

PUBLIC WORKS & ENVIRONMENTAL COMMITTEE MEETING

Monday, November 6, 2023, 10:00 a.m.

Town Hall or via Zoom

DIAL: +1 646 558 8656 US & INCLUDE THE MEETING ID: 456-920-3798 & PRESS #.

JOIN ONLINE AT: <https://us02web.zoom.us/j/4569203798>.

Committee responsibilities: Buildings/Grounds/Maintenance, Town Park, Recreation, Parking Lots, Infrastructure, Streets & Street Lighting, Storm/Sanitary Sewer, Recycling Operations, Safety Program, Compost Site and Bloomsburg Municipal Airport.

Committee Members: James Garman (Chair), Nick McGaw and Jaclyn Kressler.

Citizens to be heard: Daniel Novick- Market Street bike path.

1. Discussion on the current Market Street bike path per the last Council meeting.
2. Approval of the meeting minutes from 10/3/2023.
3. Discussion of 2024 engineering services.
4. Approval of memorial plaques at the Town Park – Brian Bercher’s request.
 - a. Harry Shuman-Band Shell
 - b. Hervey Smith – Tennis Courts
5. Approval of an Intergovernmental Agreement with Bloomsburg School District regarding recycling services.
6. Review and approval to advertise the amended ordinance for Fort McClure Boulevard specifying the distance from Railroad Street.
7. Review and selection of an airport engineer.
8. Review of the monthly reports.
 - a. Airport.
 - b. Compost.
 - c. Recycling.
9. Update on the airport fuel farm schedule.
10. Update from BJ Teichman regarding her attendance to the conference.
11. Update on the BART trail.
 - a. Schedule.
 - b. Disc golf course will be redesigned by K. Bauman and ready for Spring 2024.
12. Update on parking lots.

Old business:

Compost *site- gate system*.

Next meeting: December 5, 2023.

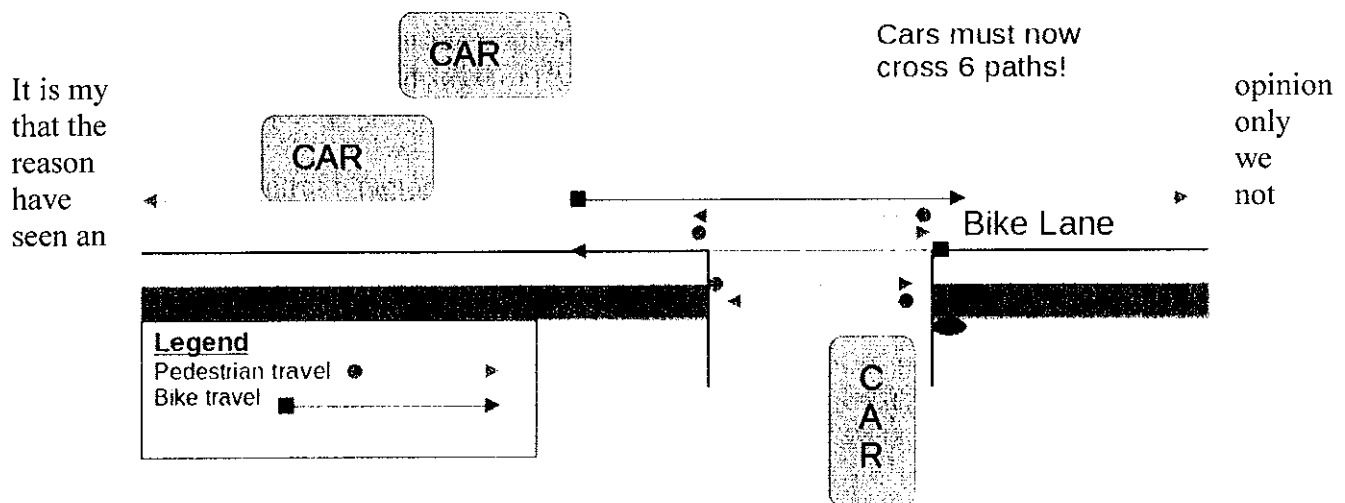
Thank you for agreeing to discuss the Market Street bike lane in this meeting.

While I accept that the town implemented the market street bike lane in an effort to make an improvement, the current design comes with unintended consequences that prevent it from being considered an improvement.

As you are aware by now, with the petitions you have been presented, and the fact that signs now line Market Street, many people have their own reasons for opposing the current design. The reasons that I oppose the current design, and have ceased riding my bike on Market Street are:

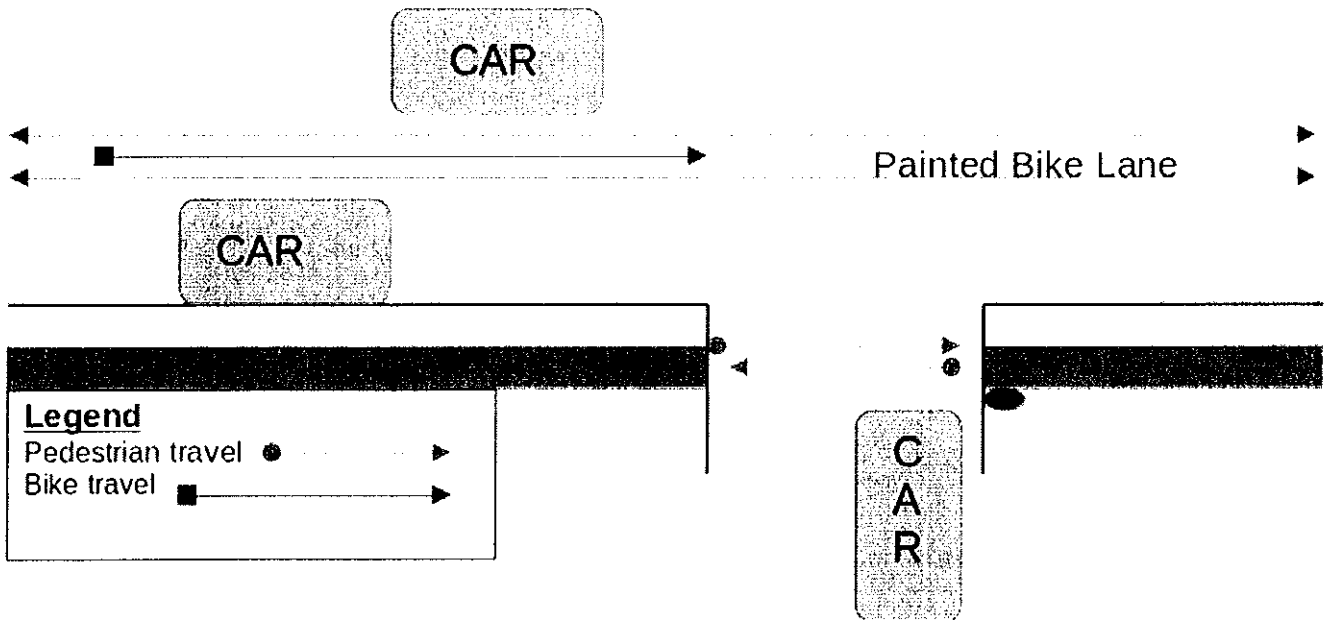
1. The bike lane being placed inside of parked cars has emboldened pedestrians to use the bike lane for walking, pushing strollers, etc instead of the sidewalks. I think we can all agree that pedestrians were safer on the sidewalks. My observation is that the lane gets more pedestrian use than it does bike use.
2. The bike lane requires a motor vehicle operator to monitor a lane of traffic to their right (the bike lane) for 2 way traffic. The current bike lane presents vehicle drivers with a scenario unlike any other in driving. The motor vehicle operator must cross 6 different travel paths, including both fast moving bikes, and slow moving pedestrians. Additionally bikes and pedestrians in the bike lane may be temporarily blocked by parked cars.
3. Pedestrian use of the bike lane likely contributes to the "serious" cyclists choosing to use the road instead of the bike lane so that they can maintain their cadence.

To sum it up, the current design reminds me of the classic video game Frogger. It's not a game that I would normally choose to play as I find it more frustrating than fun, but ever since the bike lane has been placed I play it every day when turning onto or off of Market Street. Here is a representation of the Market Street level, and as you can see it has the potential to be quite challenging.



accident or injury as a result of the bike lane is because of the limited use it has seen to date.

I ask that town council move to end the experiment of the current temporary bike lane, and move forward only when a better design (with a lane outside of parked parked cars, and bike travel only in the same direction as car traffic) is created.



Thank you,
Daniel Novick

Public Works & Environmental Committee Minutes
Tuesday, October 3, 2023, 8:00 a.m.

2-1

The meeting was called to order at 8:04 a.m. in attendance were Council members James Garman, Nick McGaw, Town Manager/Secretary/Treasurer Lisa Dooley, Director of Public Works John Fritz, Airport Coordinator BJ Teichman, Director of Governmental Services Charles Fritz, Director of Code Enforcement Michael Reffeor and Administrative Assistant Christine Meeker. Also in attendance were MJ Mahon, Brady Crawford, a phone number and Jared Harris (8:41 a.m.).

On a motion by N. McGaw, seconded by J. Garman, and voted on unanimously, the Committee approved the Public Works & Environmental Committee minutes from the 9/5/2023 meeting.

Brady Crawford updated the Committee on the status of the BART project. Due to the abundance of rain during the last few weeks, the completion of the project needs to be extended to November 22, 2023. Change order # 2 was reviewed in the increased amount of \$2,099.76 and will be sent to Council for approval. The directional change for the roadway is scheduled for the week of October 16th.

The Committee discussed the establishment of a usage fee for the new dumpster pad in the E. Pine Avenue parking lot. The pad was constructed where two metered parking spaces existed. Revenue from permit sales amounted to \$210 every 6 months.

On a motion by N. McGaw, seconded by J. Garman, and voted on unanimously, the Committee recommends Council approve a usage fee of \$210 per 6-month for the dumpster pad in the E. Pine Avenue parking lot.

On a motion by N. McGaw, seconded by J. Garman, and voted on unanimously, the Committee recommends Council approve an invoice relating to PPL work for the parking lot projects in the amount of \$18,247.63. This expense was budgeted for the project.

On a motion by N. McGaw, seconded by J. Garman, and voted on unanimously, the Committee recommends Council approve a quote from Sokol, Inc. in the amount of \$10,870 to demolish a house through the condemnation process at 405 Millville Road.

On a motion by N. McGaw, seconded by J. Garman, and voted on unanimously, the Committee recommends Council approve change order # 1 regarding the BART in the amount of \$172,174.75 with Mitchell Knorr Contracting to include the pool/dog park area parking lot. Note: this item was approved at the 9/11/2023 Council meeting but without the exact dollar amount.

John Fritz requested \$10,000 in funding for additional street lights. Committee discussed the funding source and whether it would come from the street lighting fund or American rescue funds.

On a motion by N. McGaw, seconded by J. Garman, and voted on unanimously, the Committee recommends Council approve \$10,000 from the street lighting fund for additional lights throughout Town. The light locations will be selected by the Director of Public Works.

The Committee discussed the Airport Task Force and if there is a need to continue meetings. Information regarding the operation of the airport and events are transmitted to all parties by the airport coordinator on a regular basis.

On a motion by N. McGaw, seconded by J. Garman, and voted on unanimously, the Committee recommends future meetings not be pre-scheduled. When needed, the meetings will be scheduled accordingly when new topics surface.

C. Fritz updated the Committee on the compost site gate system. He is waiting on information from PPL, LIVIC Civil and two gate companies.

J. Garman questioned the status of the post office drop boxes that were formally located in the W. Pine Avenue parking lot. L. Dooley stated she had spoken to post office personnel regarding the need for liability insurance to cover any incidents that could occur due to the boxes being on Town property.

Being no further business, a motion to adjourned was made by N. McGaw, seconded by J. Garman, and voted on unanimously, the meeting adjourned at 9:05 a.m.

Notes taken by Christine Meeker and reviewed by Lisa Dooley.

RECYCLING COLLECTIONSERVICES
INTERGOVERNMENTAL AGREEMENT

BETWEEN

BLOOMSBURG AREA SCHOOL DISTRICT

AND

TOWN OF BLOOMSBURG

THIS AGREEMENT is made this ____ day of _____ 2023, by and between Bloomsburg Area School District (hereinafter "BASD"), a Pennsylvania public school having a principle address of 728 E 5th Street, Bloomsburg, PA 17815, and the Town of Bloomsburg (hereinafter the "Town"), a Pennsylvania municipality having a principle address of 301 E. Second Street, Bloomsburg, Pennsylvania, 17815.

WITNESS ETH:

WHEREAS, BASD is a public procurement unit pursuant to Section 1901 of the Commonwealth Procurement Code, 62 P.S. section 1901 ; and,

WHEREAS, the Town, with respect to the services to be performed pursuant to this Agreement, is also a public procurement unit pursuant to Section 1901 of the Commonwealth Procurement Code, 62 P.S. section 1901; and,

WHEREAS, pursuant to Section 1906(b) of the Commonwealth Procurement Code, 62 P.S. section 1906(b), the Town, as a public procurement unit, may provide BASD, as another public procurement unit, with the types of services described above provided that BASD compensates the Town for the expenses of the services in accordance with an agreement between the parties; and

WHEREAS, the Town agrees to collect, accept, process, and market all provided recyclable materials generate from BASD as outlined in this Agreement; and

WHEREAS, the parties mutually desire to enter into this Agreement for the provision of recycling collection services by the Town in exchange for payment by BASD to compensate the Town for the expenses of said services in accordance with Section 1906(b) of the Commonwealth Procurement Code, 62 P.S. section 1906(b);

NOW THEREFORE, in consideration of the mutual promises contained herein, and intending to be legally bound, BASD and the Town agree as follows:

1. Term

This agreement is set forth beginning in the calendar year 2024.

2. Recycling Collection

The Town will provide weekly recycling collection services to the Bloomsburg High, Middle, and Memorial Elementary School buildings. In addition, the Town will provide service to W.W. Evans Elementary School and the District Office locations. The services will be provided throughout the Bloomsburg school calendar year. BASD may ask for a summertime collection as needed.

3. Materials Accepted

The Town will collect the below materials from each building.

- a. Office paper
- b. Steel Cans
- c. Aluminum Cans
- d. Plastic bottles #1 and #2
- e. Mixed Paper (includes magazines, phone books, junk mail and other paper products)
- f. Cardboard (4 dumpsters emptied 1x per week) one each at the High, Middle, Memorial & WW Evans.

4. Consideration

The town shall charge BASD the sum of \$4,975.00 per year for all services provided in accordance with this Agreement. This agreement shall be deemed renewed annually, for a period not to exceed three years of services, by both parties unless acted upon by either party in writing.

IN WITNESS WHEREOF, intending to be legally bound hereby, **BASD** and the Town have caused this Agreement to be executed on their behalf by the undersigned, their duly authorized officers, agents, or signors.

BLOOMSUBRG AREA SCHOOL DISTRICT

TOWN OF BLOOMSBURG

BY: _____

BY: _____

DATE: _____

DATE: _____

WITNESS: _____

WITNESS: _____

SEAL

SEAL

ORDINANCE NO. _____

**AN ORDINANCE AMENDING CHAPTER 15 OF THE CODE OF ORDINANCES OF
THE TOWN OF BLOOMSBURG, § 15-203. ENTITLED “ONE WAY STREETS
ESTABLISHED”**

WHEREAS, the Town of Bloomsburg (the “Town”) enacted Chapter 15 of the Code of Ordinances of the Town of Bloomsburg (the “Code”) which regulates Motor Vehicles and Traffic; and

WHEREAS, the Town enacted § 15-203. of Chapter 15 of the Code which has established certain one-way highways in the Town; and

WHEREAS, the Town desires to amend § 15-203. of Chapter 15 of the Code as set forth herein

AND NOW be it ORDAINED and ENACTED by the Bloomsburg Town Council, as follows:

1. The following shall be added to Subsection 1. of § 15-203 of Chapter 15:

Highway	From	To	Direction of Travel
Fort McClure Boulevard	672 feet from the Westerly side of the intersection of Fort McClure Boulevard and Railroad Street	Driveway Entrance to Streater Field	West and then North

2. The Town of Bloomsburg shall install signage and/or highway markings designating the one-way direction of travel in such locations as it deems appropriate.

3. This Ordinance shall not be enforced nor shall signage and/or highway markings designating this portion of Fort McClure Boulevard as a permanent one-way highway be installed until the Bloomsburg Area River Trail Project has reached the point of completion necessitating one-way travel on Fort McClure Boulevard.

ORDAINED AND ENACTED into law by the Bloomsburg Town Council in lawful session assembled this ____ day of _____, 2023.

Attest:

TOWN OF BLOOMSBURG

Lisa Dooley, Secretary

Justin C. Hummel, Mayor

Please refer to the FAA Advisory Circular for the questions stated in a through k.
FAA Advisory Circular 150/5100-14E Change 1

DELTA	a	b	c	d	e	f	g	h	i	j	k	Total Score	Comments
Lisa	4	4	3	4	3	3	3	3	3	3	3	36	- Only aviation engineer focus, ongoing working relationship with BOA planners, comparable sized clients in PA. - No monthly invoices. Billed only for active projects that are grant funded. Actively provides consulting expertise. - Knew basic funding criteria.
Charles	4	4	4	4	4	4	4	4	4	4	4	44	
BJ	4	4	4	4	4	4	4	4	4	4	4	44	
Combined score	12	12	11	12	11	11	11	11	11	11	11	124	
Average score												41.33	
Greenman													
	a	b	c	d	e	f	g	h	i	j	k	Total Score	
Lisa	2	2	3	2	3	3	3	3	3	3	3	30	- No airport civil engineer on the team, only BOA working relationship on bridge projects. - Every question is billable. - Master site plan wasn't even obtained/ reviewed prior to conference meeting. - Didn't know basic funding criteria.
Charles	3	2	3	3	3	3	4	3	3	4	3	34	
BJ	1	1	1	1	1	1	3	2	1	1	1	14	
Combined score	6	5	7	6	7	7	10	8	7	8	7	78	
Average score												26	
MIMAR													
	a	b	c	d	e	f	g	h	i	j	k	Total Score	
Lisa	4	4	3	3	3	3	3	3	3	3	3	35	- Aviation engineer present however the PA state funding aspect was absent. Has more experience with larger clients. - Every question is billable. - Master site plan wasn't even obtained/ reviewed prior to conference meeting. - Didn't know basic funding criteria.
Charles	4	4	3	4	4	3	4	4	4	4	4	42	
BJ	2	2	3	3	3	2	3	4	3	3	3	31	
Combined score	10	10	9	10	10	8	10	11	10	10	10	108	
Average score												36	
1 = No Experience/ Criteria not met 2 = Minimum Experience/ Criteria met 3 = Average Experience/ Average criteria 4 = Exceptional Experience/ Past Track Record considered Experts in the field.													

In an event of a tied score, the evaluation committee will meet and discuss the best engineering firm to recommend to Committee.

Selection Criteria- FAA Advisory Circular 150/5100-14E Change 1

Capability to perform all or most aspects of the project and recent experience in airport projects
A. comparable to the proposed task (master site plan, goals of Council, etc.).

Key personnel's professional qualifications and experiences and availability for the proposed project; their reputation and professional integrity and competence; and their knowledge of FAA regulations, policies and procedures.
B.

C. Capability to meet schedules or deadlines (based off of prior jobs).

Quality of projects previously undertaken and capability to complete projects without having major cost escalations or overruns.
D.

Qualifications and experience of sub-consultants regularly engaged by the consultant under consideration (proper insurance carried).
E.

F. Capability of a branch office that will do the work to perform independently of the home office or conversely, its capability to obtain necessary support from the home office. The use of geographic location may be a selection criteria provided its application leaves an appropriate number of qualified firms, given the nature and size of the project, to compete for the contract.

G. Ability to furnish qualified inspectors for construction inspection if applicable.

Degree of interest shown in undertaking the project and their familiarity with and proximity to the geographic location of the project.
H.

Capability to incorporate and blend aesthetic and architectural concepts with the project design while accomplishing the basic requirements that transportation facilities be functional, safe, and efficient.
I.

Evidence documenting that the consultant met the DBE goal, or by documenting that it made adequate good faith efforts to meet the DBE goal.
J.

Capability to conduct a value engineering (VE) study for projects that are particularly complex or have unique features.
K.

Recommendations outside of evaluations:

Request someone else to present at public meetings to convey key projects.

Appreciation of when a project goes completely as planned/ no change orders/
finishes as scheduled/ project close out. Engineer reaches out directly to contractor
when things turn south.

If Committee/ Council is not satisfied for design costs ask for a third party
review prior to Council meeting. The cost is fully grant eligible.

Quick results.

Grant experience for portal submissions.

Consistency on the master site plan.

We experienced a Delta engineer member leaving mid year and transition went well.

Delta currently has Selinsgrove, Riverside and Northumberland County.

Please refer to the FAA Advisory Circular for the questions stated in a through k.
FAA Advisory Circular 150/5100-14E Change 1

7-4

	a	b	c	d	e	f	g	h	i	j	k	Total Score	Comments
Delta Airport Consultants 10/25/2023 1:30 p.m.	4	4	3	4	3	3	3	3	2	3	3	36	
Greenman Pedersen, Inc. 10/18/2023 1:00 p.m.	2	2	3	2	3	3	3	3	3	3	3	30	
Mimar Architects 10/20/2023 8 a.m.	4	4	3	3	3	3	3	3	3	3	3	35	
1 = No Experience/ Criteria not met 2 = Minimum Experience/ Criteria met 3 = Average Experience/ Average criteria 4 = Exceptional Experience/ Past Track Record considered Experts in the field.													

In an event of a tied score, the evaluation committee will meet and discuss the best engineering firm to recommend to Committee.

Please refer to the FAA Advisory Circular for the questions stated in a through k.
FAA Advisory Circular 150/5100-14E Change 1

	a	b	c	d	e	f	g	h	i	j	k	Total Score	Comments
Delta	4	4	4	4	4	4	4	4	4	4	4	44	Delta has proven to be knowledgeable and available for any airport related project or concern. Provided prompt and efficient responses and is highly knowledgeable of Federal and State Aviation grants and other funding sources.
Airport Consultants													
10/25/2023													
1:30 p.m.	a	b	c	d	e	f	g	h	i	j	k	Total Score	
Greenman	3	2	3	3	3	3	4	3	3	4	3	34	GPI is a well organized company but is reliant on its sub Rhea for airport knowledge. GPI lacks the airport specific background and clients to provide the level of services needed at N13 when dealing with BOA & FAA grants and reports.
Pedersen, Inc.													
10/18/2023													
1:00 p.m.	a	b	c	d	e	f	g	h	i	j	k	Total Score	
Mimar	4	4	3	4	4	3	4	4	4	4	4	42	Mimar has limited experience with airports our size, most of the projects are for much larger airports. Limited work in PA.
Architects													
10/20/2023													
8 a.m.													
1 = No Experience/ Criteria not met 2 = Minimum Experience/ Criteria met 3 = Average Experience/ Average criteria 4 = Exceptional Experience/ Past Track Record considered Experts in the field.													

In an event of a tied score, the evaluation committee will meet and discuss the best engineering firm to recommend to Committee.

26 Oct. 2023

The following firms, Greenman Pedersen, Inc. Mimar Architects, and Delta Airport Consultants, were interviewed for the purpose of selecting an Airport Engineering Consulting Company to develop, and maintain our Capital Improvement, plan, and provide airport engineering services including managing all of the Federal and State Aviation Grant Funding as well as Multi-modal while working with the PennDOT State Bureau of Aviation (BOA) planners to maximize our National Plan of Integrated Airport Systems (NPAIS) and non- NPIAS grant funding dollars. Airport Improvement Plan (AIP), Non-primary entitlements (NPE), Airport Infrastructure Grants (AIG), Airport Development Program (ADP) grants (safety and non-safety), Capital Budget Grants, and FAA discretionary funding are all examples of grants for which an Airport Engineering Consulting Firm must have an excellent command of how these funds can be applied individually and collectively. This funding is extremely complex. In addition to the grant fund knowledge, it is incumbent on the airport engineers to have a full understanding of the Federal Aviation Administration (FAA), and State Bureau of Aviation (BOA) rules and regulations.

Delta Airport Consultants is the only firm that submitted a request for qualifications (RFQ) that not only meets all of the required FAA Advisory Circular 150/5100-14E Change 1 criteria for selecting an airport engineering firm, but also exceeds the criteria. Of the three candidates, Delta is the only firm that is an Architectural, Engineering, and Planning Consultant Services specifically for Airport Grant Projects. Airports are their area of expertise and their only full-time focus. As such, they bring more experience because they are a one stop shop for the entire Airport Project, from planning to design, up through and including grant management of multiple complex funding sources. Their bench is deep with expertise in aviation compared to the other firms. For 45 years they have solely been dedicated to Airport development, re-development, and other Airport related consulting services throughout the US. In my professional opinion, I highly recommend Delta Airport Consultants, without any reservation, to receive the next 5-year engineering contract with the Town of Bloomsburg for continued work at the Bloomsburg Airport. Five years ago, Delta developed our Airport Master Plan, they are intimately knowledgeable of our current airport needs, long term planning, and grant management and grant assistance to obtain these goals. As such, costs can be saved because of the familiarity and continuity of being part of the original development and implementation of our projects as well as the many discussions and planning sessions for which they have participated in with the BOA on our behalf.

The following 2 pages summarize information from all three firms based on their interviews and other research done speaking with airport managers, and other aviation experts in the industry.

*Respectfully Submitted
B.J. Suchman, MS
Airport Coordinator, TOB*

1. Delta Airport Consultants:

- a. Airport Engineering Firm
- b. Are listed on the 2022-2023 / BOA Airport Consulting List
- c. 45 years have been providing airport consulting
- d. Only firm to list in their presentation JACIP & Dedicated Airport Funding Programs that their firm works with and assists sponsors with on a regular basis. They have a dedicated employee for that role alone.
- e. Only firm to list in their presentation alternative funding sources.
- f. Delta's entire Team will work on the Capital Improvement Plan
 - i. 11 of Delta's 59 employees are dedicated to N13 /
 - ii. Rettew works with Delta on a regular basis at other airports and understands the needs for Stormwater, Erosion & Sedimentation Control
 1. Floodplain and Land Dev. Permitting
- g. Accustomed to working with General Aviation Airports our size.
- h. Routinely work with PennDOT BOA planners and grants on airports our size.
- i. Attend Pennsylvania State Conferences regularly to keep apprised up updates and changes.
- j. 20 Pilots in their organization / understanding airport needs.

Delta - general comments:

- Developed our Master Site Plan
- Has worked with N13 – 8 Years
- Have provided excellent services.
- Continuity of having them continue is valuable asset.
- Have routinely offered expert consulting assistance regardless of whether or not it is an active project. They have done so consistently via email, phone, and attended council meetings without charging for these services. PA 5010 – Obstructions / Flood Wall etc.
- They are well respected in the industry and the general consensus from all the feedback that I have received from other airport managers/sponsors and BOA staff is they get all aspects of a project completed including tracking the funding and submitting the correct paperwork on time.

2. Mimar Architects & Engineers: - Had opportunity request our Master Site Plan and Did NOT

- a. **Not** listed as an airport engineering consulting firm.
- b. Not listed on the 2022-2023 / BOA Airport Consulting List
- c. 20-years' experience
- d. Interviewee, Kerr Chase stated that he was not familiar with the PennDOT BOA funding but would work with them. **Their 1** airport Expert is in FL. Jim Blake
- e. Did not mention any other funding sources other than aviation funding.
- f. Only 1 person would work on our Capital Improvement Plan -Kerr Chase –
- g. Did not list any GA airports in PA for which their firm has done work.
 - i. Appears to do mostly international airports. / not working with funding.
- h. Does NOT have a history, working knowledge or working relationship with BOA and all of PA STATE aviation grant funding sources.
- i. MIMAR does not have a representative that attend PA State Aviation Conferences.
- j. MIMAR 0 pilots in organization.

*Respectfully Submitted
Bj. Tuchman, MS
Airport Coordinator TJB*

MIMAR general comments:

- Could not find where they have developed a Master Site Plan for any airport our size.
- MIMAR Has never worked with N13
- 0 continuity moving forward on N13 projected 5 - year plan
- From interview sounded like there would be little or no consulting assistance outside of active project. Invoicing associated with Task Orders.
- **Red Flag** in their portfolio states: "our workloads are light right now"
 - I have to question why their workload is light?
- **Red Flag** – Frederick Md no longer uses MIMAR – Frederick has replaced MIMAR with Delta Consultants per my phone conversation 9/29/23 with Andrew Moore, Airport Mgr. at Frederick.
- **Red Flag** – Under "Staff Availability" sentence "This Team includes over 250 professionals who are ready to serve New Garden Township Airport." - That sentence is a typo. I called Jonathan Martin, New Garden Mgr. – he confirms that they also did not hire MIMAR
- **Red Flag** – Contacted BOA planning specialist Anna Ellis, she is not familiar with MIMAR

3. Greenman Pedersen Inc. - Had opportunity request our Master Site Plan and Did NOT

- a. GPI Not an Airport Engineering Firm – mostly bridges and roads
- b. GPI is NOT listed on the 2022-2023 / BOA Airport Consulting List
- c. Livic Civil does not have any airport engineering project experience.
- d. 1 member, of Rhea, Mark Scappe has limited experience with Aviation Funding
- e. Scappe is an electrical engineer, 7 years, experience with current firm not civil engineer.
- f. Only one person would be working on Capital Improvement Plan - Scappe
- g. No alternative funding offered.
- h. Limited BOA / FAA funding experience, only noted 3 GA airports.
- i. GPI is NOT accustomed to working with General Aviation Airports our size.
- j. GPI dos NOT routinely work with PennDOT BOA planners on airports our size.
- k. GPI does not attend Pennsylvania State Conferences regularly to keep apprised up updates and changes.
- l. 0 pilots on their organization –

Greenman Pedersen & Engineers:

- Could not find where they have developed a Master Site Plan for any airport our size.
- GPI Has never worked with N13
- If Mark Scappe is an airport engineer, why does he need Greenman Pedersen, Livic Civil, and Arch Central? Scappe is an electrical engineer with limited BOA and FAA experience.
- Scappe stated that he has attended PA State Aviation Conferences. Checked with ACP Executive Director who has access to prior Registrations, his name was not found.
- GPI – shows SCAPPE as a sub in the organizational chart – which does not imply that he is the Principle in Charge of the Project or Project Manager. These are projects which require significant Airport Engineering consulting and a deep bench. This organization does not have the expertise or deep bench to navigate all the Airport Projects and coordinate the funding.

*Respectfully Submitted
BJ Seichman, MS
Airport Coordinator, TOB*

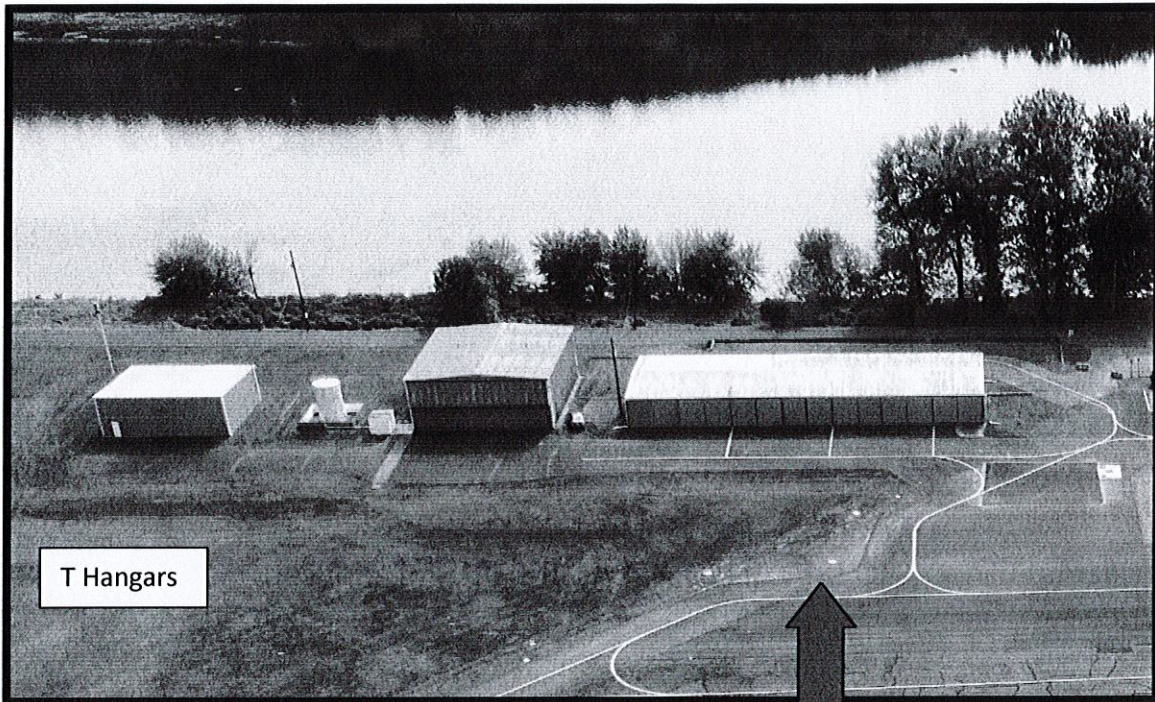
1 NOV 2023
7-9
BJ's Interview Questions for GPI, MIMAR, & DELTA AIRPORT Consultants

1. GA airports typically have limited funding to meet local share requirements, in what specific ways does your firm help meet this challenge?
 - a. Describe the funding sources available to GA airports, the type of projects to which they can be applied and what determines the percentage of local share.
2. What is your working relationship with PennDOT BOA, and what airports are you working with who currently have projects in the e-grant system.
3. Who, in your firm is specifically responsible for working with all the BOA and FAA funding grants to best strategize their usage? –
4. What is your experience working with the PennDOT BOA and FAA grant funding to best strategize their usage? ?
 - a. Give some examples of co-mingling multiple grant sources.
5. Who in your organization develops and maintains the Capital improvement plan?
6. Who in your organization attends the BOA planning sessions?
7. Who in your organization attends the PA State Aviation Conference, and other PA state conferences like Hershey for updates and networking?
8. Which airports of similar size to N13 have you recently completed projects for which are currently reflected on our master site plan, such as hangars, Pappi, Fuel Farm, obstruction removal, apron, runway, and or taxiway reconstruction?
 - a. What have you learned from those projects that can best help our airport.
9. What is the difference between a PAPPI and a VASI?
 - a. What is the first step in obtaining a PAPPI?
10. See page 2 with photo. Explain the bump out in the taxiway light markers.
11. Give at least one example of incompatible land use as it pertains to grant assurances?
12. What improvements would you propose to best benefit our airport?
13. What specifically does your firm bring to the table that sets you apart from the other firms and that best qualifies you as the best match for our airport needs?

1 NOV 2023

BJ's Interview Questions for GPI, MIMAR, & DELTA AIRPORT Consultants

7-10



The Master Site plan proposes T hangars
in the general vicinity of the text box above.
Knowing that,

Please explain the bump out in the taxiway light markers.

What types of funding would you suggest for the hangar project.

Is there any part of the infrastructure for the hangars that is not covered by aviation funding?
If so, what?

bjt

Selection Criteria- FAA Advisory Circular 150/5100-14E Change 1

- Capability to perform all or most aspects of the project and recent experience in airport projects

A. comparable to the proposed task (master site plan, goals of Council, etc.).
- Key personnel's professional qualifications and experiences and availability for the proposed project; their reputation and professional integrity and competence; and their knowledge of FAA

B. regulations, policies and procedures.
- C. Capability to meet schedules or deadlines (based off of prior jobs).
- Quality of projects previously undertaken and capability to complete projects without having

D. major cost escalations or overruns.
- Qualifications and experience of sub-consultants regularly engaged by the consultant under

E. consideration (proper insurance carried).
- F.

Capability of a branch office that will do the work to perform independently of the home office or conversely, its capability to obtain necessary support from the home office. The use of geographic location may be a selection criteria provided its application leaves an appropriate number of qualified firms, given the nature and size of the project, to compete for the contract.
- G. Ability to furnish qualified inspectors for construction inspection if applicable.
- Degree of interest shown in undertaking the project and their familiarity with and proximity to

H. the geographic location of the project.
- Capability to incorporate and blend aesthetic and architectural concepts with the project design while accomplishing the basic requirements that transportation facilities be functional, safe, and

I. efficient.
- Evidence documenting that the consultant met the DBE goal, or by documenting that it made

J. adequate good faith efforts to meet the DBE goal.
- Capability to conduct a value engineering (VE) study for projects that are particularly complex or

K. have unique features.

**Please refer to the FAA Advisory Circular for the questions stated in a through k.
FAA Advisory Circular 150/5100-14E Change 1**

	a	b	c	d	e	f	g	h	i	j	k	Total Score	Comments
Delta Airport Consultants 10/25/2023 1:30 p.m.	4	4	4	4	4	4	4	4	4	4	4	44	Overall breadth & Depth of experience is superior to other firms. Continuity important as they developed the master plan and have been our engineers for 8 years / will not need to bring them up to speed Have staff to help with grants and have other clients using e grants which will help us tremendously in terms of grant tracking Knows how to co-mingle all the different types of grants including multi-modal /AIP entitlement and NPE non primary entitlemen, ADP is Airport Development, and BIL money. Delta is familiar with long term plan. Understands flooding challenges Has extensive experience with airports our size Routinely offers assistance regardless if it is active project, such as 5010 obstruction issues, transformer, trees, and a detailed explanation to county engineers as to why flood wall should not go up Rte 487 and offered a detailed schematic alternative to Borton Lawson at no charge. BOA has worked extensively with Delta and confirms the quality of their work.
	Continuity for Continued Master Plan Development												
1 = No Experience/ Criteria not met 2 = Minimum Experience/ Criteria met 3 = Average Experience/ Average criteria 4 = Exceptional Experience/ Past Track Record considered Experts in the field.													
In an event of a tied score, the evaluation committee will meet and discuss the best engineering firm to recommend to Committee.													
THIS FIRM IS LISTED ON THE BOA LIST AS AVIATION ENGINEERING CONSULTANTS													

Please refer to the FAA Advisory Circular for the questions stated in a through k.
FAA Advisory Circular 150/5100-14E Change 1

	a	b	c	d	e	f	g	h	i	j	k	Total Score	Comments
Greenman Pedersen, Inc.	1	1	1	1	1	1	3	2	1	1	1	14	(a) GPI Engineers No aviation experience for airports our size does mostly bridge work. Livic Civil no Airport Engineering Experience
10/18/2023	If Mark Scappe is a key player why schedule interview												(a) Mark Scappe representing Rhea - is electrical engineer - not a Civil Engineer. If Mark is an airport engineer, why does he need Green Pedersen and Livic Civil or Arch Central?
1:00 p.m.	when he is away ? - Have not seen him at conferences												Green Pedersen and Livic Civil or Arch Central?
	Greenman Pedersen and all firms had the opportunity												(b) Only 1 team member Mark appears to have any FAA / BOA
to request our Master Site Plan in advance of the interview, and they did not.													airport regulatory knowledge or grant experience.
Bench not deep enough , 1 person listed as airport knowledge													C. Architect for terminal building did not submit reimbursement
We are supposed to be vetting Engineers with Airport Experience													documents correctly - delayed payment.
Terminal Bldg. can hardly be considered an airport project													e - Scappe is the only semi qualified consultant and he is listed as a sub.
The home office or primary point of contact should not be a sub													Concerns there would be increased costs with project because
contractor													this organization presents as a fragmented entity.
They are not a one stop shop, we would be paying for lots of													f. The home office does not possess the skills we need they are
a la carte expenses based on Mr. Pedersen's description of task order company													primarily bridge engineers.
invoices practices													g - they appear to have this area covered
So many fragmented entities to GPI													h. All firms had the opportunity to ask for current our master site plan.
													GPI did not ask for the Master Site Plan
1 = No Experience/ Criteria not met													Notes: Livic Civil : The heating system noted in their presentation was not the Terminal Building, it was for the Maintenance Shop that Columbia Aircraft Rents from the Town. This would not be considered an Airport Project as it did not use any Airport Grant Funding - or need any specific airport engineering expertise.
2 = Minimum Experience/ Criteria met													Livic Civil to my knowledge did not participate in the fuel farm project. Delta took care of the entire project including permitting.
3 = Average Experience/ Average criteria													Livic Civil did not understand incompatible land use.
4 = Exceptional Experience/ Past Track Record considered Experts in the field.													

**THIS FIRM IS NOT LISTED ON BOA'S LIST OF
ENGINEERING CONSULTANTS.**

In an event of a tied score, the evaluation committee will meet and discuss the best engineering firm to recommend to Committee.

8-A

2023 - Oct
Airport Summary

		Inches	Gallons	Clock Gauge	Stick Gauge
A	Beginning 1 Oct	74.25	4,160.80	X	
	Ending 31 Oct	45	2307.4	X	
B	Local Fuel Sold	1,327.20			
	Transient Fuel Sold	459.50			
	Total Gallons Sold	1,786.70	Matches Oct. Invoicing		
C	Courtesy Car	Rose Maries			
	Courtesy Car	Weis			
	Courtesy Car	Rose Maries			
	Courtesy Car	Rose Maries			
	Courtesy Car	Taco Bell			
	Courtesy Car	Bloom Univ.	Pilatus 60 LF		
	Total Courtesy Car	Bloom Diner			
		7			
	Gallons Fuel Purchased	157			
				Operations	
D	Oct.. Flight Activity	Logged, not related to fuel		30	
	Many are night ops	Military	Helicopters	30	
		Helicopters	Training	20	
		Training		1,020	
		Training		540	
		From Fuel Log	200	200	
			Sub total	1840	
E	Anticipated # of operations missed in 1 month			100	
			Subtotal	1940	
F	Columbia Aircraft Services			60	
	There are likely more for CAS in this category				
			TOTAL	2000	Operations
G	Conference Rm:	12 Oct	Diversified Tech	100.00	CK 15984
		27 Oct	Legacy 360	50.00	Not Pd Yet.
				150.00	
H	Landing Fee	25-Oct	N786EH - Cirrus	15.00	
		28-Oct	Plane Sense	60	
				75.00	

bit

8B-1

MONTH	MARCH	8	11	15	18	22	25	29				
TOWN		10	4	12	30	37	13	41				
SCOTT		7	3	6	7	18	6	27				
OTHER		0	1	1	4	6	1	2				
					HEMLOCK, BEAVER, ORANGE TWP(2)							
	DANVILLE	MAIN TWP		DANVILLE(2) CONTRACTOR(2)	HEMLOCK, BEAVER, ORANGE TWP(2)	DANVILLE	HEMLOCK DANVILLE					
REFUSED TO PAY/LEFT												
MONTH	APRIL	1	5	8	12	15	19	22	26	29		
TOWN		20	39	65	55	62	35	48	25	19		
SCOTT		8	21	27	31	25	27	17	9	8		
OTHER		1	3	4	4	8	5	7	3	5		
					3 Main Elysburg Montour Hemlock Contractor 2	2 Danville 2 Main Hemlock	5 Main Danville S Centre	2 Contractor Montour	2 Danville 2 Catawissa	Main		
	Mt. Pleasant	Main Twp Elysburg Hemlock	2 Hemlock Danville 2	Catawissa Danville 2 Contractor								
REFUSED TO PAY/LEFT												
MONTH	MAY	3	6	10	13	17	20	24	27	31		
TOWN		15	46	45	68	42	74	45	73	37		
SCOTT		7	21	28	29	15	22	16	34	29		
OTHER		2	6	3	3	2	8	4	6	3		
	MAIN TWP S. CENTRE	MAIN TWP (2) DANVILLE (2) HEMLOCK S. CENTRE	MAIN TWP (2) DANVILLE	DANVILLE ELYSBURG CATAWISSA	MAIN TWP HEMLOCK	DANVILLE (3) HEMLOCK (3) MAIN CATAWISSA	HEMLOCK (2) CATAWISSA DANVILLE	HEMLOCK (2) DANVILLE BERWICK ELYSBURG CENTRE	MAIN TWP S S CENTRE CATAWISSA			
REFUSED TO PAY/LEFT												
				1 ORANGE TWP		1 MONTOUR TWP						

2023 COMPOST SITE SUMMARY

[illegible]

2023 Compost Site Monthly Summary

[illegible]

			DANVILLE HEMLOCK CONTRACTOR
		MAIN TWP	(2)

[illegible]

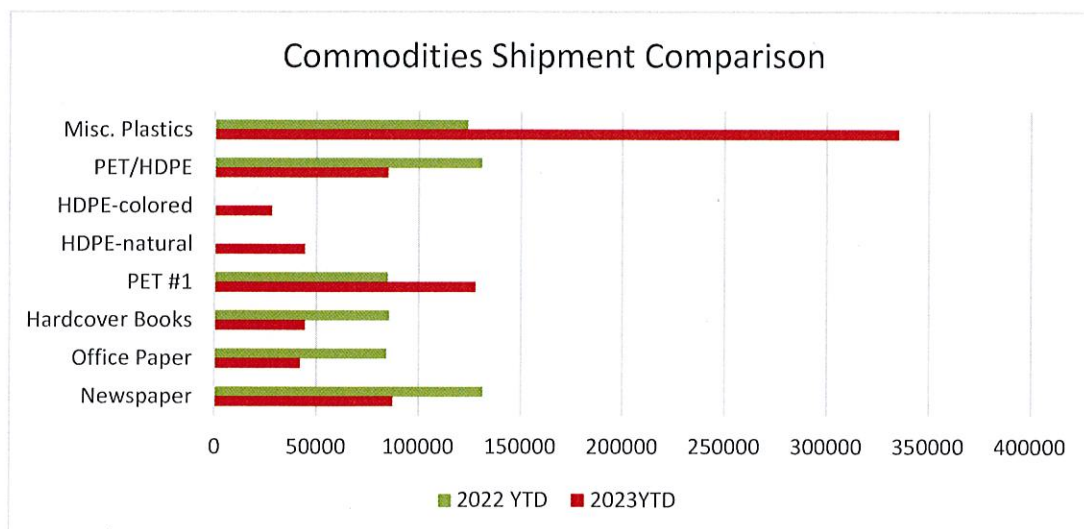
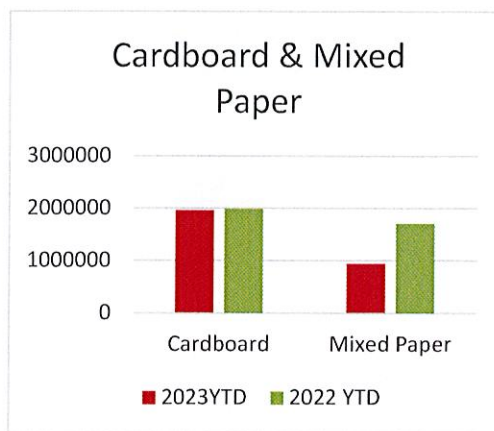
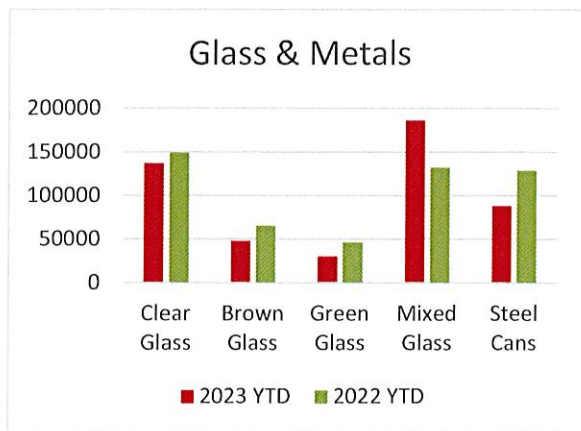
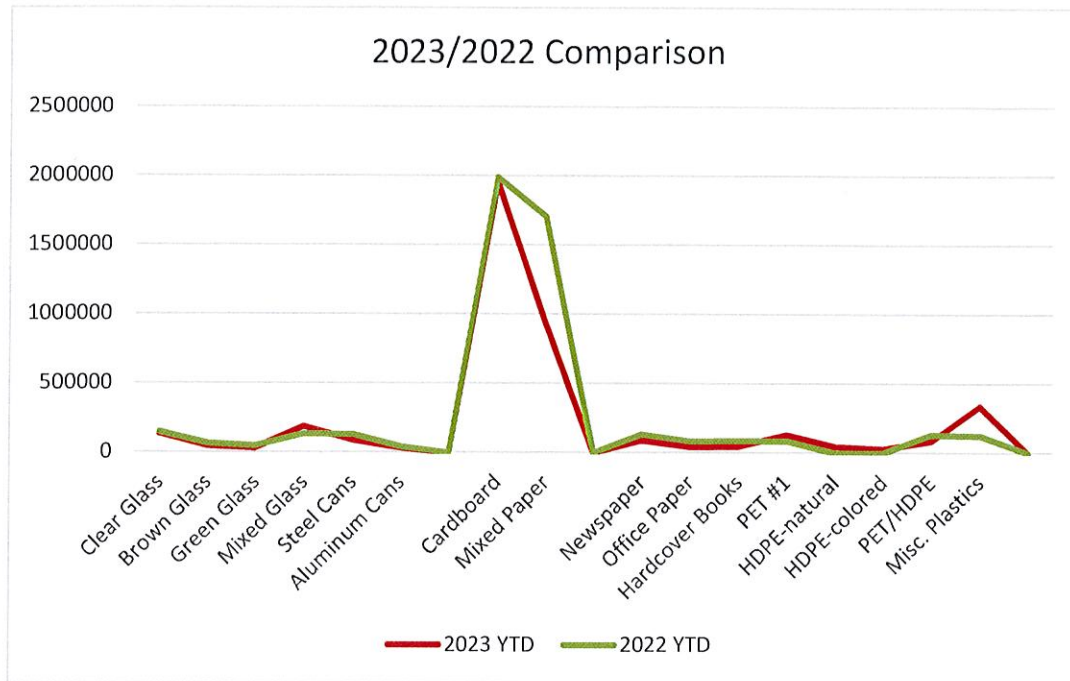
8C-1

BLOOMSBURG RECYCLING CENTER
MONTHLY SUMMARIES
OCTOBER 2023

I.	<u>COLLECTIONS:</u>	<u>Tons</u>
	A. Bloomsburg Curbside	13.46
	B. Commercial Collections	165.75
	C. Center Drop-Off's	76.74
	D. Cluster Collections	0.09
	MONTHLY TOTAL	<u>256.04</u>

II.	<u>SHIPMENTS:</u>	2023 YTD	2022 YTD
	Clear Glass	136700	149195
	Brown Glass	47490	65470
	Green Glass	29990	46535
	Mixed Glass	185560	132040
	Steel Cans	87985	129055
	Aluminum Cans	33950	42800
		<u>2023YTD</u>	<u>2022 YTD</u>
	Cardboard	1954575	1989735
	Mixed Paper	939105	1709090
		<u>2023YTD</u>	<u>2022 YTD</u>
	Newspaper	87525	131565
	Office Paper	42115	84125
	Hardcover Books	44500	85580
	PET #1	128095	84760
	HDPE-natural	44375	0
	HDPE-colored	28115	0
	PET/HDPE	84900	130990
	Misc. Plastics	335545	123915
	TOTAL POUNDS	4210525	4904855
	TOTAL TONNAGE	<u>2105.26</u>	<u>2452.43</u>

BLOOMSBURG RECYCLING CENTER MONTHLY SUMMARIES OCTOBER 2023



11A-1

DATE	11/6/2023	11/7/2023	11/8/2023	11/9/2023	11/10/2023	11/11/2023	11/12/2023	11/13/2023	11/14/2023
Wood Fence						OFF	OFF	X	X
Signs						OFF	OFF		
WMA						OFF	OFF		
Paint						OFF	OFF		
Topsil	X	X	X	X	X	OFF	OFF	X	X
DATE	11/21/2023	11/22/2023							
WMA	X	X							
Paint	X	X							

11A-2

11/15/2023	11/16/2023	11/17/2023	11/18/2023	11/19/2023
X	X	X	OFF	OFF
			OFF	OFF
			OFF	OFF
X	X	X	OFF	OFF