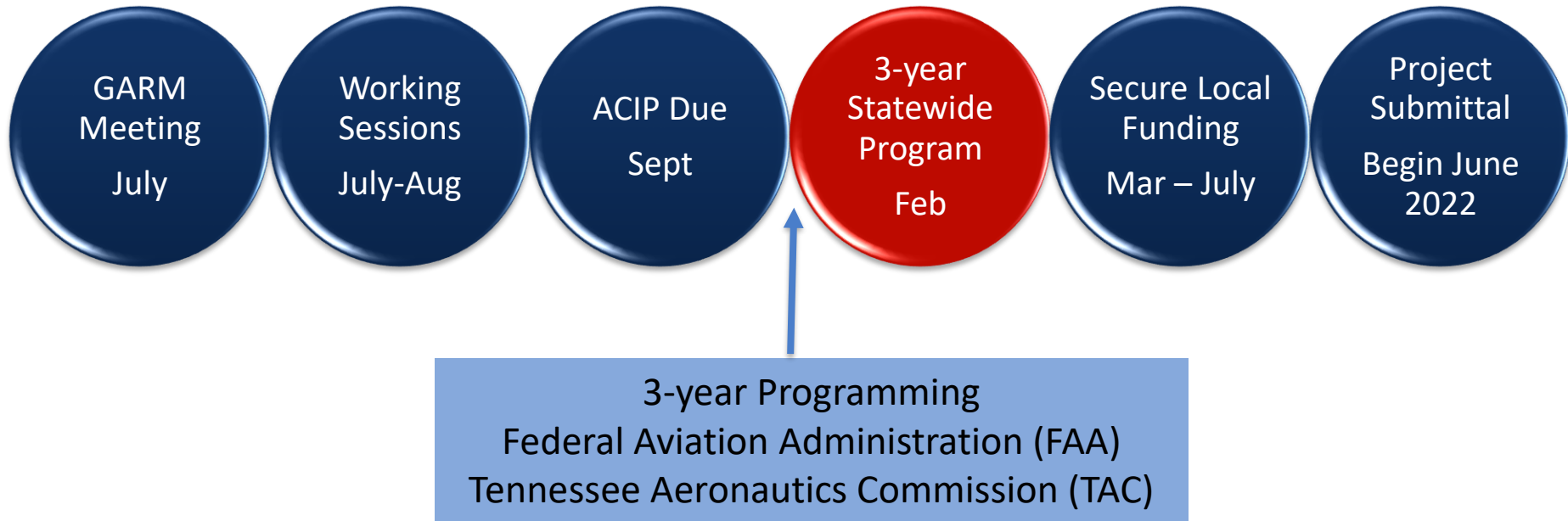




Aeronautics Division

FY 2023-2027 ACIP and BIL

ACIP Process



**FY2023-2027
ACIPs are
ready!!!**

Needs vs. Budget

Requested

- 2022 \$43,537,337
- 2023 \$99,689,700
- 2024 \$66,171,467
- 2025 \$99,036,950

Programmed

- 2022 \$30,586,409
- 2023 \$59,991,068
- 2024 \$51,584,202
- 2025 \$48,121,249

*All funding sources.

Key Changes

- Unfunded projects are no longer deleted
 - Listed as 100% locally funded or shifted to later years
 - Enables airports to track locally sponsored projects
- Expanded time horizon
 - 5-year plan
 - First 3 years are programmed
 - Includes remaining projects in current FY
- Expanded funding breakdown
- Sponsors can keep track of their priority level on projects using **Airport Priority** field.
- Current consultants (Master Agreements) will be Cc'd on distribution

ACIP Additions

- Projects added to address all Conditional Licenses
- Missing project phases added
 - E.g., Final Design and Bidding
- Critical safety-enhancing projects
- Projects added to FY2022 are denoted as “2022+”

Sample Printout



TDOT Aeronautics Division FY 2023 - FY 2027 ACIP*

March 2, 2022

*Includes Remaining FY 2022 Projects

Inclusion of a project on the ACIP is not a commitment for funding. Programmed funds show TDOT's intent to support the projects over the next three fiscal years. Only years FY2022-FY2025 are programmed with funding. This multi-year plan will be revisited and updated annually. The longer the time horizon, the more potential for adjustments.

Project requests must be submitted and reviewed for approval and grant award. Projects will not be approved until they meet all applicable FAA, State, and Local requirements and procedures (i.e., planning, environmental, procurement, eligibility, etc.).

For NPIAS airports, the ACIP does NOT consider or include programmed Bipartisan Infrastructure Law (BIL) funding. NPIAS airports may request to use this year's BIL funding on eligible, programmed projects. BIL funding will be fully considered and programmed towards eligible projects as requested by each NPIAS airport during the upcoming (FY 2024) ACIP process. Airports are encouraged to engage in ACIP working sessions prior to requesting BIL funding, allowing the use of the funds to be optimized with other funding sources.

Please contact your TDOT Project Manager to discuss program requirements and funding request deadlines.

Programmed Year	Associated City	Project Title	Airport Priority	Project Category	State Priority	Estimated Cost	NPE	Discretionary	Apportionment	State	Local
FY 2023											
2023		Airfield Security System	2	Capacity / Modernization	7	\$25,000	\$22,500	\$0	\$0	\$1,250	\$1,250
2023		Wind sock and lighting update	1	Safety	1	\$10,000	\$9,000	\$0	\$0	\$500	\$500
2023		Terminal Rehabilitation - Preliminary Design		Capacity / Modernization	7	\$50,000	\$45,000	\$0	\$0	\$2,500	\$2,500
FY 2024											
2024		Terminal Rehabilitation - Final Design		Capacity / Modernization	7	\$60,000	\$54,000	\$0	\$0	\$3,000	\$3,000
2024		Terminal Rehabilitation	5	Capacity / Modernization	7	\$250,000	\$225,000	\$0	\$0	\$12,500	\$12,500
FY 2025											
2025		Land Acquisition for expansion -Preliminary	7	Capacity / Modernization	7	\$25,000	\$22,500	\$0	\$0	\$1,250	\$1,250
2025		Land Acquisition for expansion	7	Capacity / Modernization	7	\$375,000	\$337,500	\$0	\$0	\$18,750	\$18,750
FY 2026											
2026		ALP Update	7			\$200,000					
FY 2027											
2027		Land acquisition for RPZ	9			\$150,000					

Note: Projects italicized and in gray font are ineligible for funding assistance from the TDOT Aeronautics Division and must be 100% locally funded due to exceeding standards, ineligible for funding, and/or insufficient State/FAA funding.

Sample Funding Breakdown

Project Category	State Priority	Estimated Cost	NPE	Discretionary	Apportionment	State	Local
ning FY 2022							
Security	2	\$30,000	\$27,000	\$0	\$0	\$1,500	\$1,500
Pavement Preservation/Maintenance	3	\$175,000	\$28,582	\$0	\$0	\$137,668	\$8,750
FY 2023							
Security	2	\$100,000	\$90,000	\$0	\$0	\$5,000	\$5,000
Pavement Preservation/Maintenance	3	\$4,500,000	\$60,000	\$0	\$3,990,000	\$225,000	\$225,000
FY 2024							
Capacity / Modernization	7	\$80,000	\$72,000	\$0	\$0	\$4,000	\$4,000
<i>Capacity / Modernization</i>	<i>7</i>	<i>\$25,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$25,000</i>
FY 2026							
		\$40,000					
		\$85,000					
FY 2027							
		\$80,000					
		\$650,000					
		\$600,000					

Important Disclaimers

- This is not a commitment of funding
- This is a Notice of Intent to fund these projects once ready
- Revisited annually, with goal of minimizing changes
- As time horizon grows, so does potential for adjustments
- Funding requests must be submitted and approved
- Requirements and procedures apply
- Does not account for BIL funding
- Working sessions encouraged before use of BIL

Next Steps

- ❑ TDOT Project Manager will email ACIPs

- ❑ 2022 and 2022+
 - ❑ Coordinate asap with TDOT Project Managers, consultants, and other stakeholders
 - ❑ Submit requests for remaining programmed projects

- ❑ 2023s
 - ❑ Secure local funding for projects programmed
 - ❑ Begin requesting projects/grants starting with 6/24/22 request deadline (July PSR) though remainder of FY2023

Operations Data Counter Webinar - 3/9/22



TDOT Aeronautics Operations Data Counter Grant Program



TN

Bipartisan Infrastructure Law (BIL)

John Briggs, Assistant Director

TM

Bipartisan Infrastructure Law (BIL)

BIL has five-years of funding. (2022-2026)

The BIL is composed of two main programs:

- Airport Infrastructure Grants
 - annual formula allocations for airports
 - competitive funds for Federal Contract Towers
- Airport Terminals Grants (competitive)

Review the BIL FAQs at: <https://www.faa.gov/general/bipartisan-infrastructure-law-faqs>

For the most up-to-date information and news from FAA regarding the Bipartisan Infrastructure Law (BIL), please visit the FAA's BIL page at: <https://www.faa.gov/bil>

Airport Infrastructure Grants (AIG)

Airport Allocations

For **FY22, \$12.7 million** has been made available to TN NPIAS airports. Amounts per airport are based on the NPIAS classifications. Amounts for each Tennessee GA airport can be found on Aeronautics website.

FAA is administering this funding as if it were discretionary funding. What does that mean?

- Bids will be needed to request the funding
- It will take longer than normal to get the funding
- Coordinate closely with TDOT
- Include BIL projects in the ACIP

Airport Infrastructure Grants (AIG)

Airport Allocations

Additional information:

- AIG grants follow eligibility criteria for the Passenger Facility Charge (PFC) program, which is slightly expanded from AIP eligibility.
- AIG funds will be recalculated each year. AIG allocated funds may change from year-to-year based on NPIAS airport classifications.
- An airport can save up AIG allocated funds to combine into one grant.
- All projects funded with AIG funds must be eligible and justified, using AIP and PFC criteria.
- Be mindful that requests for AIP discretionary will be weighed against a sponsor's use of AIG BIL funds in a given year
- Before pursuing revenue-producing projects, consider if all airside needs on an airport have been met. If airside needs are not met, the airport should discuss with their Project Manager.

Airport Infrastructure Grants (AIG)

Airport Allocations

- Projects will follow AIP contract and procurement rules and grant assurances
- BIL funds can be used on additional phases of a current AIP funded project but will be under a separate grant from TDOT
- AIG allocated funds have the same 90% Federal share as AIP grants
- Funds cannot be transfer to another airport
- Design only grants must start construction phase within two years
- Unobligated funds expire in 4 years
- Cannot pay debit service
- Cannot be used as local share of AIP project

Airport Infrastructure Grants (AIG) Competitive Funds

BIL provides \$5 billion to replace Air Traffic facilities, update and upgrade equipment including landing and navigational aids, and improve safety, security, and environmental standards at facilities. \$200M of this funding must be allocated to contract tower facilities.

Notice of Funding Opportunity (NOFO) pending (May 2022)

100% Federal grants

Apply directly to FAA, follow NOFO instructions.

Keep TAD informed of application. Include project in airport's ACIP.

Air Terminal Program (ATP)

Air Terminal Program (ATP) to replace aging terminals, increase terminal energy efficiency and accessibility, and more. BIL provides \$5 billion to provide competitive grants for airport terminal development projects that address the aging infrastructure of the nation's airports.

Notice of Funding Opportunity (NOFO) posted.

Apply directly to FAA, follow NOFO instructions. Complete and submit **FAA Form 5100-144**, Bipartisan Infrastructure Law, Airport Terminal and Tower Project Information. Instructions are included with the form. As part of your submission, you will need to prepare short summaries of your project and its program considerations and benefits.

Keep TAD informed of application. Include Projects on ACIP.

A complete electronic application **must be submitted by Monday, March 28, 2022.**

Federal share for Grants for terminal development is 95% for non-primary airports.

Air Terminal Program (ATP)

Applications will be evaluated based on criteria found in the Notice of Funding Opportunity, Section E. Projects for consideration should:

- Increase capacity and passenger access
- Replace aging infrastructure
- Achieve compliance with the Americans with Disabilities Act (ADA), including expand accessibility for persons with disabilities
- Improve airport access for historically disadvantaged populations
- Improve energy efficiency including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards
- Improve airfield safety through terminal relocation
- Encourage actual and potential competition
- Create good paying jobs

Any Questions?

