

RESOLUTION NO. 70-17

A RESOLUTION AUTHORIZING THE SUBMISSION OF PASSENGER FACILITY CHARGE (PFC) APPLICATION #22 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. That the Director of Aviation is hereby authorized to execute and submit to the Federal Aviation Administration Application #22 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 27th day of June, 2017.




Council President

ATTEST:



Sarah B. Johnson, City Clerk





COLORADO SPRINGS AIRPORT

EXHIBIT A: PROJECT DESCRIPTIONS

1. FIDS and BIDS Infrastructure Upgrade

The objective of this project is the procurement of new Flight Information Display System (FIDS) and the Baggage Information Display System (BIDS) at the Colorado Springs Airport in order to provide a more reliable means of passenger and baggage movement at the Colorado Springs Airport. This involves removing the existing infrastructure, servers, and monitors, and replacing them with newer, more reliable technology.

The FIDS and BIDS are available for use by all carriers and need to be reliable and perform well in order to facilitate the movement of passengers and baggage at the Colorado Springs Airport. The current system is running on end of life equipment as well as end of life Windows XP operating system. The system requires constant maintenance and is not stable due to the aging hardware and operating system.

Total Project Budget: \$150,000

Status: This project is anticipated to begin in January 2017 and completed in December 2017.

PFC Obligation: \$150,000

2. Terminal Facility Improvement (Phase I)

The objective of this project is to proactively rehabilitate aging systems and structures within the terminal building in order to maintain the structural integrity of the building and prevent system failures that could potentially cause flight delays or cancellations.

This will be accomplished through the acquisition of new roofing and escalator equipment in order to facilitate the efficient movement of passengers throughout the Colorado Springs Airport terminal building.

The Colorado Springs Airport terminal building was constructed in 1992, and no major reconstruction or rehabilitation has been performed since initial construction. As a result, the existing escalator is over twenty (20) years old and requires constant maintenance due to its aging equipment, thus inhibiting the efficient movement of passengers throughout the terminal building.

The East Terminal Unit (ETU) Modified Bitumen Roof is also over twenty (20) years old and in need of replacement, possibly with an EPDM roof system, which will ensure the safe movement of passengers throughout the terminal building when the ETU is utilized for the purpose of enplaning and deplaning passengers.

This is a phased, multi-year rehabilitation project of the Colorado Springs Airport terminal building. Phase I of this project consists of removing escalator #3 and replacing it with a new, more reliable one.

This phase also involves the replacement of three (3) Rooftop Units in the ETU of the Colorado Springs Airport, which entails the complete removal and replacement of the existing roofing materials and roofing system components for those three particular units.

Total Project Budget: \$350,000

Status: This project is anticipated to begin in January 2017 and completed in December 2017.

PFC Obligation: \$350,000

3. Rehabilitation of Taxiway H from Taxiway P to Taxiway C

The objective of this project is to preserve safety by reconstructing the deteriorating pavement on Taxiway Hotel (H). The cracking of the cement, partially due to Alkali Silica Reactivity (ASR), could result in Foreign Object Debris (FOD) that may damage aircraft operating at the Colorado Springs Airport (COS). This Taxiway is frequently used by passenger and military aircraft, and its rehabilitation will allow for the continued access to our runways.

Taxiway H is a cross airfield Taxiway at COS that begins at Taxiway Charlie (C) on the west side of the airfield and connects to Taxiway Echo (E) on the east side of the airfield. Taxiway H was constructed with a Portland Cement Concrete (PCC) Pavement structure for both the Taxiway and Shoulders. Taxiway H is 75 feet wide with 25 foot wide paved shoulders on each side.

Taxiway H between Taxiway Papa (P) and Taxiway C was originally constructed in 1998 and has not had any major rehabilitation or reconstruction work completed since original construction. Based on the most recent pavement management field inspection (June 2015) and subsequent report prepared by the Colorado Department of Transportation, Division of Aeronautics, an overall Pavement Condition Index (PCI) of 61 was assigned to the section of Taxiway H between Taxiway P and Taxiway C. PCI values are assigned for pavement management on a 1-100 scale, with ranges that identify maintenance, major rehabilitation and replacement. PCI assigned values of 56-70 indicate need for a mix of preventative maintenance and major rehabilitation. PCI assigned values of 41-55 indicate need for major rehabilitation / reconstruction. PCI values below 41 indicate need for pavement reconstruction.

Taxiway H supports both primary Runways for commercial, military, and general aviation flights. Over the past several years, the Taxiway H concrete pavement deterioration has become increasingly problematic. A variety of pavement distresses have been identified that include joint failures, moderate to severe corner spalls and longitudinal map cracking due to material related distresses attributed to ASR and Disintegration cracking from freeze thaw susceptible aggregate materials.

ASR is a chemical reaction between aggregate (course and fine) and the cement. It causes a gel-like substance to form that weakens the structure of the pavement, ultimately causing failure and creates FOD that requires significant repairs and frequent maintenance to maintain a safe operating pavement structure. Not all aggregates and sands are reactive. ASR accelerates the deterioration of the pavement surfaces.

The rehabilitation project is proposed in order to provide a safe surface for continued Aircraft Operations on Taxiway H. The project is anticipated to include select PCC Pavement removal and replacement, joint sealant and pavement markings removal and replacement, and spall repair incidental to the joint sealant rehabilitation.

Total Project Budget: \$444,675

Status: This project is anticipated to begin in April 2017 and completed in December 2017.

PFC Obligation: \$44,468

4. Rehabilitation of Taxiway G and Terminal Connectors – Phase II Construction

The objective behind the full depth reconstruction of the portion of Taxiway Golf (G) as described in this phase is to preserve the safety of passenger carriers and other aircraft utilizing the Airport's primary taxiway system (Taxiways Echo, Golf and Hotel) by replacing pavement affected by Alkali Silica Reactivity (ASR) with new Portland Cement Concrete Pavement (PCCP). This reconstruction will allow for continuous access to Runway 17L/35R, the Airport's primary runway, and mitigate hazards to aircraft caused by Foreign Object Debris (FOD) resulting from ASR-affected pavement.

Taxiway G between Taxiway Mike (M) through Taxiway Papa (P) was originally constructed in 1992 and has not had any major rehabilitation or reconstruction work completed since original construction. Based on the most recent pavement management field inspection (June 2015) and subsequent report prepared by the Colorado Department of Transportation, Division of Aeronautics, an overall Pavement Condition Index (PCI) of 42 was assigned to the section of Taxiway G between Taxiway M through Taxiway P. PCI values are assigned for pavement management on a 1-100 scale, with ranges that identify maintenance, major rehabilitation and replacement. PCI assigned values of 41-55 indicate need for major rehabilitation / reconstruction. PCI values below 41 indicate need for pavement reconstruction.

Taxiway G supports both primary runways for commercial, military and general aviation flights. Over the past several years, the Taxiway G concrete pavement deterioration has become increasingly problematic. A variety of pavement distresses have been identified that include joint failures, moderate to severe corner spalls and longitudinal map cracking due to material related distresses attributed to ASR and Disintegration cracking from freeze thaw susceptible aggregate materials.

ASR is a chemical reaction between aggregate (course and fine) and the cement. It causes a gel-like substance to form that weakens the structure of the pavement, ultimately causing failure and creates FOD that requires significant repairs and frequent maintenance to maintain a safe operating pavement structure. Not all aggregates and sands are reactive. ASR accelerates the deterioration of the pavement surfaces.

Phase II of this project is anticipated to include full depth reconstruction of the existing PCC Pavement structure at Taxiway G from Taxiway M through Taxiway P. The work is also anticipated to include new Taxiway Edge Lights, new underground cabling and conduit, new illuminated location and guidance Signs, install of a sub-drainage system, pavement markings, and bituminous paved shoulders. The project will also include geometric changes at Taxiway intersections to comply with current FAA Design standards.

This is a multi-phased project which entails the full depth reconstruction of Taxiway G and Terminal connectors.

Total Project Budget: \$13,229,428

Status: This project is anticipated to begin in May 2018 and completed in December 2018.

PFC Obligation: \$1,172,943

5. Rehabilitation of Taxiway G and Terminal Connectors – Phase III Design

The objective behind the full depth reconstruction of the portion of Taxiway Golf (G) as described in this phase is to preserve the safety of passenger carriers and other aircraft utilizing the Airport's primary taxiway system (Taxiways Echo, Golf and Hotel) by replacing pavement affected by Alkali Silica Reactivity (ASR) with new Portland Cement Concrete Pavement (PCCP). This reconstruction will allow for continuous access to Runway 17L/35R, the Airport's primary runway, and mitigate hazards to aircraft caused by Foreign Object Debris (FOD) resulting from ASR-affected pavement.

Taxiway G between Taxiway Mike (M) through Taxiway Papa (P) was originally constructed in 1992 and has not had any major rehabilitation or reconstruction work completed since original construction. Based on the most recent pavement management field inspection (June 2015) and subsequent report prepared by the Colorado Department of Transportation, Division of Aeronautics, an overall Pavement Condition Index (PCI) of 42 was assigned to the section of Taxiway G between Taxiway M through Taxiway P. PCI values are assigned for pavement management on a 1-100 scale, with ranges that identify maintenance, major rehabilitation and replacement. PCI assigned values of 41-55 indicate need for major rehabilitation / reconstruction. PCI values below 41 indicate need for pavement reconstruction.

Taxiway G supports both primary runways for commercial, military and general aviation flights. Over the past several years, the Taxiway G concrete pavement deterioration has become increasingly problematic. A variety of pavement distresses have been identified that include joint failures, moderate to severe corner spalls and longitudinal map cracking due to material related distresses attributed to ASR and Disintegration cracking from freeze thaw susceptible aggregate materials.

ASR is a chemical reaction between aggregate (course and fine) and the cement. It causes a gel-like substance to form that weakens the structure of the pavement, ultimately causing failure and creates FOD that requires significant repairs and frequent maintenance to maintain a safe operating pavement structure. Not all aggregates and sands are reactive. ASR accelerates the deterioration of the pavement surfaces.

This project includes engineering design services for Phase III of the rehabilitation of Taxiway G and adjacent Terminal Connectors, which involves the reconstruction of PCC Pavement structure at Taxiway G from Taxiway P to Taxiway Charlie (C) and will be constructed in 2019.

This is a multi-phased project which entails the full depth reconstruction of Taxiway G and Terminal connectors.

Total Project Budget: \$553,900

Status: This project is anticipated to begin in January 2017 and completed in December 2017.

PFC Obligation: \$55,390

6. Fleet Improvements – Phase X

The objective of this procurement is to replace aging equipment that has reached end of usable life in order to bring the Colorado Springs Airport (COS) fleet into compliance with Title 14, Code of Federal Regulations (CFR), Part 139.313, and Advisory Circular (AC) 150/5200-30D.

Per AC 150/5200-30D, *Airport Field Condition Assessments and Winter Operations Safety*, the presence of contaminants such as snow, ice or slush on airfield pavements cause hazardous conditions that may contribute to airplane incidents and accidents. These contaminants degrade the coefficient of friction, reduce braking and directional control, and impede aircraft acceleration.

Furthermore, winter storm conditions reduce Airport traffic volumes through flight delays and/or cancellations, and in severe storm conditions, cause Airport closures. Airport operators can minimize the undesirable effects of inclement winter storm weather through various approaches, including the acquisition and operation of proper snow and ice control equipment.

A portion of the COS Airport fleet is nearly 20 years old and reaching the end of its usable life, thus 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 Title 14, CFR, Part 139.313 and AC 150/5200-30D.

This project involves the procurement of the following snow removal equipment: Two (2) Towing Vehicles and two (2) twenty-four foot Runway Plow.

Total Project Budget: \$625,000

Status: This project is anticipated to begin in January 2018 and completed in December 2018.

PFC Obligation: \$625,000

7. Rehabilitation of Runway 17R-35L and Taxiway Connectors (GeoTech/Survey/Pro.Def./CATX/Final Design)

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 that would adversely impact continued operations at the Colorado Springs Airport.

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, 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.

The last major rehabilitation of the Bituminous Pavement on Runway 17R/35L and associated connector Taxiways was completed in 2002. Based on the most recent pavement management field inspection (June 2015) and subsequent report prepared by the Colorado Department of Transportation, Division of Aeronautics, an overall Pavement Condition Index (PCI) of 53 was assigned to COS Runway 17R/35L. PCI values are assigned for pavement management on a 1-100 scale, with ranges that identify maintenance, major rehabilitation and replacement. PCI assigned values of 41-55 indicate need for major rehabilitation / reconstruction. PCI values below 41 indicate need for pavement reconstruction.

The proposed Rehabilitation of Runway 17R/35L and associated connector Taxiways construction is planned to begin and be completed in 2021. At that time it is anticipated that an overall PCI value of 45 could be assigned to the Runway due to continued pavement degradation in the form of moderate to severe longitudinal and transverse cracking, weathering / oxidation and raveling of the pavement surfaces that weaken the pavement strength and produce Foreign Object Debris (FOD) that require significant and frequent maintenance.

This project involves the design phase services for the phased, multi-year rehabilitation of Runway 17R/35L and its Taxiway connectors, for which construction is scheduled to take place in 2021.

Total Project Budget: \$1,333,333

Status: This project is anticipated to begin in August 2019 and completed in April 2020.

PFC Obligation: \$133,333

8. Rehabilitation of Taxiway G and Terminal Connectors – Phase III Construction

The objective behind the full depth reconstruction of the portion of Taxiway Golf (G) as described in this phase is to preserve the safety of passenger carriers and other aircraft utilizing the Airport's primary taxiway system (Taxiways Echo, Golf and Hotel) by replacing pavement affected by Alkali Silica Reactivity (ASR) with new Portland Cement Concrete Pavement (PCCP). This reconstruction will allow for continuous access to Runway 17L/35R, the Airport's primary runway, and mitigate hazards to aircraft caused by Foreign Object Debris (FOD) resulting from ASR-affected pavement.

Taxiway G between Taxiway Mike (M) through Taxiway Papa (P) was originally constructed in 1992 and has not had any major rehabilitation or reconstruction work completed since original construction. Based on the most recent pavement management field inspection (June 2015) and subsequent report prepared by the Colorado Department of Transportation, Division of Aeronautics, an overall Pavement Condition Index (PCI) of 42 was assigned to the section of Taxiway G between Taxiway M through Taxiway P. PCI values are assigned for pavement management on a 1-100 scale, with ranges that identify maintenance, major rehabilitation and replacement. PCI assigned values of 41-55 indicate need for major rehabilitation / reconstruction. PCI values below 41 indicate need for pavement reconstruction.

Taxiway G supports both primary runways for commercial, military and general aviation flights. Over the past several years, the Taxiway G concrete pavement deterioration has become increasingly problematic. A variety of pavement distresses have been identified that include joint failures, moderate to severe corner spalls and longitudinal map cracking due to material related distresses attributed to ASR and Disintegration cracking from freeze thaw susceptible aggregate materials.

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Phase III of this project is anticipated to include full depth reconstruction of the existing PCC Pavement structure at Taxiway G from Taxiway P through Taxiway C. The work is also anticipated to include new Taxiway Edge Lights, new underground cabling and conduit, new illuminated location and guidance Signs, install of a sub-drainage system, pavement markings, and bituminous paved shoulders. The project will also include geometric changes at Taxiway intersections to comply with current FAA Design standards.

This is a multi-phased project which entails the full depth reconstruction of Taxiway G and Terminal connectors.

Total Project Budget: \$12,324,265

Status: This project is anticipated to begin in May 2019 and completed in December 2019.

PFC Obligation: \$1,082,427

9. Fleet Improvements – Phase XI

The objective of this procurement is to replace aging equipment that has reached end of usable life in order to bring the Colorado Springs Airport (COS) fleet into compliance with Title 14, Code of Federal Regulations (CFR), Part 139.313, and Advisory Circular (AC) 150/5200-30D.

Per AC 150/5200-30D, *Airport Field Condition Assessments and Winter Operations Safety*, the presence of contaminants such as snow, ice, or slush on airfield pavements cause hazardous conditions that may contribute to airplane incidents and accidents. These contaminants degrade the coefficient of friction, reduce braking and directional control, and impede aircraft acceleration.

Furthermore, winter storm conditions reduce Airport traffic volumes through flight delays and/or cancellations, and in severe storm conditions, cause Airport closures. Airport operators can minimize the undesirable effects of inclement winter storm weather through various approaches, including the acquisition and operation of proper snow and ice control equipment.

A portion of the COS Airport fleet is nearly 20 years old and reaching the end of its usable life, thus 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 Title 14, CFR, Part 139.313 and AC 150/5200-30D.

This project involves the procurement of the following snow removal equipment: one (1) High Speed Runway Snow Blower and one (1) Liquid Deicing Chemical Truck.

Total Project Budget: \$1,300,000

Status: This project is anticipated to begin in January 2019 and completed in December 2019.

PFC Obligation: \$1,300,000