



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

AGENDA TITLE: Review and Approval of the 2021 Update to the District Pavement Maintenance/Management Plan (PMMP)

MEETING DATE: July 28, 2021

PREPARED BY: Kevin Smith, General Manager

RECOMMENDATION: Review and approve the 2021 update to the District Pavement Maintenance and Management Plan.

Note: Damon Brandley of Brandley Engineering will be in attendance at the meeting to present this plan and answer any questions.

BACKGROUND: As part of our regular airport maintenance and management program, the District keeps and maintains various maintenance and management plans. These include the Facilities Maintenance Plan, the Land Management Plan, and the Pavement Maintenance /Management plan (PMMP). The PMMP was last updated in 2014. As the condition of pavement changes (sometimes rapidly), it is vital to update this plan every 5 to 7 years. The FAA asks that airports who receive federal funds update their plans on a regular basis to be eligible for Federal Airport Improvement Program (AIP) Grants. The District receives these funds annually.

DISCUSSION: This PMMP is a full update to our previous 2014 Plan. This is a valuable tool used by staff frequently to plan ahead for pavement projects, apply for FAA grant funding, build our 5-year FAA Airport Capital Improvement Program, and use for our annual budgeting process. The Plan contains 5 Chapters, each with important information. As it is a somewhat large document, please see the following guide to highlight these chapter as well as important sections to review:

Chapter 1 - Introduction. Pages 1-1 to 1-2.

Chapter 2 – Data Collection. This provides background on what data was collected and how it was collected. Additionally, there is some forecasting in this section too. It is approximately 10 pages long and a bit technical but gives a good background. An important summary of this info is found in Plates 2-1, 2-2, 2-3 at the end of this section. (plate numbers are in the bottom left-hand corner of the larger fold out maps within the plan) These maps give an indication of the overall condition of our pavements over time between 2011 and 2020. The first plate is 2011 and the last is 2020. The PMMP uses an index called PCI or Pavement Condition Index which is a scale between 1 and 100. 1 is the poorest condition of pavement with 100 being brand new pavement. Within PCI, the Plan uses something called PCN or Pavement Classification Number. PCN is the actual number the pavement section is given. Plate 2-3 is our current condition. The areas that are “Fair” to “Poor” on that Plate are now under construction or will be paved within the next few years.

Chapter 3 – PCN. This chapter goes into detail regarding PCN.

Chapter 4 – Analysis and Evaluation. This section contains more detail on how Brandley Engineering analyzed our pavements and the methodology they used to forecast remaining life of pavement. Page 4-10 to 4-11 are interesting in that they give average cost per sq. foot to rehabilitate pavements. That then creates a Code which is used to assess cost on a pavement section. Plates 4-1 and 4-2 are interesting in that they show the remaining pavement life related to deep seated distress between our regular forecast of traffic vs. an enhanced forecast which forecasted heavier aircraft. The District is not planning to modify or change to the enhanced forecast but recognizes this is a typically comparison in PMMPs to give perspective on remaining pavement life.

Chapter 5 – Conclusions and Rehabilitation Plan and Schedule. Section 5-1 is a good overview of this chapter. It reviews the various rehabilitation techniques and recommendations of projects we need to do to keep our PCI index at an appropriate level. Typically, we want to keep our pavements above a 60 PCN. Section 5-3 (page 5-10) starts the Recommended Rehab Schedule. That is a valuable section of Chapter 5 to review. Pages 5-14 to 5-17 are of high importance for review to gain understanding of recommendations of the PMMP. These pages contain the schedule and proposed costs to maintain our pavements projecting out to 2040. This information is then depicted graphically starting on Plates 5-3 to Plate 5-7. Staff use these Plates frequently.

FISCAL IMPACT: Cost to implement this plan vary from less than \$200,000 to approximately \$5,000,000 depending on the year and project. It is important to note that the majority of these projects will be funded by the FAA’s Federal AIP program. The PMMP cost \$90,000 which was funding in Fiscal year 2020 and 2021.

MOTION: I move to accept the 2021 District Pavement Maintenance and Management Plan as provided.

Note: The Board should accept the plan rather than approve. Each year the Board and staff use the PMMP to create our annual Airport Capital Improvement Program which is submitted to the FAA. The Board will annually have an opportunity to approve projects as found in the plan.

ATTACHMENTS:

2021 Pavement Maintenance/Management Plan