



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

AGENDA TITLE: Annual Review and Approval of the FY-2017 Airport Capital Improvement Program (ACIP). Approve Resolution 2016-10

MEETING DATE: October 26, 2016

PREPARED BY: Kevin Smith, General Manager

RECOMMENDATION: Approve the 2017 ACIP as attached. Approve Resolution 2016-10 as attached permitting submittal of applications for Federal and State Funding for 2017 Airport Improvement Program (AIP) projects.

DISCUSSION: The FAA requires an annual update of the Airport Capital Improvement Program (ACIP). The FAA uses the ACIP to identify and prioritize airport capital improvement needs and to plan for the annual distribution of AIP funds. All proposed projects must comply with the National Environmental Policy Act (NEPA); be depicted on an approved Airport Layout Plan (ALP); and be included in an ACIP submission in order to compete for AIP funding. All TTAD projects comply with these standards.

The General Manager and Airport Engineer, Reinard Brandley met with the FAA on Sept. 14, 2016 to review the TRK ACIP and discuss funding needs for FY2017 to 2022. The attached ACIP for 2017-2022 reflects discussion from this meeting. The final deadline for submittal of the approved ACIP is January 15, 2017 however the FAA prefer early submittals to assist with planning and programming of funds.

The ACIP is a dynamic document. It is modified on a yearly basis but tracks closely with our adopted Pavement Management Plan. ACIP projects listed are those considered eligible and competitive for AIP funding. The projects outlined for FY2017 are as follows:

1. Runway 11-29 Saw & Seal Supplemental Joints – Project Costs \$185,000 – 90% FAA funding is tentatively secured. 5% State funding is in application process.
2. Hangar Taxilanes CD&DE Design and Reconstruct – Project Costs \$513,000 – No FAA funding commitment as of September 2016. 90% FAA funding is eligible. 5% State

funding is in application process. Staff is optimistic of Federal Funding if the District proceeds with Design and Bidding. Funding to complete this project is included in TTAD FY2017 Budget should the FAA decline funding application.

3. Airport Geographic Information System (AGIS) Obstruction Survey – Project Costs \$145,000 – No State or federal funding available. Staff is inquiring if any funds are available through FAA Air Traffic Organization or from Terminal and Instrument Procedure Departments at FAA. Funding to complete project is included in TTAD FY2017 Budget.
4. Replace FAA VASI¹ with New 2 Box PAPI on Runway 20 – Project Costs \$76,000 – No State or federal funding available. Staff is inquiring if any funds are available through FAA Air Traffic Organization or from Terminal Instrument Procedures Department at FAA. Funding to complete project is included in TTAD FY2017 Budget.
5. Replacement of Oshkosh Blower² – Project Cost \$510,000. No funding commitment as of September 2016.

APPROVAL OF RESOLUTIONS FOR FY2015 PROJECT: The FAA and Cal Aeronautics require a Resolution from the governing Board of the airport sponsor (TTAD is airport sponsor) signifying acknowledgement and approval of these projects and our ability to meet the 10% match requirement. See the attached Resolutions.

FISCAL IMPACT: The Fiscal Impact is as follows:

FY2017 Project total costs are estimated per the attached ACIP and approved (less the OshKosh Blower) in the FY2017 budget at \$919,000. This breaks down as follows:

\$185,000 for ACIP Project 1,
\$513,000 for ACIP Project 2,
\$145,000 for ACIP Project 3
\$76,000 for ACIP Project 4
\$919,000 Total

Funding Available: The District has \$845,000 set aside in the Budget for Pavement Maintenance Projects and the Obstruction Survey in addition to Federal Grants of \$155,000 which has been confirmed for a total of \$1,000,000 available.

Staff anticipates the ability to complete all project as listed.

¹ VASI – Visual Approach Slope Indicator vs. PAPI – Precision Approach Path Indicator. PAPIs are considered more precise than VASIs and provides more slope angle information for pilots on approach.

² Snow Removal equipment has a lower FAA NPR (National Priority Ranking) score than runway and pavement projects. It is unlikely the District will receive funding for the Blower but staff feels it is wise to apply for the equipment and see if it will competes in a given year before we use District funds to purchase the equipment. The Board will consider acquisition of the Blower in FY2018 should we not be successful in receiving a Federal Grant this year.

PUBLIC COMMUNICATIONS: Staff will work closely with our user community to coordinate work and impact operations as minimal as possible. We are also publishing our success in receiving federal funding for our projects both with the airport user community as well as the community in general. It is interesting to note that funding for AIP projects does not come from Federal personal or business income taxes or the Federal General Fund but through aviation user fees. AIP funds come from the following sources:

- Domestic airline passenger tickets
- Domestic airline passenger flight segments
- International passenger arrivals and departures
- Air cargo waybills
- Aviation fuels

As these funds are derived from users of the National Airspace System (NAS), the District continues to be aggressive in seeking and receiving these funds.

ATTACHMENTS:

ACIP 2017-2022

ACIP Project Map

Resolution 2016-10 – Airport Capital Improvement Projects