

**AIRPORT COMMITTEE
CITY OF LINCOLN
MEETING MINUTES**

Monday, December 17, 2018

2:30 PM

LOCATION: CITY HALL – 600 SIXTH STREET

First Floor Meeting Room

Lincoln, CA 95648

Members Present

Dan Karleskint, Councilmember

Jeff Hanner

Richard Pearl

Brian Leibundguth

Members Absent

Paul Joiner, Mayor

Byron Maynard, excused

Bob Butera, excused

Staff Present

Jennifer Hanson

Bob Adams

Jerry Harner

Mike Miller

Shawn Tillman

CALL TO ORDER

Richard Pearl, Chairman, called the meeting to order at 2:30 PM,

QUOROM

A Quorum was established with four members in attendance.

PUBLIC COMMENT

There was no public comment

APPROVAL OF THE MINUTES FROM THE PREVIOUS MEETING

The committee approved the minutes from the previous meeting on November 18, 2018.

OPERATION UPDATE – Jennifer Hanson

The City is waiting for final inspections from Cal Trans.

Airport operations are normal with nothing unusual happening.

For fire safety reasons the “Triangle” is being disked.

The fuel tank specifications have been completed. The lead-time for the tanks is 3 to

4 months. The installation must go out to bid first and then the tanks will be ordered. Completion is expected in late fall of 2019

Hangar appraisal – A proposal was received for the appraisal of all city owned hangars, the cost of which was around \$13,500.

AIPRORT RECONSTRUCTION PRESENTATION – R. Damon Brantley, P.E., Consulting Engineer representing Reinard W. Brandley, Consulting Airport Engineer 6125 King Road Suite 201, Loomis, CA 95650

R. Damon Brandley gave a PowerPoint slide presentation on the options for the reconstruction of runway 15-33. Copies of the slides are attached. Reinard Brandley recanted the history of the airport runways and explained that the current runway, which was last reconstructed in 1983, is badly in need of repair with an estimated life of about 5 years. After reconstruction the life of the runway would be 20 years, 40 years for deep-seated distress.

There were four options for reconstruction, three intended to keep the airport open and one to close down during reconstruction.

1. Taxiway A as a temporary runway (Requires Back-Taxi to North End)
2. Taxiway A as a temporary runway with new temporary taxiway
3. Construct the Second Runway shown on the Airport Layout Plan
4. Close the Airport during Runway Reconstruction

Damon recommended option #4. Staff indicated that they also agreed with this recommendation.

Concerns

The committee members and others expressed concerns regarding financing of the project, noting that 90% would come from the Federal Government and that another 5% could come from the State. Although, an application for such funding would compete with other similar requests in the State.

The airport would lose significant revenue from the loss of fuel sales during closure. However, it was indicated that the loss from fuel sales would be more than offset by the reduced reconstruction costs noted in option #4. Also discussed was the loss of income to airport businesses. Many businesses could continue to operate during closure from their current locations without effect; however, flight operations would have to be temporary located to other airports.

Next Step

The next step would be to submit the ACIP to the FAA and get feedback, then apply for environmental impact study, followed by submitting the CIP to the City Council.

MOTION – A motion was made by Jeff Hanner and seconded by Brian Leibundguth that the committee agrees with staff's recommendation to close the airport during reconstruction. Motion carried unanimously.

OTHER AIRPORT BUSINESS

It was noted, that due to a change in staff, the Airport Financing Workshop, originally scheduled for January 3rd, has been cancelled.

Shawn Tillman stated that the City is still reaching out to two potential Part 141 flight training schools.

NEXT MEETING – January 16, 2019

ADJOURNMENT 3:39PM

SUBMITTED BY: Jeff Hanner, Committee Member

Lincoln Regional Airport



Runway 15-33 Reconstruction Scheduling Options

Presentation to Lincoln Airport Committee

December 17, 2018

R. Damon Brandley, P.E.

Representing: Reinard W. Brandley, Consulting Airport Engineer

6125 King Road, Suite 201

Loomis, California 95650

(916) 652-4725

Lincoln Regional Airport

Runway Reconstruction Options

Pavement Reconstruction Needs

- *2015 Updated Pavement Management Plan provided the studies and details requirements and estimated timing of pavement rehabilitation needs.*
 - *Surface Distress is the controlling factor for Lincoln pavements.*
- *Runway 15-33 is in immediate need of Reconstruction (surface distresses)*
 - *Surface is cracked and deteriorating.*
 - *Last Reconstruction was in 1983, only crack and slurry seals since.*
- *Taxiway A and Cross Taxiways also need Reconstruction (surface distresses)*
 - *Taxiways are in better condition and will have a longer remaining life.*
 - *Taxiways were constructed in 1983.*
- *If pavements are not reconstructed in time, there is a serious safety hazard that could develop and the Runway could be closed until reconstructed or face very high maintenance costs*

Lincoln Regional Airport

Runway Reconstruction Options

Pavement Reconstruction Goals

- *Minimize disruption to the airport*
- *Provide highest level of safety to airport/pilots/public.*
- *Follow FAA guidelines and requirements (including funding requirements)*
- *Reconstruct the pavements as soon as possible*
 - *Environmental and Funding Timelines are critical*

Lincoln Regional Airport

Runway Reconstruction Options

Runway Reconstruction Scheduling Options

- 1. Taxiway A as a Temporary Runway (Requires Back-Taxi to North End)*
- 2. Taxiway A as a Temporary Runway with New Temp. Taxiway*
- 3. Construct the Second Runway shown on the Airport Layout Plan*
- 4. Close the Airport During Runway Reconstruction*

Lincoln Regional Airport

Runway Reconstruction Options

1. Taxiway A as a Temporary Runway (Back-Taxi to North End)

- *FAA does not support this option as Lincoln does not have Scheduled Service, unless ALL other alternates are shown as not practicable.*
- *Hangars closest to Taxiway A will penetrate Part 77 Transitional Surface by 10-15 feet (Safety and Operational Concern).*
- *Requires back-taxiing on Temporary Runway from Taxiway G (approx. 2,500' of back-taxi)*
 - *Serious safety concern since most traffic lands and departs from the north*
 - *Possible to mitigate with a temp. Control Tower (costly and still requires back-taxiing)*
- *Significant Environmental Studies required (cost and time impacts)*

Lincoln Regional Airport

Runway Reconstruction Options

1. Taxiway A as a Temporary Runway (Back-Taxi to North End)

- *Taxiway reconstruction will have to occur when shoulders are constructed. (and **before** Runway Reconstruction)*
 - *Requires significant \$\$\$ from FAA up front, which may be difficult.*
 - *Requires more Local Match \$\$\$ from Lincoln at an earlier date.*
- *Will require phasing during Taxiway reconstruction with shoulders*
 - *Requires back-taxiing on Runway during Taxiway reconstruction*

Lincoln Regional Airport

Runway Reconstruction Options

1. Taxiway A as a Temporary Runway (Back-Taxi to North End)

→ *Estimated Timeline*
(Best Case Funding Scenario)

→ *Environmental 2019 & 2020*

→ *Runway and Taxiway Design 2021*

→ *Taxiway Reconstruction (with
Shoulders) 2022*

→ *Runway Reconstruction 2023*

→ *Estimated Costs*

\$550,000 Environmental

\$5,500,000 Taxiway Reconstruction

\$1,500,000 Shoulder Construction

\$6,800,000 Runway Reconstruction

Requires \$14.35 million by 2023

Lincoln Regional Airport

Runway Reconstruction Options

2. Taxiway A as a Temporary Runway (with New Temp. Taxiway)

- *Same as Option #1 except a new, temporary taxiway would be constructed to serve the north end of the taxiway (in the same location as the future parallel runway shown on the Airport Layout Plan).*
- *More extensive environmental studies than Option 1.*
- *Approximately \$1,000,000 additional cost (throwaway costs) in addition to the cost of Option #1.*
- *Eliminates need for back-taxiing during Runway Reconstruction*

Lincoln Regional Airport

Runway Reconstruction Options

2. Taxiway A as a Temporary Runway (with New Temp. Taxiway)

→ *Estimated Timeline*
(Best Case Funding Scenario)

→ *Environmental 2019 & 2020*

→ *Runway and Taxiway Design 2021*

→ *Taxiway Reconstruction (with
Shoulders) 2022*

→ *Runway Reconstruction 2023*

→ *Estimated Costs*

\$650,000 Environmental

\$5,500,000 Taxiway Reconstruction

\$1,500,000 Shoulder Construction

\$1,000,000 Temp Taxiway Construction

\$6,800,000 Runway Reconstruction

Requires \$15.45 million by 2023

Lincoln Regional Airport

Runway Reconstruction Options

3. Construct New Parallel Runway shown on Airport Layout Plan

→ *FAA does not support this option as there is **not** currently a **capacity** problem at Lincoln Regional Airport. FAA will not fund constructing a parallel runway for the purpose of reconstructing the primary runway without a capacity need or Scheduled Service.*

→ *Possibly 100% LOCAL funding of parallel runway construction.*

→ *Extensive Environmental Undertaking would be required*

→ *Noise Studies*

→ *Impacts to jurisdictional Waters of the U.S.*

Lincoln Regional Airport

Runway Reconstruction Options

3. Construct New Parallel Runway shown on Airport Layout Plan

→ *Estimated Timeline*
(Best Case Funding Scenario)

→ *Environmental 2019 & 2020*

→ *Runway Design 2021*

→ *Parallel Runway Construction 2022*

→ *Runway Reconstruction 2023*

→ *Taxiway Reconstruction*

→ *Phased from 2024-2028*

→ *Estimated Costs*

\$550,000 Environmental

\$4,100,000 New Runway Construction

\$6,800,000 Runway Reconstruction

Requires \$11.45 million by 2023

+\$5,500,000 Taxiway Reconstruction

Requires \$16.95 million by 2028

Lincoln Regional Airport

Runway Reconstruction Options

4. Close Airport (Approximately 6 Weeks)

- *Airport would be closed for up to 6 weeks (+2 weeks additional of night closures only).*
- *Minimize Closure by requiring construction to be completed by working overtime, weekends, double shifts, etc. Huge penalty for late completion.*
- *Large impact to pilots and fuel sales.*
 - *Aircraft could temporarily relocate to airports around the area (Yuba County, Auburn, McClellan, Sac. Executive)*
- *Eliminates safety issues of back-taxiing on a temporary runway*
- *Runway reconstruction could occur sooner (prior to taxiways)*
- *Lowest overall project costs, allows funding to be spread out for Taxiway reconstruction, which makes federal funding easier to obtain.*

Lincoln Regional Airport

Runway Reconstruction Options

4. Close Airport (Approximately 6 Weeks)

→ *Estimated Timeline
(Best Case Funding Scenario)*

→ *Environmental 2019*

→ *Runway Design 2020*

→ *Runway Reconstruction 2021*

→ *Taxiway Reconstruction*

→ *Phased from 2022-2028*

→ *Estimated Costs*

\$150,000 Environmental

\$6,800,000 Runway Reconstruction

\$1,700,000 overtime/weekend premium

Requires \$8.65 million by 2021

+\$5,500,000 Taxiway Reconstruction

Requires \$14.15 million by 2028

→ *Only 6 weeks of impacts to pilots for Runway reconstruction, other options include major airfield impacts over several years, back-taxiing, and higher costs.*

Lincoln Regional Airport

Runway Reconstruction Options

Summary of Runway Reconstruction Options

	Option #1	Option #2	Option #3	Option #4
	Taxiway A as Runway	Taxiway A as Runway with Temp Taxiway	New Parallel Runway	Close Airport 6 Weeks
2023 Costs	\$14,350,000	\$15,450,000	\$11,450,000	\$8,650,000
Total Costs	\$14,350,000	\$15,450,000	\$16,950,000	\$14,150,000
	No FAA Support	No FAA Support	No FAA Support	Pilots/Aircraft Displaced
	Back-Taxi Safety Concern			Realistic FAA Funding Timeline
	Part 77 Violation			Lowest Safety Impact
	Funding Timeline Difficult			

Lincoln Regional Airport

Runway Reconstruction Options

Recommendation: Option #4 – Close Airport for 6 Weeks

- *Airport would be closed for up to 6 weeks (+2 more weeks of night closures only).*
 - *Possibility of reducing closure by a week or so if everything works perfectly.*
- *Minimize Closure by requiring construction to be completed in shortest time possible by working overtime, weekends, double shifts, etc. Huge penalty for late completion.*
- *Eliminates safety issues of back-taxiing on a temporary runway*
- *Runway reconstruction could occur **sooner** (prior to taxiway reconstruction)*
- *No 'throwaway' money spent on paved shoulders.*
- *Entire project has FAA supported elements, all eligible for FAA Funding (90%)*
- *Lowest overall project costs, allows funding to be spread out for Taxiway reconstruction, which makes federal funding easier to obtain and feasible.*
- *Spreads out timeline of Local Match Funding.*