

AGENDA ITEM SUMMARY

DATE: 12/3/2012

DEPARTMENT: Legal

DEPT. HEAD SIGNATURE: _____

SUBJECT:

Friedman Memorial Airport Authority ("FMAA") Meeting

AUTHORITY: ID Code _____ IAR _____ City Ordinance/Code _____
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

I just reviewed the FMAA agenda and packet for the FMAA meeting scheduled for December 3, 2012. I am attaching the agenda, the meeting brief and Attachments Nos. 1, 2, 3 and 7. I will address three items on the agenda.

First, under Unfinished Business (§ III(A)(6)), the FMAA will discuss the Airport Alternatives Technical Analysis. The Airport Manager states that he anticipates conversations and/or meetings with the FAA in the next few weeks to determine the appropriate path going forward. The Airport Manager states that it is critical to obtain guidance from the FMAA board so staff can effectively represent FMAA. I would urge the Mayor and Council to discuss this request. Attachment Nos. 1 and 2 are related to this agenda item. Attachment No. 1 is the Hailey Mayor's letter dated November 14, 2012 to Carol Suomi. Attachment No. 2 is the Bellevue Mayor's letter dated November 20, 2012 to Carol Suomi.

Second, under Unfinished Business (§ III(B)), the FMAA will review a proposed quitclaim deed which will transfer four relatively small parcels presently titled in the name of the Blaine County Airport Commission to the Friedman Memorial Airport Authority. See Attachment No. 3. The exhibit attached to the quitclaim deed refers to parcel Nos. 4, 5, 6 and 10. For your information, Parcel Nos. 5, 6 and 10 are generally located at the northwest portion of the airport. I am not sure where Parcel 4 is located.

Third, under New Business (§ V(A)), the FMAA will review a proposed Instrument Procedures Feasibility Study Scope of Work. See Attachment No. 7. I thought the Council would like to be aware of this proposed study.

I did not see anything else on the agenda, the meeting brief or any attachment which I feel should be discussed during the City Council meeting. If you want access to the entire FMAA packet, please go to www.flyfma.com and click onto FMAA Meetings & Agendas.

Ned

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS: Caselle # _____
Budget Line Item # _____ YTD Line Item Balance \$ _____
Estimated Hours Spent to Date: _____ Estimated Completion Date: _____
Staff Contact: _____ Phone # _____
Comments: _____

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)
____ City Attorney ____ Clerk / Finance Director ____ Engineer ____ Building
____ Library ____ Planning ____ Fire Dept. ____
____ Safety Committee ____ P & Z Commission ____ Police ____
____ Streets ____ Public Works, Parks ____ Mayor ____

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Review and discuss the agenda and meeting brief. If appropriate, direct FMAA representatives on action to be taken at the next FMAA meeting.

FOLLOW-UP REMARKS:

**NOTICE OF A REGULAR MEETING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, December 4, 2012 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room, Hailey, Idaho. The proposed agenda for the meeting is as follows:

**AGENDA
December 4, 2012**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Chairman Report
 - a. District 26 State Legislators Update DISCUSSION
 - 2. Blaine County Report DISCUSSION
 - 3. City of Hailey Report DISCUSSION
 - 4. Airport Manager Report
 - a. USCTA Policy Board Meeting - January 2013 DISCUSSION
 - b. Network USA 2013 - March 2013 DISCUSSION
 - 5. Communications Director Report
 - a. Coffee Talk DISCUSSION
 - b. Airport Tour DISCUSSION
 - 6. Existing Site
 - a. Board Guidance to Staff on Alternatives Technical Analysis – Attachments #1, #2 DISCUSS/DIRECT/ACTION
 - 7. Retain/Improve/Develop Air Service
 - a. FSVA Report DISCUSS/DIRECT ACTION
 - B. Joint Powers Agreement Property Transfer Update – Attachment #3 DISCUSS/DIRECT/ACTION
 - C. FMAA Bylaws – Attachment #4 DISCUSS/DIRECT/ACTION
 - D. Legal Counsel Request for Qualification (RFQ) – Attachment #5 DISCUSS/DIRECT/ACTION
 - E. Surplus Property Disposition DISCUSS/DIRECT/ACTION
- IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. November 6, 2012 Regular Meeting - Attachment #6 ACTION
- V. NEW BUSINESS**
 - A. Instrument Procedures Feasibility Study Proposal – Attachment #7 ACTION
 - B. January 2013 Meeting Date ACTION
 - C. Snow Removal Equipment Acquisition – Attachment #8 ACTION
- VI. AIRPORT STAFF BRIEF**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #9 - #11
 - D. Review Correspondence – Attachment #12
 - E. Fly Sun Valley Alliance Update – Attachments #13, #14
 - F. Airport Weather Interruptions
 - G. Operations Brief
- VII. PUBLIC COMMENT**
- VIII. EXECUTIVE SESSION - I.C. §67- 2345 (1)(a)**
- IX. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 786-4856 OR WRITING TO P.O. BOX 923, HAILEY, IDAHO 83333.

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Chairman Report

a. District 26 State Legislators Update

BOARD ACTION: 1. Discussion

2. Blaine County Report

This item is on the agenda to permit a County report if appropriate.

BOARD ACTION: 1. Discussion

3. City of Hailey Report

This item is on the agenda to permit a City report if appropriate.

BOARD ACTION: 1. Discussion

4. Airport Manager Report

a. USCTA Policy Board Meeting - January 2013

BOARD ACTION: 1. Discussion

b. Network USA 2013 - March 2013

BOARD ACTION: 1. Discussion

5. Communications Director Report

a. Coffee Talk

BOARD ACTION: 1. Discussion

b. Airport Tour

BOARD ACTION: 1. Discussion

6. Existing Site

**a. Board Guidance to Staff on Alternatives
Technical Analysis – Attachments #1, #2**

Preliminary comments were received from the Board following last month's meeting and have been incorporated into the document. We are

still waiting for comments from the FAA, after which the document will be finalized. The FAA has met to discuss the report internally and Seattle ADO personnel have briefed the new Northwest Mountain Region Division Manager, Sarah Dalton, on the history and current situation at FMAA. Ms. Dalton plans to contact the Airport Manager soon to discuss the situation. FAA has indicated that they plan to discuss the situation at FMA with FAA Headquarters soon.

Attachment #1 was retrieved from the City of Hailey website November 19th. Attachment #2 was read into the record during the Blaine County Board of Commissioners Regular Meeting November 27th.

Next steps in this process are dependent on direction from the Board. We anticipate conversations and/or meetings with the FAA will take place in the coming weeks to determine the appropriate path forward. Board guidance to Staff is critical at this time. Guidance will enable Staff and the Consultant team to effectively represent the Authority and maneuver thru the FAA process.

BOARD ACTION: 1. Discuss/direct/action

7. Retain/Improve/Develop Air Service

a. FSVA Report

This item is on the agenda to permit a report if appropriate.

BOARD ACTION: 1. Discuss/direct

B. Joint Powers Agreement Property Transfer Update – Attachment #3

Attachment #3 is the Quitclaim Deed from the FMAA, as successor in interest to the Blaine County Airport Commission, to the FMAA. At the December meeting, pursuant to Idaho Code Section 67-2322, the Board must make a finding that the transfer is in the "best interest of the public" prior to authorizing the Chair's execution of the Deed.

BOARD ACTION: 1. Make a finding that the transfer is in the "best interest of the public".
2. Authorize Chair execution of the Quitclaim Deed

C. FMAA Bylaws – Attachment #4

As you know, during the last two regular Board meetings, the FMAA has worked on improving and revising the Authority's Bylaws. During the November discussion several possible edits were evaluated by the Board. A new edited version of the Draft Amended and Restated Bylaws, based on the November discussion, was not available as this packet was distributed. Attachment #4 will be sent to the Board and

placed on the Website when it becomes available.

BOARD ACTION: 1. Discuss/direct/action

D. Legal Counsel Request for Qualification (RFQ) – Attachment #5

Attachment #5 is a Legal Notice requesting Information Related to Provision of Legal Services for the Friedman Memorial Airport Authority. The request will be published in the Mountain Express, November 14, 21, 28 and December 5th. Since the due date for submittals is mid-month December, it is certainly appropriate for the Board to discuss a selection process. In past processes, the Board has selected a committee to do the "heavy lifting" related to the selection process and to then report back to the Board with a selection recommendation.

BOARD ACTION: 1. Discuss/direct/action

E. Surplus Property Disposition

In November, Staff conducted a closed-bid auction for surplus airport property (equipment). Property that was disposed of resulted in \$3675.04 in revenue. Three significant items did not sell. The 1989 John Deere Loader (\$25,000 Reserve), the 1988 GMC C-30 Service Truck (\$1000.00 Reserve) and the Tiger Manufacturing Loader Attachment (\$750.00 Reserve). Staff proposes that the Loader and Truck now be advertised as for sale at a fixed price/OBO, and that the Loader Attachment be sold by a dealership on a consignment basis, since it is specific to a certain brand and model of loader.

BOARD ACTION: 1. Discuss/direct/action

IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. November 6, 2012 Regular Meeting – Attachment #6

BOARD ACTION: 1. Action

V. NEW BUSINESS

A. Instrument Procedures Feasibility Study Proposal – Attachment #7

At the November meeting, the Airport Manager briefed the Board on the possibility of having Spohnheimer Consulting take an independent look at the feasibility of improving instrument procedures at FMA. Spohnheimer Consulting is led by Nelson Spohnheimer, a former FAA employee and expert on instrument approach procedures who is familiar with the challenges faced at FMA. This effort would include a site visit and intensive study effort by Mr. Spohnheimer and his team, during which they would evaluate various alternatives, considering both ground-based and satellite-based procedures. Following this effort, they will prepare a

report detailing the options they feel are realistic, which will be extremely valuable to make decisions about what can be done to improve the approach situation for our airport.

In an effort to minimize Staff commitments in support of this effort, T-O will coordinate and manage Spohnheimer Consulting through this effort. A Draft Scope of Work for these services is included as Attachment #7. Funding for this planning project was not specifically discussed during the FY 13 Budget process; however it is part of, and expenses will come out of the ALP Planning Process – AIP Project (not eligible) line item.

Staff seeks Board authorization to complete negotiations for Consultant Services/ Scope of Work and associated fees and for the Chair to sign/execute appropriate documents once Staff and Legal Counsel review is complete.

BOARD ACTION: 1. Action

B. January 2013 Meeting Date

The next scheduled FMAA regular meeting is January 1st, New Year's Day. Chairman Bowman is suggesting that January 8th is an appropriate date for the January regular board meeting. Please check your 2013 calendar and be prepared to select an appropriate meeting date.

BOARD ACTION: 1. Action

C. Snow Removal Equipment Acquisition – Attachment #8

The recent Operational Specifications Approval for CRJ 700 regional jets at the airport will bring some new snow removal challenges. To safely operate, Regional Jets require the runway and airfield environment to be extraordinarily free from snow and ice contamination. In order to accomplish this, Staff has determined that an additional snow broom will be necessary. Additionally, this piece of equipment will serve to enhance the expeditious mitigation of snow events at the airport, thereby reducing the time during which all aircraft are unable to utilize FMA, due to inadequate surface conditions.

FMAA has been presented with a unique opportunity to acquire an additional snow broom. Idaho Falls Regional Airport recently completed a bid process for the exact type of equipment needed, and the Authority is able to "piggy-back" on this acquisition under Idaho law. This will allow us to avoid the costs and time associated with the bidding process. As the Board may recall, several airports have taken advantage of this acquisition method on several, recent FMAA equipment acquisitions.

The price for this piece of equipment will be \$463,563.00, with some additional fees for engineering assistance for award, delivery and grant administration. The federal Disadvantaged Business Enterprise (DBE) rules have also changed recently, and an update to our DBE plan and goals is necessary – these services will also be provided

by T-O Engineers. . By comparison, when FMAA executed AIP 34, which included the acquisition of our first Snow Broom, the final acquisition price was \$563,230.00, which did not include additional Engineer and Legal fees related to the difficult bid process presented by FAA and State equipment acquisition rules and regulations. The opportunity to "piggy back" on the Idaho Falls bid eliminates the bid process and should present significant savings, of money and time.

This project was included in the FY 13 Budget process and expenses will come from the appropriate line item. Staff proposes to acquire this equipment using AIP Entitlement funds and requests Board approval to move forward with a grant application and contracting with T-O to begin the acquisition as soon as possible, in order to take delivery of the equipment before next winter.

Attachment #8 is a proposed Scope of Work from T-O Engineers for their services related to this effort. Staff is requesting Board authorization to complete negotiations for consultant services, to submit the Grant Application, to secure appropriate City of Hailey and Blaine County supporting resolutions and Board Chair to sign/execute appropriate documents after appropriate Staff and legal Counsel review.

BOARD ACTION: 1. Action

VI. AIRPORT STAFF BRIEF

A. Noise Complaints:

| LOCATION | DATE | TIME | AIRCRAFT TYPE | INCIDENT DESCRIPTION | ACTION TAKEN |
|------------|-------|---------|---------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Chantrelle | 11/6 | 3:35am | Twin Prop | Late Operation | This was a Life Flight aircraft. Ops Chief spoke with caller. |
| Bellevue | 11/21 | 10:20am | Stage III Jet | Low Approach over Bellevue | Research demonstrated the aircraft conducted an appropriate approach to the airport, at an appropriate altitude. Ops Chief left msg w/caller |

B. Parking Lot Update

The Car Park Gross/Net Revenues

| Month | FY 2011 Gross | FY 2011 Net | FY 2012 Gross | FY 2012 Net | FY 2013 Gross | FY 2013 Net |
|---------|---------------|-------------|---------------|-------------|---------------|-------------|
| October | \$16,970.35 | \$7,726.28 | \$15,101.36 | \$6,231.09 | \$15,892.00 | \$6,554.90 |

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #9 - #11

Attachment #9 is Friedman Memorial Airport Profit & Loss Budget vs. Actual through September 2012. Attachment #10 is 2001 - 2012 ATCT Traffic Operations data comparison by month. Attachment #11 is 2012 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

| September 2011/2012 | | |
|-------------------------------------------|-----------------------|----------------|
| Total Non-Federal Revenue | September, 2012 | \$146,862.55 |
| *Total Non-Federal Revenue | September, 2011 | \$217,325.61 |
| | | |
| Total Non-Federal Revenue | FY '12 thru September | \$2,084,804.43 |
| Total Non-Federal Revenue | FY '11 thru September | \$2,102,056.24 |
| | | |
| **Total Non-Federal Expenses | September, 2012 | \$247,397.90 |
| Total Non-Federal Expenses | September, 2011 | \$118,512.12 |
| | | |
| Total Non-Federal Expenses | FY '12 thru September | \$1,941,163.60 |
| Total Non-Federal Expenses | FY '11 thru September | \$1,795,494.84 |
| | | |
| ***Net Income to include Federal Programs | FY '12 thru September | \$-244,479.96 |
| ***Net Income to include Federal Programs | FY '11 thru September | \$-123,077.46 |

* Difference in Non-Federal Revenue includes \$70,000 Rent Equalization Rosenberg Hangar Donation

** Difference in Non-Federal Expenses includes Terminal Carpet \$83,796.73

*** Difference in net income is non-AIP studies related to the replacement airport project.

D. Review Correspondence - Attachment #12

Attachment #12 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #13, #14

Attachment #13 is the October 8, 2012 Fly Sun Valley Alliance Meeting Minutes.

Attachment #14 is the November 12, 2012 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions

November, 2012

| Airline | Flight Cancellations | Flight Diversions |
|-------------|----------------------|-------------------|
| Horizon Air | 0 | 0 |
| SkyWest | 2-Wx, 1 Mech | 5-Wx |

Wx: Weather

Mech: Mechanical

NOTE: Horizon Airlines has suspended SUN service until the winter season.
SkyWest will commence bussing for diverted flights on Nov. 1

G. Operations Brief

In November, Staff conducted a Request For Proposal process for the purpose of acquiring another operations vehicle – "Mini-Truck." Unfortunately, only one proposal was received. Subsequent inquiry has revealed that two other proposals may be possible, if the process were conducted over again. Therefore, Staff will be conducting this RFP process again, in order to complete a more comprehensive and hopefully successful RFP process.

VII. PUBLIC COMMENT

VIII. EXECUTIVE SESSION - I.C. §67- 2345 (1)(a)

IX. ADJOURNMENT

November 14, 2012

Federal; Aviation Administration
c/o Carol Suomi, Manager
Seattle Airports Division
1601 Lind Ave., S.W., Suite 250
Renton, WA 98056-398

Re: City of Hailey Response to T-O Engineers, Airport Alternatives Technical Analysis (Friedman Memorial Airport)

Dear Ms. Suomi:

The City of Hailey has received and has considered the T-O Engineers' Airport Alternatives Technical Analysis (Report). The Report outlines seven (7) different airport layout alternatives. At this point, the City is not sure what, if any, response the Federal Aviation Administration (FAA) desires with respect to the Report, but the City does have some preliminary comment.

With respect to the alternatives presented to the FAA under the Report, the City could not support alternatives one (1) through five (5) for the following reasons:

1. Alternatives one (1) through four (4) cannot be constructed and completed to provide a runway safety area as of December 31, 2015, as Congressionally required under 14 CFR part 139.
2. The City remains interested in a "dual path" solution to the creation of a new airport to service our area. In the long term, the "dual path" envisions a new airport to be built away from any town or urban area in Blaine County. To move towards this goal, it is essential that the FAA lift the stay on the EIS process. If the stay on the EIS process was imposed because of concerns about existing site selection, then the City would like the FAA, or the FMAA, to move forward identifying new sites.
3. In the short and medium term, the other part of the "dual path" is to make the existing site as safe as possible while, at the same time, improving existing service reliability. In proceeding with short and medium term plans, the City is interested in solutions that can be accommodated inside of the so-called "existing fence." In other words, the City's strong preference would be not to expand the existing borders of the Airport. These solutions should be

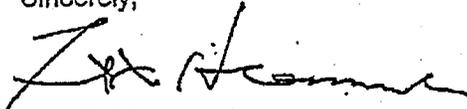
Carol Suomi
November 14, 2012
Page 2

considered and scrutinized after being presented under an Airport Layout Plan and further Master Planning

To summarize, reviewing site alternatives for the existing site is nothing new to the City of Hailey or to the Blaine County community. Speaking on behalf of the City of Hailey, many of the options presented in the Report have been previously rejected by our community leaders and by our citizens and, therefore, should not be worthy of any further consideration by the FAA.

Thank you for your consideration of these very important matters.

Sincerely,



Fritz X. Haemmerle
Mayor

cc: Hailey City Council
Friedman Memorial Airport Authority



CITY OF BELLEVUE

website:bellevueidaho.us

115 East Pine, P.O. Box 825; Bellevue, ID 83313
208-788-5351 • 208-788-2128 • Fax 208-788-2092

November 20, 2012

Federal; Aviation Administration
c/o Carol Suomi, Manager
Seattle Airports Division
1601 Lind Ave., S.W., Suite 250
Renton, Wa. 98056-398

Re: City of Bellevue response to T-O Engineers Alternatives Technical Analysis – November 2012

Dear Ms. Suomi:

The City of Bellevue has received the November 2012, T-O Engineers Alternatives Technical Analysis. After reviewing the document and options, the City of Bellevue finds that the options pose potential impacts on the quality of life, safety and health of the citizens of Bellevue, as well as negative impacts on land values for developed and non developed properties. These impacts are of great concern and cannot be supported.

The City respectfully reiterates its request and position, that safety / reliability enhancements and improvements to the Friedman Airport should be conducted / constructed within the existing fenced area and that no expansion outside of the existing fenced area be allowed.

As Mayor of the City of Bellevue, and speaking in behalf of the Council and citizens, the need to relocate a new airport away from Halley and Bellevue is the direction and goal that needs to be diligently pursued by the FAA / FMAA. The stay on the EIS must be lifted to allow for the search and studies of new sites that can accomplish the necessary goal of relocating the airport.

We appreciate your hearing and allowance of our comments and recommendations and are confident a solution for this critical issue will become a reality through good planning.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christopher Koch', is written over a printed name.

Mayor Christopher Koch

RECORDING REQUESTED BY AND AFTER RECORDING RETURN TO:

Barry J. Luboviski, Esq.
Luboviski, Wygle & Fallowfield, P.A.
P.O. Box 1172
Ketchum, ID 83340-1172

(Space above this line for Recorder's use only)

QUITCLAIM DEED

FOR VALUE RECEIVED, the Friedman Memorial Airport Authority, as successor in interest to the Blaine County Airport Commission, (hereinafter referred to as "Grantor"), does hereby convey, release, remise and forever quitclaim unto the FRIEDMAN MEMORIAL AIRPORT AUTHORITY, a political subdivision of the State of Idaho, whose address is P.O. Box 929, Hailey, Idaho 83333 (hereinafter referred to as "Grantee"), all right title and interest which Grantor now has or may hereafter acquire in that certain real property located in Blaine County, Idaho, and more particularly described as follows:

See Exhibit "A" attached hereto and incorporated herein.

To have and to hold the said premises and their appurtenances unto the said Grantee and to its successors and assigns forever, but without warranty or representation whatsoever.

DATED this ____ day of December, 2012.

"GRANTOR"

Friedman Memorial Airport Authority

Tom Bowman, Chairman

QUITCLAIM DEED/1

#4 Walker

A parcel of land in the SW1/4SW1/4 of Section 10, Township 2 North, Range 18 East of the Boise Meridian in Blaine County, Idaho, more particularly described as follows:

Commencing at the southwest corner of said Section 10 and running thence S89°30'30"E along the southerly boundary of said Section 10 for 82.02 feet, more or less, to a point on the southerly corporate limits of the City of Hailey and being the REAL POINT OF BEGINNING; thence N60°55'00"E along said corporate limits for 582.25 feet; thence S29°00'00"E for 253.92 feet, more or less, to the northerly right-of-way boundary of State Highway 93, said point is a point of curvature of a 1081.74 foot radius curve to the left, the chord to which bears S84°28'27"W for 632.98 feet; thence along the highway right-of-way on said curve for 642.38 feet, more or less, to the intersection of the highway right-of-way with the southerly boundary of said Section 10; thence N89°30'30"W along the southerly boundary of said Section 10 for the 1.90 feet, more or less, to the REAL POINT OF BEGINNING.

The above described parcel contains 1.24 acres, more or less.

#5 Sorensen

Commencing at the Section Corner common to Sections 9, 10, 15 and 16, T.2N., R.18E., B.M., City of Hailey, Blaine County, Idaho, which is marked by a brass cap on an iron pipe; thence S86°01'13"E, 291.42 feet to an iron pin, which marks the present Northwesterly corner of the Friedman Memorial Airport property, and the Northeast Corner of Friedman Park Subdivision; thence S31°59'10"E, 187.48 feet along the boundary line common to the said airport property and Friedman Park Subdivision, to an iron pin which marks the REAL POINT OF BEGINNING;

Thence along the present airport boundary on the following courses and distances to iron pins: S51°45'45"E, 165.94 feet; S42°39'35"E, 282.10 feet; S26°57'20"E, 724.70 feet; S63°37'31"W, 58.00 feet; Thence departing from the airport boundary; S63°37'31"W, 116.83 feet to an iron pin; Thence along the Easterly boundary of the Friedman Park Subdivision on the following courses and distances to iron pins; N31°15'00"W, 439.01 feet; N12°23'15"W, 278.22 feet; N30°41'10"W, 377.78 feet; N12°00'20"W, 63.24 feet to the REAL POINT OF BEGINNING; Comprising 3.88524 acres.

EXHIBIT
A

#6 Stewart

Commencing at the Section Corner common to Sections 9, 10, 15 and 16, T.2N., R.18E., B.M., City of Hailey, Blaine County, Idaho, which is marked by a brass cap on an iron pipe; thence S86°01'13"E, 291.42 feet to an iron pin, which marks the present Northwestern corner of the Friedman Memorial Airport property, and the Northeast corner of Friedman Park Subdivision; thence S31°59'10"E, 187.48 feet along a boundary line common to the present Westerly airport boundary and the Easterly boundary of the Friedman Park Subdivision, to an iron pin; thence along the Easterly boundary line of the Friedman Park Subdivision on the following courses and distances to iron pins; S12°00'20"E, 63.24 feet; S30°41'10"E, 377.78 feet; S12°23'15"E, 278.22 feet; S31°15'00"E, 439.01 feet; N63°37'31"E, 116.83 feet to an iron pin which marks the REAL POINT OF BEGINNING;

Thence S28°58'49"E, 1,686.58 feet along the present Westerly Boundary Line of the airport to an iron pin;

Thence S89°42'30"W, 271.81 feet to an iron pin;

Thence along the following courses and distances to iron pins; N46°09'55"W, 175.27 feet; N30°51'15"W, 396.78 feet; N16°41'50"W, 492.92 feet; N26°36'15"W, 518.94 feet; N63°37'31"E, 177.00 feet to the REAL POINT OF BEGINNING;

Comprising 9.06363 acres.

#10 Stewart

Commencing at the Section Corner common to Sections 9, 10, 15, and 16, T.2N., R.18E., B.M., City of Hailey, Blaine County, Idaho, which is marked by a brass cap on an iron pipe; thence S86°01'13"E, 291.42 feet to an iron pin, which marks the present Northwestern corner of the Friedman Memorial Airport property, and the Northeast corner of Friedman Park Subdivision; thence S31°59'10"E, 187.48 feet along a boundary line common to the present Westerly airport boundary and the Easterly boundary of the Friedman Park Subdivision, to an iron pin; thence along the Easterly boundary line of the Friedman Park Subdivision which is also along the Westerly boundary line of the Friedman Memorial Airport, on the following courses and distances to iron pins; S12°00'20"E, 63.24 feet; S30°41'10"E, 377.78 feet; S12°23'15"E, 278.22 feet; S31°15'00"E, 439.01 feet; S63°37'31"W, 60.17 feet; S26°36'15"E, 518.94 feet; S16°41'50"E, 492.92 feet; S30°51'15"E, 396.78 feet to an iron pin which marks the REAL POINT OF BEGINNING;

Thence S46°09'55"E, 175.27 feet to an iron pin, which iron pin lies N89°42'30"E, 1,538.82 feet from the West $\frac{1}{2}$ corner of said Section 15, and lies S89°42'30"W, 1,131.25 feet from the center of said Section 15;

Thence S89°42'30"W, 25.82 feet along the E-W centerline of said Section 15, to an iron pin;

Thence N39°37'20"W, 157.76 feet to the REAL POINT OF BEGINNING;

Comprising 0.03616 acres.

EXHIBIT A

Friedman Memorial Airport (SUN)
Hailey, Idaho
Instrument Procedures Feasibility Study
*****DRAFT*** Scope of Work**
November 27, 2012

Sponsors: City of Hailey and Blaine County, Idaho

Consultant: T-O Engineers, Inc.

INTRODUCTION

The Friedman Memorial Airport Authority (FMAA) remains committed to providing reliable service for both commercial airlines and general aviation users of the Friedman Memorial Airport (SUN). A primary factor impacting reliability of the airport is the ability of aircraft operators to access the airport during times of Instrument Meteorological Conditions (IMC). During IMC, instrument approach and departure procedures are critical to user access. Currently there are three published instrument approach procedures available at SUN. Due to the surrounding terrain, existing approach minimums are high. As a result of the approach minima, reliability, or the ability of aircraft to access the airport during IMC, is greatly decreased.

According to the *Draft Friedman Memorial Replacement Airport Environmental Impact Statement*¹, during winter months, approximately 22 percent of commercial flights and an unknown number of GA flights are diverted to other airports because they are unable to land at SUN. Commercial flights are primarily diverted to Boise Airport (BOI) or the Magic Valley Regional Airport (TWF) in Twin Falls, Idaho. During these diversions, passengers are typically transferred to a bus and bussed to SUN. Drive time from BOI to SUN is approximately 2.5 hours and from TWF to SUN is approximately 1.75 hours, when road conditions are good.

FAA Flight Procedures Office has stated that instrument approach minima cannot be improved at the existing site at this time. Previous independent analysis indicated that some improvement to reliability could be made but further investigation is necessary to verify what level of improvement is possible. This Instrument Procedures Feasibility Study serves as further investigation to better quantify instrument procedure improvements at SUN. Assisting in this effort will be Spohnheimer Consulting. The Spohnheimer team consists of former FAA Navigation and Flight Procedures Specialists with years of experience developing creative instrument procedure solutions in challenging environments.

T-O Engineers (consultant), in cooperation with Spohnheimer Consulting, proposes the following Scope of Work to FMAA in order to assist the Authority understand what instrument procedures improvements may be feasible at the airport.

¹ EIS Purpose and Need/Alternatives Working Paper – July 2008



This Scope of Work (SOW) is divided into the following elements:

Schedule

Study Elements

- Element 1 – Study Design
- Element 2 – Project Management
- Element 3 – Instrument Procedures Feasibility Analysis
- Element 4 – Documentation

Following is a brief description of each element, its associated sub-tasks and deliverables that are proposed to complete the project.

SCHEDULE

Following is a tentative schedule for this effort. This schedule is subject to change, depending on Scope of Work and Agreement approval, availability of information provided by others and other factors.

| | |
|-----------------------------|-------------------------------------------------------|
| Week of December 17, 2012 – | Project kick-off teleconference |
| Week of February 11, 2013 – | Team 2 day onsite visit |
| March 25, 2013 – | Draft narrative report submittal |
| April 2, 2013 – | Project update to FMAA Board at Regular Board Meeting |
| April 19, 2013 – | Final report submittal |

STUDY ELEMENTS

Element 1: Study Design

This element will initiate activities for this feasibility study, in particular to develop the SOW, fee estimate, Professional Services Agreement, contract negotiation and project schedule.

A detailed SOW and project schedule are important to guide the project through subsequent phases. Design of the study includes development of a comprehensive SOW, definition of effort necessary to accomplish the work scope and the preparation of a realistic work effort and cost estimates for completing the work.

1.1 Scope of Work/Fee

This element includes preparation of a draft SOW, coordination with Spohnheimer Consulting and FMAA to refine the scope, development of a project schedule and preparation of the final SOW and fee. Tasks in this element include:

- Develop scope of work that describes the project and required tasks.
- Coordination with Spohnheimer Consulting and airport staff during the Scope development process.
- Revisions to the Scope of Work, based on comments received from airport staff and FMAA. As the fee for this project does not include federal funds, approval of the SOW and fee by the FAA will not be necessary.



Element Deliverables:

- Electronic files of the initial and modified draft SOW(s), fee estimate, and project schedule.
- Electronic copy of the final version of the SOW, fee estimate and project schedule.

Element Cost Assumptions:

- Develop SOW, fee estimate, and project schedule. and conduct contract negotiation.
- Additional individual coordination with Spohnheimer Consulting and airport staff via telephone and email is included.

1.2 Agreement

Consultant shall prepare a Professional Services Agreement(s) for services to be provided under the approved SOW.

Element Deliverables:

- Hardcopy agreements to consist of one (1) paper copies of the final approved version of the SOW, fee estimate, project schedule, and one (1) copy of the executed contract for airport records.

Element Cost Assumptions:

- Time to develop Professional Services Agreement(s).
- Included in this element are services related to coordination and negotiation with Spohnheimer Consulting for a subconsultant agreement and a Professional Services Agreement with FMAA. Negotiations with Spohnheimer Consulting and FMAA will be conducted by email and/or telephone.

Element 2: Project Management

This element will provide appropriate direction and management for the study throughout its duration. Tasks include management of the project team; internal and external communication; quality control; and budget tracking.

2.1 Project Management

This element is an on-going process throughout the project that includes developing an internal structure for project processes and communication with the project team. Project management duties include:

- Initiate communication and coordination with the project team.
- Initiate project activities.
- Ensure communication and coordination both internally and externally as needed throughout the project.
- Quality control of work products prior to submission to FMAA.

Deliverables:

- Copies of the schedule and project plan will be provided to FMAA as required.



Element Cost Assumptions:

- Two hours per month by the PM over an assumed period of two months, dedicated specifically to management and control of the project.
- Regular communication with team members through telephone calls and emails as needed.

2.2 Team Coordination and Communication

Regular team coordination and communication throughout the project will be critical. Anticipated activities under this task include:

- Prepare for and participate in a project kick-off teleconference with airport staff and Spohnheimer Consulting. The purpose of this call will be to discuss the goals of the study, schedule and other pertinent elements of the effort. Participation is expected to include T-O Project Manager, Spohnheimer Consulting Project Manager, and airport staff.
- Regular email and telephone communication with the airport staff and Spohnheimer Consulting as needed to address specific issues and coordinate various aspects of the project.
- One (1) in person project update to the FMAA Board by the T-O Project Manager.

Deliverables:

- Status reports (via email) and one (1) in person update to the FMAA Board.

Element Cost Assumptions:

- Time for team coordination and travel expenses for attendance at one (1) FMAA Board meeting to provide a project update to the Board.

Element 3: Instrument Procedures Feasibility Analysis

The purpose of this element will be to analyze the ability of SUN to achieve satellite-based and/or ground-based Special or Standard Instrument Approach Procedures with minima notably better than existing procedures. If ground-based procedures are feasible, propose ground infrastructure required with rough order-of-magnitude costs for procurement, installation, procedures development, and commissioning flight inspection.

This element will include the following tasks:

- T-O will gather and provide previously conducted instrument approach analyses and other applicable information, such as mapping, to Spohnheimer Consulting to assist in the analysis.
- One (1) team onsite visit. A total of four (4) team members including the T-O Project Manager and three (3) Spohnheimer Consulting team members will make an onsite visit to SUN. The purpose of the visit will be to view the airport environs first hand and discuss with airport staff past instrument procedures issues and solutions. Every effort at creative procedures and navigation aids application will be considered.

Deliverables:

- None. Efforts from this element will result in a narrative report and graphics discussed in Element 4 below.



Element Cost Assumptions:

- One (1) team onsite visit. A total of four (4) team members including the T-O Project Manager and three (3) Spohnheimer Consulting team members will make a visit to SUN.
- Team coordination time.

Element 4: Documentation

This element includes the development of a concise narrative report documenting team findings and making conclusions and recommendations for instrument procedure improvements at SUN. Prepare necessary graphics depicting existing constraints, instrument procedure deficiencies and potential new procedure improvements. A draft narrative report will be produced following the team onsite visit described in Element 3.

Deliverables:

- Necessary graphics depicting existing constraints and proposed instrument procedure improvements.
- One (1) hard copy and one (1) electronic copy of a concise narrative report documenting the team's findings and making conclusions and recommendations for instrument procedure improvements.

Element Cost Assumptions:

- Time and materials to prepare necessary graphics.
- Time and materials to produce a concise narrative report.

**Exhibit B - Fee Schedule
Friedman Memorial Airport (SUN) - Instrument Procedures Feasibility Study**

11-27-2012

| Element # | Element Description | Project Principal \$155 | | Project Manager \$140 | | Engineer \$110 | | Technician \$70 | | Administrative \$50 | | Direct Costs | | Total | |
|----------------------|-------------------------------------------------|-------------------------|--------|-----------------------|----------|----------------|--------|-----------------|--------|---------------------|------|--------------|------|-------|----------|
| | | Hours | Cost | Hours | Cost | Hours | Cost | Hours | Cost | Hours | Cost | Hours | Cost | Hours | Cost |
| T-O ENGINEERS | | | | | | | | | | | | | | | |
| 1 | STUDY DESIGN | | | | | | | | | | | | | | |
| 1.1 | Develop Scope of Work and Fee | 0.5 | 77.50 | 4.0 | 560.00 | | | | | | | | | 4.5 | 637.50 |
| 1.2 | Negotiation | 0.5 | 77.50 | 1.0 | 140.00 | | | | | | | | | 1.5 | 217.50 |
| 1.3 | Develop Agreement | | | 2.0 | 280.00 | | | | | | | | | | 280.00 |
| 2 | PROJECT MANAGEMENT | | | | | | | | | | | | | | |
| 2.1 | Project Management | | | 4.0 | 560.00 | | | | | | | | | 4.0 | 560.00 |
| 2.2 | Team Coordination and Communication | | | 6.0 | 840.00 | | | | | | | | | 6.0 | 840.00 |
| 2.2 | Airport Board Update (T-O PM) | | | 8.0 | 1,120.00 | | | | | | | | | 8.0 | 1,120.00 |
| 3 | INSTRUMENT APPROACH FEASIBILITY ANALYSIS | | | | | | | | | | | | | | |
| 3.1 | Instrument Approach Feasibility Analysis | | | 4.0 | 560.00 | 2.0 | 220.00 | | | | | | | 6.0 | 780.00 |
| 3.2 | Onsite Visit (T-O PM) | | | 16.0 | 2,240.00 | | | | | | | | | 16.0 | 2,240.00 |
| 4 | DOCUMENTATION | | | | | | | | | | | | | | |
| 4.1 | Develop Project Documentation (inc. graphics) | 1.0 | 155.00 | 3.0 | 420.00 | | | 6.0 | 420.00 | | | | | | 885.00 |
| 5 | EXPENSES | | | | | | | | | | | | | | |
| 5.1 | Graphics Materials | | | | | | | | | | | 100.00 | | | 100.00 |
| 5.2 | Narrative Report Materials | | | | | | | | | | | 100.00 | | | 100.00 |
| 5.3 | Travel Expenses | | | | | | | | | | | 300.00 | | | 300.00 |
| | Rental Car | | | | | | | | | | | 250.00 | | | 250.00 |
| | Lodging | | | | | | | | | | | 80.00 | | | 80.00 |
| | Meals | | | | | | | | | | | | | | 0.00 |
| | TOTAL | 2.0 | 310.00 | 48.0 | 6,720.00 | 2.0 | 220.00 | 6.0 | 420.00 | 0.0 | 0.00 | 0.00 | | 58.0 | 8,420.00 |

SPOHNHEIMER CONSULTING
Labor (lump sum)
Travel (lump sum)

Subtotal 14,000.00
TOTAL 25,920.00

PROPOSAL
Friedman Memorial Airport (KSUN)
Instrument Procedures Feasibility Study

Background

KSUN is situated in challenging terrain for instrument approach procedures and ground-based nav aids signal-in-space performance. The FAA has studied this environment repeatedly, and to date standard solutions have not resulted in significant improvements to the existing procedures, which provide minima as shown in the Table. Although expectations for significant improvements are quite low, the recent FAA decision to discontinue planning support for a new airport once again makes a diligent study worthwhile, with special emphasis on creative (e.g., multi-facility) solutions.

| Existing Procedure | Use | Minima (Field Elevation 5313) |
|---------------------------|------------|--------------------------------------|
| NDB/DME or GPS-A | Public | 8000 - 5 (Circling only, CAT D N/A) |
| RNAV (GPS) W RWY 31 | Public | 7080 - 1 ¼ to 7080 - 3 (CAT D N/A) |
| RNAV (RNP) Y RWY 31 | Special | 6264 - 3 (CAT D N/A) |

Scope

Prepare a feasibility report for KSUN on achieving satellite-based and/or ground-based Special or Standard Instrument Approach Procedures with minima notably better than existing procedures. If ground-based procedures are feasible, propose ground infrastructure required with rough order-of-magnitude costs for procurement, installation, procedures development, and commissioning flight inspection.

Methodology

Spohnheimer Consulting will convene a team of three persons (Nelson Spohnheimer and Dave Moehring (Navigation Engineers), John Chapman (Flight Procedures)) at the Friedman Memorial Airport and its environs during a 2-day trip. Every effort at creative procedures and navigation aids application will be considered. Following the trip, a report will be produced documenting the team findings and making conclusions and recommendations.

Cost

Costs will be billed on an hourly basis, not-to-exceed \$14,000, *plus actual travel expenses*. (For winter schedule, travel costs are estimated at \$3500.) This provides up to approximately 25 hours for post-trip work and report preparation as needed.

Schedule

Trip completion - November through February, 2012-2013; Report Completion - with 5 weeks after trip

AGENDA ITEM SUMMARY

DATE: 12/3/2012

DEPARTMENT: Legal

DEPT. HEAD SIGNATURE: _____

SUBJECT:

Parking Ordinance Amendment (Chapter 10)

AUTHORITY: ID Code _____ IAR _____ City Ordinance/Code _____
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

I am enclosing a proposed ordinance amending Chapter 10 of the Hailey Municipal Code. This ordinance 1) prohibits parking on planting strips, 2) prohibits parking in excess of 12 hours on Woodside Boulevard, and 3) establishes a parking ticket procedure.

I believe the planting strip parking prohibition is relatively straightforward.

The mayor has asked that I draft a maximum 12 hour parking restriction on Woodside Boulevard so there can be a debate on this restriction.

The parking ticket procedure is a significant revision to our parking code. The procedure is tailored after the Boise City procedure. The key to this ordinance is that if the operator does not pay a penalty in advance, then the police can issue an infraction ticket. If an infraction ticket is served on an alleged offender, the offender can require the state to prove that the person was responsible for the parking violation. I believe this system will ensure due process.

Please note that I have suggested different penalties for the various violations based on my perception of the culpability of each offense. In addition, I have suggested penalties which are less than a court imposed penalty. If an individual is found guilty of a parking violation, the Idaho Infraction Rules provide that the fine will be \$46.50. In effort to reduce the number of court case, I have suggested penalties which are less than any court imposed fine.

Ned

| | | |
|----------------------------------------------------------|--|----------------------------------|
| <u>FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS</u> | | Caselle # _____ |
| Budget Line Item # _____ | | YTD Line Item Balance \$ _____ |
| Estimated Hours Spent to Date: _____ | | Estimated Completion Date: _____ |
| Staff Contact: _____ | | Phone # _____ |
| Comments: _____ | | |

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)

| | | | |
|----------------------|------------------------------|----------------|--------------|
| ___ City Attorney | ___ Clerk / Finance Director | ___ Engineer | ___ Building |
| ___ Library | ___ Planning | ___ Fire Dept. | ___ _____ |
| ___ Safety Committee | ___ P & Z Commission | ___ Police | ___ _____ |
| ___ Streets | ___ Public Works, Parks | ___ Mayor | ___ _____ |

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Discuss the proposed ordinance and if appropriate, make a motion to adopt Ordinance ___ and authorize the mayor to conduct the first reading by title only.

FOLLOW-UP REMARKS:

HAILEY ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING SECTION 10.08.020 OF THE HAILEY MUNICIPAL CODE, TO ADD THE DEFINITION OF PLANTING STRIP; AMENDING SECTION 10.08.040 TO PROHIBIT PARKING ON A PLANTING STRIP AND PARKING IN EXCESS OF TWELVE HOURS ON WOODSIDE BOULEVARD; AMENDING SECTION 10.08.060(A) TO ALLOW A VEHICLE, TRAILER OR CAMPER TO BE IMPOUNDED; AMENDING SECTION 10.08.070 TO ESTABLISH A PARKING TICKET PROCEDURE AND TO ESTABLISH PENALTIES FOR VIOLATIONS OF CHAPTER 10.08 OF THE HAILEY MUNICIPAL CODE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS ORDINANCE.

WHEREAS, the City of Hailey has adopted parking regulations for public rights-of-way and public parking lots;

WHEREAS, the City of Hailey has limited parking within designated parking spaces, established maximum parking times and prohibited parking on sidewalks and bicycle paths;

WHEREAS, the City of Hailey wishes to prohibit parking on planting strips, to authorize impoundment of such parked vehicles and to establish effective enforcement of the parking regulations set forth in Chapter 10.08 of the Hailey Municipal Code; and

WHEREAS, the City of Hailey believes a parking ticket procedure as implemented in other municipalities will further the public health, safety and welfare of its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF HAILEY, IDAHO, AS FOLLOWS:

Section 1. Section 10.08.020 of the Hailey Municipal Code is amended by addition of the definition "Planting Strip," as follows:

"Planting Strip" shall mean that area for vegetative growth such as grass, bushes or trees, or for non-vegetative cover such as bark, gravel and similar materials, located between any curb and public sidewalk within the City of Hailey and within a city or state right-of-way, regardless whether the right-of-way has been dedicated, granted by deed, easement or license, or created by implied or prescriptive easement. For the purpose of this definition, Planting Strip shall not include improved driveways which traverse a Planting Strip, provided the improved driveway has been installed as part of public infrastructure project or has received an encroachment permit pursuant to Chapter 12.16 of the Hailey Municipal Code.

Section 2. Section 10.08.040 of the Hailey Municipal Code is amended by addition of new subsections 10.08.040(L) and (M), as follows:

L. Planting Strip Restrictions. It shall be unlawful for any person to park a motorized vehicle or non-motorized vehicle, trailer or camper on or over any portion of a Planting Strip.

M. Woodside Boulevard Restrictions. It shall be unlawful for any person to park a motorized vehicle or non-motorized vehicle, trailer or camper on Woodside Boulevard for a continuous period of time of twelve (12) hours or more.

Section 3. Section 10.08.060(A) of the Hailey Municipal Code is amended by addition of the underlined language, as follows:

A. Members of the Hailey police department are authorized to remove or have removed a vehicle, trailer or camper from a Right-of-Way to a place designated by the police department or otherwise maintained by the City of Hailey, when such vehicle, trailer or camper is parked in violation of Section 10.08.040(D) and (L) of the Hailey Municipal Code.

Section 4. Section 10.08.070 of the Hailey Municipal Code is amended by the repeal of Section 10.08.070 of the Hailey Municipal Code and by the addition of new Section 10.08.070, as follows:

10.08.070 Violations-Penalties.

A. It shall be the duty of the Hailey Police Department, upon observing a vehicle stopping, standing or parking in violation of the provisions of this Chapter, to leave upon such vehicle a separate parking ticket providing notice for each posted time limit that such vehicle has been parked or stopped in violation of the provisions of this Chapter. At a minimum, each parking ticket shall state the 1) date and hour of leaving the parking ticket on the vehicle, 2) the make of the vehicle, 3) the license number of the vehicle, 4) a general description of the violation, 5) the specific municipal code section violated and 6) the fine attributable to violation. The parking ticket shall instruct the owner or operator of the vehicle to report to the Hailey Clerk's Office.

B. In order to eliminate burdening courts with violations of this Chapter and to eliminate, to the extent possible, public inconvenience, each person receiving a parking ticket under this Section 10.08.070 left upon the vehicle operated by the person shall pay a fine and/or a penalty or be subject to infraction penalties in accordance with the following provisions:

1. Within twenty-one (21) days of the date of the parking ticket, the person operating the vehicle shall pay to the Hailey Clerk's Office in full satisfaction of such violation, the fine indicated in the following fee schedule:

| | |
|-------------------------------------------------------|---------|
| 10.08.040(B) 15 minute and 2 hour parking restriction | \$20.00 |
| 10.08.040(C) Night-time parking restriction | \$25.00 |
| 10.08.040(D) Winter-time parking restriction | \$35.00 |
| 10.08.040(E) City parking lot restriction | \$20.00 |
| 10.08.040(F) Access parking restriction | \$30.00 |

| | | |
|--------------|---------------------------------------|---------|
| 10.08.040(G) | Fire hydrant parking restriction | \$35.00 |
| 10.08.040(H) | Main Street parking restriction | \$20.00 |
| 10.08.040(I) | Parking line restriction | \$20.00 |
| 10.08.040(J) | Designated parking space restriction | \$20.00 |
| 10.08.040(K) | Sidewalk and bicycle path restriction | \$35.00 |
| 10.08.040(L) | Planting Strip restriction | \$35.00 |
| 10.08.040(M) | Woodside Boulevard restriction | \$30.00 |

2. If the parking ticket has not been paid within the twenty-one (21) days of the date of the parking ticket, the person receiving a parking ticket shall pay to the Hailey Clerk's Office within sixty (60) days of the date of the parking ticket the fine indicated in Section 10.08.070(B)(1) and an additional fifteen dollars (\$15.00) for each parking ticket left upon the vehicle operated by the person. The additional fifteen dollars (\$15.00) is deemed necessary to defray administrative and clerical expenses. The failure of any operator to report and/or make such payments to the Hailey Clerk's Office within the times prescribed herein shall render the owner or operator thereof subject to the penalties as provided in Section 10.08.070(D).

C. If a vehicle is found stopped, standing or parked in any manner in violation of the provisions of this Chapter and the identity of the operator cannot be determined, the owner or person or entity in whose name the vehicle is registered or the named lessee in a rental or lease agreement of the vehicle shall be prima facie evidence of the person or entity responsible for the violation of the provisions of this Chapter.

D. Any owner or operator who shall stand, stop or park a vehicle in violation of the provisions of this Chapter is guilty of an infraction. The administrative procedure for payment of parking tickets for violations is set forth in Sections 10.08.070(A) and (B). In the event of nonpayment in accordance with the administrative procedure described in Sections 10.08.070(A) and (B), an infraction citation or complaint may be filed in the magistrate division of the district court for a parking violation or for failure to pay a parking penalty. A person or entity who pleads guilty or is found guilty of such an infraction shall be fined the fixed penalty and court costs set forth in the Idaho Infraction Rules for parking infractions and failure to pay parking infractions.

Section 5. Severability Clause. If any section, paragraph, sentence or provision hereof or the application thereof to any particular circumstances shall ever be held invalid or unenforceable, such holding shall not affect the remainder hereof, which shall continue in full force and effect and applicable to all circumstances to which it may validly apply.

Section 6. Repealer Clause. All Ordinances or parts thereof in conflict herewith are hereby repealed and rescinded.

Section 7. Effective Date. This Ordinance shall be in full force and effect after its passage, approval and publication according to law.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL and approved by the Mayor this _____ day of _____, 2012.

Fritz X. Haemmerle, Mayor

ATTEST:

Mary Cone, City Clerk

Publish: Idaho Mountain Express _____, 2012

AGENDA ITEM SUMMARY

DATE: 12/03/2012 DEPARTMENT: PW/Grants DEPT. HEAD SIGNATURE: HD

SUBJECT:

Woodside Boulevard Reconstruction:
• Consideration of Substantial Completion

AUTHORITY: ID Code _____ IAR _____ City Ordinance/Code _____
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

Action Item – Decision to approve or deny substantial completion as of October 20, 2012

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)

| | | | | | |
|--------------------------|--------------------|--------------------------|----------------------|--------------------------|--------------------|
| X | City Administrator | <input type="checkbox"/> | Library | <input type="checkbox"/> | Benefits Committee |
| X | City Attorney | X | Mayor | <input type="checkbox"/> | Streets |
| <input type="checkbox"/> | City Clerk | <input type="checkbox"/> | Planning | X | Treasurer |
| <input type="checkbox"/> | Building | <input type="checkbox"/> | Police | <input type="checkbox"/> | _____ |
| X | Engineer | X | Grants Administrator | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | Fire Dept. | <input type="checkbox"/> | P & Z Commission | <input type="checkbox"/> | _____ |

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Motion to approve or deny substantial completion as of October 20, 2012 for the Woodside Boulevard Project

ACTION OF THE CITY COUNCIL:

Date _____

City Clerk _____

FOLLOW-UP:

*Ord./Res./Agrmt./Order Originals: Record
Copies (all info.): _____
Instrument # _____

*Additional/Exceptional Originals to: _____
Copies (AIS only)

Certificate of Substantial Completion

Project: Woodside Boulevard Reconstruction

Owner: City of Hailey

Owner's Contract No.:

Contract: TDGII-C-07; DTFH61-11-G-00001

Engineer's Project No.: 83-11-020

This tentativedefinitive Certificate of Substantial Completion applies to:

All Work under the Contract Documents: The following specified portions of the Work:

October 20th, 2012

Date of Substantial Completion

The Work to which this Certificate applies has been inspected by authorized representatives of Owner, Contractor, and Engineer, and found to be substantially complete. The Date of Substantial Completion of the Project or portion thereof designated above is hereby declared and is also the date of commencement of applicable warranties required by the Contract Documents, except as stated below.

A tentativedefinitive list of items to be completed or corrected is attached hereto. This list may not be all-inclusive, and the failure to include any items on such list does not alter the responsibility of the Contractor to complete all Work in accordance with the Contract Documents.

The responsibilities between Owner and Contractor for security, operation, safety, maintenance, heat, utilities, insurance and warranties shall be as provided in the Contract Documents except as amended as follows:

Amended Responsibilities

Not Amended

Owner's Amended Responsibilities:

Contractor's Amended Responsibilities:

The following documents are attached to and made part of this Certificate:

Substantial Completion has been granted with the understanding
that the attached Punch-list will be completed prior to Final Completion
and acceptance.

This Certificate does not constitute an acceptance of Work not in accordance with the Contract Documents nor is it a release of Contractor's obligation to complete the Work in accordance with the Contract Documents.



Executed by Engineer

11/2/2012
Date



Accepted by Contractor

11-2-12
Date

Accepted by Owner

Date

