

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Airport Capital Improvement Program – FY2013 -2017

Purpose	Information:	Guidance:	Decision: X
Recommendation	Approve Airport Capital Improvement Program for FY 2013 – 2017.		
Last Action	Each year the FAA requires sponsors ¹ to approve a 5 year Airport Capital Improvement Program (ACIP). The District last approved the 2011-2016 program at the Dec. 9, 2010 Meeting.		
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. There has been a substantial change this year to incorporate recommendations from the new Airport Pavement Maintenance Plan (PMP). Not all projects from the PMP are listed in the ACIP. ACIP projects are those considered competitive for AIP funding. Some of the projects outlined for 2012 are underway or a very likely to receive funding. Taxilanes J & K have received funding and will be rehabilitated in early summer of 2012. Staff is also very confident that the Runway 10/28 project will receive funding along with the Airport Master Plan update. The General Manager has a meeting with the District's FAA Program Manager on Dec. 5, 2011. More information will be received regarding these projects at this meeting.</p> <p>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.</p> <p>For your review and for comparison purposes, we have included the ACIPs for the last 3 fiscal years. These show a substantial trend towards reducing the displayed 5 Year Project Total. Doing such accomplishes three objectives:</p> <ol style="list-style-type: none">1. The ACIP more accurately depicts the AIP needs of the District and the overall condition of the facility.2. It enables our FAA Program Manager to more easily identify		

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.

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and prioritize our projects.

3. The total funding requests in the current 5 year ACIP is more consistent and in alignment with current FAA funding policies. They much prefer a more organized concise plan then one that depicts \$44,000,000 of improvements for what they consider a small general aviation airport.

The \$5,599,000 in the 2013 to 2017 is a manageable number and based on good information and analysis included in the new PMP. Please review the ACIP. The associated maps are included in your PMP binder on Plates 4-1 and 4-2.

Fiscal Impact

Fiscal impact will differ depending on the year. The ACIP details the Local Share by year. It ranges between \$268,976 for FY 2012 to \$39,200 for FY 2016.

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

Please review Plates 4-1 and 4-2 in PMP.