is hereby adjourned at 7:29 p.m. on January 28, 2021.

Steve Brown, President

Hugh Rafferty, Secretary

2020-2021

**DEMAND REGISTER
SANTA MARIA PUBLIC AIRPORT DISTRICT**

Full consideration has been received by the Santa Maria Public Airport District for each demand, numbers 068650 to 068715 and electronic payments on Pacific Premier Bank and in the total amount of \$345,487.31.

CHRIS HASTERT
GENERAL MANAGER

DATE

The undersigned certifies that the attached register of audited demands of the Santa Maria Public Airport District for each demand, numbers 068650 to 068715, and electronic payments on Pacific Premier Bank in the total amount of \$345,487.31 has been approved as being in conformity with the budget approved by the Santa Maria Public Airport District and funds are available for their payment.

VERONEKA READE
MANAGER OF FINANCE AND ADMINISTRATION

DATE

THE BOARD OF DIRECTORS OF THE SANTA MARIA PUBLIC AIRPORT DISTRICT APPROVED PAYMENT OF THE ATTACHED WARRANTS AT THE MEETING OF FEBRUARY 11, 2021.

HUGH RAFFERTY
SECRETARY

Santa Maria Public Airport District

Demand Register

Check Number	Check Date	Vendor Name	Check Amount	Description
* 068650	1/29/2021	Aflac	277.56	Voluntary Ins. - Employee
* 068651	1/29/2021	AT&T	131.07	Phone Service
* 068652	1/29/2021	CED	533.73	Lighting Maintenance
* 068653	1/29/2021	City of Santa Maria	400.52	Construction Meter Fee
* 068654	1/29/2021	City of Santa Maria	203,155.00	Quarterly ARFF Services
* 068655	1/29/2021	City of Santa Maria-Util Div	5,062.96	Water Invoices
* 068656	1/29/2021	Clark Pest Control	330.00	Weed/Vector Control
* 068657	1/29/2021	Emergency Repair Door	260.00	Door Repairs - Terminal
* 068658	1/29/2021	Ferguson Enterprises	24.82	Buildg. Maint.
* 068659	1/29/2021	Frontier Communications	658.78	Telephone Service
* 068660	1/29/2021	Hayward Lumber Company	94.80	MHP - Maintenance
* 068661	1/29/2021	Ray Heath	3,575.20	Consulting Service
* 068662	1/29/2021	J B Dewar	424.31	Fuel Expense - Gas/Diesel
* 068663	1/29/2021	Limotta Technologies	4,316.84	Computer Support Services
* 068664	1/29/2021	Mission Uniform Service	169.96	Uniform Service
* 068665	1/29/2021	Thomas Pastusak	441.66	Lease Termination Refund
* 068666	1/29/2021	Pathpoint	1,271.70	Airport Maintenance Service
* 068667	1/29/2021	Principal Financial Group	2,757.58	Dental, Life, Disability, Vision
* 068668	1/29/2021	Robert Rich	734.00	Lease Termination Refund
* 068669	1/29/2021	Sage Institute Inc.	1,740.00	Consulting Service
* 068670	1/29/2021	Sousa Tire Service	113.15	1 New Radial Tire
* 068671	1/29/2021	Chuck Adams	200.00	Directors Fees
* 068672	1/29/2021	Carl Engel, Jr.	400.00	Directors Fees
* 068673	1/29/2021	Hugh Rafferty	400.00	Directors Fees
* 068674	2/9/2021	Adamski Moroski	4,314.00	Legal Service
* 068675	2/9/2021	American Industrial Supply	160.90	Lighting & Nav Aid Maint.
* 068676	2/9/2021	AT&T	179.45	Phone Service
* 068677	2/9/2021	BC Pump Sales	335.79	Equipment -Shop
* 068678	2/9/2021	Bee Safe Lock & Key	61.23	Buildg. Maint. - Hangar Area
* 068679	2/9/2021	Berchtold Equipment	761.71	Heavy Equip Maint - Mechanical
* 068680	2/9/2021	BMI PacWest	640.28	Buildg. Maint. - Terminal

Santa Maria Public Airport District

Demand Register

Check Number	Check Date	Vendor Name	Check Amount	Description
* 068681	2/9/2021	Bomar Security	5,913.77	Security Service
* 068682	2/9/2021	Brayton's Power Wash	500.00	Terminal Street Sweeping
* 068683	2/9/2021	CED	291.86	Lighting Maintenance
* 068684	2/9/2021	Coast Networx	210.00	Computer Support
* 068685	2/9/2021	City of Guadalupe	19,643.11	Security Service
* 068686	2/9/2021	Clark Pest Control	1,620.00	Weed/Vector Control
* 068687	2/9/2021	Econ Alliance	5,000.00	Planning & Marketing
* 068688	2/9/2021	Fedak & Brown LLP	512.00	Annual Audit
* 068689	2/9/2021	Ferguson Enterprises, Inc.	694.82	Buildg. Maint.
* 068690	2/9/2021	Frontier Communications	1,372.07	Telephone Service
* 068691	2/9/2021	Furniture Installation	941.00	Reconfigure Work Station
* 068692	2/9/2021	The Gas Company	1,611.60	Utilities
* 068693	2/9/2021	Hayward Lumber Company	182.47	MHP - Maintenance
* 068694	2/9/2021	Ruth Holden	56.96	Lease Termination Refund
* 068695	2/9/2021	J B Dewar, Inc	183.77	Fuel Expense - Gas/Diesel
* 068696	2/9/2021	J.D. Humann Landscape	4,955.00	Landscape Maintenance
* 068697	2/9/2021	Letters	12.00	Auto Maintenance
* 068698	2/9/2021	Local Copies	109.52	Printing & Stationary
* 068699	2/9/2021	MarTeeny Designs	275.00	Web Page Maint.
* 068700	2/9/2021	Mission Uniform Service	169.96	Uniform Service
* 068701	2/9/2021	Napa Auto Parts	39.13	Auto parts
* 068702	2/9/2021	NBAA	385.00	Membership Renewal
* 068703	2/9/2021	Outdoor Supply Hardware	21.72	Hardware & Supplies
* 068704	2/9/2021	Michael Peterson	250.00	Lease Termination Refund
* 068705	2/9/2021	Sage Institute Inc.	5,660.00	Consulting Service
* 068706	2/9/2021	County of SB EHS/CUPA	1,288.00	Hazardous Materials Permit
* 068707	2/9/2021	Sherwin-Williams	88.60	Painting Supplies
* 068708	2/9/2021	S Lombardi & Assoc.	8,611.00	Airport Advertising
* 068709	2/9/2021	SM Chamber of Commerce	45.00	Dues & Memberships
* 068710	2/9/2021	SM Tire	282.95	Fire Truck Flat Tire
* 068711	2/9/2021	Tri-Counties Plant Service	275.00	Interior Plants Maint.

Santa Maria Public Airport District

Demand Register

Check Number	Check Date	Vendor Name	Check Amount	Description
* 068712	2/9/2021	Verizon Wireless	889.35	Mobile Devices
* 068713	2/9/2021	VTC Enterprises	70.00	Trash - Paper Recycling
* 068714	2/9/2021	Western Propane Service	41.49	Maintenance Supplies
* 068715	2/9/2021	Xerox Financial Services	536.53	Copier Lease
			<u>\$ 296,665.68</u>	
ACH	1/27/2021	Umpqua Bank	4,983.29	Computer Support/Advertising/Security/Office
ACH	1/28/2021	Paychex	304.48	Payroll Garnish
ACH	1/28/2021	Paychex	1,180.16	Payroll Taxes
ACH	1/29/2021	CA Sale Tax	10.00	Sale Tax
ACH	1/29/2021	Paychex	75.73	Paychex Invoice
ACH	2/2/2021	Pacific Premier Bank Fees	1,423.03	Credit Card Fee
ACH	2/2/2021	CalPERS	5,664.70	Employee Retirement
ACH	2/4/2021	Paychex	25,091.41	Payroll
ACH	2/4/2021	Mass Mutual	4,628.12	Employee Paid Retirement
ACH	2/5/2021	Paychex	179.14	Paychex Invoice
ACH	2/5/2021	Paychex	5,281.57	Payroll Taxes
Subtotal			<u>\$ 48,821.63</u>	
Total			<u>\$ 345,487.31</u>	



February 11, 2021

Board of Directors
Santa Maria Public Airport District
3217 Terminal Drive
Santa Maria, CA 93455

Subject: Authorization for tuition reimbursement for Carla Osborn, Operations Officer.

Summary

Based upon section 10.5 of the Personnel Manual (See Attached). I am requesting reimbursement for Carla Osborn. Ms. Osborn has completed and passed this course at Embry-Riddle Aeronautical University.

Budget

Course	Tuition				
Intro to Aeronautical Science	\$1,287.00				
Total:	\$1,287.00				\$1,287.00

Overall Impact

Approved 2020-2021 Budget for Education	\$16,000.00
Previously Approved for Education	3,327.00
Current Balance for Education	12,673.00
Amount of this Request	1,287.00
Balance Remaining if Approved	11,386.00

Recommendation

I recommend we repay Mrs. Osborn as the District will benefit as a result of additional training and these classes will assist the Operations Officer's pursuit of her Bachelor's Degree.

Sincerely,

Veroneka Reade
Manager of Finance & Administration

EMBRY-RIDDLE

Aeronautical University

Carla Osborn
[REDACTED]

Account No: 2513380
Statement Print Date: 2/1/2021 11:07 AM
Statement From/To Date: 11/1/2020 To 11/6/2020

Charges				
Date Posted	Term	Item Description	Amount	Currency
11/04/2020	Worldwide 2020-11 November	WW Tuition Undergrad	1,287.00	USD
Total Charges:			1,287.00	

Payments				
Date Posted	Term	Item Description	Amount	Currency
Total Payments:			.00	

Refunds				
Date Posted	Term	Item Description	Amount	Currency
Total Refunds:			.00	

Financial Aid				
Date Posted	Term	Item Description	Amount	Currency
Total Financial Aid:			.00	

Net Total for Statement Date Range: 1,287.00

Charges are based on your home campus published rates. Residential and Worldwide students are only eligible for your campus specific rates regardless of modality.

Daytona Beach Campus:
1 Aerospace Boulevard
Daytona Beach, FL 32114
386-226-6285

Prescott Campus:
3700 Willow Creek Rd.
Prescott, AZ 86301
928-777-3726

Worldwide Campus:
Campus of Attendance
386-226-6280

EMBRY-RIDDLE

Aeronautical University

Name: Osborn,Carla

ID: 2513380

Term: Worldwide 2020-11 November

Cumulative GPA: 4.000

Class	Course Title	Units	Grade
ASCI 202	Intro to Aeronautical Science	3.00	A



February 11, 2021

Item 8
2-11-21

Board of Directors
Santa Maria Public Airport District
3217 Terminal Drive
Santa Maria, CA 93455

Subject: DISCUSSION AND DIRECTION TO STAFF REGARDING MAIN HANGAR

Discussion

The "Main Hangar" is the facility located at 3203 Lightning St., currently leased to several organizations including Aircraft Paint, Civil Air Patrol, Pleinaire, AT&T, and other small users. The facility is now over 80 years old and despite past projects including a new roof (over 30 years ago), the building has outlived its useful life unless a major renovation project is completed.

Staff requests direction from the Board on the path forward for this building. Options include doing only minor maintenance to stretch the use of the facility a few more years, renovation of the existing hangar including siding, windows, and roof (approximately \$3,000,000), renovation of the existing hangar including interior offices (cost unknown), removal of the existing facility (\$300,000 environmental cleanup + demolition cost), Reconstruction of a new facility (unknown cost including demolition and new construction), or a combination of approaches.

The above-mentioned options could be performed directly by the district through contractors, private investment by tenant or others, or a combination.

Staff understands that this is a major decision that will affect numerous tenants and will require additional information prior to any decisions being made. Included in the packet is information regarding renovation costs, roofing analysis, and information on the Caltrans loan program which may be one option for funding. Please help us to understand what additional information you may require to enable the Board to make an informed decision on this item.

Please let me know if you have any questions.

Sincerely

CHRIS HASTERT, CM
General Manager

SANTA MARIA PUBLIC AIRPORT MAIN HANGAR REPORT OF PHASE ONE DESIGN CONTRACT: INVESTIGATION



Ravatt Albrecht and Associates

Consultants:

Cannon Corporation Structural Engineering

EORM Environmental Compliance Services

AC&E Cost Estimating Service

Plenaire Landscape Architects

Above Grade Civil Engineering and Surveys

Santa Maria Public Airport Preliminary Construction Report

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Cost Analysis-AC&E	85

Full Size Drawings (separate enclosure)

Preliminary Parking and Layout Plan- Ravatt Albrecht and Associates
Preliminary Landscape Plan-Pleinaire Landscape Architects
Preliminary Grading Plan-Above Grade Engineering

Santa Maria Public Airport

Main Hangar Accessibility Study.

1. This report reviews the Accessibility of the Santa Maria Public Airport Hangar.
2. Description of Existing Building: This is a summary of the status of accessibility of the Santa Maria Public Airport Hangar per the 2013 California Building Code.
 - a. The existing hangar building constructed in the early 1940's as a military aircraft hangar and operations control building.
 - b. The Santa Maria Public Airport management wishes to improve the appearance and marketability of the hangar. The goal is to improve the appearance and functionality of the building without substantially altering the exterior appearance
 - c. The primary use of the hangar is maintenance and refurbishment of aircraft.
 - d. The remainder of the occupied space is used for offices.
 - e. Summary of existing usage:
 - i. 70% of area: An aircraft painting and upholstery business
 - ii. 10% An architect's office and a construction services business office.
 - iii. 2 package courier businesses.
 - iv. An office housing cellular phone equipment (with no permanent occupants)
3. Condition of the building and site, and significant issues.
 - a. The existing siding is most likely a product called Robertson's Protected Metal Siding. This product was installed when the building was constructed, and can contain asbestos and PCB's. The siding has been tested and the coating contains 65% asbestos; PCB testing revealed contamination in the siding material itself, and a low level in adjacent wood trim and other materials.
 - b. There are no accessible restrooms.
 - c. Walking distance from the parking lot side of the building to restrooms on the airport side may exceed that allowed by code (500 feet per the Plumbing Code).
 - d. The building has received site improvements and interior improvements over the years, but none of the improvements meet current accessibility codes.
 - e. One exterior stair and one interior stair do not meet current Building Code standards.
4. Code and local requirements to upgrade the accessibility of the facility when improvements are proposed are as follows:
 - a. The value required to be spent on accessibility improvements will be determined by the Code Authority to be at least 20% of the improvement cost, when the cost of improvements exceed a number called the "Current Valuation Threshold". Priority of improvement work; Valuation Threshold. The cost of the siding replacement is included in the calculation of the valuation threshold.
 - b. Per 2013 California Building Code Section 11B-202.4, Path of Travel requirements in Alterations, Additions, and Structural Repairs. Per 2013 California Building Code Section 11B-202.4 Exception 8, requires that improvements to accessibility be made when the cost of alterations exceed the current valuation threshold. The cost of the accessibility improvements should be at least 20% of the construction cost.
 - i. For the purposes of this exception, the adjusted construction cost of alterations, structural repairs or additions shall not include the cost of alterations to path of travel elements required to comply with Section 11 B-202.4.
 - ii. In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access in the following order:
 1. An accessible entrance;
 2. An accessible route to the altered area;

Santa Maria Public Airport

Main Hangar Accessibility Study.

3. At least one accessible restroom for each sex;
 4. Accessible telephones;
 5. Accessible drinking fountains; and
 6. When possible, additional accessible elements such as parking, storage and alarms.
 - c. The annual valuation threshold is based on the January, 1981 threshold of \$50,000.00 as adjusted using the ENR 20 Cities Construction Cost Index, as published by Engineering News-Record, McGraw-Hill Publishing Company, for January of each year. The current valuation threshold for 2015 is \$147,863.00. If the siding is replaced, the cost for this project will exceed that amount.
 - d. The Schematic Estimated of the project cost is 2,070,645.79. 20% of that cost is \$414,129.16
We believe the city would accept the parking remediation and some restroom upgrades as acceptable remediation.
5. Proposed Scope of Project
 - a. Regrading and repaving the existing parking area to improve drainage, improve the parking layout, provide accessible parking, provide improved accessibility to downstairs offices, and provide some landscaping for appearance.
 - b. Upgrading of existing downstairs restrooms on the Airport side to be Accessible.
 - c. Evaluation of accessibility to the second floor office areas.
 - d. Addition of another downstairs accessible restroom on the parking lot side.
 - e. Some of the possible non-accessibility related improvements under study are:
 - f. Encapsulating or replacing the exterior siding.
 - g. Replacing the existing single pane windows in the office areas for improved energy conservation.
6. Detailed evaluation of Accessible Entrances:
 - a. The site is generally fairly flat, and providing accessibility to the lower levels will present no major issues.
 - b. Lower level path of travel, doors and entrances.
 - c. The entrances on the East facing side of the building will require some site work to meet standards. Most of the entrances are about 7 inches above the finish grade. There is generally a lot of ponding in this area during rains, so one solution may be to raise the grade along the North side slightly, and then provide a sidewalk across the front with a 4" curb. Access to the sidewalk can then be easily provided with a series of curb ramps onto the sidewalk, accompanied by standard Accessible parking spaces.

Santa Maria Public Airport

Main Hangar Accessibility Study.



Typical existing threshold on the Ground Level, east side.

- d. The entrances on the West facing side of the building generally present fewer issues. The thresholds are lower and in most cases may be accommodated by long tread thresholds or a sidewalk.



Typical existing threshold on the Ground Level, west side.

Santa Maria Public Airport

Main Hangar Accessibility Study.

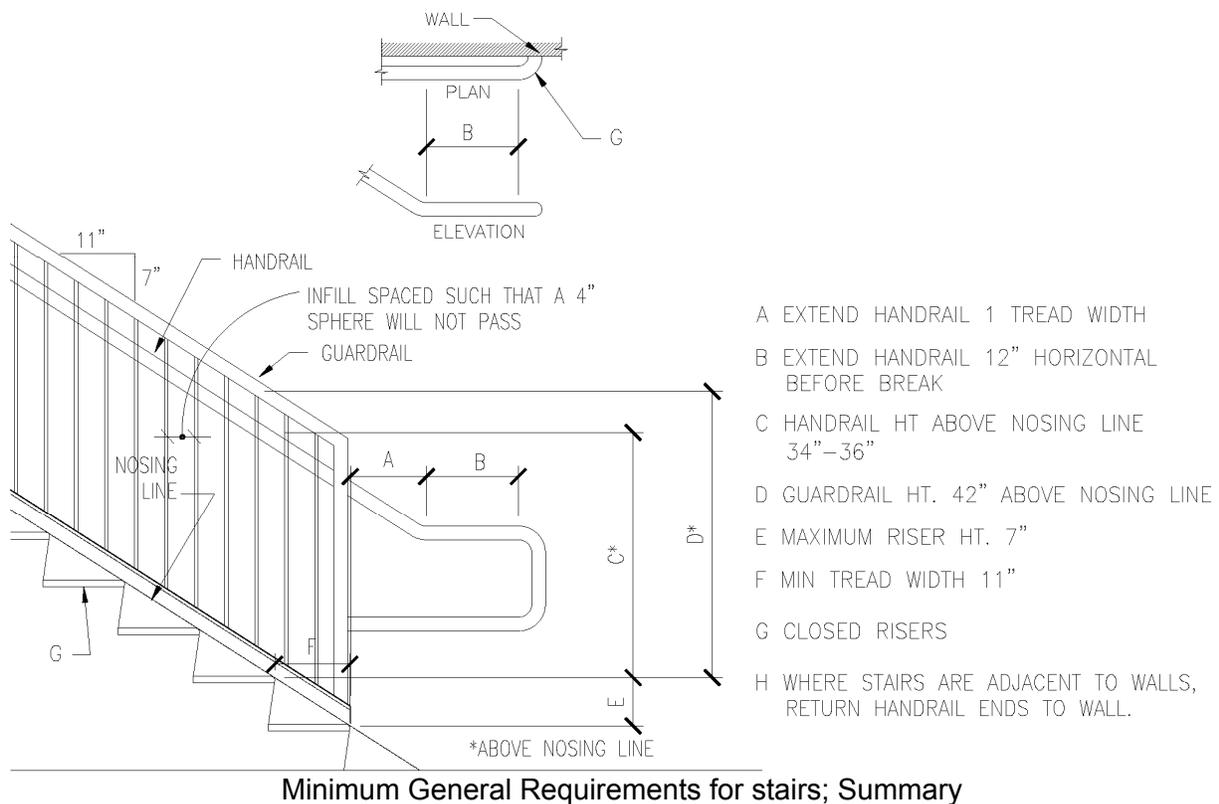
7. Stairs:

a. East Side.

Access to second levels does not meet current accessibility standards. There is one exterior stair on the North side that meets the current code. This stair rises to approximately 3'6" above the second level, and then enters the upper level. Inside there is a second stair down to the second floor level, that does not meet the current code.

There is also an interior single flight wooden stair that does not meet current code for rise and run and handrails. To comply completely, this stair should be removed and replaced with a compliant stair. However, space is limited to construct the stair, as it would cause lengthening the stairwell by several feet.

Alternately, compliant handrails could be provided to increase safety.



West Side (Airport side).

There is one stair to the second level that does not meet current code. The risers are higher and the treads are shorter than allowed in the Code, and the steps have non-compliant open risers. The handrail/guardrail is sub-standard height at (31-1/2" high), and is made of approximately 1" square tube material; thus there is no compliant handrail or guardrail. The treads are a serrated open grate material, and there are no tread edge markings.

Santa Maria Public Airport

Main Hangar Accessibility Study.

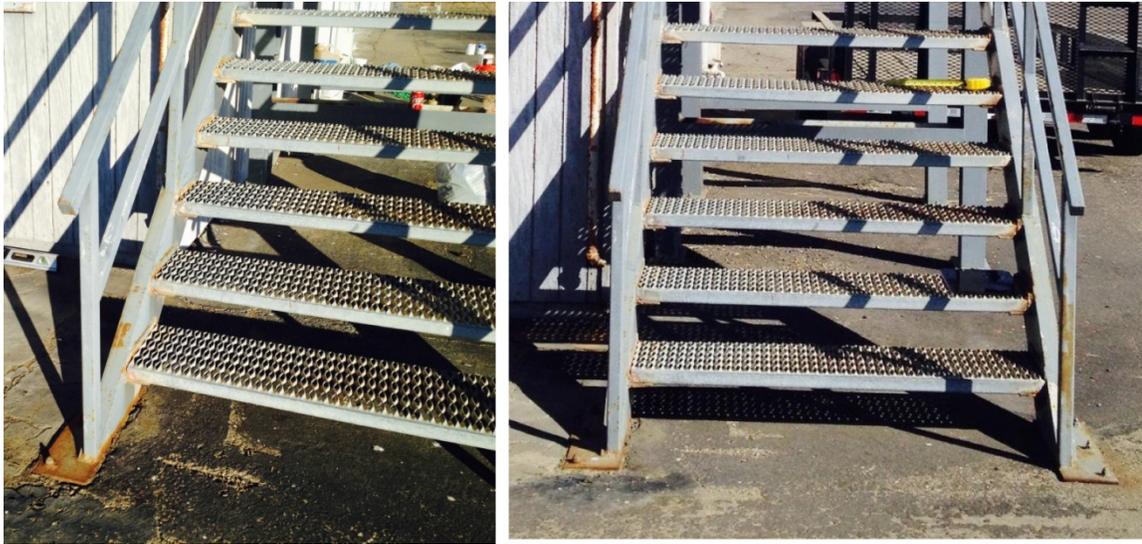


FIGURE 1: Existing airport-side stairs

Possible remediation:

Partial remediation could be accomplished by removing the existing guardrails and removing existing guardrails and adding new guardrails and handrails, and adding steel plates to close the open risers. This work would be labor intensive and, if the stair is to be remediated, it may be more economical to replace the stair with a prefabricated unit.

Santa Maria Public Airport

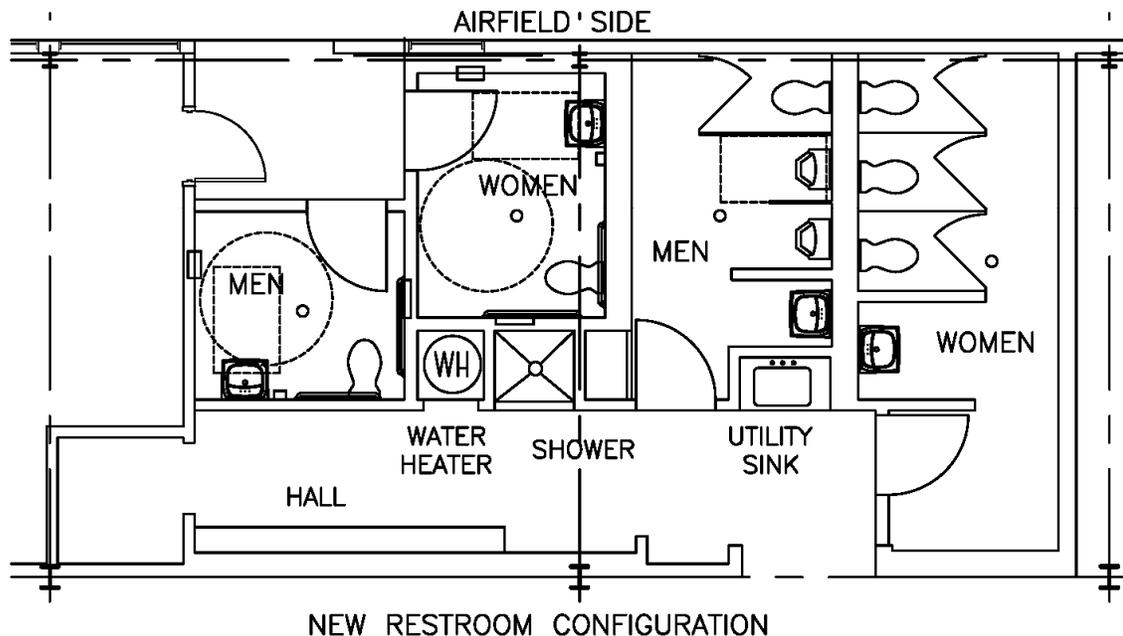
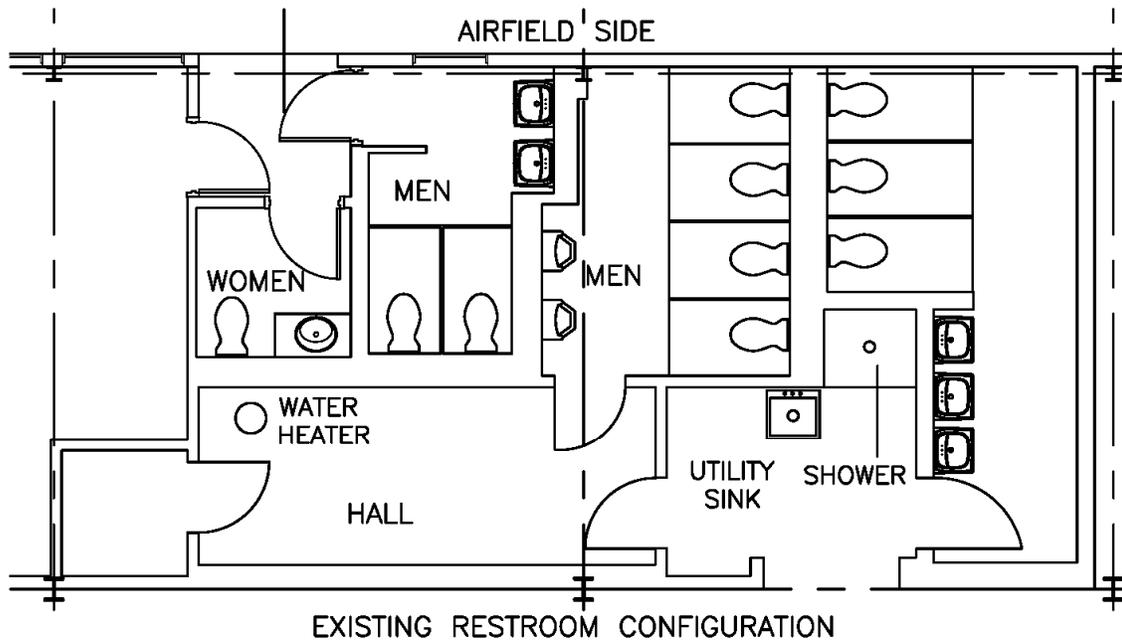
Main Hangar Accessibility Study.

8. Restrooms:

There are restrooms open to the West (airport) side of the building. The path of travel is level to the entrances. They do not meet current accessibility code.

They will require some demolition to become accessible. The existing doors are narrower than code requirements, and the interior clearances are not present. It may be possible to keep the perimeter walls intact to minimize the construction but it would require reduction in fixture count.

There are interior restrooms that are accessed from the North high bay. The restrooms likewise do not have adequate clearances but remediation may be possible within the existing perimeter. Again, the existing fixture count would be reduced.



Santa Maria Public Airport

Main Hangar Accessibility Study.

FIGURE 2: Existing and Proposed Restroom Layouts

9. Summary and Recommendations: We met with Mark Green from the City of Santa Maria to discuss the scope of the project. Mr. Green stated that the City likely would NOT require the following items:
 - a. Mr. Green stated that the City likely would not require the following items:
 - i. Elevators to the second floor.
 - ii. Remediation of the non compliant stairs, beyond possible adding compliant handrails.
 - iii. Restroom improvements.
 - b. Mr. Green stated it was likely that improving the accessibility to the parking lot side of the building, and adding accessible parking could very well meet the 20% level of improvement costs standard required by the Code. The Schematic Estimate was not complete at the time of the meeting.

10. Other areas where improvements could be done to help meet the valuation threshold:

Other Path of Travel improvements:

- Adjust hardware on the existing access gates to be compliant height.
- Provide signage for directions to accessible restrooms and office spaces.

Restrooms improvements:

Airport Side: Remodel the existing restrooms to provide 2 new restrooms (One men's and one women's) on the airport side.

Because of the travel distance to existing restrooms is greater than 500 feet for the downstairs offices, provide accessible restrooms (one men's and one women's) on the parking lot side.

Stairs:

Parking lot side:

Construct a new stair from the top of the exterior stair to the second floor level (inside the office).

Airfield side:

Install new guardrails and handrails on the stair on the airfield side as stated above, or, if more economical, replace it with a pre-engineered stair.



December 26, 2014

Mr. Jim Williams
Ravatt Albrecht & Associates
3203 Lightning Street
Santa Maria, CA 93456

**Subject: Santa Maria Airport
Main Hangar Exterior Refurbishment Project**

Jim,

This letter is to provide record of our observations and review of the Main Hangar at Santa Maria Airport. Our review is limited to the structural systems of the building that include support for vertical gravity loads and resistance to lateral wind and seismic forces.



The Santa Maria Main Hangar is located at the Santa Maria Public Airport in Santa Maria, California. The hangar is located north of the main terminal building at 3203 Lightning Street.

Building Description:

The hangar building features 25,000 square feet of aircraft maintenance at the core high bay area and 11,000 square feet of office space in one and two story annexes constructed along the long sides of the main hangar. A full height framed wall currently divides the hangar into two separate spaces. If fully built out, there is the potential for approximately 17,000 square feet of space. It is assumed the foundations are conventional concrete pads.

1050 Southwood Drive
San Luis Obispo, CA 93401
T 805.544.7407
F 805.544.3863



Gravity Support:

The building's structure features metal roof panels over wood decking spanning between roof purlins spaced at 7.5 foot centers. Roof trusses are spaced at 20 foot centers and are supported by wide flange columns. There are braces from the bottom chord to the column at the east side of the hangar bay. There is horizontally oriented trussing in the plane of the roof truss



bottom chords around the perimeter of the hangar bay and roof truss bottom chord bracing to prevent buckling when the roof experiences uplift due to wind forces. The office spaces feature columns at the exterior walls that align with the main hangar columns.

Resistance to Lateral Wind and Seismic Forces:

Lateral wind and seismic forces are resisted by a load force system that transfers loads to the foundations through the following systems:

- Loads parallel to the side walls (perpendicular to the hangar doors):
 - The horizontal trussing in the plane of the roof truss bottom chords transfer loads from the windward and leeward walls through that trussing to the side walls of the hangar.
 - The roof decking/diaphragm collect loads from the roof and distributes them to the hangar side walls
 - There are four braced bays along each side of the hangar that transfer lateral loads from the roof and horizontal trussing to the foundations.





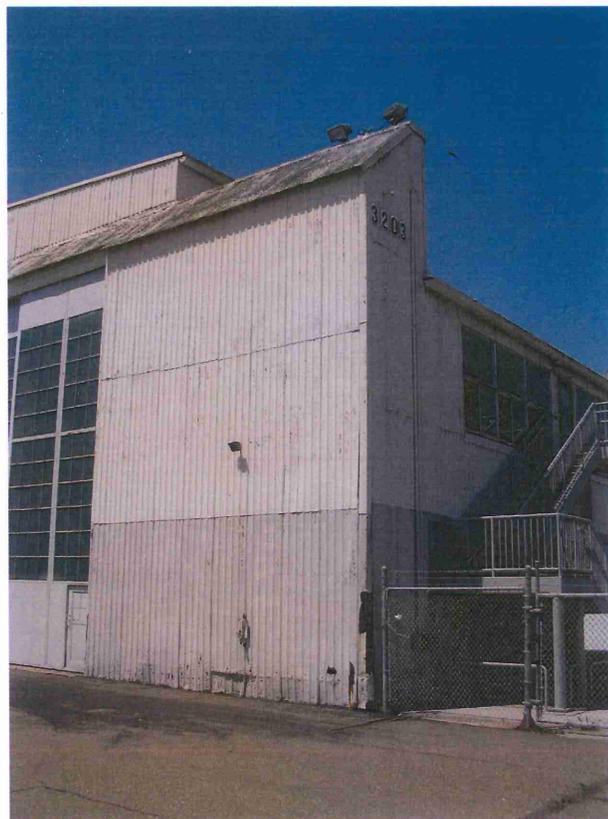
- Loads Perpendicular to the side walls (parallel to the hangar doors):
 - The horizontal trussing in the plane of the roof truss bottom chords collect loads from the office spaces and distribute them to the truss frames.
 - The roof decking/diaphragm collects loads from the roof and distributes them to the truss frames.
 - The roof trussing and braces at the east side fix the columns at the top such that they behave as moment frames that transfer lateral loads down to the foundations.

Building Condition:

Our review and investigation did not include any destructive testing or removal of finishes. Therefore, this conditions assessment is based solely on our observations and review of photographs.

The exterior siding and roof finishes exhibit signs of long term weathering. There are weather damaged finishes at doors and window framing. The condition of the wall framing and the framing around the openings could not be fully assessed.

The condition of the observable hangar roof trusses and bracing appears to be in generally good condition. The roofing and siding are installed over the top and outside of the main structural elements such that the main structural elements are not directly exposed to periods of long term moisture exposure. The frame columns are framed in the walls and are the exception. Airflow around an element generally protects it from periods of moisture exposure that leads to corrosion.



Code changes:

The building was designed and constructed prior to recent changes in the building code that pertain specifically to increased safety factors in connection design. Changes to the way engineers design and detail connections have changed to address observed failure modes of buildings in observed seismic events. By strengthening connections between lateral load



resisting system components, the risk of sudden and catastrophic failures can be greatly reduced. An evaluation and comparison of the wind and seismic forces between when the building was constructed and the current code indicate that, while the design wind forces have changed little, the seismic design forces have increased by approximately 50%. The net effect of these factors is that the building could be subjected to increased code seismic loads beyond its designed capacity and when the strength of the existing lateral force resisting systems and their interconnectivity is already potentially deficient.

ASCE Standard 41-13, Seismic Evaluation and Retrofit of Existing Buildings, provides a reasonable and rational methodology for evaluating existing systems and establishing retrofit plans. This accepted standard allows for a negotiated level of service standard to be developed when it is neither feasible nor practical to upgrade an existing building to full compliance with the standard for new construction. The intent is to limit structural damage in a design event by reducing the chances of collapse and/or catastrophic damage that would lead to loss of life.

We would anticipate upgrades to the Main Hangar would include modifications to both the truss/frames and braced bays. The bulk of the work would likely include strengthening connections and specific components to the system that are shown to be the weakest links.

We appreciate the opportunity to assist in this evaluation and look forward to assisting in the next phase of the work should the project move forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marshall Pihl". The signature is fluid and cursive, with a large loop at the end.

Marshall Pihl, SE
Structural Director



May 12, 2014

Mr. Jim Williams
Project Manager
Ravatt-Albrecht Architects
PO Box 528
Santa Maria, CA 93456

Re: Limited Asbestos Sampling – Santa Maria Airport Main Hanger, Exterior & Interior Siding, Ventura, California; EORM Project No. 14.0623

Mr. Williams:

At the request of Ravatt-Albrecht Architects, Environmental and Occupational Risk Management, Inc. (EORM®) performed limited Asbestos Sampling of the main hanger at Santa Maria Airport located at 3203 Lightning Street in Santa Maria, California. The Asbestos Sampling was performed on May 5, 2014 by Mr. Mark Thrift, a State of California Certified Asbestos Consultant (CAC #13-5044).

A total of nine (9) bulk samples were collected for Polarized Light Microscopy (PLM) analysis. Suspect materials identified and sampled included: Exterior and Interior Metal Siding Coating.

Sampling and Analysis

Bulk samples were submitted to the laboratory under chain of custody and analyzed by PLM using Environmental Protection Agency (EPA) Method 600/R-93/116, July 1993, in accordance with 40 CFR 763, Subpart F, Appendix A (AHERA), and if applicable, the point Count Method 600/R-93/116, July 1993, by Forensic Analytical (Forensic), located in Rancho Dominguez, California. Forensic holds a National Institute of Standards and Technology/National Voluntary Laboratory Accreditation Program (NIST/NVLAP) Accreditation No. 101459-1, and American Industrial Hygiene Association Registration No. 101629. Bulk samples of suspected Asbestos-Containing Materials (ACM) were examined under a stereomicroscope to identify suspect fibers. A polarized light microscope equipped with a dispersion staining objective lens was used to determine which of the suspect fibers are asbestos. The various asbestos minerals were identified on the basis of their unique optical characteristics. Reported asbestos percentages were based on visual volume estimates. Laboratory analysis reports and chain of custody are provided as Attachment 2 to this report.

Findings

Asbestos-Containing Materials

Asbestos **was** detected in the following material sampled by EORM:

- Exterior coating adhered to the metal siding located throughout the exterior of the hanger, comprising approximately 20,000 square feet (observed) and containing 65% Chrysotile asbestos. This material was in **fair** condition at the time of the survey.
- Interior coating adhered to the metal siding located in the north hanger bay, comprising approximately 2,000 square feet (observed) and containing 65% Chrysotile asbestos. This material was in **fair** condition at the time of the survey.

Recommendation

Pursuant to EORM's ACM assessment findings, EORM recommends that individuals performing work in areas containing identified ACM do not disturb the identified ACM. If previously unidentified materials are encountered during performing work at the Subject Site, EORM recommends that the Ravatt-Albrecht Architects be notified immediately, and unidentified materials be sampled before any disturbance takes place. In addition, all future abatement activities with the potential for disturbing identified ACM shall be performed by a licensed and registered asbestos abatement contractor, as well as properly trained and qualified personnel. These activities should employ state-of-the-art techniques and be conducted in accordance with all applicable local, state, and federal laws and regulations.

Limitations of Bulk Sampling

Reasonable effort is made by EORM personnel to locate and sample suspect materials. However, for any facility the existence of unique or concealed asbestos-containing materials and debris is a possibility. This report is intended to be used in planning for construction or demolition. This report is not intended to be a construction document.

This report does not provide an evaluation of health risks to building occupants. EORM does not guarantee or warrant that the workplace is safe, nor does EORM's involvement in this property relieve the owner/operator of any continuing responsibility of providing a safe workplace.

Should you have any questions about these findings or our recommendations, please call me at (805) 288-5074.

Sincerely,

Prepared by:

Mark Thrift

Mark Thrift, CAC #13-5044
Consulting Specialist

Reviewed by:

Anthony Price

Anthony Price, CAC#07-4200
Senior Consultant

Attachments

Attachment 1

Asbestos Bulk Sampling Logs

Client: Ventura County
Site: Santa Maria Airport Main Hanger
Project No: 14.0623
Inspector(s): Mark Thrift

ASBESTOS BULK SAMPLING LOG
Santa Maria Airport
Main Hanger
Santa Maria, CA

05/05/14

Sample #	Material Sampled	Sample Location	Location In Room	Quantity	Analytical Results	Friability	Condition	Air Erosion	Contact	Vibration
1	Exterior Coating (On Metal Siding)	Exterior	Northwest	~20,000 SF	65% Chrysotile	N	F	M	L	L
2	Exterior Coating (On Metal Siding)	Exterior	West	R-1	NA	N	F	M	L	L
3	Exterior Coating (On Metal Siding)	Exterior	Southeast	R-1	NA	N	F	M	L	L
4	Exterior Coating (On Metal Siding)	Exterior	East	R-1	NA	N	F	M	L	L
5	Exterior Coating (On Metal Siding)	Exterior	East	R-1	NA	N	F	M	L	L
6	Exterior Coating (On Metal Siding)	Exterior - Upper Level	East	R-1	NA	N	F	M	L	L
7	Interior Coating (On Metal Siding)	Interior	Northwest	~2,000 SF	65% Chrysotile	N	F	M	L	L
8	Interior Coating (On Metal Siding)	Interior	Northwest	R-7	NA	N	F	M	L	L
9	Interior Coating (On Metal Siding)	Interior	Northeast	R-7	NA	N	F	M	L	L

Attachment 2

Laboratory Analytical Results



Bulk Asbestos Analysis

(EPA Method 600/R-93-116, Visual Area Estimation)

EORM
Mark Thrift
2401 E. Gonzales Road
Suite 180
Oxnard, CA 93036

Client ID: 4670
Report Number: B190829
Date Received: 05/07/14
Date Analyzed: 05/08/14
Date Printed: 05/08/14
First Reported: 05/08/14

Job ID/Site: 14.0623; Santa Maria Airport Main Hanger

FALI Job ID: 4670-1

Date(s) Collected: 05/05/2014

Total Samples Submitted: 9

Total Samples Analyzed: 2

Sample ID	Lab Number	Asbestos Type	Percent in Layer	Asbestos Type	Percent in Layer	Asbestos Type	Percent in Layer
1	50862854						
Layer: Paint			ND				
Layer: Black Tar			ND				
Layer: Black Felt		Chrysotile	65 %				
Total Composite Values of Fibrous Components:		Asbestos (46%)					
Cellulose (20 %)							
2	50862855						
Comment: Sample not analyzed due to prior positive result in series.							
3	50862856						
Comment: Sample not analyzed due to prior positive result in series.							
4	50862857						
Comment: Sample not analyzed due to prior positive result in series.							
5	50862858						
Comment: Sample not analyzed due to prior positive result in series.							
6	50862859						
Comment: Sample not analyzed due to prior positive result in series.							
7	50862860						
Layer: Paint			ND				
Layer: Black Tar			ND				
Layer: Black Felt		Chrysotile	65 %				
Total Composite Values of Fibrous Components:		Asbestos (33%)					
Cellulose (10 %)							
8	50862861						
Comment: Sample not analyzed due to prior positive result in series.							
9	50862862						
Comment: Sample not analyzed due to prior positive result in series.							

Client Name: EORM

Report Number: B190829

Date Printed: 05/08/14

Sample ID	Lab Number	Asbestos Type	Percent in Layer	Asbestos Type	Percent in Layer	Asbestos Type	Percent in Layer
-----------	------------	---------------	------------------	---------------	------------------	---------------	------------------



Steven Takahashi, Laboratory Supervisor, Rancho Dominguez Laboratory

Note: Limit of Quantification ('LOQ') = 1%. 'Trace' denotes the presence of asbestos below the LOQ. 'ND' = 'None Detected'.

Analytical results and reports are generated by Forensic Analytical Laboratories Inc. (FALI) at the request of and for the exclusive use of the person or entity (client) named on such report. Results, reports or copies of same will not be released by FALI to any third party without prior written request from client. This report applies only to the sample(s) tested. Supporting laboratory documentation is available upon request. This report must not be reproduced except in full, unless approved by FALI. The client is solely responsible for the use and interpretation of test results and reports requested from FALI. Forensic Analytical Laboratories Inc. is not able to assess the degree of hazard resulting from materials analyzed. FALI reserves the right to dispose of all samples after a period of thirty (30) days, according to all state and federal guidelines, unless otherwise specified. All samples were received in acceptable condition unless otherwise noted.

Client Name & Address: EORM

P.O. #: 14, 0623 Date: 5/5/2014

Turn Around Time: _____ hr/ 12hr / 24hr / 48 hr / ext: _____

Due Date: 5/9/14 Due Time: 12:00 am/pm

PLM: Standard / Point Count PCM: NIOSH 7400

Contact: MARK THRIFT

Phone #: thriftm@eorm.com

Site: SANTA MARIA AIRPORT MAIN HANGAR

Job: _____

Matrix: _____

Analytes: _____

TEM Air: AHERA / Yamate2 / NIOSH 7402

TEM Bulk: Quantitative / Qualitative / Chatfield

TEM Water: Potable / Non-Potable / Wt %

TEM Microvac

Special Project:

Metals Analysis: Method _____

Comments:

Sample ID	Date/Time	Sample Location/Description	FOR AIR SAMPLES ONLY				Sample Area or Air Volume
			Type	Time On/Off	Avg. LPM	Total Time	
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				

Sampled by: _____ Date: ____/____/____ Time: ____:____:____

Shipped via: Fed Ex Airborne UPS US Mail Courier Drop Off Other:

Relinquished by: <u>[Signature]</u>	Relinquished by: _____	Relinquished by: _____
Date / Time: <u>5/5/14 1545</u>	Date / Time: _____	Date / Time: _____
Received by: <u>[Signature]</u> <u>FLE</u>	Received by: _____	Received by: _____
Date / Time: <u>5-7-14 9:30a</u>	Date / Time: _____	Date / Time: _____
Condition Acceptable? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Condition Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No	Condition Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No

Date:	5-5-14
Client:	RAYATT-ALBRECHT ARCHITECTS
Site:	SANTA MARIA AIRPORT MAIN HANGAR
Project #:	14-0623
Inspector(s):	Mark Thrift

ASBESTOS BULK SAMPLE FIELD LOG

Sample Number	Material Sampled	Sample Location	Location in Room	Quantity	Analytical Results	Friability	Condition
1	EXTERIOR COATING (ON METAL SIDING)	EXTERIOR	NW			N	F
2			W				
3			SE				
4			EAST				
5							
6	INTERIOR SIDING (ON METAL SIDING)	INTERIOR (UPPER)	↓				
7			NW				
8			↓				
9			NE				

NA = Not
 ND = Not
 N = Negative

Friability Codes: N = Non-Friable; F = Friable
 Condition Codes: G = Good; F = Fair; P = Poor

Attachment 3

Certifications





December 8, 2014

Mr. Chris Hastert
General Manager
Santa Maria Public Airport District
3217 Terminal Drive
Santa Maria, CA 93455

**Re: Limited Lead Sampling, Santa Maria Airport Main Hangar
3203 Lightning Street, Santa Maria, CA – EORM® Project No.14-1261**

Mr. Hastert:

At the request of the Santa Maria Public Airport (SMPA), Environmental and Occupational Risk Management, Inc. (EORM®) performed limited Lead Sampling of the exterior and select interior areas of the Main Hangar Building located at 3203 Lightning Street in Santa Maria, California. The Lead Sampling was performed on November 20, 2014 by Mr. Anthony Price, a California Department of Public Health Lead Inspector/Assessor (CDPH) #11388. Following are EORM's findings and recommendations.

Sampling

XRF Spectrum Lead Analyzer

This Lead Based Paint (LBP) Sampling was performed using the Environmental Protection Agency/U.S. Housing and Urban Development's (HUD) standards for testing lead-based paint in residential housing, modified for commercial structures. According to the U.S. Department of Housing and Urban Development's (HUD) Guideline Document Lead-Based Paint: Guidelines for Hazard Evaluation and Control of Lead-Based Paint Hazards in Housing, published in the Federal Register, June 1995, coatings that are found to have a lead concentration of at least 1.0 milligram per square centimeter (mg/cm^2) are considered to be LBP. It should be noted however, that other jurisdictions and agencies define LBP in different ways. For instance, concentrations of lead greater than $0.7 \text{ mg}/\text{cm}^2$ are considered to be LBP by the Los Angeles County Department of Health Services. In addition, any interior or exterior residential paints that have lead concentrations greater than 600 parts per million (0.06 percent) are considered to be LBP by both the Consumer Products Safety Commission and the Los Angeles County Department of Health Services.

Paint Chip Sampling

EORM collected a total of six (6) paint chip sample during the Lead Sampling. At the completion of the sampling, the paint chip was placed in a plastic sampling bag, sealed, uniquely labeled, and forwarded under chain of custody, to the laboratory for analysis.

A copy of the chain-of-custody is included in Attachment 2.

Laboratory Analysis

Paint Chip Samples

The collected paint chip samples were analyzed for total lead by FAAS in accordance with EPA Method 7420. The paint chip samples were analyzed by Forensic Analytical Laboratories (Forensic) located in Rancho Dominguez, California. Forensic is accredited by the American Industrial Hygiene Association (ID # 101629) to perform lead analysis on paint chip samples via EPA Method 7420.

A copy of the laboratory analysis report and the chain-of-custody is included in Attachment 2.

Findings

XRF Summary Results

The following materials were found to be lead based paint as determined by XRF:

- Yellow and beige, metal, structural steel, located throughout the interior of the building, containing up to 2.4 mg/cm² of lead. This material was found to be in an intact condition at the time of the survey.
- Grey, metal, sliding bay doors, located on the north and south ends of the building, comprising approximately two (2) doors and containing up to 1.9 mg/cm² of lead. This material was found to be **peeling** at the time of the survey.

All materials that were found to be in a **peeling** condition at the time of the survey need to be brought to an intact condition.

Paint Chip Samples

EORM collected a total of six (6) paint chip sample during the survey.

Table 1 below summarizes EORM's findings.

Table 1: Summary of Paint Chip Sample Results

Sample Number	Material Sampled	Sample Location	Concentration (wt. %)	Method Reporting Limit (wt. %)
1	Yellow Paint on Robertson's Siding	Paint Booth Bay	0.22	0.02
2	Grey Paint on Robertson's Siding	North Exterior Wall	0.19	0.02
3	Grey Paint on Wood Window Casing	East Side – Exterior	0.22	0.02

Sample Number	Material Sampled	Sample Location	Concentration (wt. %)	Method Reporting Limit (wt. %)
4	Grey Paint on Robertson's Siding	South Exterior Wall	0.045	0.006
5	White Paint on Wood Window Casing	West Side – Exterior	<0.006	0.006
6	Grey Paint on Robertson's Siding	West Exterior Wall	0.036	0.006

Recommendations

Lead

EORM recommends that any disturbance of the identified LBP and LCP be performed in accordance with all federal, State, and local regulations dealing with disturbance of lead containing materials. **Any paint in poor condition is to be stabilized prior to any demolition. Any lead-based paint in poor condition that may require stabilization is to be performed by a lead-based paint certified contractor selected by NBVC under the supervision of an environmental consultant.** Workers shall have a minimum of 24 hours of lead training and be registered with the California Department of Public Health (CDPH). Any work that disturbs these materials must be performed in accordance with these and any other applicable standards. Prior to disposal, lead waste characterization sampling must be performed and waste materials must be disposed of properly based on the characterization analysis.

Limitations of Sampling

Reasonable effort is made by EORM personnel to locate and sample suspect materials. However, for any facility the existence of unique or concealed lead-containing materials and debris is a possibility. This report is intended to be used in planning for construction or demolition. This report is not intended to be a construction document.

This report does not provide an evaluation of health risks to building occupants. EORM does not guarantee or warrant that the workplace is safe. Further, EORM's involvement in this property does not relieve the owner/operator of any continuing responsibility of providing a safe workplace.

Should you have any questions about these findings or our recommendations, please don't hesitate to call me at (805) 288-5071.

Thank you for allowing EORM this opportunity to provide our services to you.

Sincerely,

Prepared by:

Anthony Price

Anthony Price, CDPH #11388
Senior Consultant

Reviewed by:

Jessica Smith

Jessica Smith
Consultant

Attachment 1

XRF Summary Results

Client: Santa Maria Public Airport
Site: Main Hangar - 3203 Lightning Street
EORM Project # 14.1261

Reading No.	Site	Room	Component	Side	Substrate	Condition	Color	Results (Pos/Neg)	Results (mg/cm ²)
1			Shutter Cal						
2			calibrate					Positive	1.0
3			calibrate					Positive	1.1
4			calibrate					Positive	1.0
5	Main Hangar	paint booth bay	WALL	A	robertsons siding	PEELING	YELLOW	Negative	0.1
6	Main Hangar	paint booth bay	WALL	A	robertsons siding	PEELING	YELLOW	Negative	0.1
7	Main Hangar	paint booth bay	structural steel	A	METAL	PEELING	YELLOW	Positive	1.8
8	Main Hangar	paint booth bay	DOOR	A	METAL	PEELING	YELLOW	Positive	1.2
9	Main Hangar	paint booth bay	DOOR	A	METAL	PEELING	YELLOW	Positive	2.4
10	Main Hangar	paint booth bay	WALL	A	robertsons siding	PEELING	YELLOW	Negative	0.1
11	Main Hangar	outside	WALL	A	robertsons siding	PEELING	grey	Negative	-1.2
12	Main Hangar	outside	WALL	A	robertsons siding	PEELING	grey	Negative	0.1
13	Main Hangar	outside	DOOR	A	METAL	PEELING	grey	Negative	0.2
14	Main Hangar	outside	DOOR	A	METAL	PEELING	grey	Positive	1.9
15	Main Hangar	outside	WALL	D	robertsons siding	PEELING	grey	Negative	-0.4
16	Main Hangar	outside	WALL	D	robertsons siding	PEELING	grey	Negative	0.2
17	Main Hangar	outside	WINDOW	D	WOOD	PEELING	grey	Negative	0.3
18	Main Hangar	outside	WINDOW	D	WOOD	PEELING	grey	Negative	0.0
19	Main Hangar	outside	DOOR	D	METAL	PEELING	grey	Negative	0.0
20	Main Hangar	outside	DOOR casing	D	METAL	PEELING	grey	Negative	0.0
21	Main Hangar	outside	WALL	D	WOOD	PEELING	grey	Negative	0.1
22	Main Hangar	outside	WALL	D	WOOD	PEELING	grey	Negative	0.0
23	Main Hangar	outside	WINDOW	D	WOOD	PEELING	grey	Negative	0.2
24	Main Hangar	outside	WALL	C	robertson siding	PEELING	grey	Negative	0.0
25	Main Hangar	outside	DOOR	C	METAL	PEELING	grey	Positive	2.6
26	Main Hangar	suite 201	WINDOW	B	WOOD	PEELING	grey	Negative	0.3
27	Main Hangar	suite 201	WINDOW	B	WOOD	PEELING	grey	Negative	0.0

Client: Santa Maria Public Airport
Site: Main Hangar - 3203 Lightning Street
EORM Project # 14.1261

Reading No.	Site	Room	Component	Side	Substrate	Condition	Color	Results (Pos/Neg)	Results (mg/cm ²)
28	Main Hangar	suite 201	structural steel	B	METAL	INTACT	BEIGE	Positive	1.6
29	Main Hangar	suite 201	WALL	B	WOOD	INTACT	BEIGE	Negative	0.2
30	Main Hangar	OUTSIDE	WINDOW	B	WOOD	PEELING	BEIGE	Negative	0.2
31	Main Hangar	OUTSIDE	WALL	B	rbrtson siding	PEELING	grey	Negative	-0.6
32	Main Hangar	OUTSIDE	WALL	B	rbrtson siding	PEELING	grey	Negative	0.1
33	Main Hangar	OUTSIDE	downspout	B	METAL	INTACT	grey	Negative	0.4
34	Main Hangar	OUTSIDE	downspout	B	METAL	INTACT	grey	Negative	0.3
35	Main Hangar	OUTSIDE	DOOR casing	B	METAL	INTACT	grey	Positive	5.0
36			calibrate					Positive	1.0
37			calibrate					Positive	1.0
38			calibrate					Positive	1.0

Attachment 2

Paint Chip Sample Laboratory Analysis Report and Chain-of-Custody



Forensic Analytical Laboratories

Metals Analysis of Paints

EORM
Anthony Price
2401 East Gonzales Road
#180
Oxnard, CA 93036

Client ID: 4670
Report Number: M156117
Date Received: 11/24/14
Date Analyzed: 12/01/14
Date Printed: 12/01/14
First Reported: 12/01/14

Job ID / Site: 14-1261, Main hangar-3203 Lighting St., Santa Maria Airport
Date(s) Collected: 11/20/14

FALI Job ID: 4670
Total Samples Submitted: 6
Total Samples Analyzed: 6

Sample Number	Lab Number	Analyte	Result	Result Units	Reporting Limit*	Method Reference
PC1	LM108394	Pb	0.22	wt%	0.02	EPA 3050B/7420
PC2	LM108395	Pb	0.19	wt%	0.02	EPA 3050B/7420
PC3	LM108396	Pb	0.22	wt%	0.02	EPA 3050B/7420
PC4	LM108397	Pb	0.045	wt%	0.006	EPA 3050B/7420
PC5	LM108398	Pb	< 0.006	wt%	0.006	EPA 3050B/7420
PC6	LM108399	Pb	0.036	wt%	0.006	EPA 3050B/7420

* The Reporting Limit represents the lowest amount of analyte that the laboratory can confidently detect in the sample, and is not a regulatory level. The Units for the Reporting Limit are the same as the Units for the Final Results.

Seyla Te, Laboratory Supervisor, Rancho Dominguez Laboratory

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Client Name & Address: EORM 2401 E. Gonzales Road, Suite 180 Oxnard, CA 93036		Client No.:	PO / Job#: 14-1261	Date: 11-20-14
Contact: Anthony Price		Phone: 805-288-5071	Fax: 805-288-5095	Turn Around Time: Same Day / 1Day / 2Day / 3Day / 4Day / 5Day
E-mail: pricea@eorm.com		<input type="checkbox"/> PCM: <input type="checkbox"/> NIOSH 7400A / <input type="checkbox"/> NIOSH 7400B <input type="checkbox"/> Rotometer <input type="checkbox"/> PLM: <input type="checkbox"/> Standard / <input type="checkbox"/> Point Count 400 - 1000 / <input type="checkbox"/> CARB 435		
Site: Main Hangar - 3203 Lightning St.		<input type="checkbox"/> TEM Air: <input type="checkbox"/> AHERA / <input type="checkbox"/> Yamate2 / <input type="checkbox"/> NIOSH 7402 <input type="checkbox"/> TEM Bulk: <input type="checkbox"/> Quantitative / <input type="checkbox"/> Qualitative / <input type="checkbox"/> Chatfield <input type="checkbox"/> TEM Water: <input type="checkbox"/> Potable / <input type="checkbox"/> Non-Potable / <input type="checkbox"/> Weight % <input type="checkbox"/> TEM Microvac: <input type="checkbox"/> Qual(+/-) / <input type="checkbox"/> D5755(str/area) / <input type="checkbox"/> D5756(str/mass)		
Site Location: Santa Maria Airport		<input type="checkbox"/> IAQ Particle Identification (PLM LAB) <input type="checkbox"/> PLM Opaques/Soot <input type="checkbox"/> Particle Identification (TEM LAB) <input type="checkbox"/> Special Project Metals Analysis: Method: FAA Matrix: Analytes:		
Comments:			Report Via: <input type="checkbox"/> Fax <input type="checkbox"/> E-Mail <input type="checkbox"/> Verbal	

Sample ID	Date / Time	Sample Location / Description	FOR AIR SAMPLES ONLY				Sample Area / Air Volume
			Type	Time On/Off	Avg. LPM	Total Time	
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
			A P C				
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			A P C				
			A P C				
			A P C				
			A P C				

Sampled By:	Date:	Time:
Shipped Via: <input type="checkbox"/> Fed Ex <input type="checkbox"/> DHL <input type="checkbox"/> UPS <input type="checkbox"/> US Mail <input type="checkbox"/> Courier <input type="checkbox"/> Drop Off <input type="checkbox"/> Other:		
Relinquished By: A. Price	Relinquished By:	Relinquished By:
Date / Time: 11/20/14 - 1600 hrs.	Date / Time:	Date / Time:
Received By: J. Cavillo	Received By:	Received By:
Date / Time: 11/24/14 10:30 am	Date / Time:	Date / Time:
Condition Acceptable? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Condition Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No	Condition Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No

Attachment 3

Certifications



January 5, 2015

Chris Hastert, General Manager
Santa Maria Public Airport District
3217 Terminal Drive
Santa Maria, CA 93455

**Re: Limited PCB Survey – Santa Maria Airport, Main Hangar Building –
EORM® Project No. 14-1261**

Dear Mr. Hastert:

In response to a request made by Jim Williams of Ravatt-Albrecht Architects, Environmental and Occupational Risk Management, Inc. (EORM®) collected Polychlorinated Biphenyls (PCB) bulk samples at the Santa Maria Airport, Main Hangar Building located at 3217 Terminal Drive in Santa Maria, California. This bulk sampling was done in conjunction with the upcoming exterior renovations to the main hangar building in order to facilitate paint/surface stabilization and repainting of the exterior surfaces.

The bulk sampling was performed on November 20, 2014 by EORM Senior Consultant Mr. Bruce White, and EORM Senior Consultant Mr. Anthony Price. Mr. White prepared this report that describes the sampling methods and laboratory analysis, presents the sampling results and applicable standards, and provides conclusions and recommendations where applicable. Quality assurance review of the report was provided by EORM Senior Consultant Mr. Stephen Riedman, CIH, CSP, CHMM.

Sampling Methods

Bulk Sample Collection

EORM collected a total of twelve (12) bulk samples from various surfaces that may be impacted by the presence of PCBs during the exterior renovation project. Each sample was collected from the suspected surface, placed into an individually labeled, new plastic zipper closure bag, and sealed for subsequent shipment to the analytical laboratory. The samples were kept at room temperature not exceeding eighty degrees Fahrenheit (80°F), and placed into an oversized cardboard container for transportation to the lab. All substrate samples were collected in accordance with the Environmental Protection Agency (EPA) Region 1 document titled “Standard Operating Procedure for Sampling Porous Surfaces for Polychlorinated Biphenyls (PCBs)”.

The bulk samples were collected from the interior and exterior sides of the hangar doors and siding, window sills, caulking, asphalt at drip line, concrete at drip line, and soil adjacent to drip line areas. Table 1 below summarizes the sampling locations, in addition to the log and map in Attachment 2 and the photographs in Attachment 3.

Bulk Sample Laboratory Analysis

The twelve (12) bulk samples were transported along with a Chain-of-Custody (COC) form to ALS Environmental located in Kelso, Washington. ALS Environmental is accredited under the California Department of Public Health (CDPH) Environmental Laboratory Accreditation Program (ELAP Number 2795) to perform analysis for PCBs in these samples.

In the laboratory, the twelve (12) bulk samples were prepared and analyzed for PCBs in accordance with EPA Extraction Method 3541 and Analytical Method 8082A (gas chromatography). The PCB concentrations are provided as Aroclors 1254 and/or 1260, in milligrams per kilograms (mg/kg), which is equivalent to parts per million (ppm).

The COC form and laboratory analytical results are described in the following Table 1, and included in Attachment 1.

Table 1 – PCB Bulk Sample Results (11-20-14)

Sample #	Sampling Location/Description	Laboratory Analytical Method	Method Detection Limit	Result (mg/kg, or ppm)	PCB Congener Or Type
NW-01	Asphaltic Paper/Adhesive-Northwest Door Pocket Interior	8082A	0.034	0.90 0.83	Aroclor 1254 Aroclor 1260
NE-01	Asphaltic Paper/Adhesive-Northeast Door Pocket Interior	8082A	0.017	0.88 0.38	Aroclor 1254 Aroclor 1260
NW-02	Asphaltic Paper/Adhesive-Northwest Elevation Door Frame	8082A	0.33	97	Aroclor 1254
ASP-01	Asphalt-Apron At Drip Line-Northeast Corner Of Hangar	8082A	0.017	0.48	Aroclor 1254
WS-01	Wood Siding And Window Sill by Artcraft Entry Door-West Elevation	8082A	0.050	2.3	Aroclor 1254
WS-02	Window Sill-Window Sill By Double Door-West Elevation	8082A	0.091	0.24	Aroclor 1254
ASP-03	Asphalt-Asphalt Below Drain Spout On North Elevation	8082A	0.017	0.35	Aroclor 1254
S-01	Asphaltic Paper/Adhesive-Exterior Corrugated Siding-South Elevation	8082A	1.7	340	Aroclor 1254
WS-03	Window Sill-South Elevation On 2nd Floor By Ravatt Office Entry At Landing	8082A	0.027	0.52	Aroclor 1254
CLK-02	Caulking-Below Corrugated Material On East Elevation Of Hangar	8082A	0.034	1.7	Aroclor 1254
SOIL-01	Soil-Soil Between Concrete Slabs Near Middle Entry Of East Elevation	8082A	0.35	None Detected	None Detected
CONC-01	Concrete-Concrete 1/4" Top Surface slab At Drip Line Near Middle Entry Of East Elevation	8082A	0.24	None Detected	None Detected

Conclusions

Ten (10) of the twelve (12) bulk samples contained detectable levels of PCBs:

- Two (2) samples (*NW-02, S-01*) were greater than 50 mg/kg (ppm). The PCB congener or type identified was Aroclor 1254.
- Two (2) samples (*WS-01, CLK-02*) were less than 50 mg/kg (ppm), but greater than 1.0 mg/kg (ppm). The PCB congener or type identified was Aroclor 1254.
- Six (6) samples (*NW-01, NE-01, ASP-01, WS-02, ASP-03, WS-03*) were less than 1.0 mg/kg (ppm), but at detectable levels. The PCB congener(s) or type(s) identified were Aroclors 1254 and 1260 in the first two (2) samples, and only Aroclor 1254 in the last four (4) samples.
- Two (2) samples (*SOIL-01, CONC-01*) did not contain detectable levels of PCBs at the locations indicated.

The EPA considers manufactured materials with non-liquid PCB levels greater than 50 mg/kg (ppm) to be “PCB bulk product waste” as defined in Title 40, Code of Federal Regulation (CFR), Part 761.3.

The definition of “PCB bulk product waste” includes “non-liquid bulk wastes or debris from the demolition of buildings and other man-made structures manufactured, coated, or serviced with PCBs”.

PCB bulk product waste does not include debris from the demolition of buildings or other man-made structures that is contaminated by spills from regulated PCBs which have not been disposed of, decontaminated, or otherwise cleaned up in accordance with Subpart D of Part 761. Other PCB bulk product wastes may include, but are not limited to, mastics, sealants, or adhesives containing non-liquid PCB levels greater than 50 mg/kg (ppm).

Waste materials with PCB levels less than 50 mg/kg (ppm) but greater than 1 mg/kg (ppm) are defined as PCB remediation waste in 40 CFR 761.3. PCB remediation waste includes soil, rags, and other debris generated as a result of any PCB spill cleanup.

Excluded PCB products are PCB-containing materials with concentrations less than 50 mg/kg (ppm) including, but not limited to, non-Aroclor inadvertently generated PCBs as a by-product or impurity resulting from a chemical manufacturing process.

Recommendations

Based upon the above bulk sample findings and recent reinterpretation by the EPA of the definition of “PCB bulk product waste” and “PCB remediation waste”, the EPA allows building materials (i.e., substrates) “coated or serviced” with PCB bulk product waste (e.g., caulks, paints, mastics, sealants) to be managed as a PCB bulk product waste at the time of disposal, even if the PCBs migrated from the overlying PCB bulk product waste into the underlying substrate. Since the facility is only being renovated and is not being demolished, the waste designation applies only to the PCB-containing materials that are being disposed of.

The following recommendations are provided to the owner for the intended renovations and/or alterations to the airport hangar:

- Notification in writing to the contractor(s) performing work on the facility where PCBs have been identified

- Preparation of an Abatement Strategy Plan in accordance with the EPA work plan designating the regulatory requirements that apply when dealing with PCB-laden materials, or PCB waste generated as the result of any operations that disturb the identified PCB-containing materials
- Use of Personal Protective Equipment (PPE) during any disturbance of PCB-containing materials
- Submission of a Risk-Based Disposal application for approval. To sample, clean-up, or dispose of building materials contaminated with PCBs in a manner other than described under 40 CFR Part 761.61(a), submit an application to the EPA under the Risk-Based Disposal option. The application must contain the information described in the notification requirements outlined in 40 CFR Part 761.61(a)(3). The EPA may request other information necessary to evaluate the application. The EPA will issue a written decision on each application for a risk-based method, and will approve an application if the EPA finds that the method will not pose an unreasonable risk of injury to health or the environment. Contact the EPA Regional PCB Coordinator to discuss the necessary requirements under the risk-based option.
- Packaging of any waste generated during renovation activities as either PCB bulk product waste or PCB remediation waste, in accordance with the results of the waste characterization and TTLC/STLC sampling and analysis of the waste stream
- Use of an on-site observation service to ensure compliance with the Abatement Strategy Plan and regulatory requirements by the contractor(s)

If you have any questions regarding the contents of this report, please contact me at (949) 420-0658.

Regards,

Bruce White

Bruce White
Senior Consultant

Reviewed by:

Stephen Riedman

Stephen Riedman, CIH, CSP, CHMM
Senior Consultant

Attachments

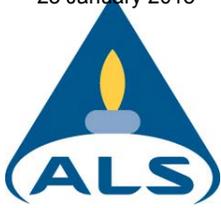
Attachment 1: Chain-of-Custody & ALS Environmental Analytical Results

Attachment 2: Bulk Sample Log & Map of 12 Sampling Locations

Attachment 3: Santa Maria Airport Hangar Site Photographs

Attachment 1

Chain-of-Custody & ALS Environmental Analytical Results



ALS Environmental
ALS Group USA, Corp
1317 South 13th Avenue
Kelso, WA 98626
T: 1-360-577-7222
F: 1-360-636-1068
www.alsglobal.com

December 15, 2014

Analytical Report for Service Request No: K1413240

Bruce White
EORM, Inc. (Environmental & Occupational Risk Management, I
23382 Mill Creed Drive
Suite 110
Laguna Hills, CA 92653

RE: Santa Maria Airport-Main Hangar/14-1621

Dear Bruce:

Enclosed are the results of the sample(s) submitted to our laboratory on November 24, 2014. For your reference, these analyses have been assigned our service request number **K1413240**.

Analyses were performed according to our laboratory's NELAP-approved quality assurance program. The test results meet requirements of the current NELAP standards, where applicable, and except as noted in the laboratory case narrative provided. For a specific list of NELAP-accredited analytes, refer to the certifications section at www.alsglobal.com. All results are intended to be considered in their entirety, and ALS Group USA Corp. dba ALS Environmental (ALS) is not responsible for use of less than the complete report. Results apply only to the items submitted to the laboratory for analysis and individual items (samples) analyzed, as listed in the report.

Please contact me if you have any questions. My extension is 3375. You may also contact me via email at Janet.Malloch@alsglobal.com.

Respectfully submitted,

ALS Group USA Corp. dba ALS Environmental

Janet Malloch
Project Manager

Page 1 of _____

Acronyms

ASTM	American Society for Testing and Materials
A2LA	American Association for Laboratory Accreditation
CARB	California Air Resources Board
CAS Number	Chemical Abstract Service registry Number
CFC	Chlorofluorocarbon
CFU	Colony-Forming Unit
DEC	Department of Environmental Conservation
DEQ	Department of Environmental Quality
DHS	Department of Health Services
DOE	Department of Ecology
DOH	Department of Health
EPA	U. S. Environmental Protection Agency
ELAP	Environmental Laboratory Accreditation Program
GC	Gas Chromatography
GC/MS	Gas Chromatography/Mass Spectrometry
LOD	Limit of Detection
LOQ	Limit of Quantitation
LUFT	Leaking Underground Fuel Tank
M	Modified
MCL	Maximum Contaminant Level is the highest permissible concentration of a substance allowed in drinking water as established by the USEPA.
MDL	Method Detection Limit
MPN	Most Probable Number
MRL	Method Reporting Limit
NA	Not Applicable
NC	Not Calculated
NCASI	National Council of the Paper Industry for Air and Stream Improvement
ND	Not Detected
NIOSH	National Institute for Occupational Safety and Health
PQL	Practical Quantitation Limit
RCRA	Resource Conservation and Recovery Act
SIM	Selected Ion Monitoring
TPH	Total Petroleum Hydrocarbons
tr	Trace level is the concentration of an analyte that is less than the PQL but greater than or equal to the MDL.

Inorganic Data Qualifiers

- * The result is an outlier. See case narrative.
- # The control limit criteria is not applicable. See case narrative.
- B The analyte was found in the associated method blank at a level that is significant relative to the sample result as defined by the DOD or NELAC standards.
- E The result is an estimate amount because the value exceeded the instrument calibration range.
- J The result is an estimated value.
- U The analyte was analyzed for, but was not detected ("Non-detect") at or above the MRL/MDL.
DOD-QSM 4.2 definition : Analyte was not detected and is reported as less than the LOD or as defined by the project. The detection limit is adjusted for dilution.
- i The MRL/MDL or LOQ/LOD is elevated due to a matrix interference.
- X See case narrative.
- Q See case narrative. One or more quality control criteria was outside the limits.
- H The holding time for this test is immediately following sample collection. The samples were analyzed as soon as possible after receipt by the laboratory.

Metals Data Qualifiers

- # The control limit criteria is not applicable. See case narrative.
- J The result is an estimated value.
- E The percent difference for the serial dilution was greater than 10%, indicating a possible matrix interference in the sample.
- M The duplicate injection precision was not met.
- N The Matrix Spike sample recovery is not within control limits. See case narrative.
- S The reported value was determined by the Method of Standard Additions (MSA).
- U The analyte was analyzed for, but was not detected ("Non-detect") at or above the MRL/MDL.
DOD-QSM 4.2 definition : Analyte was not detected and is reported as less than the LOD or as defined by the project. The detection limit is adjusted for dilution.
- W The post-digestion spike for furnace AA analysis is out of control limits, while sample absorbance is less than 50% of spike absorbance.
- i The MRL/MDL or LOQ/LOD is elevated due to a matrix interference.
- X See case narrative.
- + The correlation coefficient for the MSA is less than 0.995.
- Q See case narrative. One or more quality control criteria was outside the limits.

Organic Data Qualifiers

- * The result is an outlier. See case narrative.
- # The control limit criteria is not applicable. See case narrative.
- A A tentatively identified compound, a suspected aldol-condensation product.
- B The analyte was found in the associated method blank at a level that is significant relative to the sample result as defined by the DOD or NELAC standards.
- C The analyte was qualitatively confirmed using GC/MS techniques, pattern recognition, or by comparing to historical data.
- D The reported result is from a dilution.
- E The result is an estimated value.
- J The result is an estimated value.
- N The result is presumptive. The analyte was tentatively identified, but a confirmation analysis was not performed.
- P The GC or HPLC confirmation criteria was exceeded. The relative percent difference is greater than 40% between the two analytical results.
- U The analyte was analyzed for, but was not detected ("Non-detect") at or above the MRL/MDL.
DOD-QSM 4.2 definition : Analyte was not detected and is reported as less than the LOD or as defined by the project. The detection limit is adjusted for dilution.
- i The MRL/MDL or LOQ/LOD is elevated due to a chromatographic interference.
- X See case narrative.
- Q See case narrative. One or more quality control criteria was outside the limits.

Additional Petroleum Hydrocarbon Specific Qualifiers

- F The chromatographic fingerprint of the sample matches the elution pattern of the calibration standard.
- L The chromatographic fingerprint of the sample resembles a petroleum product, but the elution pattern indicates the presence of a greater amount of lighter molecular weight constituents than the calibration standard.
- H The chromatographic fingerprint of the sample resembles a petroleum product, but the elution pattern indicates the presence of a greater amount of heavier molecular weight constituents than the calibration standard.
- O The chromatographic fingerprint of the sample resembles an oil, but does not match the calibration standard.
- Y The chromatographic fingerprint of the sample resembles a petroleum product eluting in approximately the correct carbon range, but the elution pattern does not match the calibration standard.
- Z The chromatographic fingerprint does not resemble a petroleum product.

**ALS Group USA Corp. dba ALS Environmental (ALS) - Kelso
State Certifications, Accreditations, and Licenses**

Agency	Web Site	Number
Alaska DEC UST	http://dec.alaska.gov/applications/eh/ehllabreports/USTLabs.aspx	UST-040
Arizona DHS	http://www.azdhs.gov/lab/license/env.htm	AZ0339
Arkansas - DEQ	http://www.adeq.state.ar.us/techsvs/labcert.htm	88-0637
California DHS (ELAP)	http://www.cdph.ca.gov/certlic/labs/Pages/ELAP.aspx	2795
DOD ELAP	http://www.denix.osd.mil/edqw/Accreditation/AccreditedLabs.cfm	L14-51
Florida DOH	http://www.doh.state.fl.us/lab/EnvLabCert/WaterCert.htm	E87412
Hawaii DOH	Not available	-
Idaho DHW	http://www.healthandwelfare.idaho.gov/Health/Labs/CertificationDrinkingWaterLabs/tabid/1833/Default.aspx	-
ISO 17025	http://www.pjllabs.com/	L14-50
Louisiana DEQ	http://www.deq.louisiana.gov/portal/DIVISIONS/PublicParticipationandPermitSupport/LouisianaLaboratoryAccreditationProgram.aspx	03016
Maine DHS	Not available	WA01276
Michigan DEQ	http://www.michigan.gov/deq/0,1607,7-135-3307_4131_4156---,00.html	9949
Minnesota DOH	http://www.health.state.mn.us/accreditation	053-999-457
Montana DPHHS	http://www.dphhs.mt.gov/publichealth/	CERT0047
Nevada DEP	http://ndep.nv.gov/bsdwlabservice.htm	WA01276
New Jersey DEP	http://www.nj.gov/dep/oqa/	WA005
North Carolina DWQ	http://www.dwqlab.org/	605
Oklahoma DEQ	http://www.deq.state.ok.us/CSDnew/labcert.htm	9801
Oregon – DEQ (NELAP)	http://public.health.oregon.gov/LaboratoryServices/EnvironmentalLaboratoryAccreditation/Pages/index.aspx	WA100010
South Carolina DHEC	http://www.scdhec.gov/environment/envserv/	61002
Texas CEQ	http://www.tceq.texas.gov/field/qa/env_lab_accreditation.html	T104704427
Washington DOE	http://www.ecy.wa.gov/programs/eap/labs/lab-accreditation.html	C544
Wisconsin DNR	http://dnr.wi.gov/	998386840
Wyoming (EPA Region 8)	http://www.epa.gov/region8/water/dwhome/wyomingdi.html	-
Kelso Laboratory Website	www.alsglobal.com	NA

Analyses were performed according to our laboratory's NELAP-approved quality assurance program. A complete listing of specific NELAP-certified analytes, can be found in the certification section at www.ALSGlobal.com or at the accreditation bodies web site.

Please refer to the certification and/or accreditation body's web site if samples are submitted for compliance purposes. The states highlighted above, require the analysis be listed on the state certification if used for compliance purposes and if the method/analyte is offered by that state.

ALS ENVIRONMENTAL

Client:	EORM, Inc.	Service Request No.:	K1413240
Project:	Santa Maria Airport-Main Hanger/ 14-1621	Date Received:	11/24/14
Sample Matrix:	Misc. Solid		

Case Narrative

All analyses were performed consistent with the quality assurance program of ALS Environmental. This report contains analytical results for samples designated for Tier I data deliverables. When appropriate to the method, method blank results have been reported with each analytical test.

Sample Receipt

Twelve misc. solid samples were received for analysis at ALS Environmental on 11/24/14. The samples were received in good condition and consistent with the accompanying chain of custody form. The samples were stored at room temperature upon receipt at the laboratory.

PCB Aroclors by EPA Method 8082

Second Source Exceptions:

The analysis of PCB Aroclors by EPA 8082A requires the use of dual column confirmation. The Initial Calibration Verification (ICV) evaluation criteria were not met on the confirmation column for Aroclor 1260 in CAL13624. The ICV criteria were met on the alternate column. The data quality was not affected. No further corrective action was necessary.

Surrogate Exceptions:

The control criteria for Decachlorobiphenyl in sample S-01 were not applicable. The analysis of the sample required a dilution, which resulted in a surrogate concentration below the reporting limit. No further corrective action was appropriate.

Elevated Detection Limits:

The detection limit was elevated for all target Aroclors in samples NW-01 and CLK-02. The sample extracts were black in color and viscous, which prevented concentration of the extracts to the normal final volume. The samples were concentrated to the lowest feasible volume prior to instrumental analysis. The detection limits were elevated to reflect the higher final volume.

The detection limit was elevated for multiple target Aroclors in several field samples. The chromatogram indicated the presence of non-target background components. The matrix interference prevented adequate resolution of the target compounds at the normal limit. The results were flagged to indicate the matrix interference.

Samples NW-02 and S-01 required dilution due to the presence of elevated levels of target analyte. The reporting limits were adjusted to reflect the dilution.

The detection limit was elevated for all target Aroclors in samples WS-01, WS-02, WS-03, and CONC-01 due to less than optimal sample mass available for analysis.

Approved by _____

Sample Notes and Discussion:

The samples in this data set appear to have been subjected to environmental stresses such as weathering, causing pattern degradation and changing the peak ratios. When pattern degradation occurs, correct identification and quantitative analysis of the individual Aroclors can be subjective. Care was taken to report the Aroclor(s) with the best pattern match.

Two Aroclors were identified in samples NW-01 and NE-01: Aroclor 1254 and Aroclor 1260. When mixtures of PCB Aroclors are present in a sample, correct identification and quantitative analysis of the individual Aroclors can be subjective. Care is taken to minimize the possibility of double-counting PCBs. Analytical peaks are selected based on the best resolution possible for that particular sample. However, when a mixture of Aroclors 1254 and 1260 is present in a sample, the potential exists for a high bias from contribution of one Aroclor to another due to common peaks or peaks that cannot be completely resolved.

No other anomalies associated with the analysis of these samples were observed.

Approved by _____

Date:	11/10/2014
Client:	Ravatt-Albrecht Architects
Site:	Santa Maria Airport- Main Hangar
Project #:	14-1621
Inspector(s):	B. White, A. Price

K1413240

BULK SAMPLE FIELD LOG-Chain of Custody

Sample Number	Material Sampled	Sample Location	Quantity	Analytical Method	TAT	Condition
1 NW-01	Asphaltic Paper/Adhesive	Northwest Door Pocket Interior		SW8082; 3540 or 3550 as appropriate	Normal	P
2 NE-01	Asphaltic Paper/Adhesive	Northeast Door Pocket Interior		SW8082; 3540 or 3550 as appropriate	Normal	P
3 NW-02	Asphaltic Paper/Adhesive	Northwest Elevation Door Frame		SW8082; 3540 or 3550 as appropriate	Normal	P
4 ASP-01	Asphalt	Apron at drip line NE corner of hangar		SW8082; 3540 or 3550 as appropriate	Normal	F
NW-03	Asphaltic Paper/Adhesive	NW corrugated material by door frame		N/A	N/A	P
ASP-02	Asphalt	By Artcraft Entry Door- north elevation		N/A	N/A	F
5 WS-01	Wood siding and window sill	By Artcraft Entry Door- west elevation		SW8082; 3540 or 3550 as appropriate	Normal	P
6 WS-02	Window Sill	Window sill by double door west elevation		SW8082; 3540 or 3550 as appropriate	Normal	P
7 ASP-03	Asphalt	Asphalt below drain spout on north elevation		SW8082; 3540 or 3550 as appropriate	Normal	F
8 S-01	Asphaltic Paper/Adhesive	Exterior corrugated siding- south elevation		SW8082; 3540 or 3550 as appropriate	Normal	P
CLK-01	Caulking	South elevation near hangar door on left side		N/A	N/A	P
9 WS-03	Window Sill	South elevation on 2nd floor by Ravatt office entry at landing		SW8082; 3540 or 3550 as appropriate	Normal	P
10 CLK-02	Caulking	Below corrugated material on east elevation of hangar		SW8082; 3540 or 3550 as appropriate	Normal	P
11 SOIL-01	Soil	soil between concrete slabs near middle entry of east elevation		SW8082; 3540 or 3550 as appropriate	Normal	G
12 CONC-01	Concrete	Concrete 1/4" top surface slab at drip line near middle entry of east elev		SW8082; 3540 or 3550 as appropriate	Normal	F

NA = Not Analyzed Condition Codes: G = Good; F = Fair; P = Poor

Rec'd 11/24/14 0900
[Signature]

[For lab use only]



ANALYTICAL REQUEST FORM

1. REGULAR Status

RUSH Status Requested - ADDITIONAL CHARGE

RESULTS REQUIRED BY _____ DATE _____

CONTACT ALS SALT LAKE PRIOR TO SENDING SAMPLES

2. Date 11/20/14 Purchase Order No. 14-1021

3. Company Name EORM

Address 23382 Mill Creek Dr, STE 110
Laguna Hills, CA, 92653

Person to Contact BRUCE WYNNE

Telephone (PH) - 420-0650

Fax Telephone () _____

E-mail Address white@eorm.com

Billing Address (if different from above)
4 NORTH 2nd STREET
Suite 1270
San Jose, CA, 95113

4. Quote No. _____

ALS Project Manager JAMES MALLOCH

5. Sample Collection

Sampling Site SANTA MARIA AIRPORT

Industrial Process _____

Date of Collection 11/20/14

Time Collected 0900-1000

Date of Shipment 11/21/14

Chain of Custody No. _____

6. How did you first learn about ALS?

7. REQUEST FOR ANALYSES

Laboratory Use Only	Client Sample Number	Matrix*	Sample Volume	ANALYSES REQUESTED - Use method number if known	Units**
				<u>PCB-SW8082: 3540 or 3550 AS APPROPRIATE</u>	<u>3</u>
	<u>SEE ATTACHED</u>				
	<u>CHAIN OF CUSTODY</u>				
	<u>SAMPLE LOG</u>				

* Specify: Solid sorbent tube, e.g. Charcoal; Filter type; Impinger solution; Bulk sample; Blood; Urine; Tissue; Soil; Water; Other

** 1. µg/sample 2. mg/m³ 3. ppm 4. % 5. µg/m³ 6. _____ (other) Please indicate one or more units in the column entitled Units**

Comments _____

Possible Contamination and/or Chemical Hazards PCB'S

7. Chain of Custody (Optional)

Relinquished by <u>BRUCE WYNNE</u>	Date/Time <u>11/21/14</u>
Received by _____	Date/Time _____
Relinquished by _____	Date/Time _____
Received by _____	Date/Time _____



PC pent

Cooler Receipt and Preservation Form

Client / Project: EORM / Bruce White Service Request K14 13240

Received: 11/24/14 Opened: 11/24/14 By: [Signature] Unloaded: 11/24/14 By: [Signature]

- Samples were received via? Mail Fed Ex UPS DHL PDX Courier Hand Delivered
- Samples were received in: (circle) Cooler Box Envelope Other NA
- Were custody seals on coolers? NA Y N If yes, how many and where? _____
If present, were custody seals intact? Y N If present, were they signed and dated? Y N

Raw Cooler Temp	Corrected Cooler Temp	Raw Temp Blank	Corrected Temp Blank	Corr. Factor	Thermometer ID	Cooler/COC ID	Tracking Number	NA	Filed
<u>NA</u>						<u>NA</u>	<u>2067 3637 7742</u>	<u>NA</u>	

- Packing material: Inserts Baggies Bubble Wrap Gel Packs Wet Ice Dry Ice Sleeves _____
- Were custody papers properly filled out (ink, signed, etc.)? NA Y N
- Did all bottles arrive in good condition (unbroken)? *Indicate in the table below.* NA Y N
- Were all sample labels complete (i.e analysis, preservation, etc.)? NA Y N
- Did all sample labels and tags agree with custody papers? *Indicate major discrepancies in the table on page 2.* NA Y N
- Were appropriate bottles/containers and volumes received for the tests indicated? NA Y N
- Were the pH-preserved bottles (*see SMO GEN SOP*) received at the appropriate pH? *Indicate in the table below* NA Y N
- Were VOA vials received without headspace? *Indicate in the table below.* NA Y N
- Was C12/Res negative? NA Y N

Sample ID on Bottle	Sample ID on COC	Identified by:

Sample ID	Bottle Count	Out of	Head-		pH	Reagent	Volume	Reagent Lot	Initials	Time
	Bottle Type	Temp	space	Broke			added	Number		

Notes, Discrepancies, & Resolutions: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: NW-01
Lab Code: K1413240-001
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.20	0.10	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	Ui	0.40	0.085	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	Ui	0.20	0.12	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	Ui	0.20	0.074	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	Ui	0.20	0.11	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	0.90		0.20	0.034	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	0.83		0.20	0.034	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	74	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: NE-01
Lab Code: K1413240-002
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.098	0.048	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	0.20	0.017	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	Ui	0.098	0.049	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	Ui	0.098	0.035	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	Ui	0.098	0.061	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	0.88		0.098	0.017	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	0.38		0.098	0.017	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	50	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: NW-02
Lab Code: K1413240-003
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	U	2.0	0.33	20	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	3.9	0.33	20	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	U	2.0	0.33	20	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	U	2.0	0.33	20	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	U	2.0	0.33	20	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	97	D	2.0	0.33	20	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	U	2.0	0.33	20	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	109	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: ASP-01
Lab Code: K1413240-004
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.099	0.077	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	0.20	0.017	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	Ui	0.14	0.14	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	Ui	0.099	0.073	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	Ui	0.099	0.046	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	0.48		0.099	0.017	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	U	0.099	0.017	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	89	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: WS-01
Lab Code: K1413240-005
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.32	0.32	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1221	ND	U	0.59	0.050	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1232	ND	Ui	0.32	0.32	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1242	ND	Ui	0.30	0.11	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1248	ND	Ui	0.55	0.55	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1254	2.3		0.30	0.050	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1260	ND	U	0.30	0.050	1	12/03/14	12/10/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	91	43-148	12/10/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: WS-02
Lab Code: K1413240-006
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.54	0.20	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1221	ND	U	1.1	0.091	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1232	ND	Ui	0.54	0.40	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1242	ND	Ui	0.54	0.15	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1248	ND	Ui	0.54	0.20	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1254	0.24	J	0.54	0.091	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1260	ND	U	0.54	0.091	1	12/03/14	12/10/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	99	43-148	12/10/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: ASP-03
Lab Code: K1413240-007
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.10	0.094	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	0.20	0.017	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	Ui	0.13	0.13	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	Ui	0.10	0.049	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	Ui	0.10	0.061	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	0.35		0.10	0.017	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	U	0.10	0.017	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	84	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: S-01
Lab Code: K1413240-008
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	U	9.8	1.7	100	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	20	1.7	100	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	U	9.8	1.7	100	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	U	9.8	1.7	100	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	U	9.8	1.7	100	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	340	D	9.8	1.7	100	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	U	9.8	1.7	100	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	155	43-148	12/11/14	Outside Control Limits

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: WS-03
Lab Code: K1413240-009
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	U	0.16	0.027	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	0.32	0.027	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	U	0.16	0.027	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	U	0.16	0.027	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	U	0.16	0.027	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	0.52		0.16	0.027	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	U	0.16	0.027	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	93	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: CLK-02
Lab Code: K1413240-010
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.20	0.057	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	0.40	0.034	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	Ui	0.20	0.18	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	Ui	0.24	0.24	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	Ui	0.23	0.23	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	1.7		0.20	0.034	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	Ui	0.40	0.40	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	56	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: SOIL-01
Lab Code: K1413240-011
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.098	0.065	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	0.20	0.017	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	Ui	0.12	0.12	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	Ui	0.098	0.050	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	Ui	0.11	0.11	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	ND	Ui	0.35	0.35	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	Ui	0.33	0.33	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	86	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: 11/20/2014
Date Received: 11/24/2014

Polychlorinated Biphenyls (PCBs)

Sample Name: CONC-01
Lab Code: K1413240-012
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	Ui	0.14	0.040	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1221	ND	U	0.27	0.023	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1232	ND	Ui	0.14	0.11	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1242	ND	Ui	0.14	0.039	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1248	ND	Ui	0.14	0.071	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1254	ND	Ui	0.24	0.24	1	12/03/14	12/11/14	KWG1416114	
Aroclor 1260	ND	Ui	0.17	0.17	1	12/03/14	12/11/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	95	43-148	12/11/14	Acceptable

Comments: _____

Client: EORM, Inc. (Environmental & Occupational)
Project: Santa Maria Airport-Main Hangar/14-1621
Sample Matrix: Misc. solid

Service Request: K1413240
Date Collected: NA
Date Received: NA

Polychlorinated Biphenyls (PCBs)

Sample Name: Method Blank
Lab Code: KWG1416114-3
Extraction Method: EPA 3541
Analysis Method: 8082A

Units: mg/Kg
Basis: Wet
Level: Low

Analyte Name	Result	Q	MRL	MDL	Dilution Factor	Date Extracted	Date Analyzed	Extraction Lot	Note
Aroclor 1016	ND	U	0.097	0.017	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1221	ND	U	0.20	0.017	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1232	ND	U	0.097	0.017	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1242	ND	U	0.097	0.017	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1248	ND	U	0.097	0.017	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1254	ND	U	0.097	0.017	1	12/03/14	12/10/14	KWG1416114	
Aroclor 1260	ND	U	0.097	0.017	1	12/03/14	12/10/14	KWG1416114	

Surrogate Name	%Rec	Control Limits	Date Analyzed	Note
Decachlorobiphenyl	91	43-148	12/10/14	Acceptable

Comments: _____

Attachment 2

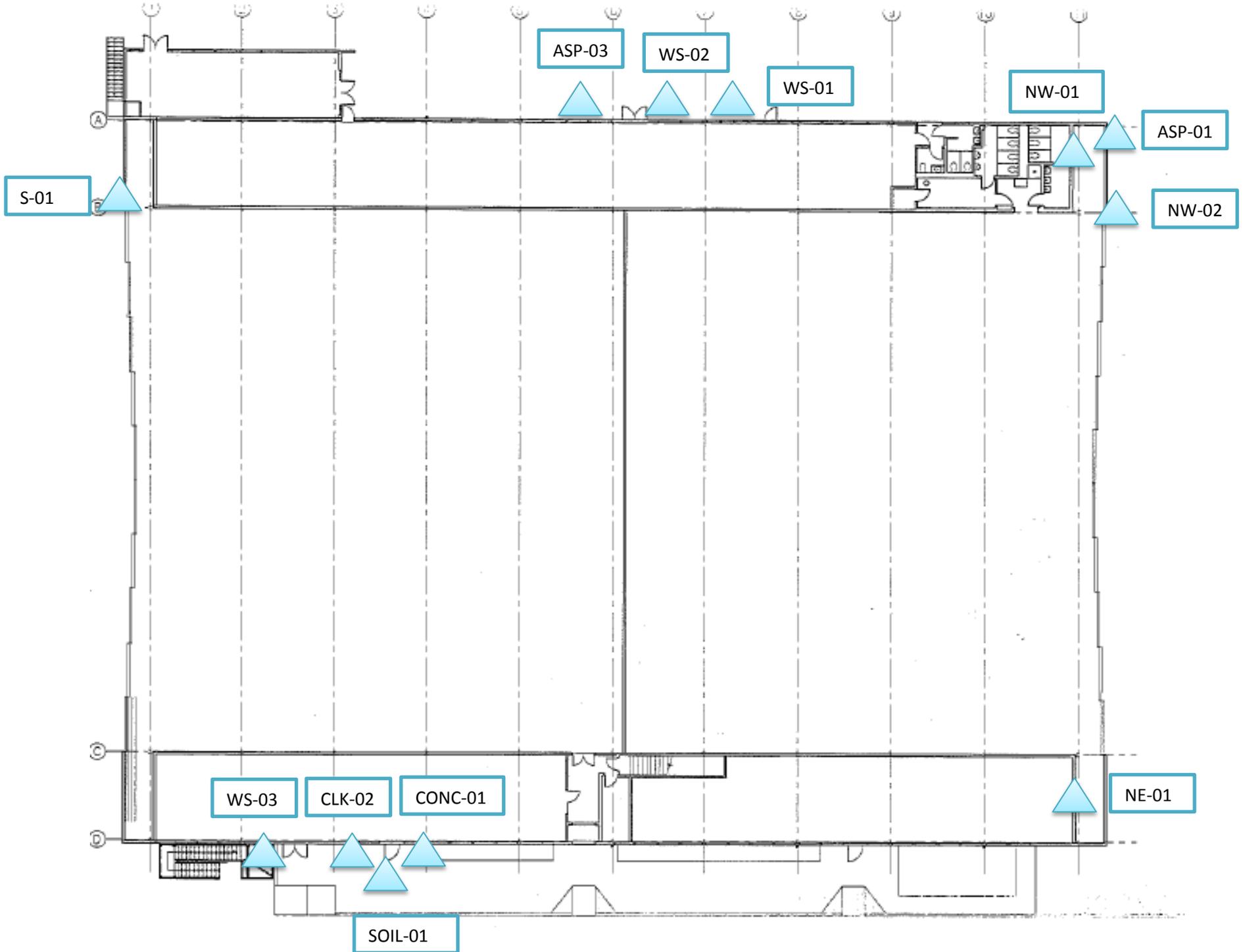
Bulk Sample Log & Map of 12 Sampling Locations

Date:	11/10/2014
Client:	Ravatt-Albrecht Architects
Site:	Santa Maria Airport- Main Hangar
Project #:	14-1621
Inspector(s):	B. White, A. Price

BULK SAMPLE FIELD LOG-Chain of Custody

Sample Number	Material Sampled	Sample Location	Quantity	Analytical Method	TAT	Condition
NW-01	Asphaltic Paper/Adhesive	Northwest Door Pocket Interior		SW8082; 3540 or 3550 as appropriate	Normal	P
NE-01	Asphaltic Paper/Adhesive	Northeast Door Pocket Interior		SW8082; 3540 or 3550 as appropriate	Normal	P
NW-02	Asphaltic Paper/Adhesive	Northwest Elevation Door Frame		SW8082; 3540 or 3550 as appropriate	Normal	P
ASP-01	Asphalt	Apron at drip line NE corner of hangar		SW8082; 3540 or 3550 as appropriate	Normal	F
NW-03	Asphaltic Paper/Adhesive	NW corrugated material by door frame		N/A	N/A	P
ASP-02	Asphalt	By Artcraft Entry Door- north elevation		N/A	N/A	F
WS-01	Wood siding and window sill	By Artcraft Entry Door- west elevation		SW8082; 3540 or 3550 as appropriate	Normal	P
WS-02	Window Sill	Window sill by double door west elevation		SW8082; 3540 or 3550 as appropriate	Normal	P
ASP-03	Asphalt	Asphalt below drain spout on north elevation		SW8082; 3540 or 3550 as appropriate	Normal	F
S-01	Asphaltic Paper/Adhesive	Exterior corrugated siding- south elevation		SW8082; 3540 or 3550 as appropriate	Normal	P
CLK-01	Caulking	South elevation near hangar door on left side		N/A	N/A	P
WS-03	Window Sill	South elevation on 2nd floor by Ravatt office entry at landing		SW8082; 3540 or 3550 as appropriate	Normal	P
CLK-02	Caulking	Below corrugated material on east elevation of hangar		SW8082; 3540 or 3550 as appropriate	Normal	P
SOIL-01	Soil	soil between concrete slabs near middle entry of east elevation		SW8082; 3540 or 3550 as appropriate	Normal	G
CONC-01	Concrete	Concrete 1/4" top surface slab at drip line near middle entry of east elev		SW8082; 3540 or 3550 as appropriate	Normal	F

NA = Not Analyzed Condition Codes: G = Good; F = Fair; P = Poor



Attachment 3

Santa Maria Airport Hangar Site Photographs



East Elevation depicting siding and windows



CONC-01 Concrete from 1/4" of top surface at drip line, east elevation



SOIL-01 Soil between concrete slabs on east elevation of hangar



Photo depicting soil accumulation at drip line on east elevation on top of caulk material



WS-03 Window sill on 2nd Floor Elevation by Ravatt-Albrecht entry



Horizontal shot of metal in between layers of asphaltic material



ASP-01 Asphalt at Apron drip line NE corner of hangar



CLK-02 Caulking below corrugated material east elevation



S-01 Asphaltic Material on Exterior Corrugated Side – South Elevation



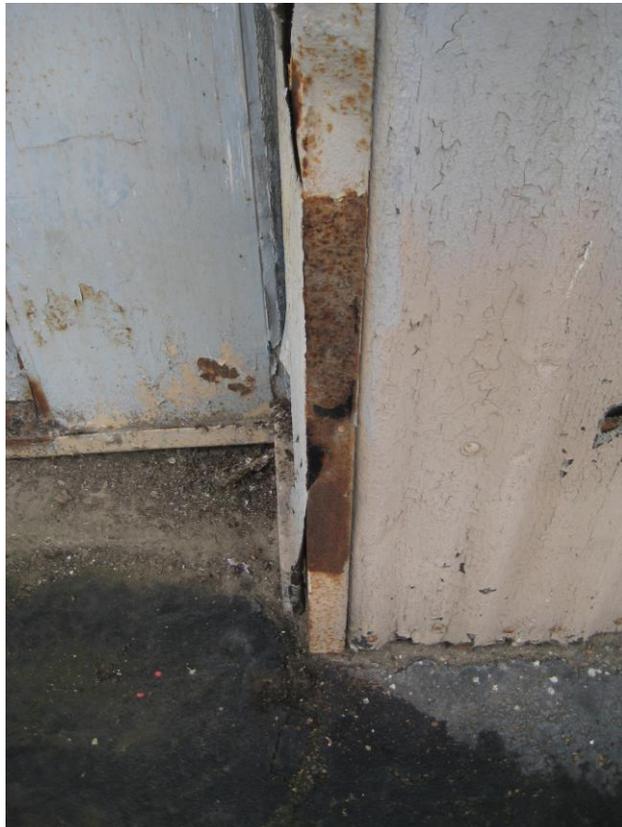
ASP-03 Asphalt below drain spout on North Elevation



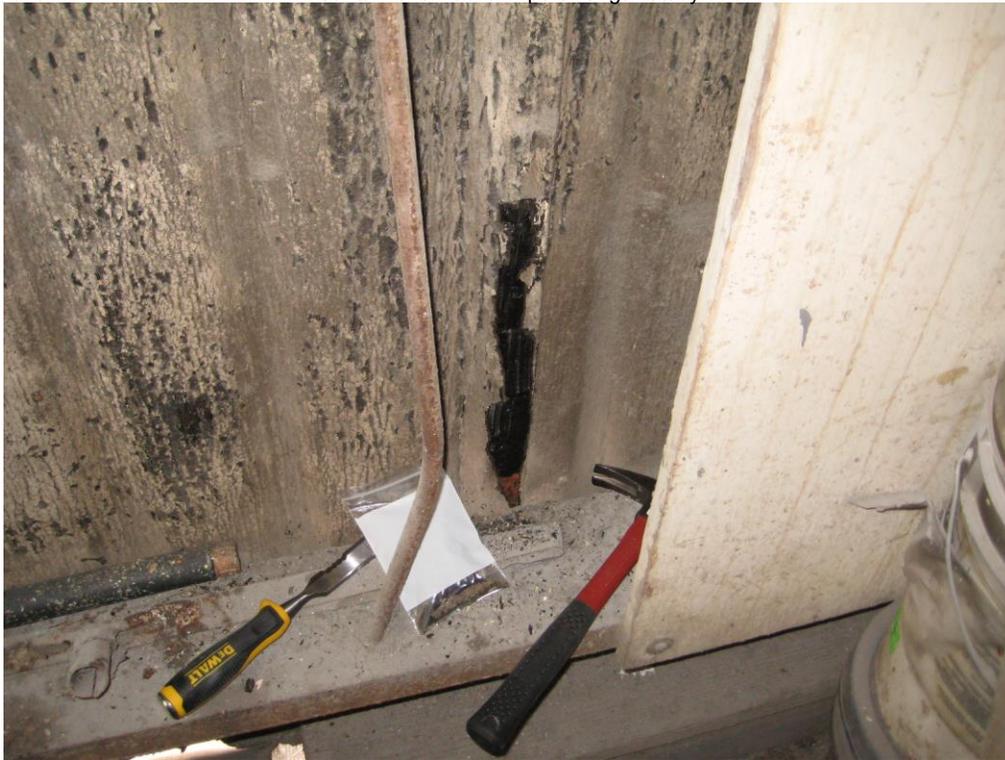
WS-02 Window Sill by Double Door on West Elevation



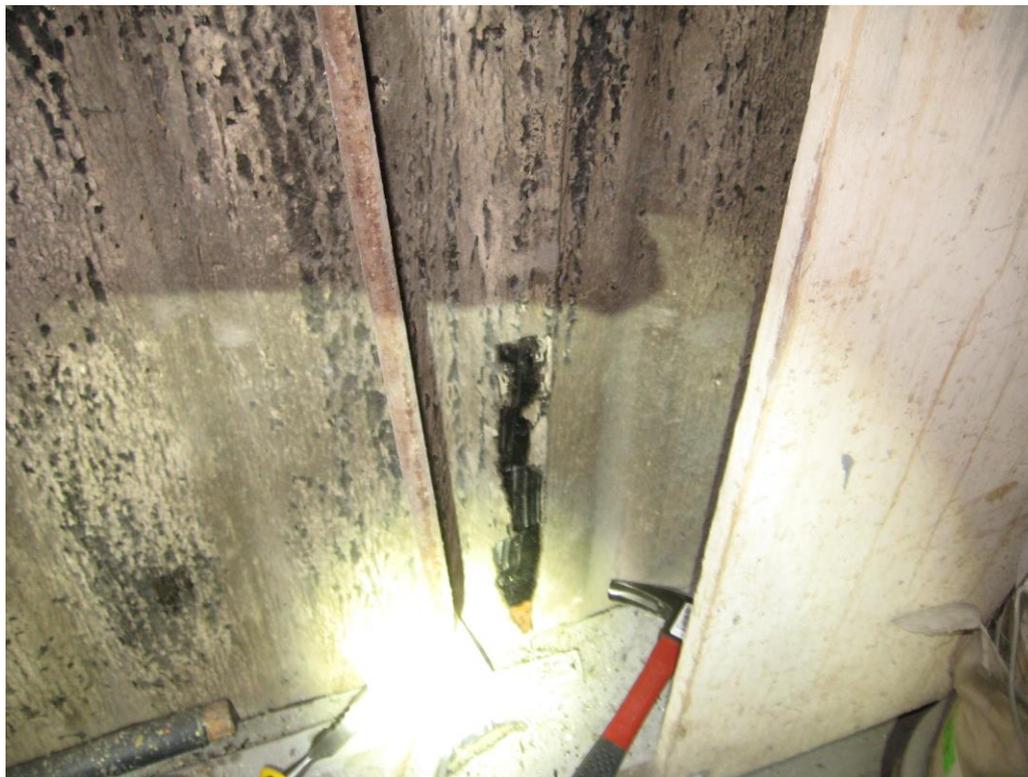
WS-01 Wood Siding and window sill by Artcraft Entry Door



NW-02 Asphalting Paper on Door Frame



Sample Ne-01 – Northeast Pocket Door to Hangar



NE-01 Asphaltic Paper – Interior of Pocket Door



Sample NW-01 Asphaltic Paper – Interior of Pocket Door



Vertical Depicting Layered Coating on Both Sides of Metal Siding



Typical Penetration through PCB material and substrate



Close up of penetration through PCB material and substrate



Degradation to Layered Coating and Substrate



Close Up or Multiple Layered Exterior Coating



North Elevation of Hangar



East Elevation of Hangar



West Elevation of Hangar Offices



Front of Hangar – Runway (South) Elevation



SE Corner of Hangar



SW Corner of Hangar



Stairwell to Ravatt-Albrecht Architects

Santa Maria Public Airport Main Hanger Exterior Refurbishment Project 2013 - 2015 Estimate Comparison Page

	2013 Estimate	2015 Estimate	
Parking Lot Paving	\$261,366.20	\$469,912.23	Increased in Scope
East	\$335,574.98	\$335,574.98	No Change
South	\$138,039.69	\$138,039.69	No Change
North	\$147,231.92	\$147,231.92	No Change
West	\$361,373.36	\$361,373.36	No Change
Haz Mat Remediation	Unknown Scope	\$170,269.02	Added to Project
ADA Compliant Restroom	Not in Scope of Work	\$178,160.35	Added to Project
General Conditions	\$201,555.13	\$270,084.23	
Total Estimated Cost	\$1,445,141.28	\$2,070,645.78	
Total Cost Of Additional Work	\$625,504.50		

Santa Maria Public Airport

Main Hangar Exterior Refurbishment Project

Santa Maria, Ca

Schematic Design Estimate

08 January 2015



For:

Ravatt Albrecht & Associates

3203 Lightning St.

Santa Maria, Ca 93455

Estimate Produced by

A C & E Support Services

805 349-0049

3203 Lightning St.

Santa Maria, Ca 93455

Santa Maria Public Airport Main Hanger Exterior Refurbishment Project Schematic Summary Page

Base Projected Cost

Scope of Work:

Replace Siding - Replace Windows - Replace Translucent Panels -Parking Lot- ADA Compliant Restroom - Haz Mat	\$2,070,645.79
--	----------------

Allow for Hazmat Remediation (Included in Scope of Work)	\$170,269.02
---	--------------

Deduct 1 Deduct Window Replacement	(\$91,252.45)
--	---------------

Deduct 2 Deduct Replacement of Translucent Panels	(\$91,801.09)
---	---------------

Work Area Subtotals

	Parking Lot Paving	\$469,912.23
	East	\$335,574.98
	South	\$138,039.69
	North	\$147,231.92
	West	\$361,373.36
	HAZ Mat Remediation	\$170,269.02
	ADA Compliant Restrooms	\$178,160.35
Base Estimated Cost		\$1,800,561.56
	General Conditions	\$270,084.23
	Total Projected Cost	\$2,070,645.79
Deduct Window Replacement		
	East	(\$93,532.34)
	South	(\$767.44)
	North	
	West	(\$91,252.45)
	Total Estimated Deduct (Window Replacement)	(\$185,552.23)
Deduct Replacement of Translucent Panels		
	East	(\$45,054.93)
	South	
	North	
	West	(\$46,746.16)
	Total Estimated Deduct (Translucent Panels Replacement)	(\$91,801.09)

Santa Maria Public Airport
Main Hangar Exterior Refurbishment Project
Site Work
Schematic Estimate

Total Estimated Cost to Replace Parking Lot Paving \$469,912.23

Site Work East Side of Hangar

Work Code	Description	Quantity	Unit of Measure	Unit Cost	Cost
	General Conditions	\$427,192.94		10.00%	\$42,719.29
2.110101100	Remove Pavement, Asphaltic Concrete,	39340.00	SF	\$1.16	\$45,815.66
2.110108100	Remove Concrete Curb/Gutter,	180.00	LF	\$3.74	\$673.15
2.110111100	Remove Concrete Sidewalk, Outside Building	1800.00	SF	\$2.77	\$4,991.87
2.200301100	Re Grade Parking Lot	1522.00	CY	\$3.20	\$4,873.15
2.580701100	Parking Lot Pole Light	1.00	EA	\$5,142.23	\$5,142.23
2.600102100	Asphaltic Concrete, 2", On 6" Base	36140.00	SF	\$6.17	\$223,158.71
2.600206100	Pavement, Sealer	36140.00	SF	\$0.20	\$7,079.54
2.600401100	Fine Grading	51950.00	SF	\$0.21	\$10,881.67
2.600509100	Planter Curbs	370.00	LF	\$33.28	\$12,314.81
2.600514100	Conc Curb	180.00	SF	\$8.07	\$1,451.79
2.600514100	Conc V Gutter	1284.00	SF	\$12.47	\$16,005.74
2.600610100	Concrete Walk Ways & H C Ramps	1800.00	SF	\$13.40	\$24,121.70
2.600709100	H C Signs	3.00	EA	\$349.98	\$1,049.93
2.600711100	Parking Paint Striping	36140.00	LF	\$0.10	\$3,641.77
2.700108100	Man Gate	1.00	EA	\$837.12	\$837.12
2.700109100	Vehicle Gates	2.00	EA	\$1,195.51	\$2,391.01
2.740202100	Irrigation	15810.00	SF	\$1.48	\$23,427.47
2.760203100	Ground Cover	15810.00	SF	\$0.87	\$13,758.21
2.760206100	Small Shrubs	153.00	ea	\$11.40	\$1,743.85
2.760209100	Shrubs Medium to Large	140.00	EA	\$57.79	\$8,090.95
2.760218100	Tree, 48" Box, Guyed	10.00	EA	\$707.97	\$7,079.65
3.050105100	Masonry Wall Footings	4.00	CY	\$669.46	\$2,677.84
3.050409100	Concrete Slab	2.00	CY	\$875.93	\$1,751.86
4.200102100	Masonry Wall @ Trash Enclosure	180.00	SF	\$23.52	\$4,233.27

Total Estimated Cost to Replace Parking Lot Paving \$469,912.23

Work Code	Description	East	South	North	West	Totals
2.120302100	Remove Shed Roof @ Restroom			\$1,458.00		\$1,458.00
2.120804100	Remove Wood Siding			\$804.09		\$804.09
2.121301100	Lead Paint Abatement	\$12,732.00	\$38,196.00	\$38,196.00	\$12,732.00	\$101,856.00
2.121104100	Asbestos Abatement Siding	\$22,935.00	\$12,555.87	\$12,555.87	\$20,366.28	\$68,413.02
2.120808100	Remove Wall, Metal Siding, No Save	\$30,176.47	\$16,520.24	\$16,520.24	\$26,796.70	\$90,013.65
2.120808100	Remove Translucent Panels	\$12,641.20			\$12,641.20	\$25,282.39
2.130102100	Remove Door Hardware	\$721.65	\$270.62	\$270.62	\$1,082.48	\$2,345.37
2.130105100	Remove Windows	\$11,428.29	\$93.77		\$10,613.66	\$22,135.71
2.150101100	Remove Rain Gutters & Down Spouts	\$796.22			\$796.22	\$1,592.44
5.110701100	Shed Roof @ Restroom				\$29,853.28	\$29,853.28
5.110803100	Msc Exterior Work	\$17,500.89	\$9,580.94	\$9,580.94	\$15,540.79	\$52,203.56
5.110804100	Galvanized Siding & Fabricated Trim	\$64,057.79	\$35,068.73	\$35,068.73	\$56,883.31	\$191,078.55
6.140505100	Install New T11 Plywood				\$5,976.00	\$5,976.00
7.200101100	Add For Insulated Wall Panels	\$28,052.09	\$15,357.24	\$15,357.24	\$24,910.26	\$83,676.83
7.600208100	Rain Gutter	\$3,727.97			\$3,727.97	\$7,455.94
7.600302100	Down spout, Galvanized Iron, 6" Round	\$993.93			\$993.93	\$1,987.86
8.200404100	New Ext Wood Doors	\$815.74			\$1,631.47	\$2,447.21
8.700265100	Door Hardware	\$126.95	\$47.61	\$47.61	\$190.43	\$412.59
8.800201100	Install New Plastic Translucent Panels	\$32,413.73			\$32,413.73	\$64,827.46
8.800211100	Install new Windows	\$82,104.05	\$673.67		\$76,251.50	\$159,029.23
8.900102100	Storefront System, Floor 8' To 10'				\$4,387.29	\$4,387.29
9.800323100	Paint Overhang				\$748.67	\$748.67
9.800323100	Paint Trim	\$1,796.81	\$898.40	\$898.40	\$1,796.81	\$5,390.42
9.800409100	Paint Exterior Metal Stairs	\$5,008.00			\$5,008.00	\$10,016.00
9.800415100	Paint Roof Ladder	\$17.03			\$34.06	\$51.09
9.800504100	Paint Doors & Frames	\$2,484.80	\$931.80	\$931.80	\$3,727.20	\$8,075.60
9.800506100	Prep & Paint Hanger Doors		\$4,957.92	\$4,957.92		\$9,915.84
10.500608100	Remove and Reinstall Signage	\$491.47	\$737.21		\$1,474.42	\$2,703.10
15.140302100	Water supply Penetrations			\$846.38	\$423.19	\$1,269.58
15.370302100	R & R Wall Fans & A C Units	\$381.53			\$1,144.58	\$1,526.11
15.370305100	R & R fans @ Plastic Panels				\$1,117.41	\$1,117.41
15.430102100	Large Gas Pipe Penetrations	\$755.32		\$1,510.64		\$2,265.96
15.430102100	Small Gas Pipe Penetrations		\$453.19	\$151.06		\$604.26
15.550201100	Fire Sprinkler Penetrations	\$1,257.68			\$3,773.04	\$5,030.72
16.160204100	R & R Security Cam				\$573.82	\$573.82
16.160205100	R & R Security Lights			\$286.91	\$573.82	\$860.74
16.160205100	R & R Lights @ Translucent Windows			\$286.91	\$573.82	\$860.74
16.160205100	T V Receiver Dishes	\$286.91	\$286.91			\$573.82
16.180304100	R & R Ext Speaker		\$261.91			\$261.91
16.190101100	R & R Electrical Outlets			\$603.57	\$120.71	\$724.28
16.240103100	R & R Electrical Panels			\$3,542.94		\$3,542.94
16.500203100	Small Elec. Conduit Penetrations		\$1,147.65	\$860.74		\$2,008.38
16.500204100	Large Elec. Conduit Penetrations	\$1,871.47		\$2,495.30	\$2,495.30	\$6,862.06
	Sub Totals	\$335,574.98	\$138,039.69	\$147,231.92	\$361,373.36	\$982,219.95

Deduct Window Replacement

		East	South	North	West	
2.130105100	Remove Windows	\$11,428.29	\$93.77		\$10,613.66	
8.800211100	Install new Windows	\$82,104.05	\$673.67		\$76,251.50	
8.900102100	Storefront System, Floor 8' To 10'				\$4,387.29	

Deduct Replacement of Translucent Panels

2.120808100	Remove Translucent Panels	\$12,641.20			\$12,641.20	
8.800201100	Install New Plastic Translucent Panels	\$32,413.73			\$32,413.73	
15.370305100	R & R fans @ Plastic Panels				\$1,117.41	
16.160205100	R & R Lights @ Translucent Windows			\$286.91	\$573.82	

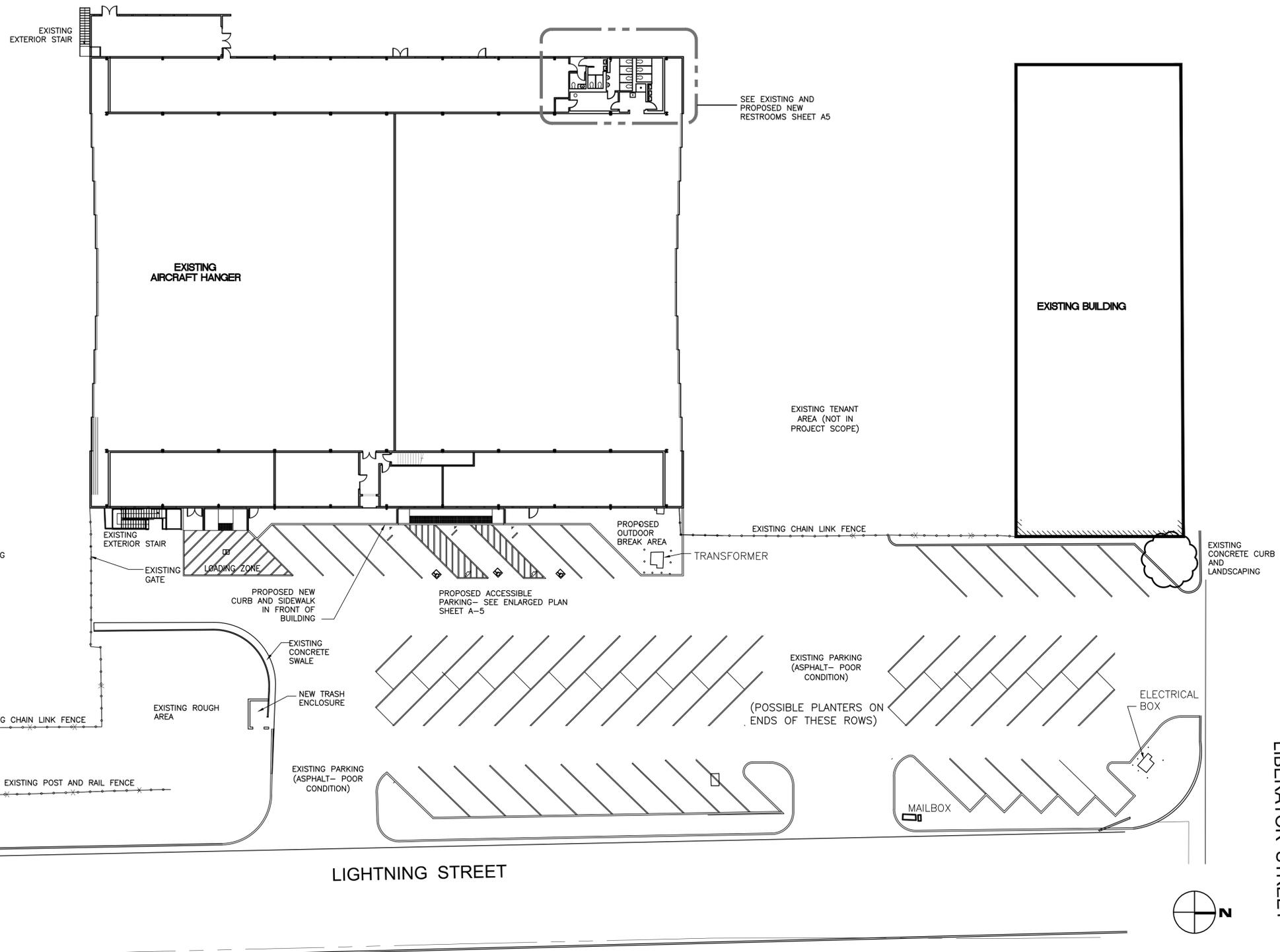
HAZ Mat Remediation

Lead Paint Abatement					\$101,856.00	
Asbestos Abatement Siding					\$68,413.02	

Santa Maria Public Airport Main Hanger Exterior Refurbishment Project ADA Compliant Restroom Schematic Estimate

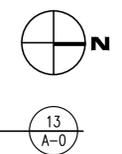
Total Estimated Cost to Remodel Restrooms
to ADA Compliant \$178,160.35

Work Code	Description	Quantity	Unit of Measure	Unit Cost	Cost
1.92222222	Design Contingency	147544	\$0.05 %		\$7,377.20
1.99999900	Contractor O / H / P	154922	\$0.15 %		\$23,238.30
2.110106100	Saw Cut & Remove Conc Floor In R R	650	\$8.93 SF		\$5,803.55
2.120201100	Remove Ceiling	650	\$2.80 SF		\$1,821.69
2.120804100	Remove Walls	1200	\$1.34 SF		\$1,603.18
2.120804100	Remove Plaster On Wall	3048	\$1.05 SF		\$3,213.07
2.120907100	Remove Flooring	650	\$2.65 SF		\$1,720.02
2.130102100	Remove Doors	7	\$104.99 EA		\$734.93
2.140101100	Remove Toilet Compartments	9	\$296.50 EA		\$2,668.51
2.140102100	Remove Plumbing Fixtures	20	\$208.06 EA		\$4,161.13
2.140111100	Remove Existing Sewer & Trench	1	\$2,217.49 ls		\$2,217.49
3.050403100	Repair Conc Floor	12	\$1,217.69 CY		\$14,612.30
6.100105100	Install new Walls	1130	\$7.10 SF		\$8,022.12
8.100405100	Doors & Frame	5	\$965.78 EA		\$4,828.90
8.201103100	Shower Doors	1	\$530.25 EA		\$530.25
8.300102100	Access Panel, Aluminum, 24" X 24"	4	\$115.44 EA		\$461.75
8.700208100	Door Hardware	5	\$405.52 EA		\$2,027.60
9.200703100	Install New drywall	2224	\$3.91 SF		\$8,690.30
9.200807100	Drywall Ceiling	650	\$2.96 SF		\$1,925.92
9.300304100	Wall Tile	820	\$13.61 SF		\$11,163.94
9.300305100	Shower Tile	125	\$17.87 SF		\$2,234.12
9.700202100	Vinyl Floor Tile & Cove	72	\$44.84 SY		\$3,228.67
9.800306100	Painting	3000	\$1.21 SF		\$3,635.45
10.150106100	Toilet Partition	4	\$1,387.66 EA		\$5,550.65
10.150203100	Urinal Screen	2	\$359.10 EA		\$718.20
10.400301100	Waste Receptacle,	4	\$464.46 EA		\$1,857.85
10.400601100	Napkin Dispenser,	2	\$938.09 EA		\$1,876.19
10.400801100	Soap Dispenser	5	\$59.41 EA		\$297.07
10.400901100	Tissue Dispenser	6	\$46.90 EA		\$281.41
10.401005100	Grab Bar	4	\$240.75 EA		\$963.00
10.401109100	Mirror	4	\$1,144.66 EA		\$4,578.64
10.501401100	Lockers	12	\$50.63 EA		\$607.62
15.000104100	Rough Plumbing	14	\$728.62 FIX		\$10,200.74
15.100205100	Heater, Hot Water,	1	\$1,276.09 EA		\$1,276.09
15.120105100	Lav	4	\$569.09 EA		\$2,276.37
15.120119100	Urinal	2	\$999.30 EA		\$1,998.61
15.120121100	Water Closet	6	\$1,023.63 EA		\$6,141.76
15.120206100	Shower Valves	1	\$901.33 EA		\$901.33
15.120207100	Utility Sink	1	\$1,927.99 EA		\$1,927.99
15.160305100	Floor Drains	5	\$538.71 EA		\$2,693.54
15.370103100	Exhaust Fans	5	\$398.42 EA		\$1,992.12
16.010120100	Rough Electrical	650	\$10.19 SF		\$6,623.84
16.170104100	Switches	16	\$138.99 EA		\$2,223.86
16.190103100	Duplex Outlet, Ground Fault Interrupter	5	\$148.89 EA		\$744.44
16.190114100	J-Box Outlet & Equipment Connection	4	\$328.50 EA		\$1,314.00
16.600415100	Lighting Fixtures	14	\$304.73 EA		\$4,266.24
16.700202100	OCC Sensor	4	\$232.10 EA		\$928.40



SITE PLAN

SCALE: 1" = 20'-0"



VICINITY MAP

SHEET	TITLE
A-0	PROPOSED SITEPLAN
A-1	EXISTING FLOOR PLAN
A-5	ENLARGED FLOOR PLANS
	CONCEPTUAL LANDSCAPE PLAN
SCH-1	SCHEMATIC DRAINAGE PLAN

SHEET INDEX

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A-0



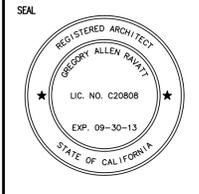
ARCHITECTURE
GREG RAVATT, AIA
MECHANICAL ELECTRICAL
JIM ALBRECHT, PE

CORPORATE OFFICE
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Santa Maria Public Airport
Main Hanger Exterior Refurbishment Project

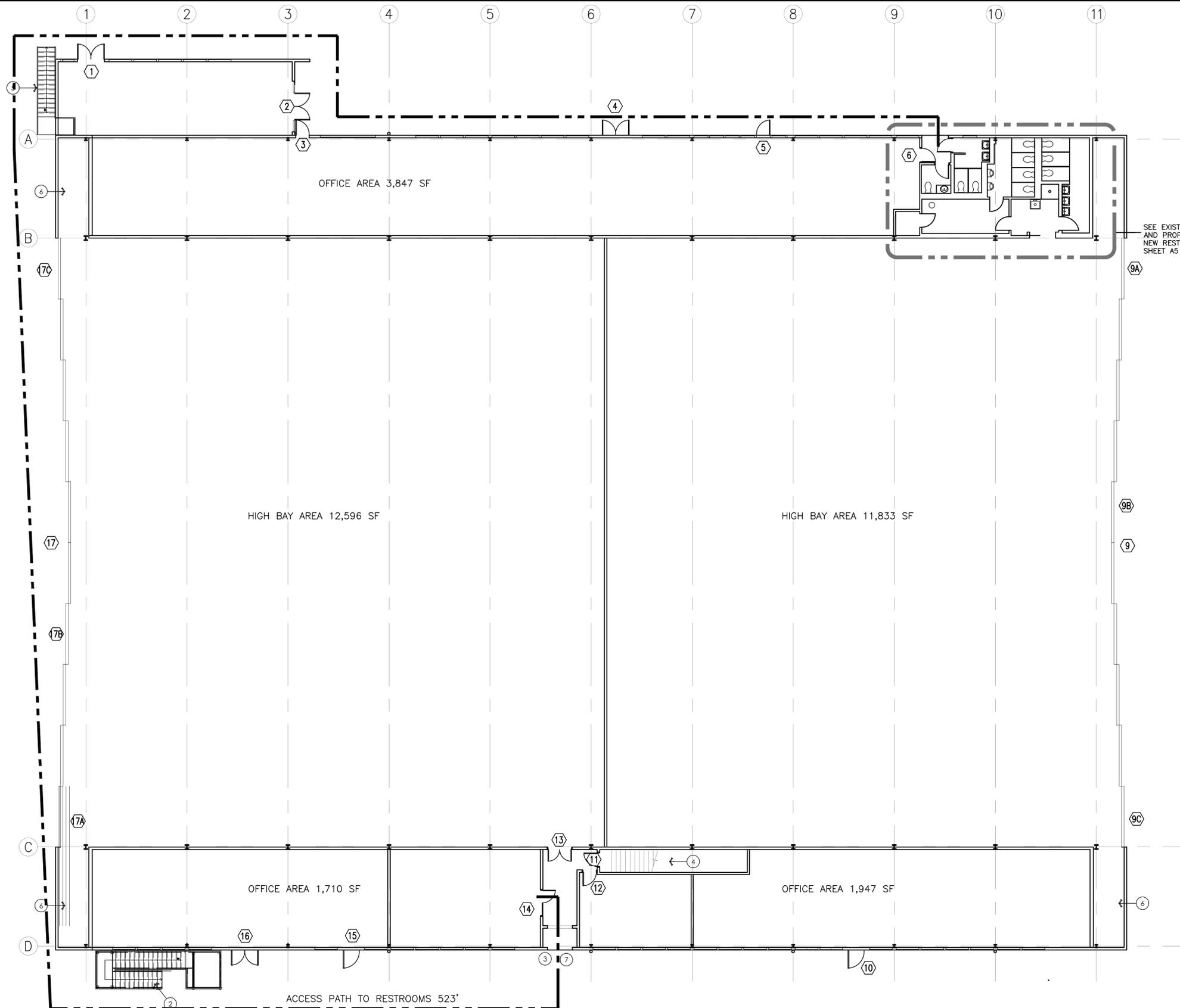
3203 Lightning Street
Santa Maria, CA 93455

SHEET CONTENTS:
SITE PLAN
PROPOSED NEW LAYOUT 12-8-2014

DATE: 10/10/2014

A-0

SHEET _____ OF _____



- ① SEE DOOR SCHEDULE FOR REMARKS ON ACCESSIBILITY OF EXISTING DOORS
- ② EXISTING STAIR; RECENT FABRICATION; MEETS CURRENT STANDARD TO TOP OF LANDING ONLY
- ③ APPROXIMATE 5" RISE AT E EXISTING THRESHOLD; EXISTING SHORT CONCRETE RAMPS ARE NON-COMPLIANT.
- ④ EXISTING INTERIOR STAIR RISE AND RUN DO NOT MEET CURRENT CODE STANDARDS (RISE IS " VS. 7" MAXIMUM; TREAD RUN IS " VS. 11" MINIMUM. PARTIAL REMEDIATION; ADD COMPLIANT GRIPPABLE HANDRAILS AND EXTENSIONS
- ⑤ EXISTING EXTERIOR STAIR; RISE AND RUN ARE NOT COMPLIANT, HAS NON-COMPLIANT OPEN RISERS; EXISTING TREADS ARE OPEN SERRATED GRATE; HANDRAILS/GUARDRAILS ARE NON-COMPLIANT
- ⑥ EXISTING ROLLING DOOR STACKING SPACE
- ⑦ DEMOLISH OLD CONCRETE RAMP AND ADD NEW 1:12 SLOPE CONCRETE RAMP AND LANDING.
- ⑧ POSSIBLE NEW SIDEWALK AND CURB ACROSS FRONT OF BUILDING.
- ⑨ ADD ACCESSIBLE PARKING AND CURB CUTS ALONG PROPOSED FRONT SIDEWALK AND CURB.
- ⑩ EXISTING THRESHOLD HEIGHTS ARE ACCEPTABLE.

EVALUATION KEY NOTES

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A-1



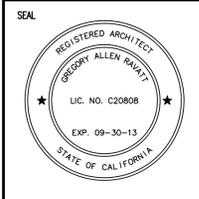
RAVATT ALBRECHT & ASSOCIATES, INC.
ARCHITECTURE
GREG RAVATT, AIA
MECHANICAL ELECTRICAL
JIM ALBRECHT, PE

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Santa Maria Public Airport
Main Hanger Exterior Refurbishment Project
3203 Lightning Street
Santa Maria, CA 93455

SHEET CONTENTS:
EXISTING GROUND FLOOR PLAN

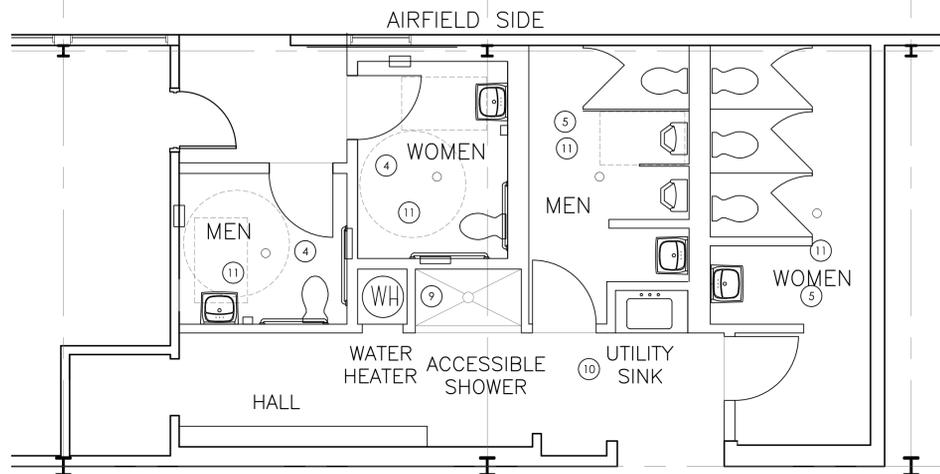
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SHEET ____ OF ____

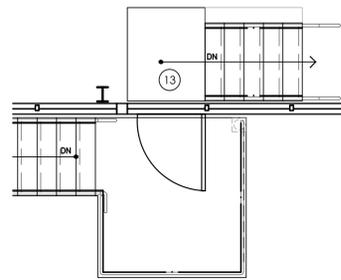
OVERALL FLOOR PLAN - ACCESSIBILITY STUDY

SCALE: 1" = 10'-0"
14
A-1



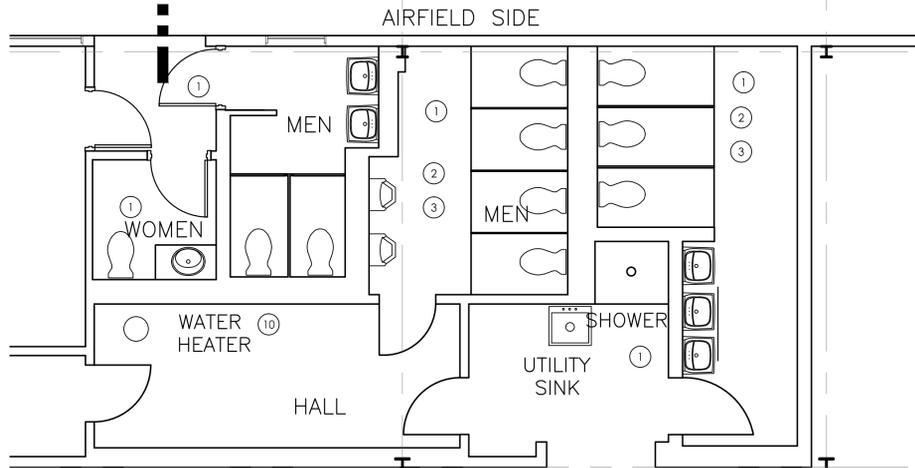
PROPOSED NEW ACCESSIBLE AND NON-ACCESSIBLE RESTROOMS

1/4" = 1'-0" 41
A-5



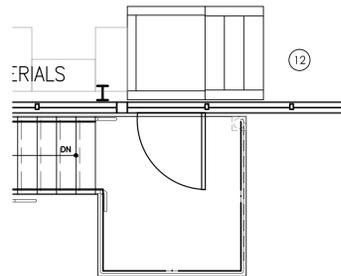
PROPOSED COMPLIANT INTERNAL STAIR

1/4" = 1'-0" 31
A-5



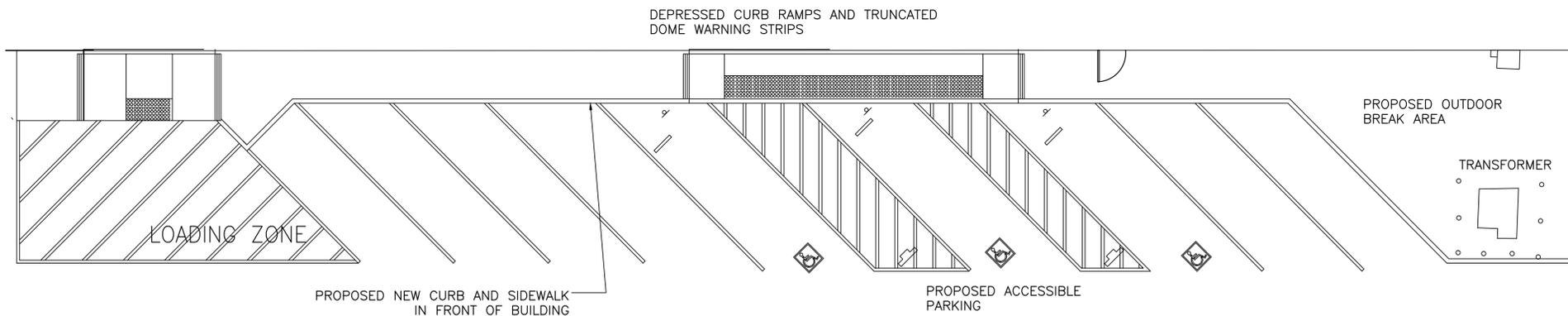
EXISTING INTERIOR RESTROOMS

1/4" = 1'-0" 42
A-5



EXISTING INTERNAL STAIR

1/4" = 1'-0" 32
A-5



ENLARGED PARKING PLAN

1/8" = 1'-0" 24
A-5

DOOR	DESCRIPTION	W	H	ACCESSIBILITY COMMENTS
1	DOUBLE DOOR TO OLD TERMINAL OFFICE, LARGE GLASS LITES, ROUND DOOR KNOB	6'		NEEDS ACCESSIBLE HARDWARE; THRESHOLD OK BUT NEEDS FLAT LANDING OUTSIDE.
2	DOUBLE DOOR TO OLD TERMINAL OFFICE, LARGE GLASS LITES AND GLASS SIDELITES, PUSH PLATES	3'		Threshold easily correctable.
3	SINGLE DOOR W/ LARGE GLASS LITE	3'		Threshold easily correctable.
4	DOUBLE DOOR	6'		Mechanical access?
5	OFFICE ACCESS; FLUSH DOOR	3'		Slight slope on landing- may need to redo.
6	OFFICE	3'		
7	PUBLIC WOMENS ROOM	3'		NEEDS ACCESSIBLE HARDWARE, KICK PLATES, AND SIGNAGE (RR NEEDS REMODELING)
8	PUBLIC MENS ROOM	3'		NEEDS ACCESSIBLE HARDWARE, KICK PLATES, AND SIGNAGE (RR NEEDS REMODELING)
9	LARGE HANGAR DOOR, NORTH SIDE	(wide)		
9A	PERSONNEL DOOR BUILT INTO HANGAR DOOR.	26		ACCESSIBILITY ISN'T FEASIBLE; BOTTOM FRAME OF DOOR IS INTEGRAL PART OF LARGE DOOR FRAMING.
9B	PERSONNEL DOOR BUILT INTO HANGAR DOOR.	26		ACCESSIBILITY ISN'T FEASIBLE; BOTTOM FRAME OF DOOR IS INTEGRAL PART OF LARGE DOOR FRAMING.
9C	PERSONNEL DOOR BUILT INTO HANGAR DOOR.	26		ACCESSIBILITY ISN'T FEASIBLE; BOTTOM FRAME OF DOOR IS INTEGRAL PART OF LARGE DOOR FRAMING.
10	EXTERNAL OFFICE ACCESS	3'		RAMP ON EXTERIOR NEEDS TO BE REMOVED AND REDONE.
11	ACCESS TO STAIR FROM DOWNSTAIRS FOYER.	3'		DOOR IS OK AS IS BUT STAIR ISN'T ACCESSIBLE BY CURRENT CODE.
12	DOUBLE DOOR TO HIGH BAY SOUTH.	6'		NEED ACCESSIBLE HARDWARE
13	ACCESS TO OFFICE FROM DOWNSTAIRS FOYER.	3'		DOOR IS OK AS IS BUT STAIR ISN'T ACCESSIBLE BY CURRENT CODE.
14	SHIPPING OFFICE EXTERNAL ACCESS	3'		
15	DOUBLE DOOR SHIPPING OFFICE EXTERNAL ACCESS	6'		
16	LARGE HANGAR DOOR, SOUTH SIDE	(wide)		
16A	PERSONNEL DOOR BUILT INTO HANGAR DOOR.	26		ACCESSIBILITY ISN'T FEASIBLE; BOTTOM FRAME OF DOOR IS INTEGRAL PART OF LARGE DOOR FRAMING.
16B	PERSONNEL DOOR BUILT INTO HANGAR DOOR.	26		ACCESSIBILITY ISN'T FEASIBLE; BOTTOM FRAME OF DOOR IS INTEGRAL PART OF LARGE DOOR FRAMING.
16C	PERSONNEL DOOR BUILT INTO HANGAR DOOR.	26		ACCESSIBILITY ISN'T FEASIBLE; BOTTOM FRAME OF DOOR IS INTEGRAL PART OF LARGE DOOR FRAMING.

DOOR SCHEDULE

11
A-5

- ① EXISTING RESTROOM FIXTURES
- ② DEMOLISH EXISTING WALL
- ③ DEMOLISH EXISTING SLAB
- ④ NEW ACCESSIBLE RESTROOM AND FIXTURES
- ⑤ NEW NON-ACCESSIBLE RESTROOM AND FIXTURES
- ⑥ CLEAR ACCESS SPACE
- ⑦ ACCESSIBLE THRESHOLD
- ⑧ NEW LEVER HANDLE HARDWARE (TYPE ON ALL NEW DOORS INCLUDING NON-ACCESSIBLE SPACES).
- ⑨ NEW WALK-IN SHOWER, FLAT THRESHOLD
- ⑩ NEW WATER HEATER
- ⑩ NEW UTILITY SINK
- ⑪ NEW FLOOR DRAIN (SLOPE FLOOR TO DRAIN).
- ⑫ EXISTING WOOD STAIRS, NON COMPLIANT
- ⑬ NEW COMPLIANT WOOD OR METAL STAIRS (SEE DETAIL), 5 TREADS, 6 RISERS, LANDING @ 37 1/2" HEIGHT
- ⑭ VISIBLE CONTRASTING STRIPE ON TOP AND BOTTOM TREAD
- ⑮ EXISTING EXTERIOR STAIR-ISSUES:
A. RISE AND RUN ARE NOT COMPLIANT (TOO STEEP)
B. HANDRAIL/GUARDRAILS ARE NOT COMPLIANT (TOO LOW, WRONG GRIP CONFIGURATION, NO HANDRAIL EXTENSION).

NOTES

SCALE: 1/8" = 1'-0" 14
A-5



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REVISIONS

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SEAL



Santa Maria Public Airport
Main Hangar Exterior Refurbishment Project
 3203 Lightning Street
 Santa Maria, CA 93455

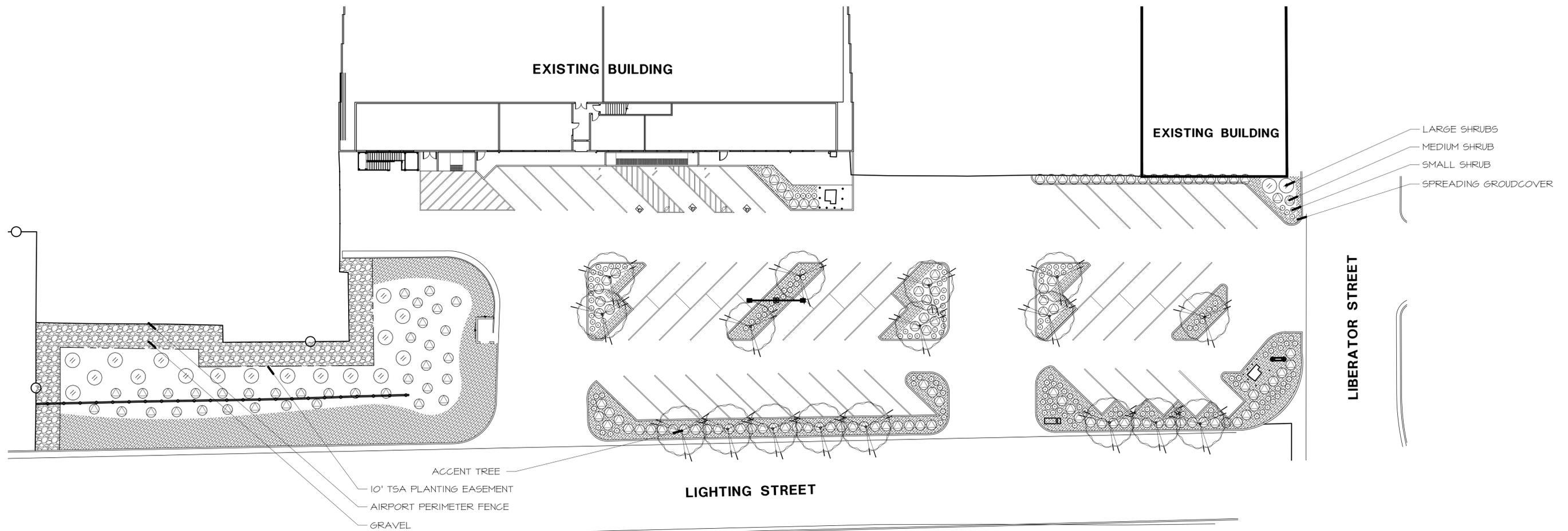
SHEET CONTENTS:

ENLARGED FLOOR PLANS

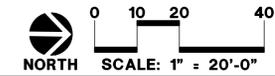
DATE: 10/10/2014

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SHEET ___ OF ___



CONCEPTUAL LANDSCAPE PLAN



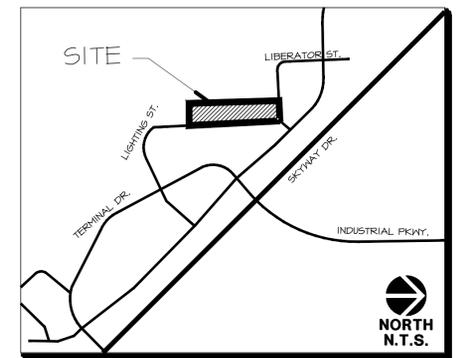
PLANT LEGEND:

TREES	
	Accent Tree
SHRUBS	
	Small Shrub
	Medium Shrub
	Large Shrub
GROUNDCOVERS	
	Spreading Groundcover
VINES	
	Clinging Vine

CONCEPTUAL PLANT LIST:

SITE TREES	
Magnolia Grandiflora; Southern Magnolia	
Ainus Rhombifolia; White Alder	
Pistachia Chinensis; Chinese Pistache	
Platanus Racemosa; Sycamore Tree	
Pyrus Calleryana 'Aristocrat'; Aristocrat Flowering Pear	
Cercis Canadensis; Western Redbud	
SHRUBS	
Arctostaphylos 'Sunset'; Sunset Manzanita	
Muhlenbergia rigens; Deer grass	
Rhaptolepis Indica 'Monte'; Indian Princess	
Pittosporum Crassifolia 'Compacta'; Dwarf Kano	
Pittosporum Wheeler's Dwarf; Dwarf Mock Orange	
Agapanthus Africanus; Lily of the Nile	
Salvia leucantha; Mexican Sage Brush	
Callistemon 'Little John'; Dwarf Callistemon	
Funica granatum 'Nana'; Dwarf Pomegranate	
Rosmarinus Officialis; Rosemary	
Cistus Ladanifer; Crimson-Spot Rockrose	
Sollya Heterophylla; Australian Bluebell Creeper	
Phytolita X Fraseri; Fraser's Phytolita	
Hemerocallis 'Yellow'; Yellow Daylily	
Hemerocallis 'Little Rich'; Little Rich Daylily	
GROUNDCOVERS	
Rosmarinus Officialis 'Prostratus'; Trailing Rosemary	
Arctostaphylos 'Emerald Carpet'; Carpet Manzanita	
Cotoneaster dammeri 'Lowfast'; Bearberry Cotoneaster	
Myoporum Parvifolium; Australian Racer	
VINES	
Ficus Pumila; Creeping Fig	

- GENERAL NOTES:**
- MINIMUM PLANT SIZES:
STREET TREES - 24"BOX
SITE TREES - 15 GAL.
SHRUBS - 1 GAL.
GROUNDCOVER - FLATS
 - IRRIGATION SYSTEM TO BE INSTALLED AS A PART OF SITE CONSTRUCTION. SYSTEM SHALL BE UNDERGROUND, AUTOMATIC WITH POP-UP SPRAY HEADS, "SMART" CONTROLLER AND AUTOMATIC RAIN SHUTOFF. LOW PRECIPITATION RATE HEADS TO BE USED TO MINIMIZE RUNOFF.
 - POINT OF CONNECTION FOR WATER SUPPLY, SHALL BE BY A NEW LANDSCAPE METER.
 - ALL PLANTING AREAS SHALL RECEIVE A 3" LAYER OF MEDIUM BARK MULCH AFTER INSTALLATION.
 - ALL PLANT MATERIAL SHALL CONFORM TO THE CITY OF SANTA MARIA OR STATE OF CALIFORNIA MODEL WATER CONSERVATION ORDINANCE.
 - ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER THE CITY OF BUELLTON STANDARDS AND CODES.
 - FOR SITE WORK, ARCHITECTURAL, AND GRADING/DRAINAGE INFORMATION SEE PLANS BY OTHERS.
 - ALL AREAS BEYOND THE AREA OF WORK THAT ARE DISTURBED BY CONSTRUCTION SHALL BE RETURNED TO ORIGINAL CONDITION.
 - DRAWINGS ARE FOR DESIGN AND REVIEW PURPOSES ONLY AND SHALL NOT BE USED AS CONSTRUCTION DOCUMENTS.
 - TREES PLANTED IN AN AREA LESS THAN 8' WIDE SHALL BE INSTALLED WITH A ROOT BARRIER TO PROTECT AGAINST HARDSCAPE DAMAGE.
 - STREET TREES ARE TO BE SELECTED FROM THE CITY OF SANTA MARIA APPROVED TREE LIST.
 - REFER TO TREE PROTECTION PLAN FOR TREES TO BE PROTECTED IN PLACE. VERIFY ALL TREES NOTED TO REMAIN WITH THE REPORT PREPARED BY PLEINAIRE DESIGN GROUP, DATED AUGUST 01, 2014.



SANTA MARIA AIRPORT HANGAR PARKING LOT IMPROVEMENTS

Santa Maria, California / 2014.12.19

CONCEPTUAL LANDSCAPE PLAN / CLP-01

Ravatt Albrecht & Associates, Inc.
Architecture & Engineering
3203 Lighting Street
Santa Maria, California, 93455



\\Kevin\CA\Drawing File\Ravatt Albrecht\Santa Maria Airport Parking Lot\landscape\Conceptual\CLP.dwg, 12/19/2014 2:11:29 PM, DWG To PDF.pc3



Roofing Analysis Report

Client Information

Date

01/22/2021

Client Name

Santa Maria Public Airport

Prepared For

Ric Tokoph

Prepared By

Daniel Gilday

Report Summary

- | | |
|---|-------------------------------------|
| 1. Site information | 4. Pictures and comments |
| 2. Building designation and roof information. | 5. Short/ Long term recommendations |
| 3. Condition checklist by system components | 6. Budgets |

Site Information

Santa Maria Public Airport

Site Name

Santa Maria Public Airport

Inspection Date

01/22/2021



Triage Classifications

(Good) Green roofs are in a state of maintainable condition. Roof system elements are operating at their expected performance levels. A GREEN roof operates at the lowest life cycle cost possible. Maintenance should be performed a minimum of one time per year to assure longest potential roof life.

(Marginal) Amber roofs are in a state of questionable condition. Visible areas of water infiltration and a history of repairs are noted on the roof surface. Moisture analysis may be required to properly assess how to manage an amber roof. Other building elements may become damaged if water infiltration or trapped moisture is not eliminated. Restoration of the roof system is the most economical means of managing this roof.

(Replace) Red roofs are in a poor condition. Managing a “red” roof is very costly in many ways. Roof repairs and maintenance to the roof will be at best, temporary. Roof leaks threaten and eventually damage interior building elements. Red roofs allow building owners at risk to costly damages (Example: Books, Computers, Equipment). Other building systems can become damaged due to water infiltration and current leaks persist throughout the building (Example: Windows, Walls, Structural Elements). A red roof will continue to cost the school money on a yearly basis while leaks will likely reoccur after roofing repairs have been completed.

Building Name/ Roof Level
Building 3203

If item is checked below. Action is recommended.

Roof Triage Designation	Sq Footage (Approximate)	General-
Replace	34735	<input checked="" type="checkbox"/> Leaks
Roof Type	Second Roof	
Single Ply	Bur/Mod. Bit	
Existing Roof Coating	Insulation/Coverboard	
No	Yes, type unknown	
Insulation/Coverboard	Deck	
Yes-type unknown; suspect	Wood	
Fiberboard		

Drainage- <input checked="" type="checkbox"/> Gutters	Roof Surface <input checked="" type="checkbox"/> Splits/Cracks	Flashings- <input checked="" type="checkbox"/> Base Flashings	Penetrations- <input checked="" type="checkbox"/> Pipes/ Pitch Pans
---	--	---	---

Downspouts

Fasteners

Edge Metal

Skylights

Open Laps

Punctures

Additional Notes:

Overall the roofs are in fair-to-poor condition. Hypalon roof has lived its life and should be replaced when budgeting allows. Several 'opening' membrane laps can be found throughout all levels. Wet insulation was felt while walking across the south side of the upper roof. Suspect roof materials may contain asbestos and should be tested before any replacement work begins.

Repairs are needed now to stop or slow leaks through this rain season. A small crew should be able to make repairs over 2 day period.

The roof has exceeded its serviceable life and should be scheduled for replacement this summer. If additional laps or the edge continues to loosen, sections of the roof may blow off.

Several reroofing options should be discussed; Built-Up Roof, single ply or Standing Seam Metal. All of these systems have pluses and minuses that should be discussed before one is selected.

Budgets below are based on tearing off 2 roofs and replacing with a 1/4" dens deck and single ply membrane. Please have the roofs tested for asbestos as soon as possible.



Overview



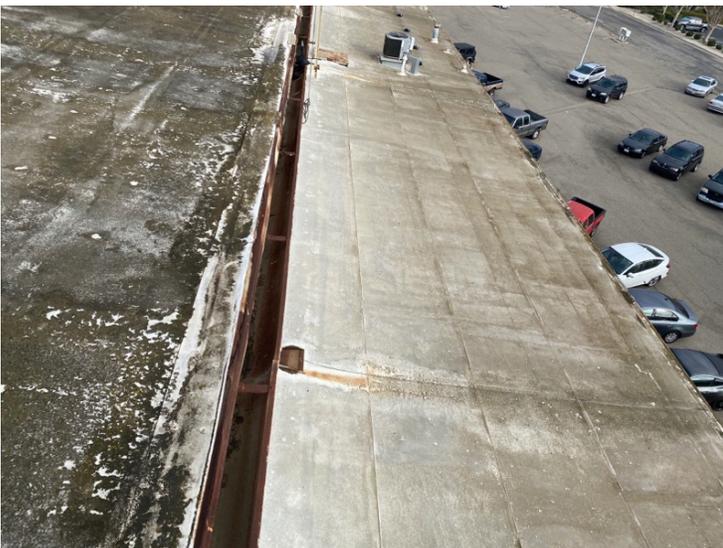
Cuts in membrane; leak location



Fastener back out.



Open penetration



Open laps along edge metal; typical throughout



Recommendations

Short Term Repair Recommendations

Repairs are needed now to stop or slow leaks through this rain season. A small crew should be able to make repairs over 2 day period.

Repair all punctures, minor cuts and open laps by cleaning the membrane with water and simple green as needed. Since the repairs only need to last a year or so these areas can be made with mastic and membrane.

Repair Budget

3800

Repair Year

2021

Tremcare Gold Budget

\$5,210.25

Long Term Recommendation

Replace

Long Term Recommendation Budget

\$659,965.00

Project Year

Summer 2021

Report Summary

Overall the roofs are in failing condition. Hypalon roof has lived its life and should be replaced when budgeting allows. Several 'opening' membrane laps can be found throughout all levels. Wet insulation was felt while walking across the south side of the upper roof. Suspect roof materials may contain asbestos and should be tested before any replacement work begins.

1. Building Name/Roof

Building 3203

Short Term Repair Recommendations

Repairs are needed now to stop or slow leaks through this rain season. A small crew should be able to make repairs over 2 day period. Repair all punctures, minor cuts and open laps by cleaning the membrane with water and simple green as needed. Since the repairs only need to last a year or so these areas can be made with mastic and membrane.

Repair Budget

3800

Repair Year

2021

Long Term Recommendation

Replace

Long Term Recommendation Budget

\$659,965.00

Project Year

Summer 2021

Tremcare Gold Budget

\$5,210.25

Tremcare Gold Budget

Overall the roofs are in failing condition. Hypalon roof has lived its life and should be replaced when budgeting allows. Several 'opening' membrane laps can be found throughout all levels. Wet insulation was felt while walking across the south side of the upper roof. Suspect roof materials may contain asbestos and should be tested before any



replacement work begins.



DEPARTMENT OF TRANSPORTATION

California Department of Transportation State Dollars for Your Airport



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www.dot.ca.gov/aeronautics

Preface

The Caltrans Division of Aeronautics prepared this document for airport managers, sponsoring agencies, and airport land use commissions so that they can better understand the funding programs that the State of California uses to financially assist public-use airports.

If you have any questions about this publication, please contact us at (916) 654-4959 or www.dot.ca.gov/aeronautics .

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 State Dollars for Your Airport

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Introduction

The mission of the California Department of Transportation (Caltrans) in aviation is to foster and promote the development of a safe, efficient, dependable, and environmentally compatible air transportation system. Our vision is to develop a system of airports that will meet the majority of needs of the aviation community and the general public; and do so in a manner that provides safe, efficient, economically beneficial and environmentally compatible facilities within our available resources.

The State's aviation commitment began in 1947 with the create of the Caltrans Aeronautics Commission which eventually became the Division of Aeronautics in Caltrans. The State Aeronautics Act, Public Utilities Code (PUC) section 21001 et seq., is the foundation for the Department's aviation policies.

Grants and loans from the Division fund projects for safety, maintenance, and capital improvements at airports, and fund the preparation of airport land use compatibility plans. These funding programs are the focus of State Dollars for Your Airport.

We issue permits for, and periodically inspect, heliports and airports; make recommendations regarding proposed school sites within two miles of an airport runway; and authorize helicopter landing sites at/near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. We administer noise regulations and land use planning laws that foster compatible land use around airports and we encourage mitigation measures to lessen environmental impacts caused by aviation.

As you read this document, the terms "Department," "Caltrans," "State," "Division," and "Aeronautics" are generally interchangeable and usually refer to the Division of Aeronautics in Caltrans.

Chapter 1. State Grants and Credits Description of the California Aid to Airports Program (CAAP)

Aeronautics Account

All State funding programs for aviation purposes are supported by the Aeronautics Account in the State Transportation Fund. Revenues from excise taxes on general aviation (GA) fuel are deposited in the Aeronautics Account. As of 2006, GA avgas is taxed at 18¢ per gallon and GA jet fuel at 2¢. These taxes generate about \$6.0 million annually. The Aeronautics Account also receives small amounts from document sales and interest earned.

The Revenue & Taxation Code (§8352.3) mandates the priority for expending funds from the Aeronautics Account:

- a. State Controller and the Board of Equalization for administering the collection of fuel taxes.
- b. Division of Aeronautics' operations.
- c. Grants and credits for airports.

The Public Utilities Code (§21682-21683.2) specifies the priority for distributing funds among the three funding programs:

1. **Annual Credits.** \$10,000 annually for each eligible airport.
2. **AIP Matching Grants.** The amount set aside for this is at the discretion of the California Transportation Commission (CTC). CTC's goal is to match every eligible, federal Airport Improvement Program (AIP) grant that benefits GA.
3. **A&D Grants.** After Annual Credits and AIP Matching grants are funded, the remaining funds are programmed for Acquisition and Development (A&D) grants, which CTC selects from the projects that the Capital Improvement Plan (CIP) identifies.

Ineligible Projects

Annual Credits

Annual credits may not be used for:

- a. Land that the sponsor acquired prior to applying to Caltrans.
- b. Local matching prior to acceptance of the federal AIP grant.
- c. Legal Services.

AIP Matching Grants

AIP Matching grants will not be approved for projects that the sponsor started or completed prior to State allocation of AIP Matching funds, nor will AIP Matching be allowed prior to a sponsor's acceptance of the federal grant.

Land Acquisition will not be approved if the sponsor purchases the property prior to the date that the Department receives the application for an AIP Matching grant.

Acquisition and Development (A&D) Grants

A&D Grants may not be used for:

- a. Land that the sponsor acquired prior to applying to Caltrans.
- b. Local match for a federal AIP grant.
- c. Legal and administrative services.
- d. A project that has been completed.
- e. A project for which construction has already started.

Annual Credits

Type of Assistance

These are State funds that accrue to each eligible airport for use at the sponsor's discretion, subject to applicable laws and regulations.

Sponsor Eligibility

The airport must be owned by an eligible public entity (city, county or district). The sponsor must:

- Have a valid State permit for a public-use airport.
- Ensure that the airport is open to the public without restriction to general and commercial aviation.
- Adopt rules that give it sufficient control over airport operations.
- Have height restrictions that prevent obstructions in the airport's "imaginary" surfaces.
- Establish a Special Aviation Fund which accounts for airport pavements received and expenditures related to CAAP funds.
- Annually certify eligibility with the form DOA-0007, California Aid to Airports Program Certification.
- Not have federal designation as a Reliever or Commercial Service airport.

Uses and Restrictions

The Annual Credit can fund projects for "airport and aviation purposes" and "operation and maintenance," fueling facilities, restrooms, aircraft wash racks, and matching federal AIP grants as defined in the State Aeronautics Act (Sections 21681 (f) and (g)). (Aeronautics Act excerpts, CAAP regulations, and a list of CAAP-eligible projects are in the Appendix.) In addition, Annual Credits can be used for operation.

A sponsor with more than one eligible airport may transfer Annual Credit funds between its airports with prior approval from the Department.

Funding Level

Annual Credits accrue at \$10,000 per year. At the sponsor's discretion, up to five years' worth of Annual Credits may be accumulated. Eligible accrued funds are held by Caltrans.

Matching Requirement

The Annual Credit has no local match requirement.

Funding Cycle

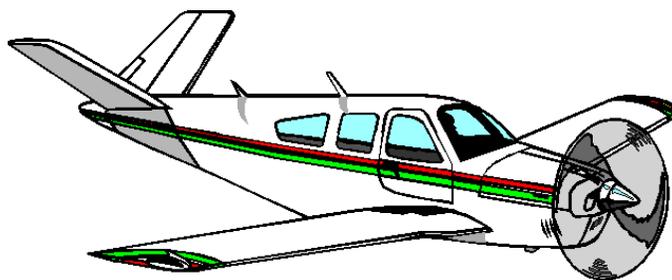
Once the sponsor certifies that its airport is eligible (via form DOA-0007, California Aid to Airports Program Certification), the Department credits the airport's account once each fiscal year. This certification occurs annually but the airport may apply to expend its Annual Credits at any time. Every year, the Department notifies eligible sponsors of the process and provides the necessary forms for certification and expenditure.

The full process for Annual Credits is outlined in Chapter 5 "Processes."

Pay-back Requirements

If an airport is closed to the public for more than one year, a portion of the Annual Credit funds that the sponsor expended in the previous 20 years must be paid back to the Department. The amount to be repaid is the original amount reduced at the rate of five percent (5%) per year. Pay-back is not required for an airport that has been replaced by a comparable facility within one year. The Department may also waive repayment of Annual Credits if it determines that the airport is not necessary to the system of public airports.

Annual Credits are subject to State audit. Records that substantiate the expenditure of Annual Credit monies should be retained for three years. The sponsor may have to repay funds if an audit finds that State law or generally accepted accounting principles have been violated.



Capital Improvement Plan (CIP)

CIP Background

The CIP is a 10-year capital improvement plan (CIP) for each eligible airport. It is based on the airport's adopted Master Plan (or other compatible planning document) and is approved by the applicable regional transportation planning agency (RTPA). The Department updates the CIP every two years.

As an element of the overall California Aviation System Plan (CASP), the CIP is a tool to link ongoing statewide aviation system planning with project funding. The CIP serves as an unconstrained fiscal estimate for airport development projects as desired by airport sponsors, and for airport land use compatibility plans.

Using projects in the CIP, the Department applies a priority matrix to select A&D grants. Also, eligibility for AIP Matching grants is predicated upon a project's inclusion in the CIP.

A current version of the CIP is available from the Aeronautics website.

Applying for the CIP

Inclusion in the CIP follows one of the two following processes:

NPIAS Airports

When submitting the annual CIP to the FAA, the sponsor of a NPIAS airport provides a copy of the federal ACIP to Caltrans. Aeronautics compiles these annual requests for the biennial CIP.

ALUC & Non-NPIAS Airports

Caltrans sends application forms to each sponsor every other year. ALUCs and sponsors of each non-NPIAS airport then submit their CIP project lists to their RTPAs and to Aeronautics.

Aeronautics combines the federal ACIP information from NPIAS airports, the ALUC/Non-NPIAS CIP applications, and the RTPA comments to prepare the statewide CIP. The CTC then reviews and adopts the CIP. This occurs in "odd" years.

Note: Inclusion of an airport project or an ALUCP in the CIP does not imply compliance with either the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA).

AIP Matching Grants

Type of Assistance

These are State grants to assist a sponsor in meeting the local match for an AIP grant from the Federal Aviation Administration (FAA).

Sponsor Eligibility

The sponsor must meet the same eligibility requirements as for Annual Credits. In addition, reliever airports are eligible for AIP Matching grants.

Uses and Restrictions

Caltrans may provide a match not to exceed five percent (5%) of the sponsor's AIP grant. The State will match only those portions of an AIP grant which are primarily for GA purposes. A project, which an AIP grant funds, must be included in the State's CIP to be eligible for a State matching grant.

Funding Level

The Division sets aside an amount for AIP Matching grants in the biennial Aeronautics Program. The goal for the set-aside is to have an amount that will be sufficient to match all likely AIP grants.

Matching Requirement

The State AIP Matching grant can be up to five percent (5%) of the AIP grant. CTC may adjust the actual State AIP Matching grant rate in accordance with the federal matching rate and the availability of State funds.

Besides an AIP Matching grant, a sponsor may also use its Annual Credits towards its share of the local match.

Funding Cycle

The AIP project must be included in the State's CIP, which Caltrans prepares every other year. The sponsor initiates its input to the CIP by providing Aeronautics with a copy of the federal ACIP that the sponsor submits to the FAA annually.

A sponsor may apply for AIP Matching funds once the FAA awards an AIP grant and the sponsor accepts that grant, but before starting the project.

Aeronautics will review the application package for:

- 1) Project's inclusion in the CIP
- 2) Copy of the executed FAA grant agreement
- 3) Authorization from the sponsor
- 4) AIP grant compliance with CEQA

5) Project and airport eligibility, etc.

After this review, and pending funding availability, Caltrans will prepare an AIP Matching Grant Agreement.

Chapter 5 “Processes” has a flowchart which provides more detail about the process for AIP Matching.

Pay-back Requirements

If an airport is closed to the public for more than one year, a portion of the AIP Matching funds that the sponsor received in the previous 20 years must be paid back to the Department. The amount to be repaid is the original amount reduced at the rate of five percent (5%) per year. Pay-back is not required for an airport that has been replaced by a comparable facility within one year.

AIP Matching grants are subject to State audit. Records that substantiate the expenditure of AIP Matching monies must be retained for three years after final payment as per the Grant Agreement. The sponsor may have to repay funds if an audit finds that State law, generally accepted accounting principles, or the Grant Agreement’s provisions have been violated.

Acquisition and Development (A&D) Grants

Type of Assistance

These are 90 percent (90%) State grants subject to CTC allocation.

Sponsor Eligibility

The sponsor must meet the same eligibility requirements as for the Annual Credit. In addition, Reliever and Commercial Service airports are eligible for A&D grants. Also, an airport land use commission (ALUC) can receive funding to prepare/update an airport land use compatibility plan (ALUCP).

Uses and Restrictions

The A&D grants are for the “acquisition and development of airports.” (PUC Section 21683).

Funding Level

The amount available for A&D grants is whatever is left over in the Aeronautics Account after funding State Operations, Annual Credits and AIP Matching grants.

Total A&D funding for a single airport is limited to \$500,000 annually, although regulation 4063(c) allows for certain exceptions.

An A&D grant may be no smaller than twice the Annual Credit amount (i.e. \$20,000).

Matching Requirement

The sponsor must provide a ten percent (10%) match. The matching rate can vary from ten percent (10%) to 50 percent (50%) at CTC's discretion but, to date, only ten percent (10%) has been selected. Neither the Annual Credit nor a State loan may be used as the local match for an A&D grant.

Funding Cycle

A sponsor initiates its A&D request through the Capital Improvement Plan (CIP). Projects which are selected from the CIP for funding become the Aeronautics Program. For NPIAS airports, sponsor submit project list to Caltrans for the State's CIP by sending a copy of its federal ACIP projects. Non-NPIAS airports and ALUCs submit projects directly to Caltrans for inclusion in the CIP.

Project selection is in accordance with a CTC-approved priority matrix, which is on the Division's website. In addition to the three categories of the matrix (safety, capacity and security), selection is based upon an airport's eligibility for AIP grants. The Department sets aside funds for Non-NPIAS airports and ALUCPs. Prioritization occurs within each set-aside.

Each time that the CTC adopts the multi-year Aeronautics Program, the Department will notify the airports and ALUCs and provide a list of selected projects, their amount, and their programmed year.

Prior to the state fiscal year in which a sponsor's project has been programmed, Caltrans will contact the sponsor with instructions and forms for the next step: allocation of funds by the CTC. A sponsor's submittal of forms DOA-0007 and DOA-0010 (see Chapter 6 "Forms") initiates Aeronautics' procedures that bring the sponsor's allocation request to the CTC.

An allocation can be accelerated ahead of its programmed year if funds are available.

Upon CTC allocation, the Department will encumber funds for the project and notify the sponsor to begin project design. The plans and specifications for a construction project must be reviewed and approved by the Department's Airport Engineer. Aeronautics must also approve the sponsor's selection of a construction contractor. Upon approving the sponsor's selection of a contractor, Caltrans will prepare a Grant Agreement and send it to the sponsor. Progress payments, as appropriate, can be made but the Department will hold ten percent (10%) of each payment pending inspection of the final product. Similar processes are used for an ALUCP, an airport layout plan (ALP), a Master Plan, and land acquisition.

Project services (engineering, design, etc.) are limited to 12 percent of the total construction cost for the project. For land acquisition, project services include appraisals, escrow fees, and title fees.

Chapter 5 "Processes" has several flowcharts which provide more detail about the process for A&D construction projects and ALUCP funding.

Pay-back Requirements

If an airport is closed to the public for more than one year, a portion of the AIP Matching funds that the sponsor received in the previous 20 years must be paid back to the Department. The amount to be repaid is the original amount reduced at the rate of five percent (5%) per year. Pay-back is not required for an airport that has been replaced by a comparable facility within one year.

Grants are subject to State audit. Records that substantiate the expenditure of A&D monies must be retained for three years after final payment as per the Grant Agreement. The sponsor may have to repay funds if an audit finds that State law, generally accepted accounting principles, or the Grant Agreement's provisions have been violated.

Chapter 2. California Airport Loan Program

Type of Assistance

These are discretionary State loans to eligible airports for construction and land acquisition projects that benefit an airport and/or improve its self-sufficiency.

Sponsor Eligibility

The sponsor eligibility requirements for grants apply equally to loans.

Uses and Restrictions

Projects that enhance an airport's ability to provide general aviation services (hangars, GA terminals, utilities, GA fueling facilities, A&D-eligible projects, etc.) are eligible. A loan may also provide the local share for an AIP grant. Such a loan can be used in conjunction with a State-funded AIP Matching grant.

Caltrans cannot approve loans for (1) the local match on an A&D grant, or (2) projects that accommodate scheduled air carriers.

For a revenue-producing project, the sponsor must establish a separate account to receive income from the project. In this account, the sponsor will hold in trust an amount equal to one year's repayment of the loan.

The department approves the amount of the loan in accordance with the project's feasibility and the sponsor's financial situation. Economic feasibility is an especially strong factor in the approval of revenue-generating projects (e.g., hangars).

Funding Level

Funding varies with the available balance in the Local Airport Loan Account. This is a revolving fund which was initiated with seed money from the Aeronautics Account. As principal and interest payment come into the Loan Account, the Division of Aeronautics can provide loans to Airports.

Matching Requirement

No local match is required for a loan.

Funding Cycle

A sponsor may request a loan at any time. Aeronautics reviews the application and assesses the project's feasibility. After execution of the Loan Agreement, the State issues a warrant for the loan amount.

The loan process is outlined in Chapter 3 "Processes." Application forms are included in Chapter 5 "Forms."

Pay-back Requirements

A payback schedule is included with each Loan Agreement. Payments are annual. The interest rate is the same as for the State general obligation bonds that were sold at the time of the loan and is computed as simple interest. The maximum term is 17 years.

Loans are subject to State audit. Records that substantiate the expenditure of loan monies must be retained until three years after the loan's retirement. The sponsor may have to repay funds if an audit finds that State law, generally accepted accounting principles or the Loan Agreement's provisions have been violated.

Chapter 3. Processes

This chapter consists of flowchart-like descriptions for each of the following processes:

- a. Annual Credit (formerly known as the Annual Grant).
- b. AIP Matching Grant.
- c. Acquisition and Development (A&D) grant for a construction project at a Non-NPIAS airport.
- d. Acquisition and Development (A&D) grant for an Airport Land Use Commission (ALUC) to use in preparing or updating an airport land use compatibility plan (ALUCP).
- e. Acquisition and Development (A&D) grant for a construction project at a NPIAS airport.
- f. Airport Loan.
- g. CEQA (Environmental Review). A text description and web references for CEQA forms follow the flowchart.

Local Government Approval

In the interest of brevity, these process descriptions do not mention the need for an authorizing resolution to accompany applications for grants and loans. However, each grant/loan application **does** have this requirement. (The Annual Credit is exempt from such an approval.)

To assist sponsors in developing applications, the Department offers examples of authorizing resolutions in the Appendix. These may be used to guide preparation of local resolutions for the governing body (city council, board of supervisors, etc.) to authorize grant/loan applications. The examples are illustrative only and are not intended to replace local policies and formats for such resolutions.



Annual Credit

Sponsor Action	Caltrans Aeronautics Action
	Transmit DOA-0007 and DOA-0009 forms to sponsors (annual).
Return DOA-0007 (eligibility certification) to Caltrans. Include DOA-0009 (Annual Credit disbursement) if expending some or all of the Annual Credit.	
	Upon receipt of DOA-0007, confirm eligibility and encumber \$10000 (maximum) for the airport's Annual Credit account.
	Upon receipt of DOA-0009, review request for compliance with laws and regulations.
	Maintain a record of accumulated Annual Credits for each airport.
If desired, request transfer of Annual Credits between eligible airports that the sponsor owns. Caltrans does not have a form for a transfer request, so the request should be in letter format and itemized on DOA-0009.	
	Review and approve/reject sponsor's transfer request. Forward to Accounting office for payment issuance.

Non-NPIAS Airport: Construct a Project with an A&D Grant

Sponsor Action	Caltrans Aeronautics Action	CTC Action
	Transmit CIP forms and instructions to sponsors of Non-NPIAS airports with a request for projects(biennial).	
Prepare CIP. Transmit to Caltrans		
	Compile statewide CIP with requests from airports/ALUCs and RTPA input.	
		Adopt CIP.
	Apply priority matrix and funding constraints to the CIP to select projects for the Aeronautics Program (biennial).	
		Adopt Aeronautics Program.
	Notify airports of the adopted Program.	
	Send forms/instructions to sponsors with a programmed project (annual).	
Return DOA-0007 (eligibility certification) and DOA-0010 (A&D request) to Caltrans.		
	Review request and forward to CTC.	
		Allocate funds.
	Notify sponsor of the allocation and need to work with the Caltrans Airport Engineer to complete project design. Encumber funds for the project.	
Submit plans, specifications and estimates (PS&E) for the project to Caltrans.		
	Approve selection of contractor. Prepare Grant Agreement and send to sponsor.	
Accept/sign Grant Agreement and return to Caltrans.		
	Execute Grant Agreement. Notify sponsor to award contract and start work.	
Begin construction.		

ALUC: Prepare or Update an ALUCP with an A&D Grant

ALUC/Sponsor Action	Caltrans Aeronautics Action	CTC Action
	Transmit CIP forms and instructions to ALUCs (biennial).	
Prepare CIP. Transmit to Caltrans.		
	Compile statewide CIP with requests from airports/ALUCs and RTPA input.	
		Adopt CIP.
	Apply priority matrix and funding constraints to the CIP to select projects for the Aeronautics Program (biennial).	
		Adopt Aeronautics Program.
	Notify ALUCs of the adopted Program.	
	Send forms/instructions to the ALUCs with a programmed ALUCP (annual).	
Return DOA-0010 (A&D request) to Caltrans.		
	Review work plan specifications. Recommend changes. Notify ALUC to initiate bidding for a consultant.	
Receive consultant bids. Submit preference to Caltrans.		
	Approve consultant selection. Prepare Grant Agreement and send to ALUC.	
Accept/sign Grant Agreement and return to Caltrans.		
	Execute Grant Agreement. Notify ALUC to award contract and start work.	
Begin work on ALUCP.		

Note: Project is considered complete when the ALUCP is adopted.

If the ALUC prepares the ALUCP with its own staff, the contract steps above are not necessary. However, Caltrans would still approve the ALUC’s work plan for the ALUCP.

NPIAS Airport: Construct a Project with an A&D Grant

Sponsor Action	Caltrans Aeronautics Action	CTC Action
Prepare the ACIP for FAA. Transmit ACIP to FAA and Caltrans (annual).		
	Compile statewide CIP with requests from airports/ALUCs and RTPA input.	
		Adopt CIP.
	Apply priority matrix and funding constraints to the CIP to select projects for the Aeronautics Program (biennial).	
		Adopt Aeronautics Program.
	Notify airports of the adopted Program.	
	Send forms/instructions to sponsors with a programmed project (annual).	
Return DOA-0007 (eligibility certification) and DOA-0010 (A&D request) to Caltrans		
	Review request and forward to CTC.	
		Allocate funds.
	Notify sponsor of the allocation and need to work with the Caltrans Airport Engineer to complete project design. Encumber funds for the project.	
Submit plans, specifications and estimates (PS&E) for the project to Caltrans.		
	Approve contractor selection. Prepare Grant Agreement and send to sponsor.	
Accept/sign Grant Agreement and return to Caltrans		
	Execute Grant Agreement. Notify sponsor to award contract and start work.	
Begin construction.		

NPIAS Airport: AIP Matching Grant

Sponsor Action	Caltrans Aeronautics Action	CTC Action	FAA Action
Prepare ACIP for FAA. Transmit ACIP to FAA and Caltrans (annual).			
	Compile statewide CIP with requests from airports/ALUCs and RTPA input. Submit to CTC (biennial).		
		Adopt CIP.	
		Allocate funds in a set-aside for AIP Matching (annual).	
			Award AIP grants (annual)
Receive AIP grant. Submit DOA-0007 (eligibility certification) and DOA-0012 (AIP Match) to Caltrans with all supporting documentation (listed in Part III on application).			
	Review application. Determine eligibility, verify CIP entry, etc. Encumber AIP Matching funds for the project if funds are available.		
	Prepare Grant Agreement and sent to sponsor.		
Accept/sign Grant Agreement and return to Caltrans.			
	Execute Grant Agreement. Notify sponsor to begin construction.		
Begin construction.			

Airport Loan

Sponsor Action	Caltrans Aeronautics Action
Submit DOA-0007 and form DOA-0020 to Caltrans.	
	Determine project feasibility and fund availability. Reject or approve application.
	Prepare Loan Agreement and send to sponsor. The interest rate for the loan is set at this time. Because the repayment schedule starts when the State warrant for the loan is issued, the sponsor may request that Aeronautics hold a Loan Agreement to better coordinate timing for construction & funding.
Accept/sign Loan Agreement and return to Caltrans.	
	Execute the Loan Agreement Request payment by the State Controller.
Notes on “timing:” The sponsor may construct the project at any time, but Caltrans can guarantee loan funds only after execution of the Loan Agreement.	
	The Caltrans Division of Accounting transmits a payment invoice annually to the sponsor, beginning one year after the State warrant.
Pay interest and principal as per the annual Caltrans invoice and provisions of the Loan Agreement.	

California Environmental Quality Act (CEQA)

For the purposes of this funding manual, the airport sponsor is assumed to be the Lead Agency. The complete description of the CEQA process is available in Appendix C of the CEQA Handbook (links are shown below).

CEQA (Public Resources Code § 21000 *et. Seq.*) requires State and local agencies to identify the significant environmental impacts of their actions and avoid or mitigate those impacts, if feasible. The CEQA Guidelines are the State regulations that explain and interpret the law for the public agencies which administer CEQA.

As a “Responsible Agency” under CEQA, the Division has discretionary approval authority over State funds for airport grants/loans and new/amended airport/heliport permit applications.

For projects with federal involvement and subject to the National Environmental Policy Act, the Federal Aviation Administration’s environmental management policies in FAA Orders 1050.1E and 5050.4A should also be considered.

Chapter 4. Frequently Asked Questions

Question	Answer
1. Do I have to certify my eligibility for the California Aid to Airports Program (CAAP) every year?	Yes. Aeronautics sends the California Aid to Airports Program Certification (Form DOA-0007) annually. The form is also available on the Aeronautics website.
2. Do I have to request disbursement of my Annual Credit every year?	No. Airports may accrue up to \$50,000 over five years in their account. Any funds remaining in the account over \$50,000 revert to the Aeronautics Account. Use the California Aid to Airports Program Annual Funds Request (Form DOA-0009) to request reimbursement for qualified expenses. Annual Credit eligible projects are found in PUC 21681(f) and (g) and Section 4062 of the regulations and are also listed in Appendix 5. These items are also available on the Aeronautics website.
3. Can I use my Annual Credit for the local match to an AIP grant?	Yes. Annual Credits can be used as part or all of the local match for a federal AIP grant. The Annual Credit may be used in conjunction with a State AIP Matching grant, too.
4. Can I use my Annual Credit for the local match to an A&D grant?	No. State law expressly prohibits using the Annual Credit for the local match to an A&D grant.
5. When can I apply for an AIP Matching grant?	As soon as the public entity receives and signs the FAA grant offer, apply immediately to the State. To be eligible, sponsor must apply for and receive the matching grant agreement before starting the project.
6. How long does it take to get an AIP Matching Grant?	If funding is available immediately and the grant application is complete (CIP, CEQA, AIP grant, etc.), Aeronautics generally issues the Grant Agreement within 3 to 4 weeks.
7. How do I get paid for an AIP Matching grant?	Once the public entity submits the pay request (either Form 271 or ECHO report) to FAA and receives the subsequent payment, it may request State matching. If this is a progress payment, a 10% retention will be withheld by Aeronautics until the project is finished and completely paid by the FAA.
8. Whom do I contact regarding my A&D project?	Contact the Division of Aeronautics Engineer who will be assigned to you once the

California Department of Transportation
State Dollars for Your Airport

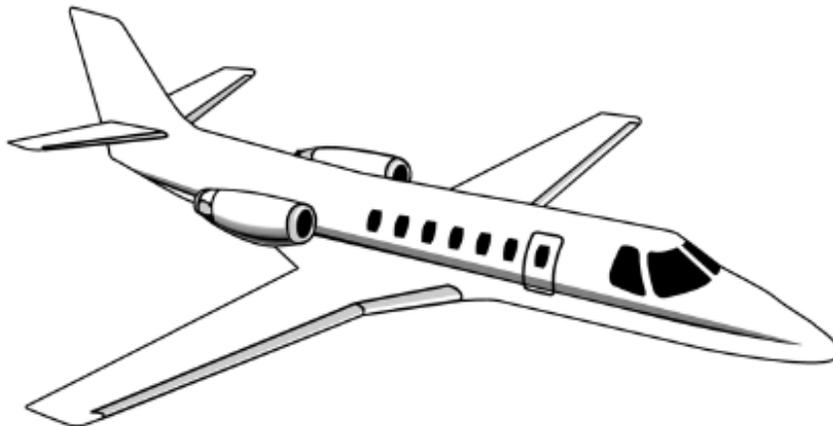
Question	Answer
	California Transportation Commission (CTC) allocates funds for your project.
9. How does an ALUC apply for a grant to prepare an ALUCP?	At the start of each Capital Improvement Plan (CIP) cycle, Aeronautics provides each ALUC with application forms. After review of the CIP applications by the regional transportation planning agencies and the CTC, the Department will select airport projects and ALUCPs in accordance with a rating matrix and the availability of funds. Chapter 5 includes an ALUCP-grant flowchart called "Processes."
10. How long does it take to get a loan?	From the time a complete application package is received, 2 to 3 months will pass before the State Controller issues a warrant for the project. Approvals are longer when environmental documentation is incomplete and/or the project's economic feasibility is not immediately apparent. Note: Aeronautics will "hold" approval of the sponsor's request to accommodate the construction schedule.
11. What is the current interest rate for loans?	A loan's interest rate is equal to the State General Obligation (GO) bond sale which occurs prior to Caltrans' approval of the loan. That interest rate applies for the full term of the Loan Agreement. The interest rate on the State's GO bonds varies with the State's credit rating and the overall bond market.
12. What is the maximum term for a loan?	17 years.
13. How can I get additional information about airport grants and loans?	Visit the Caltrans Aeronautics website or call (916) 654-4959. Federal grants FAA (Southern CA) Phone: (310) 725-3608 FAA (Northern CA) Phone: (650) 876-2778

Chapter 5. Forms

Forms for the Division of Aeronautics Grants and Loans Program are listed below:

- [California Aid to Airports Program \(CAAP\) Certification](#) (Form DOA-0007)
- [CAAP Annual Credit Disbursement Request](#) (DOA-0009)
- [Acquisition and Development \(A&D\) Grant – Application](#) (DOA_0010)
- [State Matching Grant for FAA Airport Improvement Program – Application](#) (DOA-0012)
- [Airport Development Loan – Application](#) (DOA-0013)
- [Matching Funds Loan – Application](#) (DOA-0019)
- [Revenue Generating Loan – Application](#) (DOA-0020) and Checklist for Economic Feasibility (on page 2 of Form DOA-0020)

Note: All forms are available on the Division of Aeronautics website in the Grants and Loans area.



From: [Ryan, Belinda](#)
To: [Kerry Fenton](#)
Subject: FW: Village Mobile Home Park Comcast Agreement Ready for Signing!
Date: Thursday, February 4, 2021 11:06:02 AM
Attachments: [Village Mobile Home Park - Renewal Amendment Final Sales Order Renewal Amendment v10.pdf](#)

Hi Kerry,

Our new software automated system may have sent the amendment to your Trash Folder! So I am attaching it here. Comcast is now offering a revenue sharing program as compensation. To enable the Board see where the community is now in the revenue sharing tables I have listed below the current Penetration levels. As these increase so does the revenue that the Association will receive in quarterly payments from Comcast.

Basic Service Penetration Level (TV Video) – 23%
Internet Service Penetration Level – 70%
CDV (Telephone) Penetration level – 13%

In this time of distancing, if it assists the Board, I can send the Amendment for digital signing using DocuSign. I will just need the President's name and email address and I will copy you in this process.

Kindly

Belinda

Belinda Ryan (she/her)

Account Executive - CA Region

XFINITY Communities™

Better Service. Better Entertainment. Better Living.

California Region 3055 Comcast Place Livermore CA 94551

(925) 953-3064 *cell*

belinda_ryan@cable.comcast.com

About us: <http://www.comcast.com/multifamily>

From: noreply@salesforce.com <noreply@salesforce.com> **On Behalf Of** Belinda Ryan

Sent: Thursday, February 4, 2021 10:51 AM

To: kfenton@santamariaairport.com; Ryan, Belinda <Belinda_Ryan@cable.comcast.com>

Subject: Village Mobile Home Park Comcast Agreement Ready for Signing!



Dear Kerry Fenton,

Please find attached the Comcast Agreement Amendment for the Board review and signature. Please download and have signed the attached Agreement, and then email it back to the email address shown below before March 20, 2021.

Thanks,
Belinda Ryan
belinda_ryan@cable.comcast.com



AMENDMENT TO SERVICES AGREEMENT

THIS AMENDMENT TO SERVICES AGREEMENT (the "Amendment") is made and entered into this 1st day of March, 2021 (the "Effective Date") by and between Comcast of Santa Maria, LLC (the "Company") and Santa Maria Public Airport District (the "Owner") who owns or has control over certain real property located at 4000 South Blosser Road, Santa Maria, California 93455 and known as Village Mobile Home Park (the "Premises"). The Owner and the Company are parties to that certain Services Agreement dated September 8, 2016 (the "Agreement"). Capitalized terms used herein without definition shall have the meanings assigned to them in the Agreement.

The parties agree to amend the Agreement as follows:

1. The term of the Agreement is hereby extended for an additional 5 years (the "Initial Renewal Period") commencing on the Effective Date. Thereafter, the Agreement shall automatically renew for additional one (1) year periods (each, an "Additional Renewal Period" and together with the Initial Renewal Period, the "Renewal Term") unless either party gives the other notice of non-renewal at least 60 days prior to the end of the then current Renewal Term.

2. Section 15 of the Agreement is hereby deleted in its entirety and replaced by the following:

15. INTENTIONALLY DELETED

3. The Marketing Support Addendum attached hereto is hereby added to the Agreement as Exhibit D.

4. Except as specifically modified hereby, the Agreement shall remain in full force and effect in accordance with its terms.

5. Each party represents to the other that the person signing on its behalf has the legal right and authority to execute, enter into and bind such party to the commitments and obligations set forth herein.

[SIGNATURES APPEAR ON THE NEXT PAGE.]

IN WITNESS WHEREOF, the parties have caused this Amendment to be executed by their duly authorized representatives as of the date first written above.

OWNER:

Santa Maria Public Airport District

By: _____

Name: _____

Title: _____

COMPANY

Comcast of Santa Maria, LLC.

By: _____

Name: Keith Turner

Title: Regional Vice President, Sales and Marketing

EXHIBIT_D

MARKETING SUPPORT ADDENDUM Video, HSI and CDV

THIS MARKETING SUPPORT ADDENDUM (the "Marketing Support Addendum") is made and entered into on March 1, 2021, by and between Comcast of Santa Maria, LLC. (the "Company"), and Santa Maria Public Airport District (the "Owner") who owns or has control over certain real estate and improvements thereon located at 4000 South Blosser Road, Santa Maria CA 93455 (the "Premises"), consisting of 96 residential units. This Marketing Support Addendum supplements that certain Services Agreement dated September 8, 2016 by and between the Owner and the Company (the "Agreement"). All undefined terms used herein shall have the same meaning ascribed to them in the Agreement.

1. Definitions.

a) Multi-Channel Video Service Revenue. The term "Multi-Channel Video Service Revenue" means the monthly recurring subscription revenue received from the residents for the Company's basic tiers of service (the "Basic Service") delivered to residents at the Premises in accordance with the terms of the Agreement, exclusive of pay per view events, video on demand, premium channel subscription revenue, equipment charges, taxes, franchise fees and any charges passed through to or imposed by any governmental authority.

b) Internet Service Revenue. The term "Internet Service Revenue" means the monthly recurring revenue received from the residents for the residential Comcast High Speed Internet service ("Internet Service") delivered to residents at the Premises in accordance with the terms of the Agreement, exclusive of equipment charges, taxes, franchise fees and any charges passed through to or imposed by any governmental authority.

c) CDV Service Revenue. The term "CDV Service Revenue" means the monthly recurring revenue received from the residents for the residential Comcast Digital Voice service ("CDV Service") delivered to residents at the Premises in accordance with the terms of the Agreement, exclusive of equipment charges, taxes, franchise fees and any charges passed through to or imposed by any governmental authority.

d) Basic Service Penetration Level. The term "Basic Service Penetration Level" means the percentage figure derived by dividing the total number of residential units subscribing to the Basic Service at the Premises by the total number of residential units at the Premises.

e) Internet Service Penetration Level. The term "Internet Service Penetration Level" means the percentage figure derived by dividing the total number of residential units subscribing to the Internet Service at the Premises by the total number of residential units at the Premises.

f) DV Service Penetration Level. The term "CDV Service Penetration Level" means the percentage figure derived by dividing the total number of residential units subscribing to the CDV Service at the Premises by the total number of residential units at the Premises.

g) Marketed Services and Type of Marketing Support. For the purposes of this Agreement, the Marketed Services and type of Marketing Support shall consist of the following:

Marketed Services	Type of Support
All services offered by the Company at the Premises.	Exclusive

2. Marketing Support. The Owner shall provide Marketing Support to the Company for the Marketed Services. “Marketing Support” shall include, but not be limited to, the Owner’s presentation of the Company’s marketing materials for the Services to existing and prospective tenants during the initial presentation of rental units and at lease signings, and to existing tenants who are not subscribers to the Services. Marketing materials may include, at the Company’s discretion, brochures, channel lineups , service descriptions, and information regarding prices and special offers. All marketing materials shall be provided by the Company .

3. Website Link The Company shall have the right in its sole discretion to approve any trademark/logo of the Company used by the Owner on the Owner’s website (“Website”), its placement within the Website, and the use of any statements or claims in connection with such trademark/logo or the Company’s products and services on the Website. All uses of the Company’s trademark/logo made by the Owner shall inure to the benefit of the Company. The Owner shall not copy or capture any portion of the Company’s website or any of its content within frames on the Website, or otherwise present or display the Company’s website content or represent the Company’s website as the Owner’s in any manner. The Owner shall ensure that the link from the Website to the Company’s website connects the visitor to the Company’s website unencumbered in any manner.

4. Marketing Support Fee. In exchange for the Marketing Support during the term of the Agreement, the Company agrees to pay the Owner, within 45 days following the end of each calendar quarter commencing on the date provided above, a percentage of the:
 - a) Multi-Channel Video Service Revenue
 - b) Internet Service Revenue
 - c) CDV Service Revenue

in accordance with the Basic Service, Internet Service and CDV Service Penetration Levels set forth in the tables below:

BASIC SERVICE MARKETING SUPPORT COMPENSATION SCHEDULE		
BASIC SERVICE PENETRATION LEVEL EQUAL TO OR GREATER THAN:	AN D LESS THAN:	% OF MULTI-CHANNEL VIDEO SERVICE REVENUE PAID
0%	25%	0%
25%	30%	1%
30%	35%	2%
35%	40%	3%
40%	60%	4%
60%	100%	5%

INTERNET SERVICE MARKETING SUPPORT COMPENSATION SCHEDULE		
INTERNET SERVICE PENETRATION LEVEL EQUAL TO OR GREATER THAN:	AN D LESS THAN:	% OF INTERNET SERVICE REVENUE PAID
0%	25%	0%
25%	45%	1%
45%	55%	2%
55%	65%	3%
65%	75%	4%
75%	100%	5%

CDV SERVICE MARKETING SUPPORT COMPENSATION SCHEDULE		
CDV SERVICE PENETRATION LEVEL EQUAL TO OR GREATER THAN:	AN D LESS THAN:	% OF CDV SERVICE REVENUE PAID
0%	25%	0%
25%	30%	1%
30%	35%	2%
35%	40%	3%
40%	60%	4%
60%	100%	5%

5. Termination of Marketing Support Fee. In the event the Owner markets services similar to or the same as the exclusively Marketed Services of another service provider offering broadband service to the Premises, it shall be deemed a default under this Marketing Support Addendum. The Company shall provide written notice of such default and the Owner shall have 10 days to cure such default. If the Owner fails to cure such default within such 10 day period then no Marketing Support Fee shall be due the Owner for that calendar quarter or for any subsequent calendar

quarter(s) until such default is cured to the Company's reasonable satisfaction and the Owner has taken appropriate measures to ensure that such default will not recur. In the event that the Owner is in default of this Marketing Support Addendum twice in a calendar year or for 2 or more consecutive calendar quarters, then, in addition to any remedies which the Company may have in law or in equity, the Company shall have the right, at its sole discretion, to terminate this Marketing Support Addendum. In the event this Marketing Support Addendum is so terminated, the Company shall have the right to continue to provide the Services to individual residents pursuant to contracts between the Company and such residents in accordance with the terms of the Agreement. This Marketing Support Addendum supplements the Agreement. The terms and conditions of the Agreement shall remain in full force and effect, except as modified by this Marketing Support Addendum.

6. Confidentiality. Each party agrees to keep the terms and conditions of this Marketing Support Addendum in strict confidence and shall not divulge any specifics of the same to any third party except current and prospective lenders, purchasers, attorneys, accountants, financial advisors, partners and/or others with a need to know for the Owner or the Company to reasonably conduct its business.

This Marketing Support Addendum supplements the Agreement. The terms and conditions of the Agreement shall remain in full force and effect, except as modified by this Marketing Support Addendum.

OWNER:

WITNESS/ATTEST:

Santa Maria Public Airport District

Name: _____

By: _____
Name: _____
Title: _____

COMPANY

ATTEST:

Comcast of Santa Maria, LLC.

Name: _____

By: _____
Name: Keith Turner
Title: Regional Vice President, Sales and Marketing