



**TRUCKEE TAHOE AIRPORT DISTRICT  
BOARD OF DIRECTOR STAFF REPORT**

**AGENDA TITLE: Reconsideration of the Widening and Extending of Runway 2/20 per the Master Plan Design.**

**MEETING DATE: September 22, 2021**

**PREPARED BY: Kevin Smith, General Manager**

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**RECOMMENDATION:** Review and reconsider the option to include design and bidding of the Runway 2/20 widening and extension option as identified in the 2015 Airport Master Plan as part of the 2/20 reconstruction design grant received from FAA.

This proposal is for design and bidding costs only. Once a bid is received the Board will have the opportunity to chose whether or not to complete the project.

**DISCUSSION:** Director Stephens requested this item be placed on the agenda to reconsider the Runway 2/20 Widening proposal. The Board last considered this item at their February 11, 2021 Meeting. (See attached minutes) The February 11<sup>th</sup> discussion and associated direction to staff (by consensus) was prior to the aircraft accidents the community experienced in July and August of this year. This topic was discussed again at our August 25, 2021 Budget Workshop. Board consensus at that meeting was to revisit this item at our September 22, 2021 Board Meeting.

At the February 11, 2021 Board Workshop there was Board consensus to not conduct engineering and design work to lengthen and widen the runway as part of the Runway 2/20 FAA funded reconstruction project. Board consensus was that widening and lengthening the runway would be very costly and not have a measurable benefit to noise and annoyance reduction. While Staff received consensus direction at that meeting, it was not an official action item. This agenda item is listed as an action item for Board to formally finalize a decision.

As part of the February 11, 2021 discuss, various comments were received primarily from constituents in Glenshire. These comments are included in the minutes. The recording of the public comments and discussion is also available on the District website.

The primary purpose of this proposal considered and planned for in the 2015 Master Plan was to attempt to increase the Runway to over 5000 feet of usable distance. At 5000 feet, some jet and turbo prop operators will use the runway for IFR and VFR departures thereby potentially relieving some of the traffic on runway 11/29 as well as allow for more stabilized landing approaches and reduce circle to land operations. At 5000 feet, operators likely will calculate OEI (One Engine Inoperative) data and develop procedures making the runway more usable. They typically will not do this on runways less than 5000 feet. There is no guarantee more aircraft will use the newly configured runway but the thought is with the additional length along with outreach, it is probable that more traffic will use this runway and reduce circling procedures. Attached is a map from the Master Plan, Section/page 4-20 (page 115). The area in blue is the widening and extending proposal.

Regarding this agenda item, the Board should consider and provide input on the following:

1. Does the District want to include any design and engineer work on this 2/20 project with the FAA Grant, we have received for 2021. The FAA is funding design in 2021 and then reconstruction of the existing 2/20 runway likely in 2023. We have a \$410,500 design grant to cover design and engineering and bidding costs this year.
2. Do we want to have Brandley Engineering include an option to widen and/or extend 2/20 so we can receive a hard bid cost. Widening and/or extending would be a "Bid Alternate" meaning we could either chose to do it or not do it.
3. We need to make a decision regarding the additional design before Brandley gets too far on the design work or it will be very difficult if not impossible to change without significant costs. While they have begun preliminary design work, it is not too late to add the bid alternate.
4. There is no FAA funding for additional design work to widen and/or lengthen 2/20. The District will be responsible for all design and construction costs. This Runway does not qualify per FAA criteria for widening and lengthening as it is not our primary runway (11/29). Engineering costs would be an additional \$75,000 to \$90,000. Construction would add likely \$1,500,000 to \$2,000,000 the cost of the project which is not FAA eligible.
5. To reconstruct the existing runway 2/20 (no widening or extending) we anticipate receiving an FAA Grant for \$4,500,000. We expect this grant in late 2022 with construction commencing in summer of 2023.

**DISCUSSION REGARDING NEW RUNWAY 16/34:** There has been some additional conversation recently regarding a new Runway proposal referred to as Runway 16/34. This runway would

potentially be constructed on the east side of the airport east of all current runways. This Runway as proposed would be approximately 6300 feet in length at 100 feet wide. Should it be pursued, it may negate the need for the widening and extending of 2/20. It should be noted this runway is not on the current Airport Layout Plan and still needs to be included in the Master Plan, ALP, receive environmental review, airspace review and FAA approval. This review is proposed to be completed as part of our upcoming 2022 Master Plan Update. Attached to this staff report is a layout of the Runway 16/34 proposal.

**STAFF RECOMMENATION:** Staff recommends proceeding with the additional funding to design and bid, through a Bid Alternate process, the extra width and length of Runway 2/20. This will assist in gaining better understanding of costs to widen and extend 2/20. Staff also believes it is likely there would be an increase in landing and takeoff operations, reducing circling to land procedures, as well as more aircraft continuing stabilized approaches to land on 20. This in turn may reduce operations on Runway 11 and 29. With the extra take off run available (5055 feet vs. current 4650) along with the extra 25 feet of width, we may also see more Runway 2 instrument departures.

**FISCAL IMPACT:** Staff expects and additional cost of \$75,000 to \$90,000 to complete the engineering and bid costs. This would be the District's portion of the design work. The FAA is funding 100% of the design costs for the reconstruction of the current runway as is at \$410,500.

**ATTACHMENTS:**

Minutes from February 11, 2021 Board Workshop

Runway 2/20 Extension Exhibit

Proposed Runway 16/34 Exhibit