



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

**AGENDA TITLE:** Update to Annual FY2022 Airport Capital Improvement Program (ACIP).

**MEETING DATE:** March 23, 2022

**PREPARED BY:** Kevin Smith, General Manager

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**RECOMMENDATION:** Approve updated FY2022-2032 ACIP as attached in response to FAA request to update Airport ACIPs to account for project eligibility under H.R. 3684-Infrastructure Investment and Jobs Act.

Note: Items highlighted on ACIP denote the same project in either separate applications or over multiple years.

**DISCUSSION:** The District last reviewed our annual ACIP at our October 27, 2022 Board Meeting. The original ACIP as submitted to FAA is attached to this staff report. Recently the FAA as requested all airport sponsors to update their respective ACIPs to account for new funding available to airports under the newly passed infrastructure law.

On November 15, 2021, the President signed the H.R. 3684-Infrastructure Investment and Jobs Act (Public Law 117-58) of 2021, commonly known as the Bipartisan Infrastructure Law (BIL). Under one section of BIL, the FAA's Office of Airports will administer approximately \$20 billion in grant funds to airport sponsors. Of the \$20 billion available, \$15 billion is available, over 5 years, for Airport Infrastructure Grants (AIG), including approximately \$14.45 billion of formulated allocations and \$100 million for airport owned Federal contract towers. BIL AIG funds are allocated in FY 2022 by airport. The Truckee Tahoe Airport District will receive \$295,000 in 2022 and will likely receive this annually for 5 years as part of the BIL in addition to our regular annual

\$150,000 of Airport Improvement Program (AIP)<sup>1</sup> entitlement funds we receive annually. Both AIP and AIG funds can be accumulated year to year for specific projects.

BIL also includes approximately \$5 billion to upgrade, modernize, and rebuild airport terminals, including multimodal terminal development and on-airport rail access, and airport owned towers. As part of our submittal, we are including funds under the BIL competitive AIG program to potentially fund our Air Traffic Control Tower, replace a hangar row, purchase a Loader, as well as funding for the NEPA environmental work for and potential construction of the proposed new Runway 16/34 project. We understand this project is still under review and a final decision has not been made by either the FAA or the District regarding its construction but if we want it considered in the future for these funds, we should begin to include it now on our ACIP. It can always be removed by the District from our ACIP project list at our discretion.

The FAA has indicated we should include BIL fund, as well as AIP entitlement, requests for discretionary funding, and any other projects to be submitted for the competitive BIL Airport Terminal and Tower grant programs as part of our submittal. There is no guarantee that these projects will receive funding but by including them on the list we are eligible to submit applications for AIG and AIP funding. We cannot submit an application for Runway 16/34 until it is included on our Airport Layout Plan (ALP). The District is not obligated to accept funds for projects.

To summarize, new proposed additions to the ACIP for BIL AIG funding are as follows:

- 2023 – New Snow Removal Loader - \$234,000
- 2024 – Environmental Assessment for Proposed Runway 16-34 - \$540,000
- 2025 – Design/Construct new Air Traffic Control Tower - \$15,000,000. (Eligible for 100% AIG funding)
- 2025 – Replacement Hangar Row - \$5,805,000 (This item has a low FAA priority ranking score but is eligible for funding)
- 2026 – Runway 16-34 and associated Infrastructure Design - \$6,500,000
- 2027 – Runway 16-34 Construction - \$25,704,000

Please note that the numbers above are Federal share of these projects. You can find the complete project cost on the ACIP Table under Total Project Costs.

Staff is not proposing any changes to AIP projects from the original ACIP approved by the Board in Fall of 2021.

As mentioned earlier, this is a very recent request of the FAA. The District did not receive notice of this FAA request until mid-February. In their email to us, they requested updated ACIPs by March 31, 2022. They did not provide they typical notice we receive for other request of this

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<sup>1</sup> AIP or Airport Improvement Program is the funding the District has received and will continue to receive on an annual basis that are allocated to the District from the FAA. These funds are ongoing and separate from the Airport Improvements Grants (AIG) that will be available to airports over the next 5 years as part of the Bipartisan infrastructure Law (BIL).

nature. We can modify and adjust this ACIP, particularly related to the AIG funding in the future but we should include everything we are currently considering now as it is much easier to remove items in the future then ask to include them at a later date. The ACIP is a planning document and subject to modification and change.

**FISCAL IMPACT:** The District BIL requests with our current proposals totals \$46,509,000 in competitive AIG project requests. It is unlikely we will receive this level of funding, but it is important to keep options open and gage FAA interest in our proposed projects.

**SAMPLE MOTION:** I move to (approve, continue, deny) the updated FY2022-2032 ACIP with its associated AIG projects as attached and recommend submittal to FAA as attached.

**ATTACHMENTS:**

ACIP 2022-2032 with BIL AIG Updates

Original ACIP 2022-2032 as submitted in October 2021