

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Airport Capital Improvement Program – FY2013-2018

Purpose	Information:	Guidance:	Decision: X
Recommendation	Approve Airport Capital Improvement Program for FY 2013 – 2018.		
Last Action	Each year the FAA requires sponsors ¹ to approve a 5 year Airport Capital Improvement Program (ACIP). The District last approved the 2012-2017 program at the Dec. 1, 2011 meeting of the Board of Directors.		
Discussion	<p>The FAA requires an annual update of the ACIP. The FAA uses the ACIP to identify and prioritize airport capital improvement needs, and to plan the distribution of Airport Improvement Plan (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.</p> <p>The ACIP is a dynamic document. It is modified on a yearly basis. Not all projects from the Pavement Maintenance Plan (PMP) are listed in the ACIP. ACIP projects listed are those considered eligible and competitive for AIP funding. The projects outlined for 2013 are the Apron A1 and A2 Mill and Fill projects and replacement of the 1990 Plow Truck². The Ramp Mill and Fill projects will continue the ramp work started this year. The focus over the next few years will be to remove and replace the raveling pavements installed in 1998-1999. We also have an Obstruction Survey and Removal (tree trimming) project scheduled for 2013. Because of the small costs (\$50,000), the FAA does not recommend using AIP funding for this project. In addition, some of the trees to be removed are off airport property requiring additional NEPA environmental studies if AIP funds are to be used.</p> <p>The General Manager met with the FAA on Nov. 21, 2012 for the annual ACIP review meeting. Pending Board approval of the ACIP, Staff intends to submit a grant application for Ramp projects A1 and A2 and the replacement of the Plow Truck. In reviewing our ACIP with the Airport District's Program Manager, Howard Chang, projects A1 and A2 are eligible for funding and would be considered competitive. Mr. Chang suggested submitting applications early as funds may be available to commit as soon as March of 2013. He</p>		

¹ The FAA refers to AIP eligible agencies such as Cities, Counties, Airport Authorities, and Special Districts as "sponsors." TTAD is a FAA recognized sponsor of an airport.

² The current truck is showing signs of its age, requiring more maintenance on an annual basis. Our current truck does not have 4 wheel drive or have rear wheel steering. These factors limit its utility.

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indicated the Plow Truck would have a low priority ranking but eligible for funding. Staff has been successful acquiring end of year funding from the FAA for these low priority projects. Staff's intention is to bid the plow truck and have an application into the FAA by June 2013 to be ready in the event end of year funding is available.

Projects in 2014 call for additional ramp replacement work. Projects in 2015 continue work began last year to improve and repair taxi lanes in the east hangar rows, G and H rows particularly. Projects in 2016 center on maintenance to both runways. Projects in 2017 and 2018 begin the process of rehabilitating West Ramp and Taxiway A.

As mentioned, this is a dynamic document that may be tailored based on need. As long as a project is listed on the 5 year ACIP and meets the requirements listed above, it is eligible for funding on any given year.

New this year is a column for Engineering and Administration fees. All ACIP projects are eligible for reimbursement for these fees. The District has been reimbursed for these fees on all recent projects. This column will be filled in before the final ACIP is submitted to the FAA in mid-January 2013. These costs typically range from 10% to 15% of project costs depending on the complexity of the project. We also have a line item in 2013 through 2015 for Environmental Review. We are trying to get ahead of this process by budgeting funds in the ACIP for project to be completed within the next few fiscal years. Most projects will be categorically excluded from the full NEPA process but we need to complete this review prior to the submittal of grant applications.

Fiscal Impact	Fiscal impact will differ depending on the year. The ACIP details the Local Share by year. It ranges between \$92,500 for FY 2013 to \$190,000 for FY 2018.
Communication Strategy	This document has been reviewed by Senior Staff and is in alignment with staff's goals for airport capital improvements. We have also had dialogue with various airport users regarding information in the ACIP and Pavement Management Plan.
Attachments	ACIP 2013-2018 Plates 4-1 and 4-2 in Pavement Maintenance Plan.
