

RESOLUTION NO. 57-19

A RESOLUTION AUTHORIZING THE SUBMISSION OF PASSENGER FACILITY CHARGE (PFC) APPLICATION #23 TO THE FEDERAL AVIATION ADMINISTRATION INCREASING THE TOTAL PFC FUNDS TO BE COLLECTED FOR CAPITAL IMPROVEMENTS AT THE COLORADO SPRINGS AIRPORT

WHEREAS, there exists a need to undertake and continue capital improvement projects at the Colorado Springs Airport; and

WHEREAS, it is necessary that funding for these projects be obtained by the assessment of Passenger Facility Charges.


NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS:

Section 1. The Director of Aviation is hereby authorized to execute and submit to the Federal Aviation Administration Application #23 for authority to assess Passenger Facility Charges for capital improvement projects, including the assurances contained therein, and any other documents necessary for implementation of the Passenger Facility Charge program on behalf of the City of Colorado Springs.

DATED at Colorado Springs, Colorado, this 9th day of July, 2019.


Council President

ATTEST:


Sarah B. Johnson, City Clerk




Exhibit A: Project Descriptions

Airside Maintenance 2019

Project Description – Physical

Airside Maintenance 2019 includes multiple projects amounting to a total of \$610,000. The Airport requests PFC funds to fog seal Runway 13/31 which is estimated to cost \$250,000. The fog seal will include the entire length and width of Runway 13/31 which is 8,269ft by 150ft. Other projects to be completed under this project, not under PFC, include fuel system dispenser's hardware upgrade and the purchase of a fleet service truck.

Project Description – Financial

The total project budget is \$610,000 of which \$360,000 will be funded with Airport Capital and \$250,000 will be funded with PFCs (through PFC Pay-Go).

Project Justification

Runway 13/31 is constructed of asphalt and considered to be in good condition. The last major maintenance and repair conducted on the Runway was in October of 2011, which primarily consisted of replacing the keel of the Runway. The next major maintenance and repair is not within the current ten year capital improvement program and most likely will not be programmed until the 2030s or later timeframe.

The Colorado Department of Transportation, Aeronautics Division, has evaluated the Runway which indicated to have an average PCI of 78. COS continues to do regular maintenance inclusive of crack sealing and repair on an annual basis under an operating and maintenance budget. Large scale repair or sealing projects, such as this, will be requested through PFC funds.

Project Objective

The objective of this project is to extend the useful life and longevity of the pavement.

Estimated project start: September 2019

Estimated completion date: September 2019

Terminal Rehabilitation Program

Project Description – Physical

The Terminal Rehabilitation Project consists of rehabilitating the terminal and concourse areas to include complete renovation of the restrooms, replacement of all escalators and elevators, replacement of HVAC ductwork, replacement of all lighting to LED for code compliance, full demo and replacement of ceiling grid, panels and soffits, all carpeted and flooring surfaces, all horizontal surfaces and wall coverings, new common use ticket counters, and new wayfinding signage.

Project Description – Financial

The total project budget is \$11,600,000 of which \$500,000 will be funded with CFC's, and \$11,100,000 will be funded with PFC's (through PFC Pay-Go).

Project Justification

The COS terminal building was constructed in 1994, and no major reconstruction or rehabilitation has been performed since initial construction.

As a result, the existing escalators and elevators are over twenty (20) years old and require constant maintenance due to aging, thus efficient movement of passengers throughout the terminal building is inhibited.

Project Objective

The main objective of this project is to replace the aging and end of life infrastructure in the terminal building and concourse. Additionally, the rehabilitation program will address code deficiencies and ADA compliance issues.

Estimated project start: August 2019

Estimated completion date: December 2022

Information Technology Infrastructure Improvements

Project Description – Physical

IT Infrastructure Improvements 2019 includes two projects being requested for PFC. Projects include the virtualization of servers that will replace existing core IT system infrastructure and a new telecommunications system which will replace the dated PBX with a VoIP solution used for the entire terminal and tenants.

Project Description – Financial

The two projects are estimated to cost approximately \$1,150,000. The projects will be funded utilizing \$150,000 of CFC funds, \$100,000 of Airport Capital and \$900,000 of PFC funds.

Project Justification

The Airport IT Master Plan (ITMP) completed in 2018 identified that several key Airport systems are at critical risk for failure and need to be upgraded as soon as possible. It is the recommendation of the ITMP consultant, and confirmed by City IT Enterprise Architecture, that the Airport replace the existing PBX (with expected end of life 12/2018) and associated ancillary equipment. The telecommunications modernization is dependent upon, and a follow-up to, the virtualization project. It is intended to improve scalability, efficiency, redundancy, and recovery of the airport's telecommunications system.

Project Objective

The objective of this project is to replace end of life/out of date IT hardware, software, and systems currently being used at COS.

Estimated project start: December 2019

Estimated completion date: March 2020

Deicing Pad – Design and Construction

Project Description – Physical

COS intends to construct approximately a 10-acre deicing ramp at the departure end of Runway 35R, which is the primary air carrier runway during inclement weather. The location of the deicing ramp will increase operational safety and reduce cost to the airlines, as well as eliminate terminal ramp safety issues.

Additionally, the US Forest Service has agreed to contribute \$2,500,000 to the total construction of the deicing ramp with the approval of their discretionary funds. The US Forest Service intends to utilize a portion of the ramp as a regional firefighting tanker base during fire season.

Project Description – Financial

COS has committed \$750,000 of 2019 Airport Improvement Program (AIP) entitlement funds specifically to the deicing ramp and facilities adjacent to the departure end of the primary air carrier runway during winter operations. COS is requesting a total of \$9,250,000 in PFC funding to be used for this project. Of the PFC total, \$7,500,000 is anticipated to be initially funded with a SIB or private loan, and the remaining \$1,750,000 to be funded through PFC Pay-Go. Means of supporting this project are listed above.

COS has committed \$1,000,000 of general funds to the infrastructure improvements of the site, inclusive of all utilities, which will not be collected back through PFC.

Project Justification

Currently, existing deicing operations take place on the terminal apron which creates safety and capacity issues on the terminal ramp. Depending on the type of deicing aircraft wingtip clearances become issues, and based on the time it takes to deice an aircraft, the terminal ramp may become congested. Relocating deicing operations to the departure end of the runway increases operational efficiencies and safety for all air carriers.

Project Objective

The objective of this project is to build a deicing pad at the departure end of the runway to increase operational efficiency and safety for all airlines operating out of COS.

Estimated project start: January 2019

Estimated completion date: November 2020

Runway 17R/35L Rehabilitation

Project Description – Physical

Runway 17R / 35L is one of two primary parallel Runways at the Colorado Springs Airport that serves commercial, military and general aviation aircraft operations. Runway 17R /35L is 11,022 feet in length and 150 feet wide with 25 foot wide paved shoulders on each side and two parallel Taxiways that connect to the Runway. The Runway is constructed with Asphaltic Cement (AC), Bituminous Pavement structure and surfacing.

This project is anticipated to include a rehabilitation (mill/fill) of Runway 17R-35L and the associated connector taxiways to the hold bars. The runway/taxiway shoulders and blast pads are planned to receive a seal coat. The airfield electrical system will also be replaced for the runway. This project is anticipated to complete construction and rehabilitation of the Runway in a single year phase.

Project Description – Financial

The total budget of the construction portion of this project is \$24,234,014. Of the total it is estimated that \$3,250,000 will be funded with AIP entitlement, \$18,560,613 through AIP discretionary funds, \$2,173,401 through PFC, and \$250,000 through state grants.

The design of this project was included and approved in PFC application #22.

In the event AIP discretionary funds are not available for the project, the Colorado Springs Municipal Airport will amend the project scope and re-phase accordingly to allow for project completion with the available funding sources (AIP Entitlement, State Grant, PFCs and Airport Cash).

Project Justification

Based on previous engineer's reports, Runway 17R-35L was reconstructed in 1963 and extended in 1964. The original construction consisted of 3-inches of asphalt placed on 3-6-inches of aggregate base course. The runway was overlaid with 3-4 inches of asphalt in 1969. A stress absorbing fabric and another 4-inch overlay was placed in 1981. The center portion (keel) was removed and replaced with approximately 4 inches of asphalt and placement of a stress absorbing fabric in 1988. The last rehabilitation occurred in 2002, with the removal and replacement of the outer edges of the runway with approximately 6 inches of asphalt and a stress absorbing fabric. The keel section received a 2-inch mill/fill with a stress absorbing fabric as well. A thorough investigation of the existing pavement section and stress absorbing fabric locations will be conducted as part of this project in order to determine the best rehabilitation strategy.

The 2018 Pavement Management and Evaluation Systems update from the Colorado Department of Transportation-Division of Aeronautics has assigned a Pavement Condition Index (PCI) number of 53 to Runway 17R-35L. The PCI numbers on the connector taxiways vary between 39 and 80. The on-site visual inspections conducted for the CDOT 2018 System Update were performed in June of 2018.

Project Objective

The objective of this project is to provide a safe surface for continued Aircraft Operations on the Runway and to avoid further pavement degradation that could require much more extensive rehabilitation or future reconstruction which would adversely impact continued operations at COS.

Estimated project start: April 2020

Estimated completion date: November 2020

Airport Master Plan

Project Description – Physical

The Airport Master Plan is a comprehensive study that identifies facility needs and evaluates alternative solutions to provide guidance for the future development of the Airport in the short- (0-5 year), medium- (6-10 year), and long- (11-20 year) terms. The information identified through the master planning process will ensure the continued operation of a safe, efficient, and environmentally compatible airport. The Master Plan recommends improvements in accordance with Federal Aviation Administration (FAA) standards, taking into consideration the dynamic nature of the aviation industry. Master plan updates provide an opportunity to identify and consider strategic development opportunities.

Project Description – Financial

The total budget outlined for this project is \$1,666,700. Of which \$166,700 is requested for PFC reimbursement and \$1,500,300 is funded through AIP entitlement funding.

Project Justification

The last comprehensive master plan update was started in 2010 and completed in 2013, making the master plan now seven years old. The FAA recommends master plan updates every five to 10 years to ensure development and changes to the Airport Layout Plan (ALP) are up to date.

Project Objective

The objective of this project is to develop a master plan that will outline the next ten year capital improvement program and twenty year master plan through evaluation, studies, and forecasting the needs of the airport.

Estimated project start: January 2020

Estimated completion date: December 2020

Taxiway B Rehabilitation - Design

Project Description – Physical

This project entails the design on Taxiway B for a full rehabilitation project. It is anticipated that this project will be a “mill and fill” which replaces the top six to twelve inches of asphalt with new asphalt.

Project Description – Financial

Total design cost for this project is estimated to be \$500,000, of which \$450,000 will be funded with AIP and \$50,000 will be requested through PFC.

Project Justification

Taxiway B is constructed of asphalt and considered to be in fair to poor condition. The last major maintenance and repair conducted on the Taxiway was in June of 2000.

The Colorado Department of Transportation, Aeronautics Division, has evaluated the Taxiway which indicated to have an average PCI of 44. COS continues to do regular maintenance inclusive of crack sealing and repair on an annual basis under an operating and maintenance budget. Taxiway B was last fog sealed in August of 2017.

Project Objective

The objective of this project is to rehabilitate the taxiway to a condition that would extend the useful life of the pavement.

Estimated project start: February 2020

Estimated completion date: June 2020

Fleet Improvements 2020

Project Description – Physical

This project involves the procurement of the following snow removal equipment: One snow removal vehicle and one plow blade.

Project Description – Financial

The total project budget is \$700,000 of which will all be funded with PFC's.

Project Justification

A portion of the COS Airport fleet is nearly 20 years old and reaching the end of its usable life, making it difficult to maintain Movement Areas and other essential airport areas in safe and secure operating conditions. The procurement of all vehicles under this project will assist in preserving the safety of all movement areas and bring the airport in compliance with 14 CFR Part 139.313 and AC 150/5200-30D.

Project Objective

The objective of this procurement is to replace aging equipment that has reached end of usable life in order to bring the COS Airport fleet into compliance with 14 CFR Part 139.313 and AC 150/5200-30D.

Estimated project start: January 2020

Estimated completion date: December 2020

Airport Rotating Beacon Replacement

Project Description – Physical

This project consists of replacing and relocating the COS rotating beacon. The current beacon sits atop a minimally accessible structure on Peterson Air Force Base and has reached its end of life. The new rotating beacon would be placed in a new location which is more centralized and accessible within the airfield. Relocating the beacon will also increase visibility to pilots as they approach the airport.

Project Description – Financial

Total budget for this project is \$80,000 which will all be requested and funded through PFC.

Project Justification

The rotating beacon which currently sits atop a minimally accessible structure on Peterson Air Force Base and has reached its end of life. The new beacon location on the airfield has been reviewed and approved by the FAA to be relocated to the location marked on the Airport Layout Plan.

Project Objective

Replace end of life equipment with new equipment which enhances the navigation aids to pilots approaching, departing, or traversing the airport.

Estimated project start: June 2020

Estimated completion date: June 2020

Terminal Apron Taxilanes - Design

Project Description – Physical

This project consists of replacing sections of pavement located adjacent on the terminal ramp. This project will only replace certain panels that need to be replaced after an evaluation has been completed.

Project Description – Financial

Total cost of the design is estimated to be \$750,000, of which \$675,000 will be funded with AIP and \$75,000 will be requested through PFC funding.

Project Justification

Deteriorating concrete panels have been identified along this section of the terminal ramp. Replacing these panels will increase the pavement strength and useful life. Multiple panels on the ramp in the deicing positions have been replaced in 2016. The panels in the taxilane were not replaced due to operational constraints.

Project Objective

The objective of this project is to rehabilitate the taxilane to a condition that would extend the useful life of the pavement.

Estimated project start: February 2021

Estimated completion date: June 2021

Taxiway B Rehabilitation - Construction

Project Description – Physical

This project entails the construction on Taxiway B rehabilitation project. It is anticipated that this project will be a “mill and fill” which replaces the top six to twelve inches of asphalt with new asphalt.

Project Description – Financial

Total construction cost for this project is estimated to be \$7,000,000, of which \$450,000 will be requested through PFC, \$6,300,000 will be AIP and \$250,000 will be state funded.

Project Justification

Taxiway B is constructed of asphalt and considered to be in fair to poor condition. The last major maintenance and repair conducted on the Taxiway was in June of 2000.

The Colorado Department of Transportation, Aeronautics Division, has evaluated the Taxiway which indicated to have an average PCI of 44. COS continues to do regular maintenance inclusive of crack sealing and repair on an annual basis under an operating and maintenance budget. Taxiway B was last fog sealed in August of 2017.

Project Objective

The objective of this project is to rehabilitate the taxiway to a condition that would extend the useful life of the pavement.

Estimated project start: April 2021

Estimated completion date: November 2021