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Friedman Memorial Airport Authority

Regular Board Meeting

November 5, 2013



1616 Airport Circle



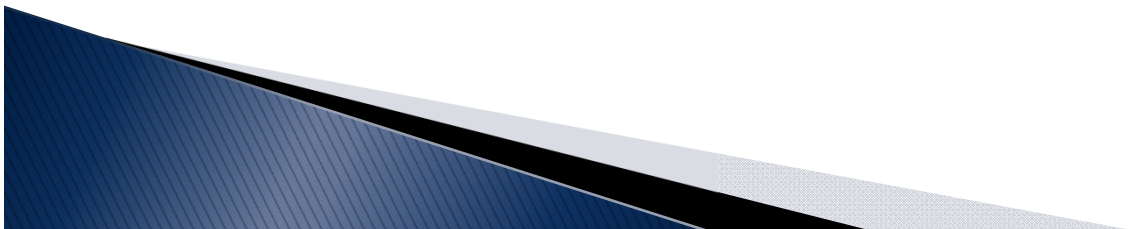
Hailey, ID 83333



208.788.4956

Approve Friedman Memorial Airport Authority Meeting Minutes

- October 1, 2013 Regular Meeting Minutes
 - Approval



Reports

- ▶ Chairman Report
- ▶ Blaine County Report
- ▶ City of Hailey Report
- ▶ Airport Manager Report
- ▶ Communication Director Report
 - Coffee Talk
 - Airport Tour
 - Check SUN First Campaign





AIRPORT STAFF BRIEF QUESTIONS



UNFINISHED BUSINESS

Airport Solutions Existing Site

- ▶ Plan to Meet 2015 Congressional Safety Area Requirement
 - Presented by Mr. Dave Mitchell, T-O Engineers & Airport Manager



Modifications of Standards

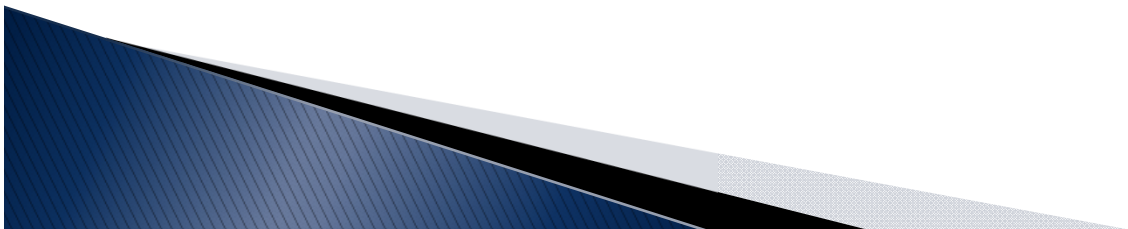
MOS STATUS		
1	Runway-Parallel Taxiway	●
2	Parallel Taxiway OFA Width	●
3	Runway OFA Width	●
4	Runway Safety Area Grading	●
5	Runway-Aircraft Parking	●
6	Existing LOA (w/ ATCT)	○
7	LOA (w/o ATCT)	○
8	Taxiway Width	●

- ▶ Safety Risk Management Documentation is nearing completion.



Formulation – FAA Meeting

- ▶ Visited Helena ADO October 22
- ▶ Overall, a positive meeting
- ▶ FAA supports
 - Phasing Plan
 - Funding Plan
- ▶ Helena ADO hopes to get \$15–20M in federal money for SUN in FY 2014



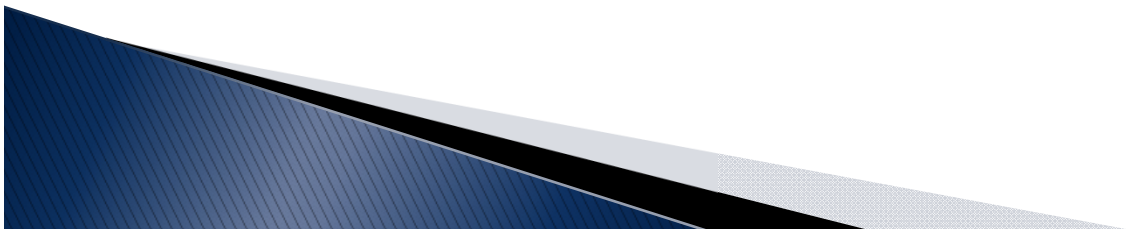
Formulation – FAA Meeting

- ▶ Three concerns:
 1. Terminal
 2. Snow Removal Equipment/ARFF Building
 3. North End Taxiway Configuration



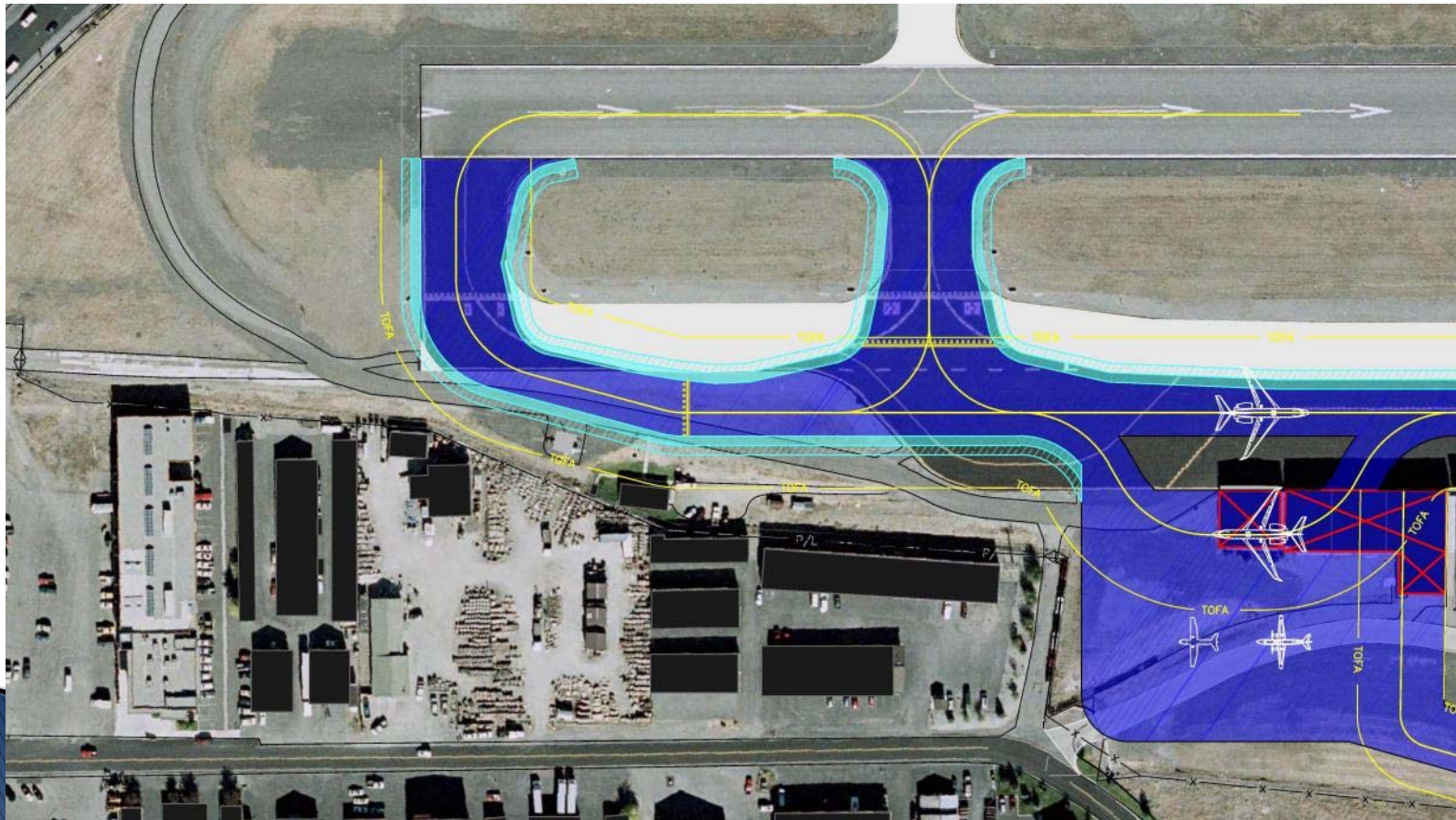
FAA: Terminal and SRE/ARFF Concerns

- ▶ Cost
- ▶ Justification
- ▶ T-O and Mead & Hunt are developing justification documentation



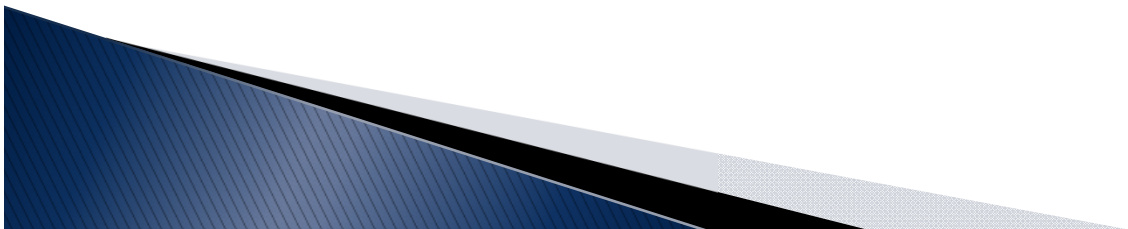
FAA: North End Concerns

- ▶ FAA preference is for perpendicular connectors
- ▶ Configured as shown to avoid purchasing land

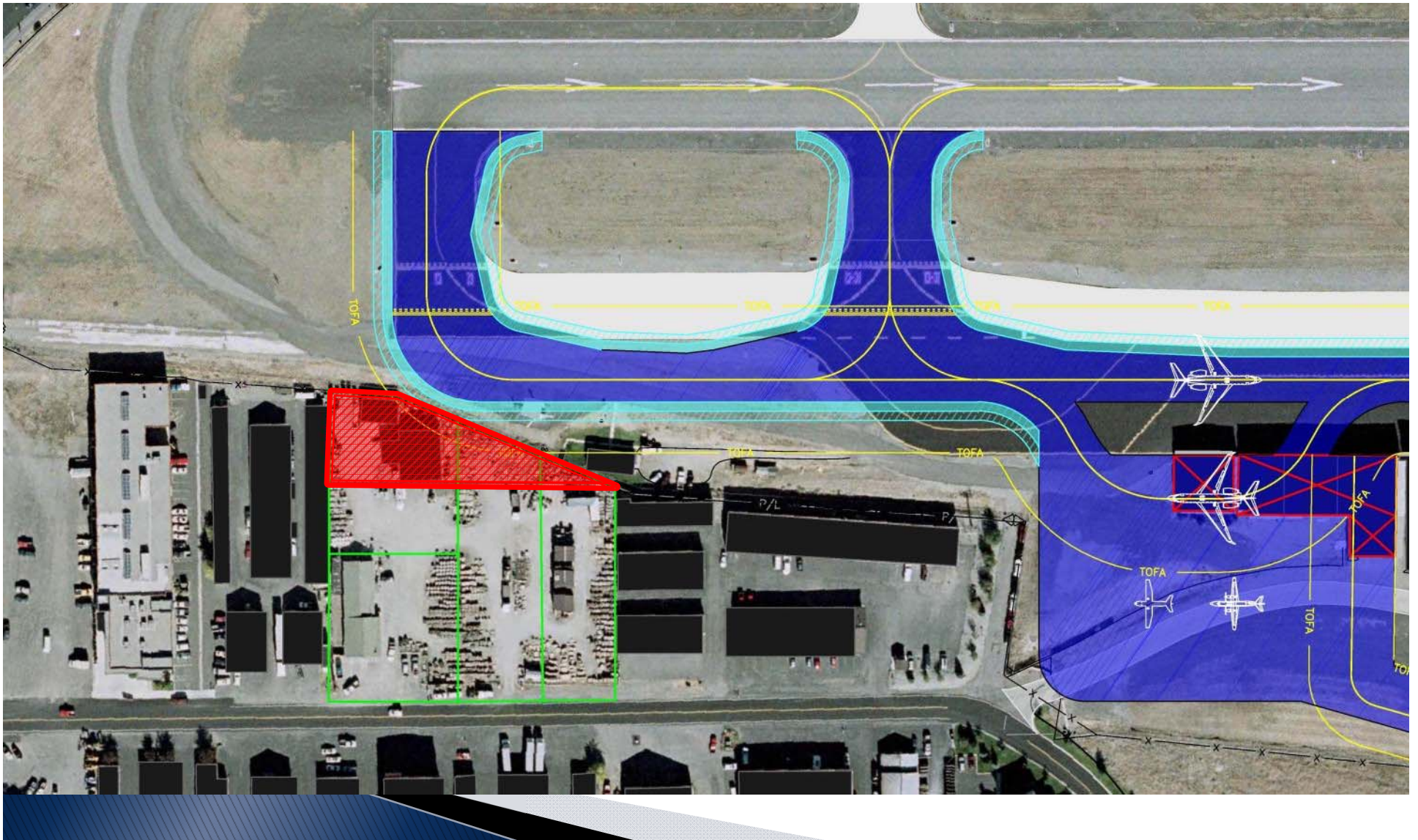


FAA: North End Concerns

- ▶ October 28 email from Steve Engebrecht at Helena ADO
- ▶ Three main concerns:
 - Proposed layout does not fully meet the runway – parallel taxiway MOS
 - Runway – parallel taxiway separation is reduced even more
 - Potential for increased runway incursions
- ▶ FAA's preferred solution: “small property acquisition” to eliminate the angled portion of the parallel taxiway

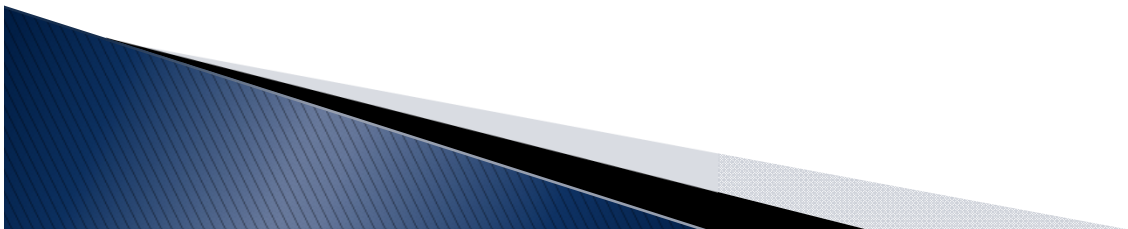


Alternative 1: Property Acquisition

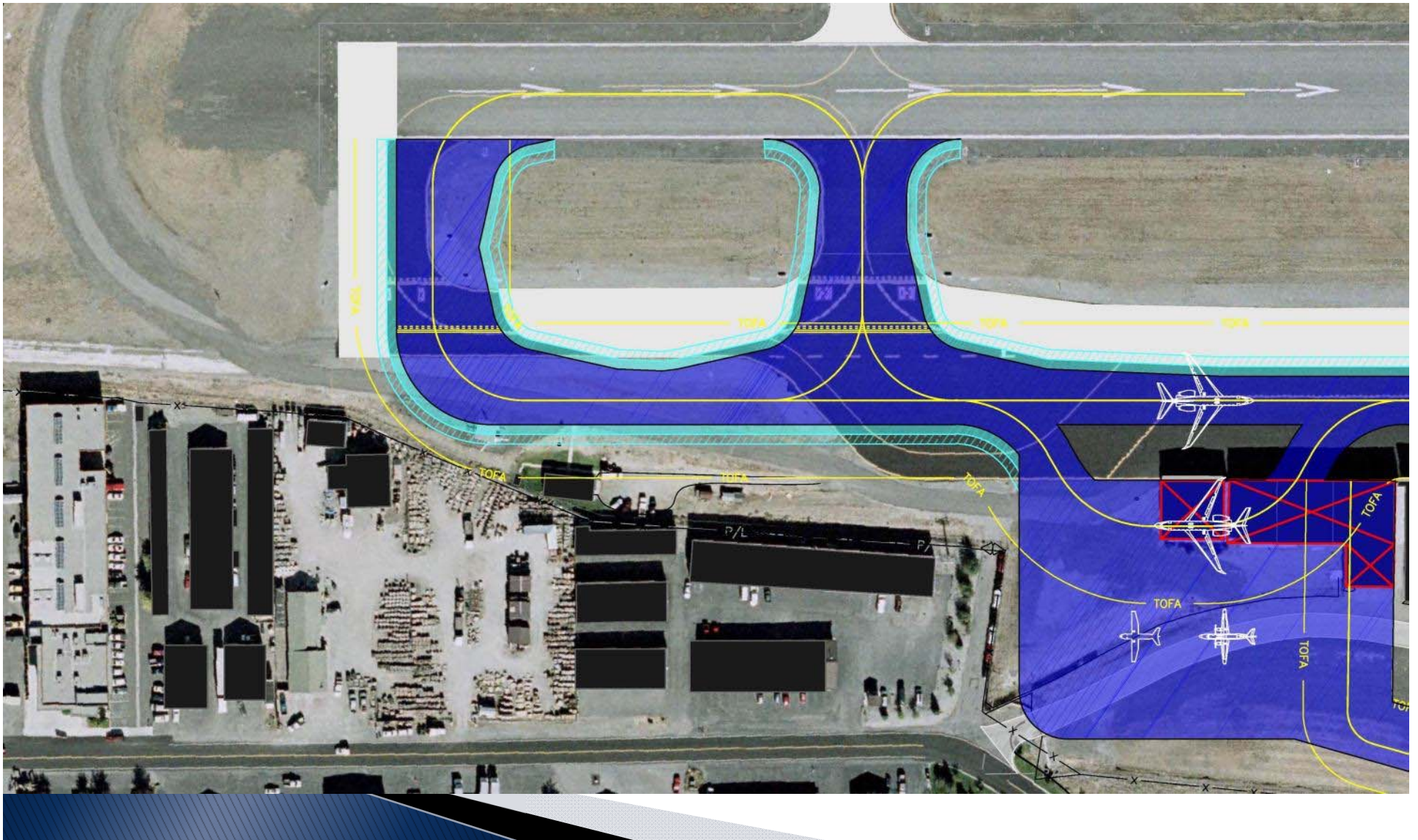


Alternative 1

- ▶ Meets FAA's desires
- ▶ Requires land acquisition
 - Cost (eligible)
 - Process
 - Environmental
 - Planning – not shown on current ALP
 - Land acquisition does not increase capacity of airport in any way

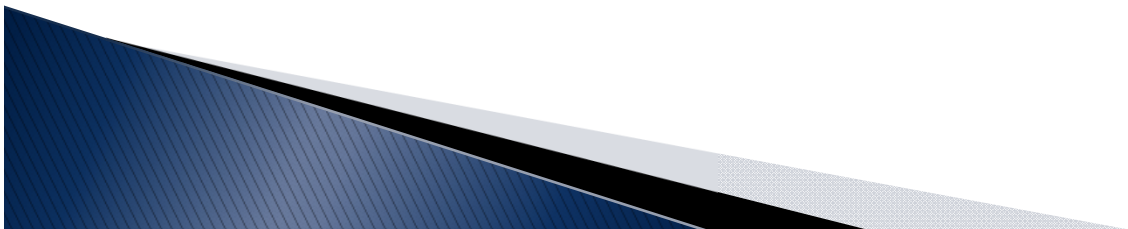


Alternative 2: Reduce Runway Length

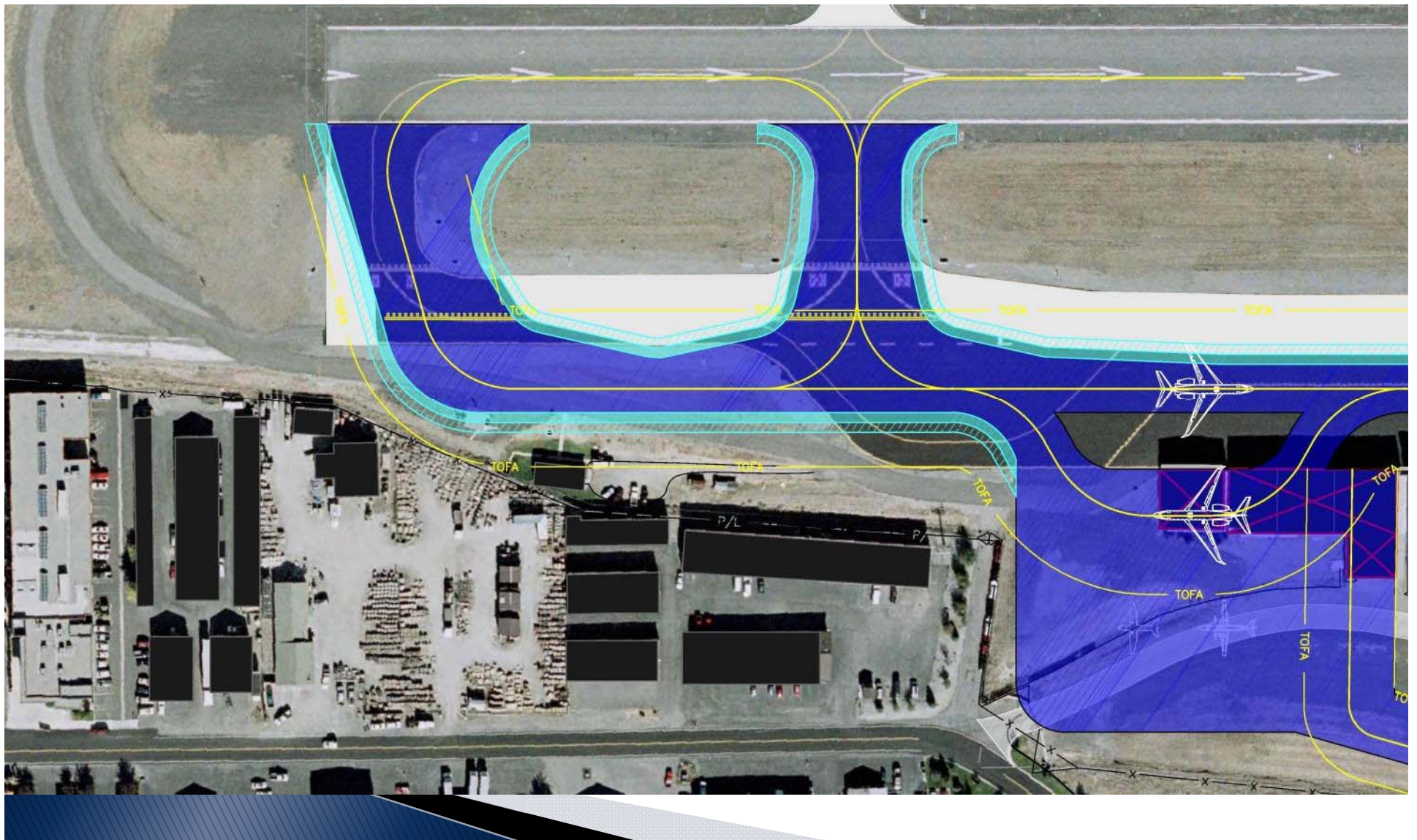


Alternative 2

- ▶ Meets FAA's desires
- ▶ No land acquisition required
- ▶ Shortens runway

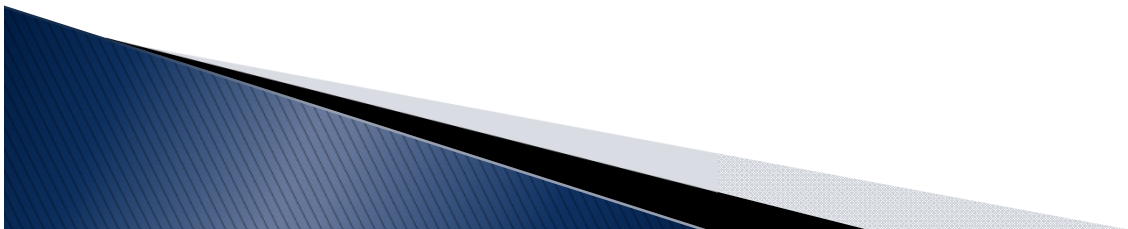


Alternative 3: Angled Connector



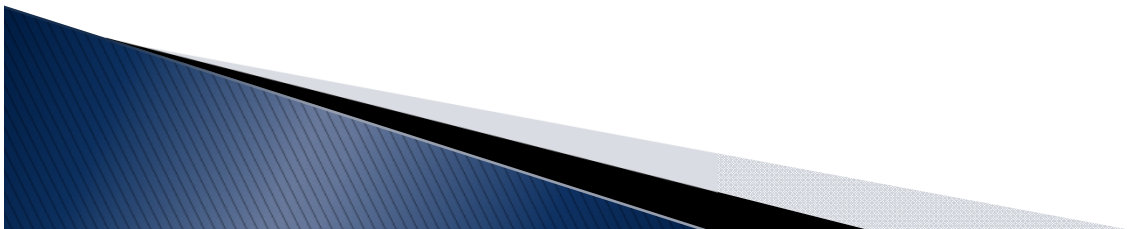
Alternative 3

- ▶ No land acquisition required
- ▶ No need to shorten runway
- ▶ Support by FAA?
 - Non-standard configuration



North End Summary

- ▶ No impact on 2014 projects
- ▶ Resolution of issue soon is necessary
 - Land acquisition process is lengthy
 - Additional coordination with FAA will be required
- ▶ Board feedback/direction desired:
 - Preferences
 - Parameters



What's Next (Formulation)?

- ▶ ALP update
- ▶ Capital Improvement Program
- ▶ Documentation
- ▶ AGIS survey – continue



Phase 1 Construction Update

- ▶ Accomplishments
 - Apron overlay complete
 - Airport Way relocated
 - Fence/gate relocations and modifications
 - Earthwork for taxilane
 - Utility relocations
 - Replacement of Tower propane storage
- ▶ Total value of construction completed =
±\$900,000



Apron Overlay



Airport Way



Fencing/Gates



Taxilane Earthwork

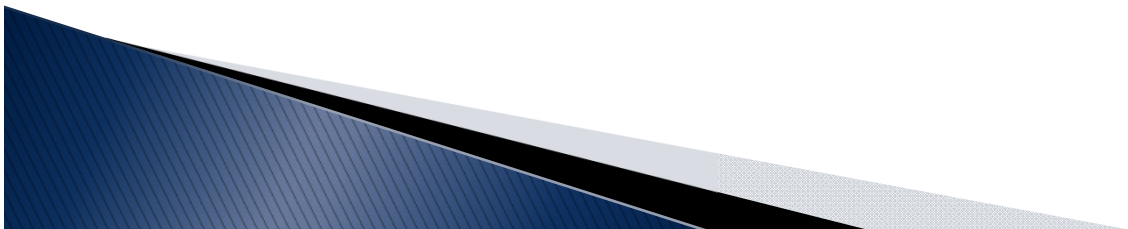


Utility Relocations



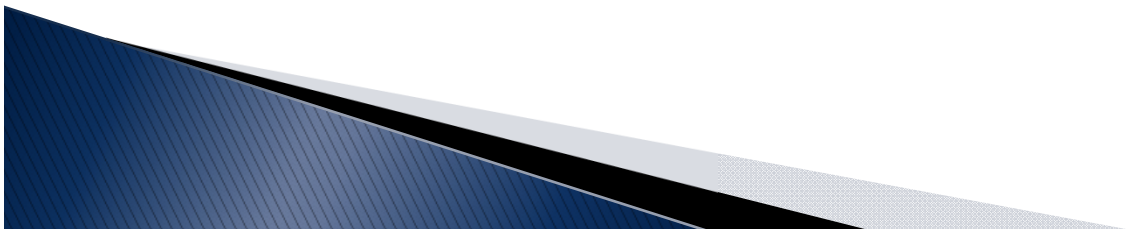
Phase 1 Construction Update

- ▶ Total value of construction completed =
±\$900,000
- ▶ Remaining work this Fall:
 - Gates
 - Fencing
- ▶ Next Spring:
 - Complete taxilane

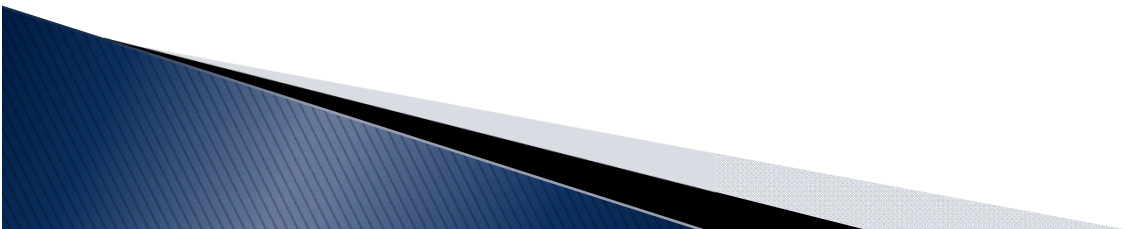
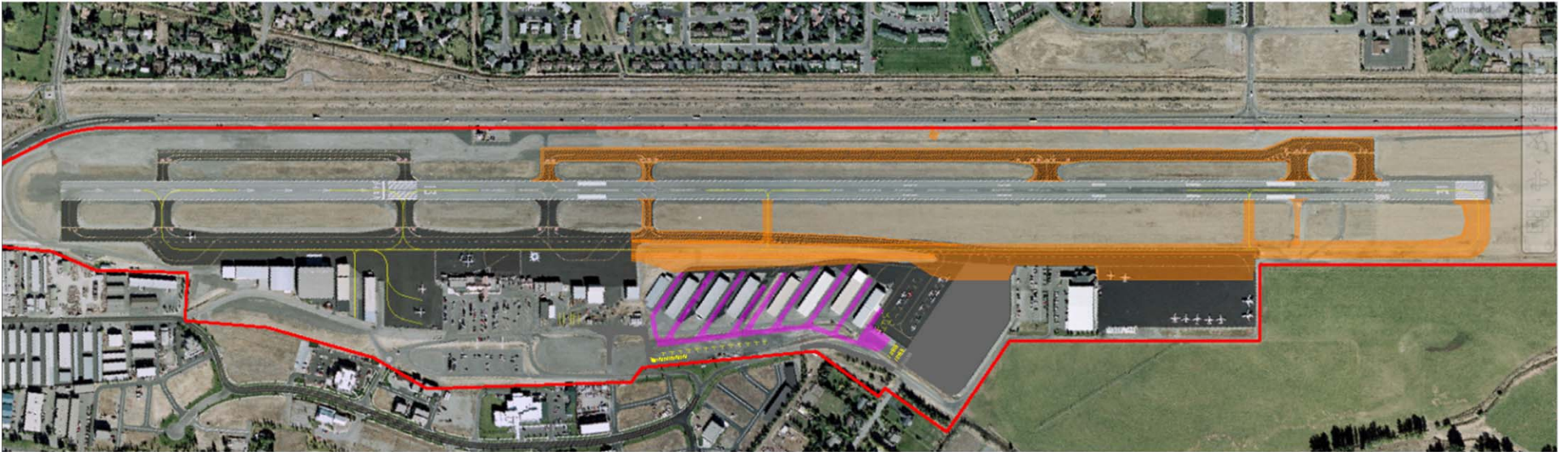


Phase 1 Construction Update

- ▶ Thanks to:
 - Knife River
 - Valley Paving
 - Balanced Rock Electric
 - Westline Fence

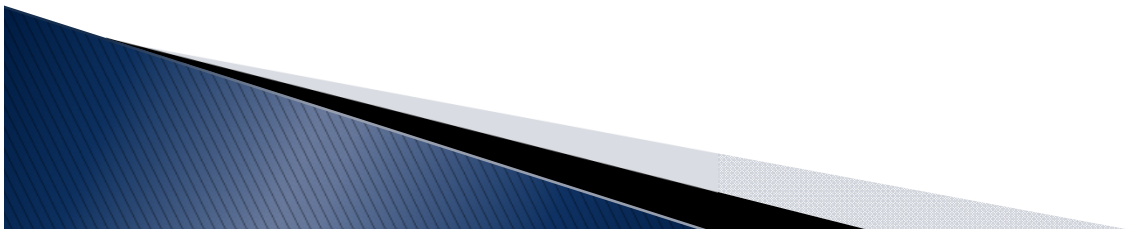


Phase 2 Construction Project



Phase 2 Construction Scope of Work

- Design, bidding and construction inspection
- Reflects work already completed in Formulation Effort
- Anticipate a Safety Risk Management Panel for construction
- Aggressive schedule



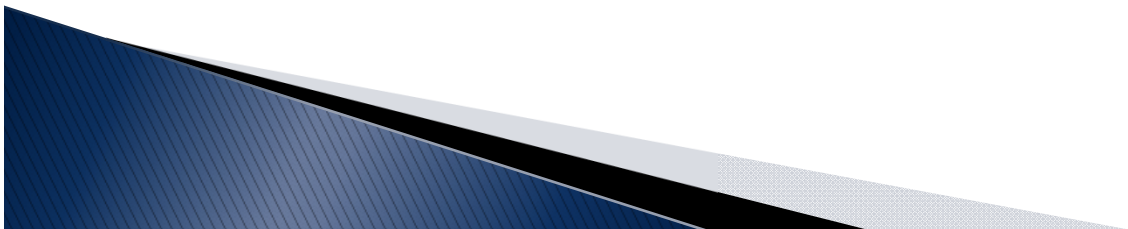
Phase 2 Schedule

- Notice To Proceed, Design December 2013
- Preliminary Design Complete December 31, 2014
- 65% Design Complete January 15, 2014
- 95% Design Complete January 31, 2014
- Final Design/Advertise for Bids February 12, 2014
- Open Bids March 14, 2014
- Award April 1, 2014
- Start Construction April 28, 2014



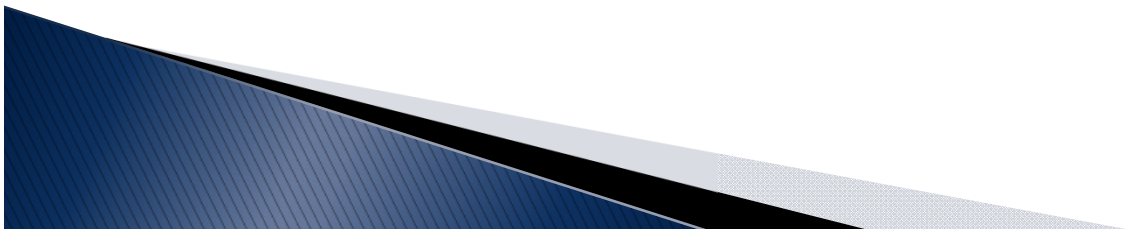
Phase 2 Prequalification?

- Prequalification is allowable in Idaho (I.C. 67-2805 3(3)(b))
- Standards must be based on:
 - Demonstrated technical competence
 - Similar experience
 - Prior experience with the political subdivision
 - Available nonfinancial resources (labor and equipment)
 - Overall performance history
- With appeals, process can take up to 100 days



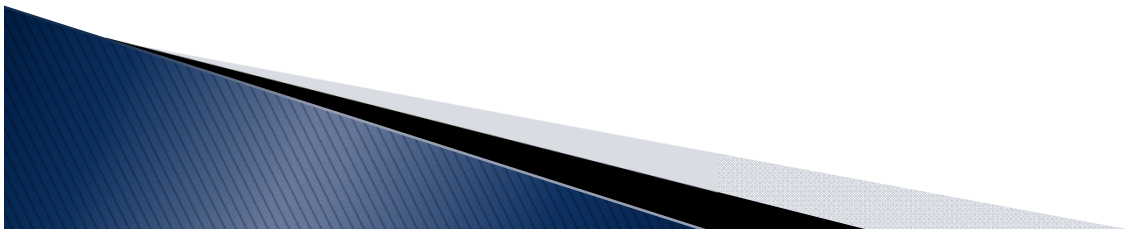
Phase 2 Prequalification

- FAA also allows consideration of “competency”
- In bid – probably in conflict with Idaho law
- Owner can refuse to issue documents to a perspective bidder for:
 - Failure of Owner’s prequalification process
 - Default under previous contracts with Owner
 - “Unsatisfactory work on previous contracts with the Owner”



Board Direction Requested

- ▶ Pursue prequalification?
- ▶ Approve Scope of Work?



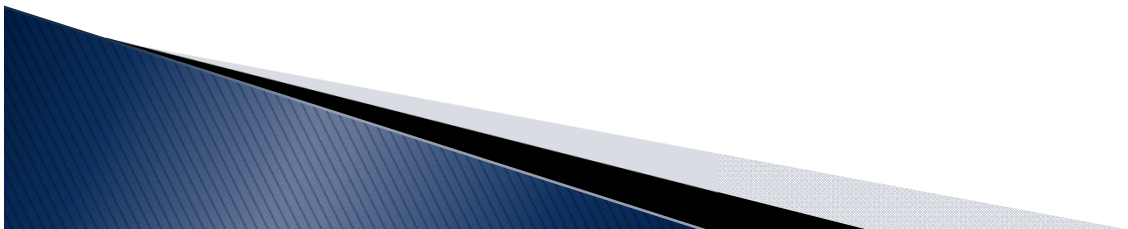
Phase 2 Next Steps

- Finalize Scope
- Fee negotiation
- Final approval
- Get to work



Architectural Projects

- Coordinating with FAA on project justification
- Developing Scopes of Work for architectural/engineering services
- Revisions to SRE/ARFF building concepts will take place this month
 - Board input welcome



RFQ – On-call Planning Services

- ▶ Last month the Airport Manager updated the Board on the Selection Process
 - Statement of Qualifications were received from Ricondo & Associates, in association with Gallatin Public Affairs and Mead & Hunt, Inc.
- ▶ Chairman Fairfax reported on review Committee activities and process
 - The review committee recommended that the Board select Mead & Hunt, Inc.
- ▶ The Board directed Staff to postpone the selection of a firm until November
 - This item is on the agenda to facilitate action if the Board deems appropriate



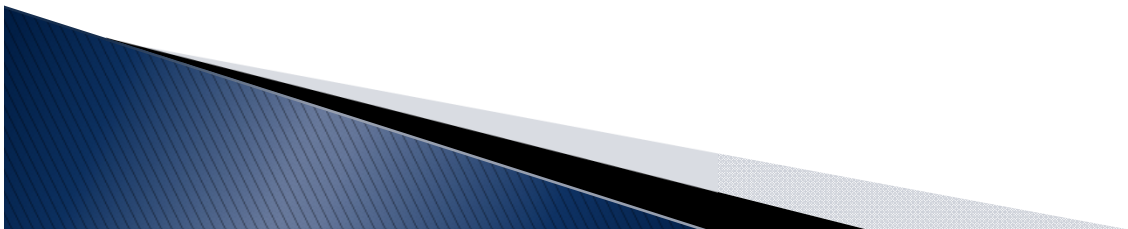
Fly Sun Valley Alliance Report

- ▶ This item is on the agenda to permit a report if appropriate.



Small Community Air Service Development Program Grant

- ▶ Staff has not yet received Grant Offer for the Department of Transportation
- ▶ Government shutdown has delayed the process



Site Selection/Master Plan

- ▶ During the March 2013 meeting, the Board concluded that following completion of project formulation for Alternative 6 or by October 1, 2013, it would be appropriate to resume formal discussion regarding a site selection process
- ▶ Germane planning process
 - 2014–Master Plan
 - 2013–Airport Alternative Technical Analysis
 - 2006–Wood River Region, Airport Site Selection & Feasibility Study
 - 2008–EIS Purpose & Need/Alternatives working paper



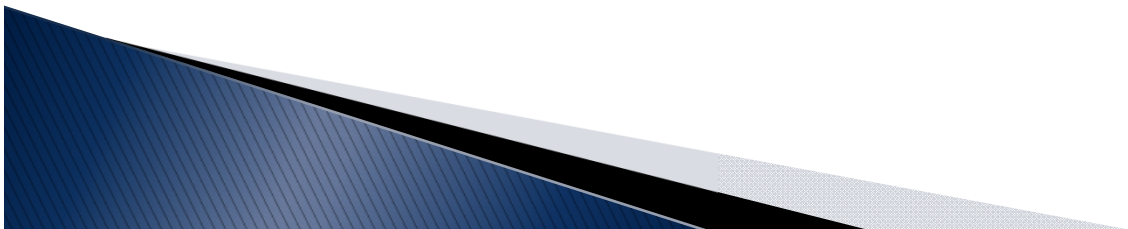
Site Selection/Master Plan

- ▶ Board authorized processing a PFC application that includes \$550,000 to Master Plan
- ▶ Statements of Qualification for On-call Planning Services received until September 26th, 2013
- ▶ This item is on the agenda to facilitate the formal discussion described in the March Board meeting.



Request for Information Legal Services

- ▶ Special meeting
 - Thursday, November 7, 2013 – 12:00 p.m.
 - Location, Old County Court House, Hailey



» NEW BUSINESS

» PUBLIC COMMENT



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Thank you



1616 Airport Circle



Hailey, ID 83333



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