

TRUCKEE TAHOE AIRPORT DISTRICT  
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Engineering Related Project Activities

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Purpose	Information: <b>X</b>	Guidance:	Decision: <b>X</b>
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Recommendation	Authorization to Purchase Plow Truck Other items for information only, update of July 2014 Report
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Discussion	<p><b><u>Replacement Plow Truck</u></b></p> <p>The District received two bids for a replacement plow truck:</p> <table><tr><td>M-B Companies (International):</td><td>\$408,848 (base bid)</td></tr><tr><td></td><td>\$429,492 (with wing)</td></tr><tr><td>Jack Doheny Companies (Oshkosh):</td><td>\$440,000 (base bid)</td></tr><tr><td></td><td>\$461,000 (with wing)</td></tr></table> <p>The M-B proposal included a couple of minor of exceptions to the bid specifications:</p> <ul style="list-style-type: none"><li>• Maximum cab noise level 1.9 db greater than specified</li><li>• Maximum plow angle 3-degrees less than specified</li><li>• 18-inch wing plow benching height rather than 24-inches specified</li></ul> <p>In Staff's opinion these exceptions do not affect the ability of the vehicle to perform as required. Staff has thoroughly reviewed the M-B list of proposed equipment (chassis, drive train, dump bed and plow(s)) and met with Caltrans and the Town of Truckee re: the reliability of the International brand chassis; both agencies spoke very highly of the quality and reliability of the equipment. The M-B warranty met the requirements of the bid documents (24-months for electrical, mechanical and hydraulic systems and 60-months (or 10,000 miles) for drivetrain (engine and transmission)) while the other bid did not (24-months on all components). The long calendar warranty period is necessary because of the anticipated amount of annual use; the 1990 plow truck averages 1,037 miles/year.</p> <p>The proposals have been forwarded to the FAA for review; staff has been told that federal funding (full or partial) is very unlikely for the 2014 fiscal year because of the agency's low priority for snow removal equipment.</p> <p><b>Recommendation:</b> The Board of Directors:</p> <ul style="list-style-type: none"><li>• Authorize the Board President to sign the Purchase Agreement with M-B Companies in the amount not-to-exceed \$429,492 for the 2014 replacement plow truck (including the wing plow), subject to District Counsel review and approval.</li><li>• Authorize the General Manager to accept FAA Grant</li></ul>	M-B Companies (International):	\$408,848 (base bid)		\$429,492 (with wing)	Jack Doheny Companies (Oshkosh):	\$440,000 (base bid)		\$461,000 (with wing)
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Funding, if offered, for all or part of the purchase.

**Utility Master Plan**

TV inspections of representative sanitary and storm sewer infrastructure in July did not reveal any structural problems, most were in very good condition although the need for cleaning was identified at a number of locations. We also had the septic tanks at Hangar 1 and the EAA Building cleaned and inspected, both are in good condition. Staff has identified four locations where “potholing” of waterlines is necessary to inspect the exterior of the pipes and that work is scheduled for the week of September 29<sup>th</sup>. While there is a need for the aforementioned pipe cleaning, the installation of additional valving on water pipes and the implementation of a regular maintenance program, no significant replacement or repairs to the utility infrastructure has been identified. The draft Utilities Facility Report will be presented to the Board at the October meeting.

**Tahoe City Helipad**

The FAA’s minimum dimension requirements for the Helipad result in a portion of the project being located on the Fairway Community Center property (owned by the Tahoe City Public Utility District (TCPUD)). Unfortunately, the Golf Course land capability and coverage verification work shepherded through the TRPA by TCPUD staff did not include the Community Center. A topographic and impervious coverage survey of the property by a Tahoe City based land surveyor should be completed in the next three weeks. In the meantime we are working with TCPUD staff to complete the required application(s) and documentation for TRPA submittal.

**Fuel Island and Tank Farm Corrections**

Elite Power of Sacramento should complete the correction of electric code deficiencies at the Fuel Island and Tank Farm in the next couple of days. As expected, there were numerous complications with some of the retrofit work that were not entirely quantified and/or could not be anticipated:

- Difficulty with the removal/reinstallation, and new installation, of wires due to the buildup of sediment and debris in existing underground conduits
  - the need to remove poured-in-place seals (concrete like material) in some of the existing conduits in order to remove the wire to be able to install the seal fitting in the correct location
  - removal of wires to install insulating bushings in panels and boxes
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- fabrication of numerous conduit supports at the Farm
- replacement of the “overfill” horn at the Island because the existing unit was not appropriate for the hazardous location
- physical separation of communication and power wires in common conduits to prevent short-circuiting

Staff also requested the installation of additional security measures at the Island (to prevent vandalism since the controls are now adjacent to the parking lot), switching equipment to facilitate remote filling of the Island tank and reinstallation of one of the air compressors. The estimate to finish the project is now approximately \$58,000, the contractor has been providing daily time and material reports to Staff in to document the work and charges.

**Facilities Master Plan Upgrades**

Maintenance Staff has solicited proposals from coating material suppliers for direct purchase of the “paint” for Hangar Row “B”, the south, west and north sides of Hangar 1 and the replacement door panel at Hangar H-7. As mentioned in July, staff spent considerable time finding coating manufacturers that would provide a 10-year warranty and the material specifications were “tightened” up to be in line with the recommendations of the Coatings Consultant in the Facilities Plan. Deden Painting of Truckee was the low bidder for the application, the company previously painted Hangar Row “D” with no issues. The painting is planned to occur in late September, the exact timing be dependent upon favorable temperature and wind conditions. The total cost of materials and application is approximately \$37,000.

The District received three bids for the Hangar Row “D” Roof Restoration Project. The low bidder was Alpine Roofing of Sparks, Nevada, with a price of \$58,992.00. The sealing material Alpine proposed to use is different than specified, but Staff has spent significant time researching the product and come to the conclusion it is an acceptable substitute and appropriate for the Truckee climate. The manufacturer is familiar with Alpine Roofing’s previous projects in the Reno and Lake Tahoe area and is confident in Alpine’s ability to install the product. Staff contacted the owners of two buildings in the Tahoe Basin who previously contracted with Alpine Roofing and both were satisfied with the end product. Because the project was re-bid due to discrepancies in the original proposals, the time-of-year (September) may necessitate the work be done in 2015. Staff plans to meet with the Contractor within the next 10-days to determine if the project can proceed this Fall.

Following the July meeting, Staff contacted the manufacturer of Hangar Row “M” (Varco-Pruden) to obtain a list of qualified

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contractors familiar with the repair methodology identified by the company's representative. The recommended contractor was not available until October, at the earliest, due to other commitments. The manufacturer provided the names of two other contractors; both were familiar with the required repairs but were only interested in working on a time and materials basis as they have no way of estimating the extent of the work. Staff is in further contact with them to decide if either has the time this fall to work on the building, and if so, under what terms (i.e. hourly labor and equipment rates).

**Americans with Disabilities Act Compliance**

The consultant reviewed the preliminary drawings prepared to address the Americans with Disabilities Act (ADA) upgrades for Hangar 1, the Hertz Car Rental and the Warehouse and had very few corrections. As mentioned in July, construction costs are being developed by Peter Beaupre; at this point we believe a prudent approach to constructing the improvements is to have Maintenance Staff do the interior work over the winter with Peter providing management and oversight.

**Pavement Repairs**

The paving portion of the Apron A-4 reconstruction project is complete; striping and the installation of the tie-downs should be done by mid-October. As reported at the September Budget Meeting, the project was 90% funded by the FAA.

Qualcon will start work on reconstruction of the ramp on the east side of Hangar 1 on September 24<sup>th</sup> with completion scheduled for October 13<sup>th</sup>. The project cost is estimated at \$280,000 and will be funded by the Airport from the FY2014 paving project budget.

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