

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Runway 10/28 Design Options

Purpose	Information:	Guidance:	Decision: X
Recommendation	Approve Design Option A with parallel bid tracks to include options to remove hump. Based on design costs and unlikely potential to receive funding, Staff does <u>not</u> recommend amending our agreement with consulting engineer Reinard Brandley, to provide a 3 rd design option (Design Option C).		
Last Action	The Board of Directors discussed in detail the various design options for Runway 10/28 pavement rehabilitation at their June 13 th 2011 Workshop. There was consensus that Design Option A was the probable best option and that the District would be best served to run parallel bid tracks to improve sight distance on the runway. The consulting engineer was also asked to prepare a cost estimate to run a third bid option for Design Option C. It was discussed that design Option C was the most intense and potentially the best long term rehabilitation option, but also the most costly. The Board was interested in exploring true costs associated with this project by including it in the Bid process.		
Discussion	<p>After further review and discussion, Staff is recommending Design Option A with its associated parallel bid tracks. Mr. Brandley has analyzed the request for a 3rd bid option and has indicated that it would require a \$40,000 contract addendum. We are currently under contract for \$110,000 for this project with the FAA paying 95% of costs. This additional \$40,000 will not be AIP eligible.</p> <p>While there are many advantages to Design Option C, it is still Staff's opinion that funding is unlikely unless the bid price comes in close to \$2,000,000. The District would be assuming some risk, hoping a very favorable bid environment will make up close to \$600,000 in estimated project costs. Adding an additional \$40,000 in project design costs makes this a financially aggressive option. However, the benefits of a more complete and enhanced rehabilitation project make it worthy of discussion and consideration.</p>		
Fiscal Impact	Addendum to Runway 10/28 Design Contract for \$40,000 would be required to prepare and bid a Design Option C. This \$40,000 will not be eligible for reimbursement from the FAA.		
Communication Strategy	There has been substantial discussion at various meetings on this project. As the Board concludes deliberations and a final decision is made, it would be appropriate to update airport users and pilots regarding the current status of the project.		

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Attachments

Copy of June 16, 2011 email from Reinard Brandley
Exhibits related to design options and costs.