

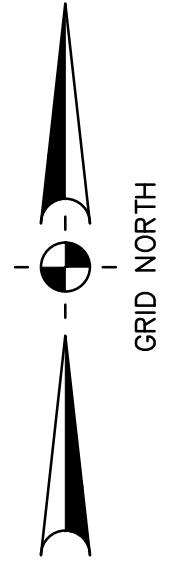
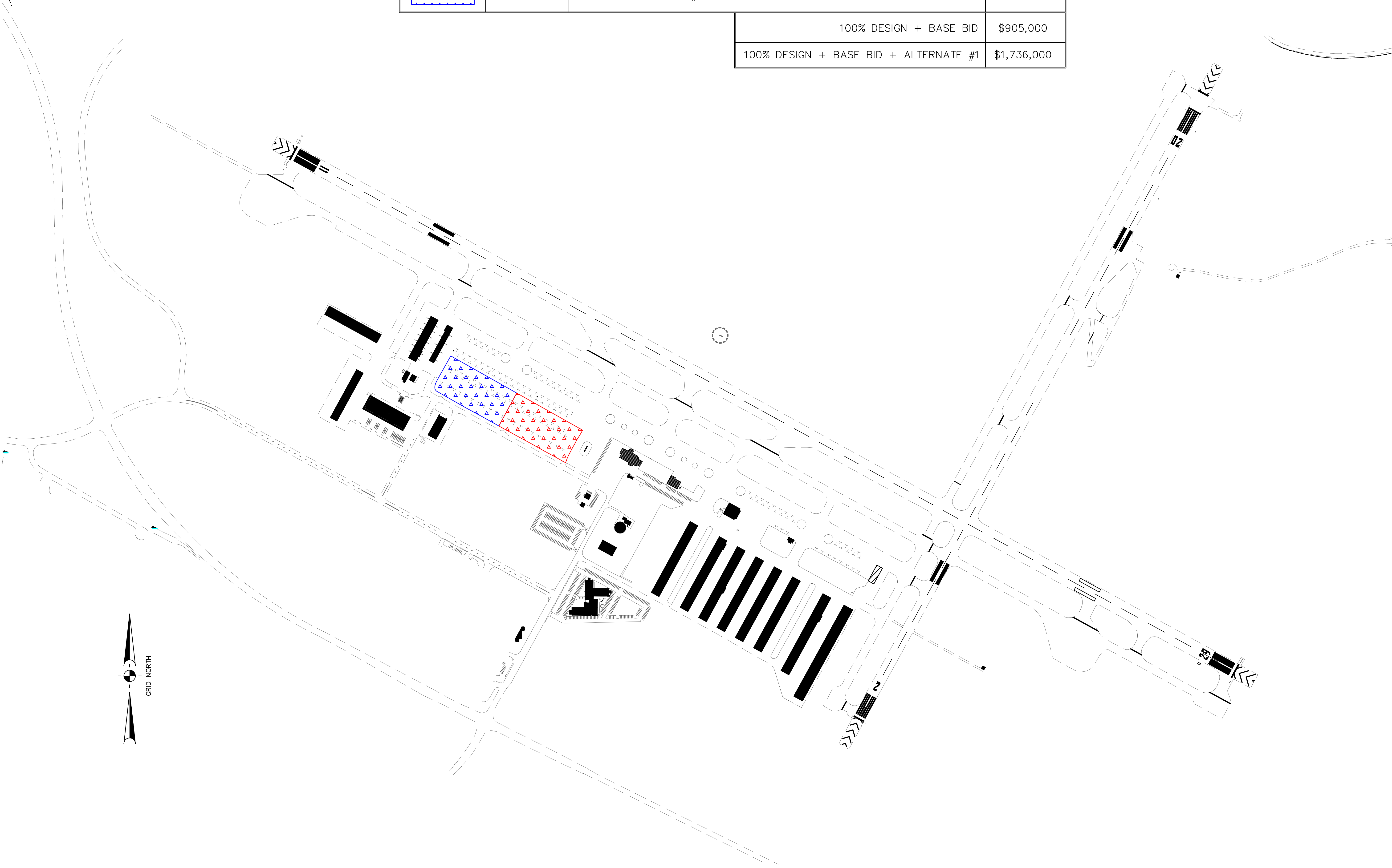
TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY



Topic: 2014 Pavement Maintenance Project

Purpose	Information:	Guidance:	Decision: X
Recommendation	<p>Authorize staff to proceed with the design and bidding of the 2014 Apron A-4 reconstruction project including the Base and Alternate #1 components and submit the project to the FAA for funding consideration.</p> <p>Staff also recommends allocating an additional \$500,000 from the Unrestricted Net Assets Fund for Pavement Maintenance and \$179,324 from the Net Assets Fund Designated for Grant-Eligible projects to fund the increased scope of work.</p>		
Last Action	<p>The Board of Directors approved the 2014 Airport Capital Improvement Program at the December 2013, meeting and authorized submittal to the FAA. The ACIP included a 2014 project to reconstruct Apron A-4 at an estimated cost, including engineering design, bidding and construction oversight of \$1,920,000.</p> <p>The FY2014 TTAD budget includes \$695,750 for pavement maintenance projects. At the December meeting, Mrs. Dykstra discussed with the Board that the summer 2013 pavement project (although within originally budgeted amounts) crossed fiscal years, and “encumbered” \$448,444 of the \$695,750; a portion of that expense should be reduced by AIP grant receipts the District received in the current fiscal year for last summer’s project (\$119,370). The net result (\$695,750 - \$448,444 + \$119,370) is \$366,676 remaining in FY2014 funds budgeted for pavement maintenance. The Board previously set aside an additional \$500,000 in unrestricted net assets for future pavement projects and \$445,200 for grant eligible but non-funded projects as shown on Page 21 of the budget.</p>		
Discussion	<p>As discussed in December, Reinard Brandley’s office completed a field survey and updated the Pavement Condition Index (PCI) of all asphalt surfaces last fall. The result of that review is Apron A-4 (south of what is commonly referred to as the General Aviation ramp) now has a score of 23 which translates to a <i>very poor</i> rating. While the pavement exhibits significant surface distress, a mill-fill type of repair is not viable as the depth of the cracks is the full thickness of the asphalt.</p> <p>Staff has divided the project into two components; the Base Bid is the eastern half of the apron and the west half will be bid as Additive Alternate #1. Depending upon funding availability, the District will be able to award a contract for only the Base Bid or the Base and Alternate together.</p> <p>The schedule proposes to complete the design and bid the entire</p>		

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	<p>project this spring, award a contract in May and start construction the week following the Air Show (July 12th). The time to complete the work obviously depends upon the scope of work (Base or Base + Alternate) but will likely run into mid-September.</p>
Fiscal Impact	<p>The Engineer's preliminary cost estimate of the Base project is \$905,000 and the Additive Alternate will increase the amount to \$1,736,000.</p> <p>The <i>total</i> amount of FAA funding available for the project is not certain at this point, but funding for the Base Bid is available:</p> <ul style="list-style-type: none">• FAA Committed Funding: \$ 340,000• FY 2014 TTAD Pavement Budget: \$ 366,676• TTAD Pavement Reserves: <u>\$ 198,324</u> <p style="padding-left: 40px;">Design and Base Project Construction: \$ 905,000</p> <p>Funding for Additive Alternate #1 could be provided from the following sources:</p> <ul style="list-style-type: none">• FAA Supplemental Funding (estimate): \$ 350,000• TTAD Pavement Reserves: \$ 301,676• TTAD Grant Eligible Project Reserves: <u>\$ 179,324</u> <p style="padding-left: 40px;">Alternate #1 Construction: \$ 831,000</p> <p>The General Manager has been in contact with the FAA and additional funding seems likely given the Airport's history of fronting the cost of project design/bidding and completing construction in a timely manner. The amount is yet to be determined, and as is usually the case, will be dependent upon what other airports return as the federal fiscal year winds down. If Alternative #1 is constructed, the project would utilize all of the unrestricted net assets (\$500,000) set aside for pavement maintenance and \$179,324 of the \$445,200 that has been set aside for Grant-Eligible Non-Funded Capital Improvement Projects. The actual amount required from this source will be confirmed once the amount of additional FAA funding is known but certainly before the construction contract is awarded in May. In the very unlikely event the FAA does not provide additional funding, a construction contract for the Base Bid only could be awarded in 2014 and the Alternate #1 project re-submitted to the FAA for funding in 2015.</p>
Attachments	<p>2014 Apron Construction Phasing Plan Sheet 1, February 5, 2014.</p> <p>Budget Page 21 showing fund balances</p>



HATCH	AREA	PROJECT	COST	
	APRON A4	100% DESIGN OF TOTAL APRON	\$120,000	
	APRON A4	BASE BID – CONSTRUCTION AND ENGINEERING OVERSIGHT	\$785,000	
	APRON A4	ADDITIVE ALTERNATE #1 – CONSTRUCTION AND ENGINEERING OVERSIGHT	\$831,000	
			100% DESIGN + BASE BID	\$905,000
			100% DESIGN + BASE BID + ALTERNATE #1	\$1,736,000

VERIFY SCALES.
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

TRUCKEE, CALIFORNIA

TRUCKEE TAHOE AIRPORT

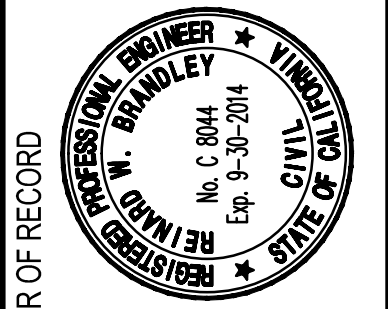
2014 AIRFIELD MAINTENANCE PROGRAM

2014 APRON A4 CONSTRUCTION PHASING PLAN

DESIGN BY: DB
DRAWN BY: DB
CHK'D BY: RWB
DATE: FEB. 5, 2014
CONTRACT No. -
PROJECT NO: 40.
DWG FILE: MAINTENANCE SCHEDULE
DRAWING SCALE: 1"=300'

SHEET	NUMBER
	1

NO.	REVISIONS	BY	DATE	ENGINEER OF RECORD



6125 King Road, Suite 201 • Loomis, California 95650-8004 • (916) 652-4725

Reinald W. Brandley
CONSULTING AIRPORT ENGINEER

TRUCKEE TAHOE AIRPORT DISTRICT NET POSITION			
	BALANCE AT 09/30/2012	BALANCE AT 09/30/2013	ESTIMATED BALANCE AT 09/30/2014
INVESTED IN CAPITAL ASSETS, NET OF RELATED DEBT	\$38,687,710	\$37,336,450	\$37,336,450
RESTRICTED NET POSITION			
RESTRICTED FOR SEWER LINE MAINTENANCE BOND	16,468	16,468	
TOTAL RESTRICTED NET POSITION	\$16,468	\$16,468	\$0
UNRESTRICTED NET POSITION			
DESIGNATED FOR FUEL SPILL CLEANUP CONTINGENCY	30,000	30,000	30,000
DESIGNATED FOR GENERAL OPERATING FUND CONTINGENCY	2,000,000	2,500,000	2,000,000
DESIGNATED FOR LAND ACQUISITION AND/OR DEVELOPMENT	2,000,000	2,750,000	2,000,000
DESIGNATED FOR ANNOYANCE REDUCTION / COMMUNITY OUTREACH PROGRAMS	1,000,000	1,000,000	1,000,000
DESIGNATED FOR COMPLETION OF PRIOR YEAR CAPITAL PROJECTS	0	0	0
DESIGNATED FOR PAVEMENT MAINTENANCE	500,000	500,000	500,000
DESIGNATED FOR GRANT ELIGIBLE CAPITAL IMPROVEMENT PROJECTS	690,200	445,200	2,420,000
DESIGNATED FOR FUTURE CONSTRUCTION / ACQUISITION OF NON-GRANT ELIGIBLE PROJECTS	737,359	2,217,911	61,043
DESIGNATED FOR FUTURE RECOGNITION OF NET PENSION LIABILITY	1,750,000	1,500,000	
TOTAL UNRESTRICTED NET POSITION	\$8,707,559	\$10,943,111	\$8,011,043
Please refer to Policy Instruction 309 for detail regarding the designations of Unrestricted Net Position.			