

TO: James L. App, City Manager
FROM: Joseph M. Deakin, Public Works Director
SUBJECT: Airport Capital Improvement Plan
DATE: November 4, 2003

NEEDS: For the City Council to consider forwarding the Airport Capital Improvement Program (ACIP) project list for 2004 (attached) to the Federal Aviation Administration (FAA).

FACTS:

1. The ACIP Project List, a 6-year plan, is updated and submitted annually to the FAA. The FAA uses the current ACIP to determine grant funding.
2. On December 3, 2002, the City Council approved the 6-year 2003 ACIP (2003-2008), and directed staff to submit the ACIP to the FAA.
3. The Airport Advisory Committee (AAC) reviewed, modified and endorsed the proposed 2004 ACIP at their October 23, 2003 meeting.

**ANALYSIS
AND**

CONCLUSION: The City and FAA have a beneficial relationship, and the City has enjoyed regular grant funding providing capital improvement opportunities. In 2003, for example, the FAA funded 6 listed ACIP items with over \$550,000 in grant funds.

The 2003 ACIP listed planned capital projects through the year 2008. The proposed 2004 ACIP, attached, repeats the information provided in the 2003 submittal, with the exception of two projects now added to the proposed 2004 ACIP:

- Refurbish Edge Lighting (MITL) – Taxiways 'A' & 'C' (2008, \$52,500)
- Overlay Taxiways 'B', 'C' & 'D' (2009, \$380,000)

The Airport Advisory Committee reviewed the proposed 2004 ACIP and endorsed the changes to the proposed list, as well as all other projects listed.

POLICY

REFERENCE: None

FISCAL

IMPACT: Generally, the City budgets for the 10% matching fund required by the FAA, assuming the entire 10% will be City funded. The City also applies for Caltrans funding, and often attains an additional 4.5% grant funding from them.

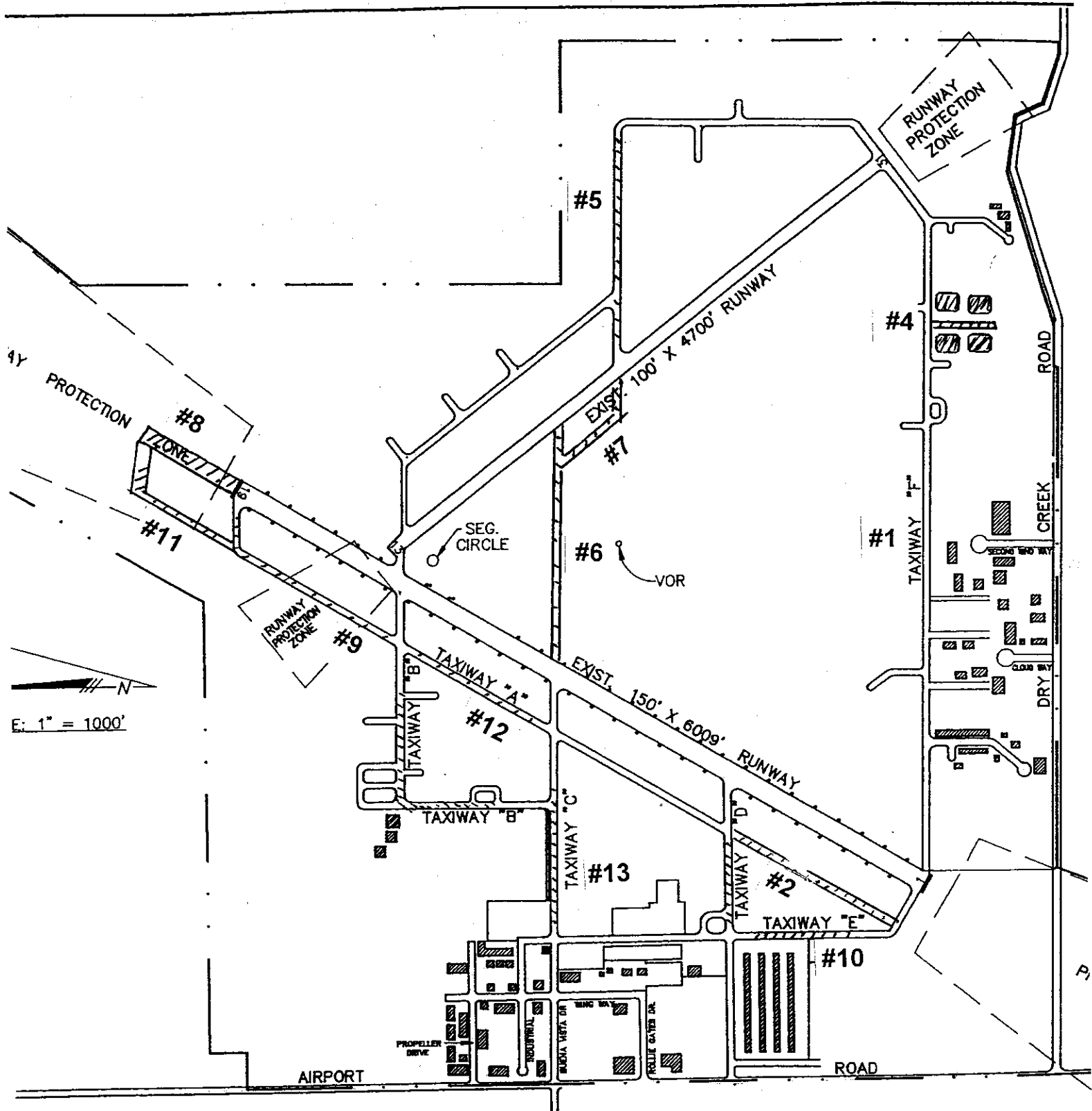
The projects listed in the 2003 ACIP (submitted last year) are now reflected in the Airport Enterprise Fund CIP in the City budget, with the 10% expense assumed. The two new projects in the proposed 2004 ACIP will be considered in the FY05 City budget.

OPTIONS:

- A. That the City Council approve the project list for the Airport Capital Improvement Program, as presented, and direct staff to forward it to the FAA.
- B. That the City Council amend, modify or reject the above option.

Attachments: (3)

- 1) ACIP Project List and Estimates
- 2) ACIP Project Descriptions/Justifications
- 3) ACIP Location Schematic



Airport Capital Improvement Plan – Project Location
11-01-03

PASO ROBLES MUNICIPAL AIRPORT PASO ROBLES, CALIFORNIA

AIRPORT CAPITAL IMPROVEMENT PLAN

FISCAL YEARS 2004-2009

AIRPORT NAME: Paso Robles Municipal
ASSOCIATED CITY: Paso Robles
STATE: California

DATE: November 1, 2003
NPIAS No. 06-0184

YEAR OF FUNDING		PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	TOTAL PROJECT COST
1	2004	Taxiway 'F' – Install Medium Intensity Edge Lighting	292,500	32,500	325,000
2	2004	Taxiway 'A' Extension	561,600	62,400	624,000
3	2004	Crash Truck Replacement	58,500	6,500	65,000
4	2005	Hangar Area Taxiway	157,500	17,500	175,000
5	2005	Taxiway 'G' – Partial Refurbish	225,000	25,000	250,000
6	2006	Taxiway 'C' Extension	670,500	74,500	745,000
7	2006	Partial Parallel Taxiway, Runway 31	382,500	42,500	425,000
8	2007	Runway 19 Extension, 1200 ft., northeast	1,773,000	197,000	1,970,000
9	2007	Taxiway 'A', North 3,000 ft. – Reconstruct	517,500	57,500	575,000
10	2007	Taxiway 'E', South 1,000 ft. – Reconstruct	238,500	26,500	265,000
11	2008	Taxiway 'A' North extension, 1,200 ft., including holding apron	544,500	60,500	892,000
12	2008	Refurbish Edge Lighting (MITL) – Taxiways 'A' & 'C'	47,250	5,250	52,500
13	2009	Overlay Taxiways 'B', 'C', & 'D'	342,000	38,000	380,000

AIRPORT CAPITAL IMPROVEMENT PLAN
2004-2009

Paso Robles Municipal Airport

Project Descriptions/Justifications

1. **Taxiway 'F' – Install Medium Intensity Edge Lighting.** This is the south perimeter taxiway, and the only access to the alternate Runway 31. Nighttime edge marking is done with reflectors. The usage of this taxiway is increasing to the point that edge lighting would now be justified.
2. **Taxiway 'A' Extension.** This project is included on the approved ALP and continues to be needed to facilitate more expedient ground travel/taxi routes for aircraft located on the south end of the field as they access the main runway. The work consists of new construction of this final section of the parallel taxiway, adjacent to runway 1-19, to the south end, as well as extending the taxiway edge lighting system.
3. **Crash Truck Replacement.** The surplus 1970's-vintage crash truck is exceeding its life expectancy as is recommended by current NFPA standards. Replacement is therefore indicated. The Airport continues to grow in larger aircraft activity. In anticipation of this continued growth in the future as a certificated airport, and, in compliance with current Aircraft Rescue/Fire Fighting requirements, the upgrade to current equipment is proposed.
4. **Hangar Area Taxiway.** In response to continued demand for aircraft storage hangars, the Airport will soon undertake new hangar development. A key element in this development will be access to the taxiway system of the Airport. Consideration of funding for that access is requested in this element.
5. **Taxiway 'G' – Partial Refurbish.** This taxiway has not been used in many years; however, it does provide access to a significant area of useable land on the east side of the airport. As the need for hangar and aircraft storage space increases, it is recommended that this area be developed to meet some of that need. This project would be a first phase of an overall development of the area.
6. **Taxiway 'C' Extension.** This element is included on the approved ALP. It has been carried in the ACIP for some time. Its need remains justified as a means to increase access to Runway 13-31 for both aircraft and emergency vehicles. By extending Taxiway 'C' across the middle of the Airport, demand capacity of Runway 13-31 is increased and emergency response is enhanced.
7. **Partial Parallel Taxiway, Runway 31.** In conjunction with the extension of Taxiway 'C' to the mid-point of Runway 31, a short, 500-foot section of parallel taxiway would provide a direct link to the intersection of Taxiway 'G', on the eastside of the runway. This would provide a safe connection between the east and west sides of the field with only minimal runway interference.
8. **Runway 19 Extension.** A 1,200 extension to Runway 19 on the north end will utilize the remaining land available without impacting the perimeter road to the north. As larger aircraft traffic increases, so does the need for runway length. With higher ambient temperatures during summer months, the associated limitations on these larger aircraft would be reduced. As new instrument approach facilities are added to the Airport, and the associated approach lighting systems are constructed, the ultimate runway length in place would then preclude the need for any future relocation of these systems.

9. **Taxiway 'A', North 3,000 ft.** – Reconstruct. This section of taxiway was originally constructed in 1978. The continued maintenance program is working well. In another 5 years, it is anticipated that routine repair, reconstruct, or perhaps only overlay will be required.
10. **Taxiway 'E', South 1,000 ft.** – Reconstruct. This taxiway was overlayed in 1990; however, it is now starting to show signs of increased longitudinal cracking. It is anticipated that the requested slurry seal will add some life expectancy to the section, however, in 5-7 years, further repair and/or reconstruction will be necessary.
11. **Taxiway 'A' North extension, 1,200 ft.** With the extension of Runway 19 to the north (1200 ft.) comes the need to extend the parallel Taxiway 'A' to the new end of the runway. This project would also include a new runup/holding apron at the runway end and the requisite edge lighting for this new section.
12. **Refurbish Edge Lighting (MITL) – Taxiways 'A' & 'C'.** Taxiway edge lighting equipment originally installed in 1978. Proposed replacement of underground wiring and transformers, having reached their 30-year useful life.
13. **Overlay Taxiways 'B', 'C', & 'D'.** In accordance with the established Pavement Maintenance Program, these sections have exceeded the prescribed 20-year useful life of the asphalt. The current structural section is sound. No major repairs are anticipated, only an overlay of the top surface.