

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Engineering Related Project Activities

Purpose Information: **X** Guidance: Decision:

Recommendation For information only, update of February 2014 Report

Discussion

Utility Master Plan

My office has completed as-built mapping (location, size, age, type of material) of all underground utility infrastructure (water, sewer, storm-drain, power, lighting, telephone and natural gas) using plans from previous projects (starting in 1970) and staff's "institutional knowledge". We're working with ATGeo to have the information converted into GIS format and available to staff either electronically (IPad), or in the form of a paper "Map Book", depending upon the user's preference. With the mapping complete, the next step will be the field investigation of the condition of the pipes and wires through limited excavation (inspection of the interior and exterior of water, storm and sanitary sewer and cabling insulation) and discussions with the local utility providers (power and gas) to determine remaining life and replacement/upgrade suggestions.

Replacement Plow Truck

The bidding documents and technical specifications for a replacement plow truck have been completed, including reviews by staff, District Counsel and Reinard Brandley's office. The bid package has been sent to the FAA for approval to solicit bids and staff expects a response before the first of June. The specifications require a base bid for the truck with front mounted plow and an alternate price for the truck with both front mounted and wing plows. Assuming FAA gives the "ok", the documents will be advertised/circulated starting in mid-June with proposals due in mid-August. The FAA has notified the District that funding for the truck is not available at this time, but that does not mean end-of-the-year monies won't be available. The bidders will be required to guarantee their price for 45 days to allow for a contract award at either the August or September Board meetings assuming the FAA provides some level of funding. Delivery could take as long as nine-months from the date the Supplier is given notice-to-proceed.

Tahoe City Helipad

Reinard Brandley's office is approximately 75% complete with the design of the Tahoe City Helipad. Since the February meeting the

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Tahoe City Public Utility District (TCPUD) has received TRPA approval of the land capability district boundary mapping for the entire golf course “project area”. The next step is documentation, and TRPA approval, of the amount of existing impervious coverage within each district; TCPUD Engineering Staff believes that effort will be completed by the end of June. As mentioned in February, the proposed site is mapped as Stream Environment Zone (SEZ) and permitting will take some time to complete (despite this being a public health and safety project which allows construction in an SEZ if there is no reasonable alternative). Staff will report back to the Board on the anticipated construction timing (Summer 2015) once the permit applications have been submitted to TRPA and Placer County and we’ve had some feedback from the agencies.

Fuel Island and Tank Farm Corrections

The local electrical contractor that we had hoped would submit a proposal for correction of the code deficiencies at the Fuel Island and Tank Farm did not respond. The Electrical Inspector made some inquiries and found an electrical contractor in Sacramento that has constructed numerous fueling systems (tank farms, fueling stations and loading/transfer facilities). The Senior Estimator met us on-site during the second week of May to discuss and clarify the scope of work and we’re waiting for a proposal from the firm.

Facilities Master Plan Upgrades

Maintenance Staff is soliciting proposals from coating material suppliers for direct purchase of the “paint” by the District. Once the specific product has been determined (some manufacturers require contractor training before their material is used), Staff will advertise for contractors to paint Hangar Row B with the goal of completing the project before the Airshow.

Bids are due May 23rd for the Hangar Row D Roof Restoration Project. The scope of the project includes: fastener evaluation/repair, installation and repair of penetration flashings, and installation of an elastomeric coating.

You will recall from the *Facilities Maintenance Plan* that repair of the roof of Hangar Building “M” roof is much more complicated because of the design (long, flat pitch and formation of ice dams) and poor original construction (roof panels “stretched”) of the building. The *Plan* recommended installation of a PVC membrane coating over the entire surface. Maintenance Staff contacted four metal building contractors (two came to the airport to look at the building) and the

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building's manufacturer (not the contractor/erector), Varco-Pruden Products, Inc. The contractors offered differing opinions as to the best approach to correct the leaks (some agreed with the recommendation in the *Plan* while others didn't). The manufacturer will be on-site in early June to look at the roof and prepare a written report.

Americans with Disabilities Act Compliance

Staff received Americans with Disabilities Act (ADA) Accessibility Surveys for Hangar 1, Hangar 2, Hertz Car Rental and the Warehouse from ADA Consultant Services in Loomis. As expected, all of the buildings require some level of "barrier" removal to be in compliance with the Americans with Disabilities Act and California Accessibility Guidelines contained in the 2010 California Building Code. As a general rule, barrier removal is required when "readily achievable"; i.e. *when such removal is easily accomplished without too much difficulty or expense*. The priorities for barrier removal, in order are:

- accessible entrance
- accessible route to the "altered area"
- at least one accessible restroom
- accessible telephones
- accessible drinking fountains
- when possible, accessible elements such as parking, storage and alarms

While staff is still reviewing the specific issues of each building, common themes are the need for:

- designated and signed parking (grade limitations)
- compliant exterior access routes (grade limitations, obstruction clearance, signage)
- modification of doors (open width, thresholds, hardware)
- compliant interior access routes (clear width and signage)
- modification of restrooms (fixtures, grab-bars, clear areas)
- compliant counter heights and lighting controls

The Consultant's recommendations included preparation of architectural plans to facilitate removal of the barrier(s), development of a time frame for completion of the various improvements and establishment of an ADA Policies and Procedures Manual including a maintenance checklist. If agreeable to the Board, Staff proposes to further discuss and define the requirements for each building with the Consultant with a focus on what is "readily achievable", prepare preliminary plans to better

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understand the associated costs and update the Board at the July 2014, meeting.

Reconstruction of Apron A-4

At the February Meeting the Board authorized the preparation of plans & specifications and solicitation of bids for the reconstruction of Apron A-4. Because of the cost of the project and uncertainty of FAA contribution, the project was broken into base (east half) and alternate (west half) bid items. Reinard Brandley's office has completed the contract documents and the FAA has authorized the District to go-to-bid. Advertising will start next week with bids due before the June 2014, meeting. Construction would start one-week after the Airshow and the contractor would have 40 working days to complete the project. The District's FAA Program Manager will change on June 1st, the availability of supplemental funding will be discussed with the new PM as soon as possible. In past years the District has been awarded supplemental project funding in June and July; it is too early to know what additional money may be available. Worst case scenario, funding of the project could come from the following sources:

Base Bid and Design:

- FAA previously committed: \$340,000
 - TTAD FY 2014 project budget: \$366,676
 - TTAD pavement reserves: \$198,324
- \$905,000**

Alternate Bid:

- FAA supplemental funding: \$ TBD
 - TTAD pavement reserves: \$301,676
 - TTAD grant eligible reserves (if no FAA supplemental funding) \$529,324
- \$831,000**

Fiscal Impact

Utility Master Plan – \$30,000 estimated
Replacement Plow Truck – \$420,000 budget (90% Potential FAA funding)
Helipad Construction – \$270,000 budget
Fuel Island/Farm Corrections - \$65,000 budget
ADA Compliance Report - \$ 6,500 budget
Apron A-4 Reconstruction - \$1,736,000 (\$340,000 FAA funding)