

## Runway 14L /32R Rehabilitation Working Group

### 8/30/2021 Meeting Notes

#### Attendees

Sarah Shifley	Working Group Member – 350 Seattle	Present
Velma Veloria	Working Group Member – Beacon Hill& KCIA CC Representative	Present
Eric Miller	Airport Project Representative	Present
Kevin Nuechterlein	Airport Capital Program Manager	Present
Matthew Sykora	Airport Properties & Business Manager	Present
Brian Bartley	Airport Intern	Present

Next Meeting September 27<sup>th</sup> at noon

#### **Project Background**

Utility Runway Rehab (14L/32R) project is estimated to require a 7-inch mill and fill of the runway and replacing the runway edge lights and guard lights with LED fixtures. This might change as the project progress.

Phase 1 of the project will be the data gathering phase of the project. This will include both geotechnical data and utility data such as storm water. This information will be used to determine the level of effort needed in the design of the runway. The documentation for the environmental work will also start in this phase. Since this project is on the airport and used by aircraft it will go through both the SEPA & NEPA processes. However, it is important we understand the scope of work needed for this project before the environmental work starts as that will inform the environmental process.

Phase 2 of the project is the design phase. The design for this project will have three major milestones for review. Major internal reviews will occur when the design is about 30%, 60%, and 90% complete. During this phase the bulk of the SEPA and NEPA process as well as permitting will occur.

Phase 3 of the project is the construction phase. Once the project is fully designed and permitted a contractor will be selected to construct the project. The goal is to construct the project in 2025.

The project is currently in Phase 1 and we just signed the contract with the consulting teams that will help us with this phase. RS&H will be working on the investigation portion and Kimley Horn will be helping the airport with project management services.

One of their first tasks will be to put together a schedule for the investitive work to take place. Once we have that schedule, we will share it out with the group.

## Questions About the Project

- Will the project allow larger aircraft to land?
  - No due to the location of the runway and the safety areas needed the type of aircraft will remain the same. The safety areas are determined by the approach speed and size of the aircraft.
  - This project will not expand the runway size
- Will the project change the dimensions of the runway?
  - No, the dimensions of the runway will remain the same the current dimensions of the runway are 3710' X 100"
  - Part of this project will realign taxiways to meet new FAA design standards.
- What is prompting the project?
  - Airfield pavement is inspected and evaluated on multiple different levels. The FAA looks at both PCN and PCI data of the runway to determine when a runway needs to be refurbished. WSDOT did a PCI survey in 2018 and from this data it was determined that the runway needs to be refurbished. This will become a safety issue if not addressed.
    - PCI is a visual inspection of the surface defects and has a scale of 0–100
      - Current Runway PCI = 49 -66
        - [Washington 2018 IDEA — Airport Details \(appliedpavement.com\)](http://appliedpavement.com)
  - The FAA has a projected lifespan for flexible pavements of 20 years. As stated in FAA Advisory Circular 150/5320-6F.
    - Runway 14L/32R is an asphalt runway so it is considered a flexible pavement.
    - The last time the runway was rehabbed was in 2002
- How long will phase 1 take?
  - Hoping to finish phase 1 by the end of 2021 but we are still working with the consultant to provide us with a schedule.
- Will you inform the people of Georgetown that this work is taking place?
  - Yes, community outreach will take place. Part of the point of this community advisory group will be to help us determine at what milestones in the project should the community be notified and to take an active role in sharing information to communities.
- What type of planes fall under the 12,500 lbs. category?
  - Cessna 172's, - aircraft used for flight training
  - Cessna 208 – aircraft used for small passenger airlines such as Kenmore Air and Small Feeder Cargo Aircraft.
- I see that you already have an FAA Grant for this project, does that come with all the same grant assurance as other FAA Projects?

- No FAA Grant has been issued yet but we still must use the FAA language for both the design and construction. The airport is hoping to get a grant for both the design and construction of this project.
    - Design: FAA fiscal year 2024
    - Construction: FAA fiscal year 2025
  - Yes, all standard FAA Grant Assurances will apply
- Why are you starting the project so early?
  - We need to meet some hard dates to receive FAA funding for this project. In order to determine the level of effort needed for the design contract we must gather the data now.
- Who Applies for the grant?
  - The Airport does
- Who is sponsoring agency for NEPA & SEPA?
  - FAA will take lead agency on NEPA
    - We will provide the documents to the FAA and the FAA will follow their NEPA guidelines and standard processes.
  - The Airport or the King County Department of Permitting will be the lead agency on SEPA.
- What is the anticipated level of environmental effort for this project?
  - This is still yet to be determined since we have not gathered all the data for what will be completed as a part of this project. However other similarly scoped runway projects in the have been determined as a CATEX.
  - This level of effort on the NEPA will be determined by the FAA once all the facts are provided to them
    - This work will be started in phase 1 of the project.
- Who decides this project is a go?
  - As we go through the budget process, we look at the projects in the next 10 years and phasing of the projects. Our engineering team works with other sections to come up with our proposed project list to take to leadership
  - Airport Leadership reviews and approves the project list and CIP spend and sends the proposal to budget office
  - Budget office reviews the proposal and if they approve, they send it to the executive office
  - Executive office sends it to council who approves the budget
- Does this project meet the SCAP requirements?
  - Yes SCAP is written into the contract language for the project.
    - We might also be able to achieve other sustainability certifications as a part of this project.

- See the question below for more information.
- What happens if a project change needs to be made?
  - Depending on the size of the change determines this process.
    - Minor changes occur at the project level and are determined by the PM and project team
    - Major changes that will affect the scope, schedule or budget of the project will be brought to the Airport’s internal capital committee for discussion, review and a decision on how to proceed
    - The capital committee consists of the Airport Leadership team with the Airport director having final authority.
- How can the KCIACC input be addressed.
  - The expectation is that the participants of the community advisory committee who are members of the KCIACC will solicit input from the other KCIACC members and share that input with the project team during the working group meetings and will share information back with other members of the KCIACC
  - It is important to note that due to the strict FAA regulations on runway design and construction not all input can be accommodated
  - This project is very heavy on technical criteria and must follow all FAA standards for airport runways.
- How can we provide feedback from this group how can we incorporate into the design? How will this happen.
  - We will be looking for feedback from this group through all phases of this project.
  - The intent of these working group meetings is to discuss the project and get feedback throughout the process. Is there a preferred method for the feedback to be provided?
    - This might change depending on what is being reviewed but the airport is open to whatever is easiest for the team.
- How will the project align the project with the SCAP goals?
  - The King County SCAP is a five-year blueprint for County climate action integrating climate change into all areas of County operations and work within King County.
  - The 2020 SCAP goals, therefore, relate mostly to King County operations and not capital projects. However, Strategy GHG 4.14.1; “King County capital portfolios will be managed to maximize GHG emissions reductions in operational and embodied emissions,” does apply. This priority action is achieved through complying with Green Building Ordinance requirements.
  - This project will also peruse sustainability platforms for certification including:
    - Salmon Safe
    - Zero waste
    - Envision Platinum certification.
  - The project will perform Eco-charrettes at key milestones during the project.

- How will we meet the 2030 goals and what will the task force decide?
  - Not sure that the task force has been assigned and still unknown what will come out of it.
  
- Can Velma & Sarah get paid for the project?
  - No, this is a volunteer committee. That was clear from the beginning that it is a volunteer role.

### **Questions on the Charter**

- Who drafts the charter and approves it?
  - These charters were drafted by the airport for these community working groups.
  - They were reviewed by the folks that wanted to be a part of the working group to ensure everyone understands the project, the level of participation required, what the working group norms are and what level of input should be expected.
  - After discussion and clarification on any of the items the charter is approved
  
- Based on feedback from Sarah that the project goals are confusing KCIA staff are re-drafting them to be more clear
  
- Please provide updates on the charter
  - We will update them before the next meeting