



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

**AGENDA TITLE:** Update on Alternate Runway Feasibility Analysis  
**MEETING DATE:** Wednesday, March 23, 2023  
**PREPARED BY:** Jeff Menasco, Director of Aviation  
**PRESENTED BY:** Robb Etnyre, General Manager  
**REPRESENTATIVE:** Brad Musinski, Mead & Hunt Senior Planner (remotely)

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**RECOMMENDED ACTION:** Decisions to finalize TTAD Runway Feasibility Study.

- 1) Select one alternative (1 through 5) as the primary and clearly state in study.
- 2) If alternative #1 (16/34) is chosen, decision on contracting additional noise analysis.

**DISCUSSION:** TTAD received the initial Runway Feasibility Study from Mead & Hunt at the February 22, 2023, board meeting. The board requested edits to the report (which are attached) and cost estimates for additional noise analysis which were outside the scope of the original contract. Mead & Hunt recommends the Board select one of the alternatives as the primary, clearly state this in the final report, and then pursue appropriate actions for that alternative.

If alternative #2 is selected (02/20 lengthening/widening), recommend clearly articulating that in the final study, do not pursue additional noise studies, and proceed with phase 2 of the Master Plan update.

If alternative #1 is selected (16/34 construction), recommend clearly articulating that in the final study, and then submit the following items to the FAA:

- Runway Feasibility Study with Airside Facility Requirements and Appendices.
- Draft ALP core sheets (ALP and Data sheet) with Runway 16/34.
- Inventory and Forecasts produced in 2021.
- Statement of Purpose memo to accompany Feasibility Study to FAA.
- Additional future forecast noise analysis (5 or 10 year); not required but recommended.
- Final step: set up engagement with FAA to discuss the project after Study submittal.

All the above actions are covered in the current contract except for the additional noise studies which are detailed below. Each scenario will take approximately 7-weeks, they cannot be run in parallel (i.e., 3 scenarios would take approx. 21 weeks). Arrival and Departures analysis can be run in parallel with the scenarios.

<u>Scenario</u>	<u>Cost</u>	<u>Time</u>
1) Peak Season (Summer) <sup>1</sup>	\$38K	7 weeks
2) Annual Forecast <sup>2</sup>	\$38K	7 weeks
3) Annual Forecast with Peak Season <sup>3</sup>	\$38K	7 weeks
4) Arrivals <u>OR</u> Departures (per scenario)	\$16K	in parallel with others
5) Arrivals <u>AND</u> Departures (per scenario)	\$25K	in parallel with others

**WHAT'S NEXT:** Finalize the report with a clearly stated alternative, potentially contract additional noise studies, and pursue actions for selected alternative.

**FISCAL IMPACT:** If alternative #1 (16/34) is selected, recommend a minimum of \$38K for one future forecast, and up to \$189K if all forecast originally requested are pursued. If alternative #2 (02/20 lengthening) is selected, there is no cost for additional noise contracting.

**PUBLIC COMMUNICATIONS:** None.

**SAMPLE MOTION(S):** I move to (approve, deny, or continue) alternative (#1 or #2) as the primary alternative, and to (contract or not contract) additional noise studies for (\$XXK).

**ATTACHMENT(S):**

- 1) Board comments on Draft Feasibility Study from Jan '23
- 2) Updated Draft Feasibility Study (clean copy)
- 3) Updated Draft Feasibility Study (redline copy)

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<sup>1</sup> Noise analysis of Summer season peak, not normalized over the course of a year

<sup>2</sup> Noise analysis of future forecast with appropriate aircraft mix

<sup>3</sup> Noise analysis of future forecast with appropriate aircraft mix during Summer peak