

UPDATE AND REFRESH OF CURRENT 2015 MASTER PLAN

ANTICIPATED SCOPE OF SERVICES

The Truckee Tahoe Airport District desires to select a professional consulting firm for the purposes of completing a Master Plan Update. The selected firm will perform all services in accordance with FAA Advisory Circular 150.5070-6B as well as other services as identified by sponsor.

Scope of Services

The Scope of Services to be included in the contract shall include but not be limited to the following work elements:

- Chapter 1 - Inventory of Existing Conditions: This section has been recently (2021) updated and will be provided to selected consultant. Some additional work may be required for this section.
- Chapter 2 - Aviation Demand Forecasts: This section has been recently (2021) updated and will be provided to selected consultant.

Update of Chapter 3 - Facility Requirements: Consultant will examine and look critically at the existing facility capacities of airport and provide recommended updates related to runway and taxiway systems, aircraft storage facilities, aviation support facilities, airport property, and landside and parking to address any deficiencies or excesses. Consultant will consider how to balance facility requirement needs with the impact that the airport has on the local community. The airfield analysis should focus on (1) potential improvements associated with future aircraft technologies that could operate at the airport, such as electric aircraft and their associated service and charging needs, sustainable aviation fuels, urban air mobility, etc., (2) how the Air Traffic Control Tower and ADS-B can be integrated into the system to reduce impacts on the surrounding communities, and (3) how to increase the safety and efficiency of aircraft operations. In addition, and as stated in Section 801.a. "In some cases, the airport sponsor may decide that it is in the community's best interest for the airport not to continue to grow to accommodate forecast activity, or to accommodate forecast activity only up to a point. In these cases, the master plan should document this decision and indicate the probable consequences of the decision (e.g., demand will be capped, the demand will go unmet, or the demand will be diverted to another airport.)" Furthermore, as stated in Section 803.b.2), the Orientation of the runways (current and proposed) is a function of wind coverage requirements. The existing ALP indicates that the wind study was based on data obtained between January 1, 2000 and December 31, 2009. Consultant shall update the wind study data. Section 803.b.3) discusses the Length of the runways and how that distance is tied to the "design aircraft and the longest nonstop distance to be flown by the design aircraft from the airport...Aircraft manufacturers may be able to provide airport-specific runway length requirements for their aircraft, especially at airports with severe conditions such as high temperatures or high airport elevations." As stated in the Forecast, "The existing and future critical aircraft is the Pilatus PC-12." Consultant shall address the lengths of the current and proposed runways in the context of the design aircraft.

Update Chapter 4 – Alternatives Analysis: Consultant will examine and critically review past solutions to accommodate the facility needs described in the 2015 Master Plan as well as propose new

options to address aviation needs as well as reduce airport impacts on local community. Complete analysis of strengths and weaknesses of each development alternative to identify the best direction for development and improvements. Provide development alternatives that explore airport connectivity with the regional transportation plan and model. Consultant will consider how to balance proposed alternatives with impact airport has on surrounding community and neighborhoods. To be considered is the review of a New Runway Option: Consultant will review options for new runway development. Generally, the runway alignment would be established to 1) minimize residential overflight, 2) provide clear arrival and departure paths avoiding mountainous terrain, and 3) optimize airport property usage to obtain sufficient runway length to maximize its utilization. The District has preliminary design work for Runway 16/34 that will be provided to bidders.

- Airport Layout Plan: This section has been recently updated (2021) and will be provided to selected consultant. Based on analysis and adoption of new Alternatives or Facility Requirements Chapters, updates to ALP will be necessary. Some items currently defined on the ALP may need to be removed. The District also recently completed a Wind Analysis which will be provided.
- New Addition of Sustainability Chapter: Perform environmental overview of Master Plan and on airport development as well as future projects to identify actions that may trigger a detailed Environmental Assessment. Prepare updated noise exposure contours. Develop strategies and policy to address emissions, noise, air quality, water quality, open space, and forest management, and environmental sustainability. Incorporate elements and Goals of District Greenhouse Gas Inventory and Reduction Plan.
- Update Chapter 5 - Adoption and Implementation: Update plan for the airport's financial development including a business plan and capital needs program to define the timing, costs, and funding sources for the recommended development projects including State and Federal funding options.
- Environmental Assessment: As stated in AC 150/5070-6B, "Planners should develop each chapter of the master plan with environmental considerations in mind" and not be a stand-alone chapter. Furthermore, it states that "planners should try to identify any potential short-term capital development projects...that are known to trigger additional environmental processing...the airport sponsor should consider beginning the environmental processing before the master planning process is completed." Current expectation is that cultural and biological assessments in the area of the runway 16/34 could be required; a cost and timeline associated with these efforts should be included in the RFP.
- Noise Contour Modeling – Provide update to Noise Contour modeling in Chapter 5 (pgs. 5-10 to 5-17) of current Master Plan. Provide Noise Contour model and maps for any proposed new runways. Update Appendix B – Noise Modeling Technical Report.