



TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTOR STAFF REPORT

AGENDA TITLE: Annual Review of FY2022 Airport Capital Improvement Program (ACIP). Consider Resolution on October 26, 2022.

MEETING DATE: September 28, 2022

PREPARED BY: Robb Etnyre, General Manager

RECOMMENDATION: Review FY2023-2031 Draft ACIP as attached.

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 FY2023 to 2031. The attached draft ACIP for 2023-2031 reflects discussion from this meeting. The General Manager and District Engineer met with the San Francisco Airport District Office of the FAA on September 14, 2022, to review the plan and program. The FAA reviewed the ACIP as attached.

The FAA most recently funded the Design Grant for \$410,500 in 2021 (completing in 2022) for design and bidding for the Runway 2-20 reconstruction with airfield lighting in. The FY2022 approved AIP project was Runway 11 Runway End Identifier Lights (RIELS) Power Relocation – Reimbursement for FAA Reimbursable Agreement (RA) and Construction. TTAD eligible reimbursement is \$161,597 of the total \$179,519 of the project. The District had 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), and Capital Improvement Plan. ACIP projects listed are

those considered eligible and competitive for AIP or AIG funding. The projects outlined for FY2023 are as follows:

1. (AIP) Reconstruct Existing Runway 2-20 with Airfield Lighting, with a total estimated project cost of \$5,831,000.
2. (AIG) New Snow Removal Equipment – Loader, with an estimated cost of \$322,000.

APPROVAL OF RESOLUTIONS FOR FY2023 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. A Resolution will be provided at the October 26, 2022, regular board meeting.

FISCAL IMPACT: The Fiscal Impact is as follows:

FY2023 Project total costs to TTAD are per the attached ACIP are as follows:

Project Priority No.	Shown on AIP	Project Type	Development Year	Environmental Status	Description	Construction Cost	Engineering & Administration	Total Project Cost	FAA Participation				State Participation	Sponsor Participation	Available FAA Funds	
									AIP Entitlement	AIP Discretionary	AIG Allocated	AIG Competitive			AIP Entitlement	AIG Allocated
1	Yes	D	2023	Approved	Runway 11 SEIL Power Relocation - Reimbursement for RA and Construction	\$ 85,144	\$ 89,375	\$ 174,519	\$ 150,000	\$ -	\$ -	\$ -	\$ 7,500	\$ 17,019	\$ 150,000	\$ 295,000
TOTAL FOR 2022																
2	Yes	D	2023	Approved	Reconstruct Existing Runway 2-20 with Airfield Lighting - Construct (Phase 2) Runway 2-20 (75' X 4,054')	\$ 4,200,000	\$ 198,000	\$ 4,398,000	\$ 150,000	\$ 4,348,000	\$ -	\$ -	\$ 224,910	\$ 274,590		
					Electrical - New User Cable, Runway Lights/Base Cans, Signs, and Regulator	700,000	133,000	833,000	-	749,700	-	-	37,485	45,515		
3	Yes	D	2023	N/A	New Snow Removal Equipment - Loader	312,000	20,000	332,000	-	-	298,800	-	14,940	18,200		

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 Project Sketch Map

ACIP 2023-2031 Project List