



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

AGENDA TITLE: Annual Review of FY2022 Airport Capital Improvement Program (ACIP). Approve Resolution 2021-09.

MEETING DATE: October 27, 2021

PREPARED BY: Kevin Smith, General Manager

RECOMMENDATION: Approve FY2022-2032 ACIP as attached. Approve Resolution 2021-09 as attached permitting submittal of applications for Federal and State funding for 2022 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. Approval of the ACIP allows the District to submit applications and make projects eligible for federal funding. The District is not obligated to accept funds for projects.

The General Manager and Airport Engineer, Damon Brandley have meet to review the annual ACIP and discussed funding needs for FY2022 to 2032. The attached ACIP for 2022-2032 reflects discussion from this meeting. The General Manager and District Engineer met with the San Francisco Airport District Office of the FAA on August 31, 2021 to review the plan and program. The FAA reviewed the ACIP as attached.

The FAA most recently funded the Taxiway A project for AIP Year 2020 totaling \$3,686,000 as well as a Design Grant for \$410,500 in 2021 for design and bidding for the Runway 2-20 reconstruction project. We have 2 large projects coming up in 2023 and 2026. The Runway 2/20 Reconstruction Project is programed for 2023 and totals \$6,307,000 and Taxiway G in 2026 totaling \$6,392,000. The District will have a 10% match requirement for these grants.

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 next presented to the Board for final approval at the December 1, 2021 Board Meeting. ACIP projects listed are those considered eligible and competitive for AIP funding. The projects outlined for FY2022 are as follows:

1. Runway 11 Runway End Identifier Lights (RIELS) Power Relocation – Reimbursement for FAA Reimbursable Agreement (RA) and Construction.

This RA was part of the original Taxiway A project. In that the REILs were considered an Air Traffic Organization project, the FAA Division of Airports required a reimbursable agreement or “RA” for this work. RAs are signed and paid for by the airport sponsor and then reimbursed through Airport Improvement Funds (AIP) through a Grant from the FAA Division of Airports. We have included this RA on our 2022-2032 ACIP thereby allowing the District an opportunity to be reimbursed for our out of pocket expense for the RIEL work as part of the Taxiway A project. TTAD eligible reimbursement is \$161,597 of the total \$179,519 of the project.

APPROVAL OF RESOLUTIONS FOR FY2022 PROJECT: The FAA and Cal Aeronautics require a Resolution from the governing Board of the airport sponsor (TTAD is the airport sponsor) signifying acknowledgement and approval of these projects and our ability to meet the Federal 10% match requirement. See the attached Resolution 2021-09.

FISCAL IMPACT: The Fiscal Impact is as follows:

FY2022 Project total costs to TTAD are per the attached ACIP are as follows:

Project	Federal Funds	TTAD Funds	State Funds	Total Cost
REIL RA Reimbursement	\$161,567	\$9,874	\$8,078	\$179,519

Funding Available: The Budget has \$175,000 set aside for pavement maintenance projects in addition to FY2021 Federal Grants of \$410,500. We are still determining the availability of Cal Aero State Funding for 2022. It currently does appear some State funding may be available.

Runway 2-20 Rehabilitation Design Grant Hold: Per the Board’s direction at the September 22, 2021 Board Meeting, all work on the Design Grant is on hold pending decision making on the proposed alternate runway options under consideration by the Board. The ACIP is a planning document only and does not require acceptance of grants on any given year.

PUBLIC COMMUNICATIONS: Each year Staff works closely with our user community to coordinate work to impact operations as minimally as possible. 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, some of which are collected by the Federal Government at TRK. 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 2022-2032 and ACIP Project Map

Resolution 2021-09 - Airport Capital Improvement Projects