



7. IMPLEMENTATION PLAN



7.1. INTRODUCTION

The purpose of the overall Master Plan process is to set the stage and develop consensus for the development and growth of the airport over the course of the next 20 years. The preferred development and capital projects determined from this planning process create a path for the growth of the airport. Future projects must balance the need between maintaining existing assets, expanding infrastructure, and growing the physical assets to meet the long-term needs of the facility.

7.2. AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

The ACIP process is an annual exercise which provides both the FAA and INDOT with the current projection of capital needs for the airport. Every December an updated ACIP summary is provided which communicates the priority level of the airport's capital needs. Consensus for the near-term priorities typically takes place during annual reviews of the ACIPs with INDOT and the FAA. This gives all parties an opportunity to plan and allocate funding based upon the known budget of federal and state dollars. These conversations facilitate the ability to schedule and match multi-year projects to the design, bidding, and construction sequencing.

The ACIP beyond the first five years allows the airport to show and track future development needs. At PPO these projects focus on a reorientated Runway 1/19.

Often, the total needed for projects identified in an airport's ACIP outweigh the ability of the airport, FAA, and INDOT to fund the projects. As a result, the implementation order of the projects will shift over time to match priorities and funding.

7.3. FUNDING SOURCES

7.3.1. FAA FUNDING

FAA grants to local airport sponsors are funded on a regular basis through Congressional authorization of the Aviation Trust Fund. This fund is built up with dollars authorized by Congress through multiple revenue streams including user fees, airline passenger taxes, and fuel fees. The current overall structure of funding has generally been in place since the 1980s but is subject to change based upon Congressional direction. FAA uses a National Priority Rating (NPR) system for the distribution of AIP grant funds, which is a value-generated equation that takes into consideration the airport and project role in accordance with FAA goals and objectives. The FAA uses the NPIAS to identify airports that have a role in the National Airspace System (NAS) and all

potential, unfunded, and AIP eligible airport development projects at those airports

The NPR score categorizes airport development according to FAA goals and objectives, with higher numerical scores indicating the project is more aligned with FAA goals and objectives. Projects are organized based on their NPR—from highest to lowest. Funding assignments therefore start with the highest priority projects and work towards the lowest.

When an airport sponsor accepts FAA grant funds, they also agree to a set of 39 obligations (more commonly referred to as grant assurances). These obligations require the sponsor to maintain and operate their airport safely and efficiently and in accordance with specific conditions. The duration of these obligations depends on the type of recipient, the useful life of the facility being developed, and other conditions stipulated in the assurances. Examples of assurances tied to the duration of the useful life of the project are a pavement project is designed for 20 years or a vehicle will have a shorter expectancy of 10 years. Some assurances, such as land acquisition, last in perpetuity as long as the airport continues to operate.

Non-compliance with grant assurances can result in withholding of future grants and payments on existing grants as well as other consequences. The full list of grant

assurances can easily be found in FAA grant agreements as well as the FAA website.¹

The main sources of FAA funding utilized by PPO are Entitlements, Apportionment, Discretionary, and Bipartisan Infrastructure Bill funds.

► **FAA Entitlements:** General aviation airports, such as PPO, have traditionally been funded at an annual level of \$150,000 by the FAA, which can constitute up to 90% of the funding for eligible projects. The remainder of the costs are covered by the airport sponsor and potentially INDOT. The funds must be used on eligible projects as determined by the FAA. The FAA allows the sponsor to carry over up to four years of Entitlement dollars to be used for larger-scale projects. The proposed capital projects list for PPO was developed with this stream as a source of capital funds and the timing of the near-term projects (1 to 5 years) was ordered to provide the airport with sufficient Entitlement funding to pay a substantial portion of the cost of a project. Table 7.16 lists broad categories of eligible and ineligible AIP projects.² FAA Order 5100.38D: *Airport*

1 FAA Grant Assurances (Obligations). https://www.faa.gov/airports/aip/grant_assurances/
 2 FAA Airports Division Central Region, *AIP Sponsor Guide*.
 3 FAA. *Airport Improvement Program Handbook*. https://www.faa.gov/airports/aip/aip_handbook/

Improvement Program Handbook,³ details AIP funding eligibility.

► **FAA State Apportionment:** For general aviation airports, AIP funds are split first between the entitlements and then apportionments. These FAA funds are made available to states under various conditions and apportioned based on an area/population formula within the 50 states. These federal funds may be

utilized at the discretion of the individual states on eligible projects.

► **FAA Discretionary:** After entitlements, apportionments, and other specific funds are calculated for dispersion, the remaining AIP funds may be made available as discretionary funds. Pure discretionary consists of 25% of remaining of AIP after above distributions and set-asides. Discretionary from

TABLE 7.16. AIP ELIGIBILITY FOR COMMON AIRPORT PROJECTS	
Eligible Projects	Ineligible Projects
Aircraft hangars (Non-Primary airports only)	Artwork
Airfield drainage	Development that exceeds FAA Standards
Airfield lighting	Development for Exclusive Use
Airfield signage	Improvements for commercial enterprises
Apron construction/rehabilitation	Industrial park development
Environmental Studies	Landscaping
Fuel farms (Non-Primary airports)	Maintenance equipment (e.g. Mowers)
General Aviation Terminal Buildings	Marketing plans
Land acquisition	Office equipment
Certain NAVAIDs (e.g. REILs, PAPIs)	Training
Planning Studies	Airport Operations Costs
Runway construction/rehabilitation	FBO support areas
Safety Area improvements	Airport Vehicles
Taxiway construction/rehabilitation	
Weather observation stations (AWOS)	

converted entitlements/apportionments is obtained from carrying over entitlements and apportionments to the next year. These are another source of FAA funding available to PPO. These funds are typically set aside to assist airport sponsors in completing larger scale projects that exceed the total entitlement funds they can carry over across a four-year basis.

► Projects must compete for priority among other project needs across the country and typically require multi-year discussions with the FAA. Major pavement rehabilitation projects are common candidates for this type of funding.

► **Infrastructure Investment and Jobs Act:** also known as the Bipartisan Infrastructure Bill, or “BIL,” was signed into law in November 2021 with the purpose of modernizing infrastructure through a \$25 billion investment over five years.

FAA funding under BIL will include: \$5 billion for air traffic control facilities, \$15 billion for airport infrastructure, and \$5 billion for airport terminals. Of the \$15 billion for airport infrastructure, up to \$500 million is allocated for general aviation airports and can be used for AIP-eligible projects. The \$5 billion terminal program provides competitive grants for

aging and energy-inefficient terminals, including at general aviation airports such as PPO.

7.3.2. INDOT FUNDING

INDOT provides funding to complete different types of airfield-related improvements. For general aviation airports, INDOT provides 5% matching funds to FAA AIP grants. Thus, for most FAA AIP grants the final cost breakdown is 90% FAA, 5% INDOT, and 5% local.

7.3.3. LOCAL FUNDING

Local funding is typically provided by the airport sponsor and/or generated from operating revenues accrued on a given airport. User fees are typically established by the airport based on market conditions in the area and vary from airport to airport. PPO has several sources for generating revenue including aircraft fuel sales, hangar leases, and tie-down fees. The Airport does not receive funding from the City of La Porte.

Landside facility development and levels of aviation activity are typically the primary factors affecting airport operating revenues. These revenues will normally increase as a function of usual inflationary growth as well as average annual increases associated with existing leases. Additionally,

as additional airport development occurs, growth in the numbers of based aircraft and itinerant aircraft operational levels will often be realized.

In general, land and building leases provide the most stable long-term sources of revenue at an airport. Fuel sales, tie-downs, and other operational fees fluctuate with traffic levels. Unlike commercial service airports, general aviation airports typically generate little to no revenue from automobile parking, concessions (e.g., restaurants and shops), and terminal building tenants (airlines, rental car agencies).

The La Porte Airport Authority is an independent Airport Authority, governed by a four-member Board appointed by the City of La Porte. The Authority prepares an annual budget to fund the operation and development of the airport.

The Airport has liabilities in the form of accounts payable, accrued liabilities, liabilities due to other funds, and the general obligation fund. The major assets of the airport are land, land improvements, buildings, and equipment. As is the case with most general aviation airports, PPO has relied upon FAA and state grant monies for improvements. In 2022, the Airport Authority account ended the year with a balance of \$1,509,808 (expenses of \$1,630,977 compared against revenue

of \$1,345,262, with a beginning cash and investments balance of \$1,795,523), which has been reserved for the runway realignment project.

The Airport has established a capital improvement fund, or reserve fund, which has been used to provide local matching funds for FAA and INDOT projects. Capital funds have also been used to address needed airport improvements and maintenance needs including lighting upgrades hangar construction and maintenance as well as routine pavement repairs.

Capital funds have been used to develop revenue producing assets which provide the bulk of funding for airport operations. The Board's capital funds are planned to be used to fund the major capital project for the planned runway realignment.

7.3.4. OTHER CAPITAL PROJECT FUNDING SOURCES

The federal and state grants along with airport revenue are often insufficient to finance the full range of capital projects programmed for development during a CIP. In addition, some projects are not eligible for FAA or state grants. When the availability of traditional funding is lacking, other non-traditional sources need to be investigated and possibly utilized. Projects

should be delayed until appropriate funding can be identified and secured.

Non-traditional funding sources for an airport typically include general fund revenues, bond issues, and public/private funding opportunities. Of these, general fund revenues and general obligation bonds are by far the most common funding sources, particularly at commercial service airports.

The ability of municipalities and counties to issue general obligation bonds for airport capital projects is directly affected by their debt level and ability to finance their existing and future debt load. As the debt burden increases, rating agencies often lower their credit ratings, which increases their interest payments. Revenue bonds supported by airport-generated revenues are seldom used by general aviation airports as most do not generate enough income to pay operating expenses and the debt service of capital funding requirements.

Private funding sources such as FBOs, aircraft owners, investors, etc., often assume the responsibility of paying for hangars, fuel storage tanks, and sometimes for parking aprons, taxiways, and utility hookups. However, when private parties make capital investments in airports, they often try to negotiate reduced land and/or building lease rates to balance their capital investment. Additionally, they can seek to

avoid property reversion clauses whereby ownership of facilities constructed on an airport ultimately revert to the airport after a set period (often a minimum of 20 years). The airport has had success in the past with private funding to construct individual hangars.

7.3.5. AIRPORT OPERATING REVENUES AND EXPENSES

Airport revenues are typically generated through user fees charged by a given airport for the facilities and services that it provides. These user fees are normally established by that airport based on the market conditions within its service area and can vary dramatically from airport to airport.

At PPO, operating revenues are realized through several sources including, but not limited to:

- Hangar/Ground Leases
- Aircraft Fuel Sales (fuel flowage fee) and select commercial operation usage fees (i.e.: agricultural operations)
- Tiedown Fees

The amount of land and the number of buildings leased, the lease rates charged, and levels of aviation activity that generate fuel sales, parking and hangar storage are the primary factors affecting operating

revenues at the Airport. Depending on typical traffic and neighboring area airports, competitive pricing of fuel may result in additional sales. Historically at PPO, hangar leases have been the major source of revenue from the airport.

Ideally, airport operating revenues will at least offset the airport's operating expenses, typically referred to as Operation and Maintenance (O&M) costs. Airport operating expenses are the day-to-day costs incurred by operating the airport. They do not include non-cash and capital costs associated with depreciation and infrastructure development. Primary components of O&M costs at PPO include, but are not limited to, the following: staff payroll, professional services, airport supplies, equipment and building maintenance, and utilities.

As additional airport development and airport marketing efforts are undertaken, the number of based aircraft and itinerant aircraft operations should reasonably be expected to increase, resulting in a commensurate increase in airport operating revenues. (Note that revenues associated with fuel sales, aircraft tiedowns and transient hangar rentals are directly influenced by traffic levels). Additionally, as new leases are enacted and existing leases are updated to reflect prevailing rates and terms, the airport's most stable source of

revenue will continue to increase over the long term.

7.4. RATES AND CHARGES

Since the airport accepts AIP grants, it is stipulated that PPO must abide by FAA grant assurances. It is important that the airport continue to consider the following with respect to the future establishment of lease rates and other income-generating fees:

- FAA Grant Assurance 22, *Economic Nondiscrimination*, states: "It [the airport sponsor] will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport."

- FAA Grant Assurance 22 also states that the sponsor will insert and enforce provisions requiring the contractor to 1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and 2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

- FAA Grant Assurance 22 also states that "each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities."

- FAA strongly encourages airport sponsors to set rates and charges that will make an airport financially self-sustaining as possible given the circumstances at that airport. In 2022, the Authority undertook a review of existing hangar and land lease rates, and ultimately enacted a rate increase to continue being competitive with the local market and further enhance the financial viability of the airport.

- FAA Grant Assurance 25, *Airport Revenues*, stops revenue diversion off-airport by stating that "all revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport."

- The airport sponsor will not use/include any FAA grants in establishing fees, rates, and charges for users of that airport.
- The airport sponsor will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. However, the airport sponsor may choose to provide any commercial aeronautical service on an exclusive basis.
- The FAA considers any lease with a term of greater than 20 years to be long-term, and a lease with a term of 50 years or greater to be in violation of FAA policy (source FAA Order 5190.6B, *Airport Compliance Manual*). FAA considers 50-year lease terms as equivalent to the sale of airport property, which FAA allows only under very specific circumstances, and considers 50-year lease terms as infringing on the powers of the sponsor. The FAA recommends that lease terms extend no longer than the end of the amortization period and/or useful life of the facility.

FAA requires airport sponsors to charge fair market value for leases with non-aeronautical tenants. FAA allows the airport sponsor to determine fair market value, which may be calculated using several different techniques, including appraisals, comparable assessments, and compensatory or cost recovery systems.

When setting new or adjusting existing rates and charges, airports and their tenants are bound not just by FAA policies, but also by market forces. Airports and FBOs operate in a competitive environment, and aviation users are price sensitive. As a result, while airport sponsors and the FAA may set a priority on achieving financial self-sufficiency, setting rates and charges on aeronautical users to achieve that goal may adversely impact the level of activity at the airport if competing airports and FBOs have lower rates and charges.

FAA does not maintain a database of rates and charges set by airports. Some state aeronautics agencies have undertaken statewide surveys of airport rates and charges, including Wyoming, Montana, Florida, Wisconsin, and Massachusetts, and individual airports also conduct surveys of adjacent airports and FBOs. However, most rates and charges surveys are typically not updated regularly. The rates and charges surveys reveal that there is little consistency between airports:

- Within each state, and even within each county, airport rates and charges vary widely. Charges for landing, tie-down and fuel flowage fees, hangar rentals, land and building leases, customer facility charges (CFC), etc., range from none to many dollars per item.
- Some airports impose a wide variety of fees, while others charge relatively few

fees.

- Some airports update their rates and charges regularly, while other airports rarely change their rates and charges.

Additionally, most surveys do not include the actual amount of revenue generated by each fee within a given fiscal year, what percent of total revenue is generated by each fee, or whether each airport is financially self-sufficient based on their rates and charges. Several factors affect what rates and charges an airport can impose:

- The lease agreements in place affect an airport's ability to impose new fees and/or change existing fees. While the FAA provides guidance on leases between airports and tenants, the FAA does not review and comment on leases unless specifically requested to do so.
- Ownership of buildings and improvements; some airports own all or most of the buildings, while others have relied on private investment to construct and operate buildings and other improvements on the airport. Leases also have a bearing on this issue; some airport leases have reversion clauses whereby all improvements constructed by a third party revert to airport ownership at the end of the lease term, while other airports do not have reversion clauses in their leases.

► The amount of property available for both aeronautical and non-aeronautical development can affect revenue generation potential. For example, some airports that have large amounts of surplus property that generate significant revenue each year, can maintain relatively low airfield rates and charges, which enhances their competitive standing among area airports.

► The ability of an airport and/or its FBO to collect and track fees. Some airports choose not to impose landing or tie-down fees because they do not have the staff or resources to collect the fees. Also, the cost of collecting the fees may exceed the revenue generated.

► The level of competition from area airports and FBOs.

► The demand for aviation facilities and services within a given market area, includes short and long-term trends in specific aviation sectors such as airline service, general aviation activity and military activity.

Given those variables, caution must be used when considering other airport rates and charges as guidance. Because the economy is constantly changing, it is important to look closely at the rates PPO is charging and compare them to industry standards.

Current rates and charges at PPO have

been set by the La Porte Airport Authority and are periodically reviewed for reasonableness and competitiveness within the Northern Indiana area.

As noted above, airports have a variety of revenue sources that provide multiple opportunities for revenue enhancement. Revenue generally falls into one of two categories:

► Aeronautical: tie-down, fuel flowage fees, hangar and terminal rental, additional services, etc.

► Non-Aeronautical: non-aviation land rental, advertising, agricultural production, etc.

When examining revenue enhancement options, airports should consider the following:

► How will a change in rates and charges negatively impact traffic? Most aviation users are price-sensitive and have alternative airports and/or FBOs they could use.

► Are new fees easy to collect and manage? And a directly related issue – do airports have the staff and resources to collect the fees? Many airports, for example, find that consistently collecting landing and tie-down fees are difficult and expensive.

► Are fees transparent? New or

increased fees imposed on airport tenants, for example, are often passed along to airport users, often with markups to cover overhead costs.

► Are new fees or increased rates and charges non-discriminatory? FAA grant assurances specifically require that airport rates and charges be “reasonable and not discriminatory.”

7.5. FUTURE DEVELOPMENT CONSIDERATIONS

Regular review of the overall long-term plan is essential to the success of its implementation over the course of the next 20 years. PPO’s ACIP will continue to be updated on an annual basis as part of the INDOT and FAA annual ACIP process. Cost estimates should be updated over time to reflect current inflationary and market conditions.

The following are typical airport sponsor responsibilities for capital project improvements, particularly when FAA Airport Improvement Program (AIP) funding or environmental National Environmental Protection Agency (NEPA) documentation is required:

► Update the FAA Airport Capital Improvement Program (ACIP) and financial documentation on a continual basis.

- In addition to the typical project procurement and execution responsibilities that most airports address on a wide variety of non-airport projects, additional consideration of FAA requirements is needed for the projects listed in the ACIP.
- Verify justification supporting the project, and request FAA/State participation for projects using AIP funding. Project implementation must be demand-driven to support justification for federal and state funding.
- Assure completion of the necessary environmental processing through agency coordination
- Prepare and submit grant applications.
- Prepare and issue a Request for Qualification and select the consultant/engineer for the project planning, design, or environmental analysis, as applicable.
- Prepare and issue a Request for Proposals and selection for project construction, management, and related construction services; these services may be provided or assisted by the design engineer.
- Provide project administration including FAA grant maintenance and closeout.

7.6. IMPLEMENTATION STRATEGY AND FINANCIAL PLAN

The ACIP provides the Airport, INDOT, FAA, and local decision-makers with a roadmap to guide development over the course of the next 20 years. This list acts as a guidepost in the strategic implementation of these projects. It is highly likely that the order of implementation will shift, especially after the short-term (five year) window, but this is expected so that the Airport and FAA can respond to varying local conditions. The cost estimates include allocations for differing phases of a particular project type (planning, design, construction) and are meant to be used for planning level budgeting only. It is expected that more detailed cost estimates will be completed closer to the beginning of a project to reflect the current market.

The summary of the capital projects includes an initial allocation of how the project will be funded. This typically includes a combination of local, state, and federal dollars. The cost-sharing projection does not commit any party to these dollars, but rather is used to assist local decision-makers in budgeting and begin to lay out a strategy to maximize the impact of local dollars at the airport.

A review of the ACIP shows that each capital project identified for the airport

has been preliminarily programmed with Federal, State, and/or Local funds for the proposed scope of work. Local funds will be required for any project, and it will be incumbent upon the Airport Authority to allocate funds on an annual basis to support the proposed development at the airport. The FAA will also typically require a project-specific Financial Plan for any project which exceeds the funding available using Entitlement funds.

The Airport Authority has programmed local funds for the near-term projects identified in the ACIP. These projects would utilize the existing non-primary entitlement funds along with discretionary funds to Rehabilitate Runway 14-32. With the completion of the Runway 14-32 construction, PPO will begin the environmental work for the realignment of Runway 1-19. In addition to this work, the Airport will design the realignment of Runway 1-19 in 2029, and the design is estimated to cost \$1.1 million.

Along with the design of the runway, a separate project has been identified to perform the design for the installation of the Runway 1-19 lighting system and NAVAIDs. In 2030, construction of the realignment of Runway 1-19 is programmed to begin with an estimated cost of \$20.6 million. Also in 2030 will be the construction of the Runway 1-19 lighting

system and NAVAIDs project. Once the construction of the runway and NAVAIDs and lighting system are complete, the parallel taxiway system for the runway will be designed in 2031 for an estimated cost of \$647,000. The next major project is the construction of the parallel taxiway system, which will be approximately \$7.4 million in 2032, and finally, in 2032, the construction of the 6,000-foot parallel taxiway lighting system is programmed for an estimated cost of \$1.2 million.

The AIP reauthorization “Vision 100–Century of Aviation Reauthorization Act” allows AIP non-primary entitlements funds to be used for revenue-producing aeronautical support facilities, such as hangars. These projects are permitted at a nonprimary airport if the Secretary determines that the sponsor has made adequate provision for financing airside needs of the airport.” Neither state apportionment nor discretionary funds can typically be used for these types of projects.

This statute is intended to allow airports to add new revenue-producing capabilities. In order to use AIP grant funds for a revenue-generating project the airport sponsor must demonstrate to the FAA that airside needs within the next three years will be able to be accommodated through local or non-primary entitlement funds only and show sufficient justification for the

revenue-generating project. Another route for revenue generating projects, outside of direct City funding, is for the airport to partner with a business. This is a model that has worked at other locations and could be applied at PPO as well. There is a process to follow with the FAA which ultimately gives the ownership of the facility to the airport after a period of years. That term can be negotiated with the interested parties to make it financially viable for both the user and the airport.

TABLE 7.17. AIRPORT 20-YEAR CAPITAL IMPROVEMENT PLAN

#	Project	NPIAS Priority Formula				Rating Total	Estimated Priority Rating	Total Estimated Project Cost	Federal Non-Primary Entitlement	Federal Discretionary / Apportionment	Federal BIL	INDOT	Local
		Airport	Code	Component	Type								
Near-Term Projects (0 - 5 Years)													
1	Land Acquisition for Approach Protection (Phase 2 Reimbursement) (2024)	Local 14	Safety 100	Land 70	Acquire 43	227	71	\$317,603		\$140,843	\$145,000	\$15,880	\$15,880
2	Runway 2-20 Crack Repair (Reimbursement) (2024)	Local 14	Rehabilitate 75	Runway 90	Construct 70	249	80	\$202,350	\$150,000	\$32,115		\$10,118	\$10,118
3	Replace Runway 2-20 & Runway 14-32 PAPIs (2024)	Local 14	Safety 100	Equipment 85	Vertical/Visual 68	267	82	\$699,000		\$629,100		\$34,950	\$34,950
4	Existing Terminal Improvements (2024)	Local 14	Rehabilitate 75	Terminal 22	Terminal 45	156	44	\$1,000,000			\$900,000	\$50,000	\$50,000
Local	T-Hangar Taxilane Rehabilitation (State 50/50 Program) (2024)	Local 14	Rehabilitate 75	Taxilane 60	Improve/Modify 62	211	65	\$350,000				\$175,000	\$175,000
Local	T-Hangar Development (State 50/50 Program) (2024)	Local 14	Capacity 70	Revenue Producing 10	Construct 70	164	41	\$1,200,000				\$600,000	\$600,000
Local	Corporate Hangar Development (State 50/50 Program) (2024)	Local 14	Capacity 70	Revenue Producing 10	Construct 70	164	41	\$1,500,000				\$750,000	\$750,000
Local	Install Fuel Farm (State 50/50 Program) (2024)	Local 14	Other 25	Revenue Producing 10	Construct 70	119	34	\$500,000				\$250,000	\$250,000
5	Rehabilitate Runway 14-32 (2025)	Local 14	Rehabilitate 75	Runway 90	Construct 70	249	80	\$2,825,000	\$150,000	\$2,247,883	\$145,000	\$141,250	\$141,250
6	Construct New Runway 1-19, Phase 1 Environmental (2025)	Local 14	Capacity 70	Runway 90	Construct 70	244	80	\$350,000		\$315,000		\$17,500	\$17,500
7	Construct New Runway 1-19, Phase 2 Design/Bid (2025)	Local 14	Capacity 70	Runway 90	Construct 70	244	80	\$850,000		\$765,000		\$42,500	\$42,500
8	Install New Runway 1-19 Lighting System & NAVAIDs, Phase 1 Design/Bid (2025)	Local 14	Capacity 70	Runway 90	Construct 70	244	80	\$80,000		\$72,000		\$4,000	\$4,000
9	Construct New Runway 1-19, Phase 3 Construction (2026)	Local 14	Capacity 70	Runway 90	Construct 70	244	80	\$11,991,252	\$150,000	\$10,497,127	\$145,000	\$599,563	\$599,563
10	Install New Runway 1-19 Light System & NAVAIDs, Phase 2 Construction (2026)	Local 14	Capacity 70	Runway 90	Construct 70	244	80	\$1,128,620		\$1,015,758		\$56,431	\$56,431
11	Construct Parallel Taxiway System, Phase 1 Design/Bid (2027)	Local 14	Capacity 70	Taxiway 80	Construct 70	234	75	\$525,000	\$150,000	\$177,500	\$145,000	\$26,250	\$26,250
12	Construct Parallel Taxiway System, Phase 2 Construction (2028)	Local 14	Capacity 70	Taxiway 80	Construct 70	234	75	\$7,505,036	\$150,000	\$6,604,532		\$375,252	\$375,252
Mid-Term Projects (6 - 10 Years)													
13	Install 6000 Feet Parallel TWY & Connecting TWY A1, A2, A3, A4 Lighting System, Phase 1 Design/Bid (2031)	Local 14	Capacity 70	Taxiway 80	Construct 70	234	75	\$93,000		\$83,700		\$4,650	\$4,650
14	Install 6000 Feet Parallel TWY & Connecting TWY A1, A2, A3, A4 Lighting System, Phase 2 Construction (2032)	Local 14	Capacity 70	Taxiway 80	Construct 70	234	75	\$1,238,000		\$1,114,200		\$61,900	\$61,900
Long-Term Projects (10+ Years)													
15	Rehabilitate Taxiway C (2036)	Local 14	Rehabilitate 75	Taxiway 80	Improve/Modify 62	231	74	\$3,621,000	\$450,000	\$2,808,900		\$181,050	\$181,050
16	Rehabilitate Runway 14-32 (2040)	Local 14	Rehabilitate 75	Runway 90	Improve/Modify 62	241	79	\$3,426,000	\$600,000	\$2,483,400		\$171,300	\$171,300
17	Rehabilitate Taxiway D and Apron (2042)	Local 14	Rehabilitate 75	Taxiway 80	Improve/Modify 62	231	74	\$1,338,000	\$300,000	\$904,200		\$66,900	\$66,900

