



TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTOR STAFF REPORT

AGENDA TITLE: Annual Review of FY2021 Pavement Management Projects and Approval of the FY2021 Airport Capital Improvement Program (ACIP). Approve Resolution 2020-09.

MEETING DATE: October 28, 2020

PREPARED BY: Kevin Smith, General Manager

RECOMMENDATION: Approve FY2021 Pavement Management Projects and the 2021-2030 ACIP as attached. Approve Resolution 2020-09 as attached permitting submittal of applications for Federal and State Funding for 2021 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.

The General Manager, Director of Operations and Maintenance, and Airport Engineer, Reinard Brandley have meet to review the annual ACIP and discussed funding needs for FY2021 to 2030. The attached ACIP for 2021-2030 reflects discussion from this meeting. The General Manager and District Engineer met with the San Francisco Airport District Office of the FAA on October 14, 2020 to review the plan and program. The FAA tentatively approved the ACIP as attached. The FAA most recently funded the Taxiway A project for AIP Year 2020 totaling \$3,686,000. We have 2 very large projects coming up in 2023 and 2025. It appears our grant offer for 2021 will likely be a design and engineering grant for the first of these projects which is the Runway 2/20 project totaling \$385,500. The Runway 2/20 Reconstruction Project is officially programed for 2023 totals \$5,176,500 and Taxiway G in 2025 totaling \$6,390,000. Due to the large size of these projects the FAA is offering the Design and Engineering Grant in 2021, no grant in 2022, and a Grant of \$4,658,850 (90% of project costs) in 2023.

The ACIP is a dynamic document. It is modified on a yearly basis but tracks closely with our Pavement Management Plan (PMP). The PMP is in process of being updated and will be presented to the Board in February or March of 2021. ACIP projects listed are those considered eligible and competitive for AIP funding. The projects outlined for FY2021 are as follows:

1. Engineering Design for reconstruction of existing Runway 2-20, including runway lighting in preparation of construction in 2023.

Staff also proposes the District consider funding the additional costs to include the Runway 2-20 widening and lengthening as part of this design process. This cost is estimated at \$125,000 and is not AIP Grant eligible. Staff proposes to discuss the merits of widening and lengthening runway 2-20 at a Board Workshop in February or March of 2021. Including the design and engineering now with the rest of the 2-20 design work is important if the Board wants to have the option of widening and lengthening this runway in 2023. No design work on the widening and extension would take place before Board discussion and decision at the proposed Workshop.

APPROVAL OF RESOLUTIONS FOR FY2019 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 Federal 10% match requirement. See the attached Resolution 2020-09.

FISCAL IMPACT: The Fiscal Impact is as follows:

FY2021 Project total costs to TTAD are estimated per the attached ACIP are as follows:

| Project | Federal Funds | TTAD Funds | State Funds | Total Cost |
|--------------------|---------------|------------|-------------|------------------|
| Runway 2/20 Design | \$346,500 | \$38,500 | \$0 | \$385,000 |

Funding Available: The Budget has \$275,000 set aside in the Budget for pavement maintenance projects in addition to anticipated FY2021 Federal Grants of \$346,500. We are still determining the availability of Cal Aero State Funding for 2021 but it currently does not appear there will be State funding for the foreseeable future.

Due to the substantial decrease of Surf Air enplanements in 2019, the District did not receive the \$1,000,000 AIP entitlement which we had received in FY2017 and 2018. Our 2020 effort to count enplanement data for the 2019 year fell well short of the required 10,000. As FAA reporting is voluntary for our users, it can be difficult to receive numbers from some of our operators. District staff will try again this winter to count enplanements for the 2020 calendar year.

PUBLIC COMMUNICATIONS: Staff will work closely with our user community to coordinate work and impact operations as minimally 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 2021-2030 and ACIP Project Map

Resolution 2020-09 - Airport Capital Improvement Projects