



TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTOR STAFF REPORT

AGENDA TITLE: FY2021 Airport Capital Improvement Program (ACIP) Grant Award for Runway 02/20 Reconstruction Design and Engineering

MEETING DATE: May 25, 2022

PREPARED BY: Robb Etnyre, General Manager

RECOMMENDATION: Approve Completion of FY2021 ACIP Grant Award design work for Runway 02-20 Reconstruction and Engineering and Runway Lighting awarded to Brandley Engineering, Inc.

DISCUSSION: Resolution Number 2020-09 of the Truckee Tahoe Airport District (TTAD) authorized the filling of an application for Federal and State AIP Matching grant for Runway 02/20 Reconstruction and Engineering with Runway Lighting. The U.S. Department of Transportation Federal Aviation Administration approved a Grant Offer of \$410,500 for Airport Improvement Program (AIP) Project No. 3-06-0262-042 2021 at Truckee-Tahoe Airport, California on May 11, 2021, with Truckee Tahoe Airport District accepting the grant offer the same day, May 11, 2021. Subsequently, TTAD entered into a Supplemental Service Agreement NO. 30 (Consulting Airport Engineer) on June 9th, 2021, to complete a Preliminary Engineering and Engineering Design for the Reconstruction of Existing Runway 02/20 (75' x 4,654'), including Runway Lighting as detailed in the FAA Grant Offer. Completion of the Runway 02-20 Reconstruction Design would provide for further application for FAA Grant Funding to Reconstruct Runway 02/20, with lighting, in the year 2023.

On August 25, 2021, the TTAD Board of Directors voted to “hold” any further work on the design of Runway 02/20 related to the FAA Grant Funding for the design. On October 27, 2021, Regular TTAD Board of Directors Meeting, the board approved Resolution Number 2021-09 to authorize the filling of an application for Federal and State AIP Matching grant for Runway 02/20 Reconstruction and Engineering with Runway Lighting along with several other AIP projects. The

newly estimated total project cost of Runway 02/20 Reconstruction and Engineering with Runway Lighting was cited as \$6,307,000 with an estimated FAA Grant of \$5,676,300, State Funding of \$283,815 and TTAD Funding of \$346,885 in 2023.

The FAA requires an annual update of the Airport Capital Improvement Program (ACIP). The FAA uses the ACIP to identify and prioritize airport capital improvement needs and to plan for the annual distribution of AIP funds. All proposed projects must comply with the National Environmental Policy Act (NEPA), be depicted on an approved Airport Layout Plan (ALP) and be included in an ACIP submission in order to compete for AIP funding. Approval of the ACIP allows the District to submit applications and make projects eligible for federal funding. The District is not obligated to accept funds for projects but the FAA encourages airports to promptly use funds for which they apply.

The General Manager and Airport Engineer, Damon Brandley have meet to review the annual ACIP and discussed project status to further potential applications for funding needs for FY2022 to 2032. Specific to the already awarded Runway 02/20 Reconstruction and Runway Light Design Grant of \$410,500, our Airport Engineer needs to be authorized to resume and complete this work to be timely in potential TTAD submission for further FAA ACIP Grant award in 2023 for Runway 02/20 Reconstruction and Runway Lighting. At this time, it is believed further delaying of Runway 02/20 Design could result in loss of these design grant funds and further delay potential FAA ACIP Funding of the complete reconstruction of Runway 02/20 in 2023.

Alternate Runway 16-34 Consideration Impact on Runway 02-20 Reconstruction: TTAD is in the process of updating the TTAD Airport Master Plan, facilitated by Mead & Hunt. Work in this area, including two public workshops has further informed potential impact of Runway 16/34 on Runway 02/20 Reconstruction. There appears to be no significant impact.

Runway 02-20 Widening & Extension Option: There has been discussion of potential addressing widening and extending Runway 02/20 as part of the 2023 planned ACIP Reconstruction. These (lengthening and widening) options are not eligible for FAA ACIP Funding since runway 02/20 currently meets design capacity criteria, therefore would need to be funded solely by TTAD. However, these additional projects would be required to be approved by the FAA, therefore requiring environmental review and design be completed. Ideally, these additionally projects, if approved, would be conducted in conjunction with the 02/20 redesign, although not required. Given the currently planned FAA ACIP Reconstruction of 02/20 planned and budgeted for 2023, it is unlikely these additional projects environmental review and design could be completed in a timely fashion to be conducted in conjunction with the planned 02/20 Reconstruction in 2023.

The National Environmental Policy Act (NEPA) environmental clearance is required to widening and extending Runway 02/20. An Environmental Assessment (EA) will be required. The FAA has a deliberate process in reviewing, making comments, and approving EA's. The entire process

would likely take at least 30 months to complete and will cost around \$300,000. Noise modelling and approvals would be the most involved, as well as coordination with several different agencies. Unfortunately, the NEPA approval timeline is likely going to make this construction difficult or near impossible to occur concurrently with the current planned timeframe of 2023 for the Runway 02/20 Reconstruction.

Preliminary budgetary costs estimates:

Widen Runway 02-20 from 75' to 100'

- Engineering Design: \$120,000
- Construction Cost: \$2,100,000
- Engineering/Project Management During Construction: \$300,000
- Total Estimated Project Cost: \$2,520,000

Extend Runway 02-20 and Taxiway G to the South

- Engineering Design: \$320,000
- Construction Cost: \$4,500,000
- Engineering/Project Management During Construction: \$600,000
- Total Estimated Project Cost: \$5,420,000

These costs are based on the widening and extension occurring in conjunction with the Runway Reconstruction project. Costs may increase slightly if performed as individual projects. A decision to include these options is not required today, only to move forward with the Runway 02/20 Reconstruction design. Further evaluation of options associated with moving the timing of Runway 02/20 Reconstruction and potential widening and extension will be undertaken in the coming months.

APPROVAL OF RUNWAY 02-20 RECONSTRUCTION DESIGN FROM FY2021 GRANT: Board approval is required to restart the design work award related to FAA Grant for Airport Improvement Project No. 3-06-0262-042-2021.

FISCAL IMPACT: No Fiscal Impact

FUNDING AVAILABE: The Budget has \$410,500 set aside for the FY2021 Federal Grants of \$410,500.