



5.0 CAPITAL IMPROVEMENT PROGRAM

5.1 General

The analysis conducted in previous chapters has evaluated airport development needs based upon forecast activity FAA Airport Design Standards, input from airport users, and the desires of the sponsor. One of the most important elements of the master planning process, however, is the application of basic economic, financial and management rationale so that the feasibility of implementation can be assured. This chapter will concentrate on those factors that will help make the plan successful. The program outlined on the following pages has been evaluated from a variety of perspectives. Several sources for development funding exist which will provide decision-makers with the tools necessary for implementing the program.

As will be outlined in this chapter, the primary source for airport development funds will be the aviation user. The process of collecting and distributing aviation user funds is quite variable, but follows basic guidelines. Services are provided for a fee and part of that fee is used to fund additional development. Congress and the FAA manage allocation of the fees, which are collected in the Aviation Trust Fund, with the former providing the authorization and the latter establishing priorities for all funds other than entitlement funds.

Funding from the Aviation Trust Fund can provide up to 90 percent of the necessary development costs for eligible improvements, per Congress' instructions in the authorization bill. Since grants obtained by the airport from this source must always be matched by local funds, it is important to act expeditiously in securing the local matching share for these grants.

5.2 Federal Grants

In order to promote the development of a system of airports to meet the nation's aviation needs, the Federal government embarked on a grants-in-aid program for state and local governments shortly after the end of World War II. The current grant program, known as the *Wendell H. Ford Aviation Investment and Reform Act for the 21ST Century*, was passed in March 2000. This bill authorized Airport Improvement Program funding for fiscal years 1999 through 2003.

5.2.1 General Aviation

The Fiscal Year 2001 AIP funding level was \$3.2 billion, and the scheduled authorization for FY 2002 is \$3.3 billion. This is significant since there is a special provision that states that if in any fiscal year in which the total amount made available under section 48103 is \$3,200,000,000 or more, each airport, excluding primary airports but including reliever and non-primary commercial service airport, in states the lesser of \$150,000 or 1/5 of the most recently published estimate of the 5-year costs for

airport improvement for the airport, as listed in the national plan of integrated airport systems developed by the Federal Aviation Administration.

This is relevant to Central Colorado Regional Airport since the airport will be included in the entitlement program and will receive \$150,000. This money can also be used for eligible maintenance activities, which previous AIP legislation typically did not authorize.

5.2.2 Discretionary Funds

In addition to the entitlement program, a discretionary funding program is used to disburse the remainder of the Airport Improvement Program funds. Discretionary funds can be used at any eligible airport to fund improvements that meet AIP project eligibility requirements. Discretionary funds are apportioned to commercial service airports from the amount authorized for the discretionary use by the Secretary of Transportation.

Specific set-asides are established for the discretionary program. Among these set-asides are 18.5% of the total AIP for the State Apportionment. This set-aside is used by the states to fund airports in the General Aviation, Reliever, and Non-Primary Commercial Service categories. Also included are set-asides for planning and implementing noise compatibility programs (31% of discretionary), and the Military Airports Program (4% of discretionary).

Discretionary funds for airports like Central Colorado Regional Airport are generally sought for large projects. The discretionary money is programmed out of the money set aside for the State of Colorado to fund projects at General Aviation, Reliever, and Non-primary airports. Therefore, close cooperation between the Colorado Department of Transportation, Division of Aeronautics, The Town of Buena Vista and the FAA is vital to successfully implement the proposed development program detailed in this master plan.

5.2.3 State Grants

State grants for airport development projects are also available through a program funded by a state excise tax on aviation fuel. The program is administered by the Colorado Aeronautical Board and is an excellent source of funding for airport sponsors with limited ability to match federal grants or to undertake projects that do not necessarily rank highly enough to successfully compete for limited discretionary federal funds. The Town of Buena Vista should consider making application for matching funds assistance from this program as part of the implementation strategy for this master plan.



5.2.4 Private Sector Financing

This source of development funds is frequently overlooked and often does not receive adequate credit for its investment. For example, T-hangars, corporate hangars and air cargo buildings are sometimes built using private funds, thereby eliminating the need for the airport to serve as financier and rental manager for these facilities. The advantage to a third-party development is that the airport can provide an expanded service to the community for very little investment, leases repay the developer's investment and the leasing companies can expand their corporate services without major capital expenditures. By utilizing third party financing, the airport not only avoids unnecessary debt service, but is often relieved of many maintenance costs associated with the upkeep of these facilities. Therefore, the airport may want to consider this type of funding in the future and derive revenue by land lease rather than from building rental. In the Capital Improvement Program shown in Table V-1, this funding source is shown as local share, which includes the local matching funds, private sector financing, and/or other funding sources.

5.2.5 Other Funding Sources

Sources other than Federal AIP grants and the various local revenue sources discussed above fund certain facilities involved in airport operation. For example, air traffic control towers and installation of certain essential aviation equipment are considered a Federal responsibility, and therefore are funded under a separate section of the current *FAA Funding Legislation*. This separate section, the Facilities and Equipment program, requires no local matching funds, but is not a source of funds for runway extensions, land acquisition, or many other typical airport improvements. Certain navigational aids that are required to be relocated may fall under this category, but timing can be an issue. It may be necessary to expend AIP money under a reimbursable agreement to ensure the relocations are accomplished in a timely manner.

The last two forms of capital revenue, are interest income and the occasional sale of assets. Airports usually consider interest income as miscellaneous operating revenue; its capital origin notwithstanding. Therefore, such income is included in the balancing of operating surpluses described earlier. Regarding the sale of assets, airports find this to be an almost inconsequential revenue source. Worn out maintenance vehicles, outdated navigational aids and salvaged ARFF equipment and vehicles are examples of such assets.

5.3 Airport Development Schedule and Cost Summary

Figure V-1 depicts the proposed development sequence for the six-year capital improvement program.

Before summarizing staged capital costs, one key point needs to be emphasized. The staging of

development projects is based upon projected activity at the airport. Projections of aviation demand, which were presented in **Chapter Three** of this study, are one of the most important factors considered by any planning effort. These estimates of future activity are used to determine the need for additional airport facilities and, in many instances, to determine the effects associated with development of these facilities. In the event airport activity varies from projected levels, implementation of projects should occur when demand actually warrants, rather than according to the estimated staging presented herein.

The cost estimates presented in **Table 5-1** should be viewed as such - *an estimate* - and subject to subsequent refinement and final design. Nevertheless, these estimates are considered sufficiently accurate for performing the feasibility analysis in this chapter. The cost estimates presented in **Table 5-1** are in current dollars, with no inflationary factor applied to future dollars or to future years.

LONG RANGE CAPITAL IMPROVEMENT PROGRAM (CIP) WORKSHEET

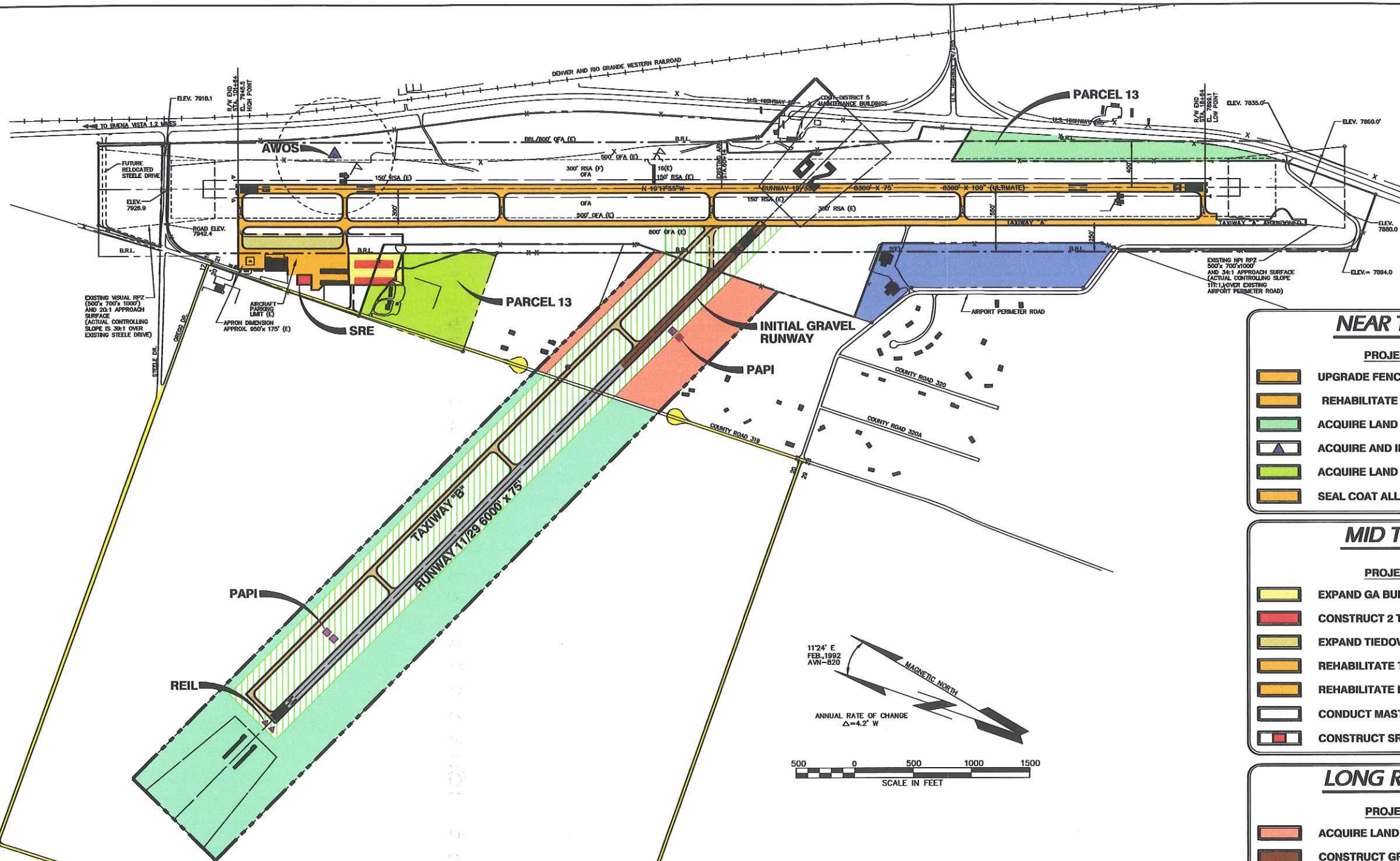
Airport Name		Central Colorado Regional Airport						
Airport Manager		Jerry L'Estrange						
<i>Project Description</i>	<i>Fed. Appor.</i>	<i>Fed. Disc.</i>	<i>GA Entitlement</i>	<i>State</i>	<i>Local</i>	<i>Private</i>	<i>Unfunded Needs</i>	<i>Total</i>
Year - 2004								
Upgrade Fencing			150,000	8,333	8,333			166,666
								0
								0
Total - Year 2004	0	0	150,000	8,333	8,333	0	0	166,666
Year - 2005								
Rehabilitate Aircraft Parking Apron			150,000	8,333	8,333		283,334	450,000
								0
								0
Total - Year 2005	0	0	150,000	8,333	8,333	0	283,334	450,000
Year - 2006								
Acquire Land - Parcel 11			45,000	2,500	2,500			50,000
Acquire and Install AWOS			105,000	5,833	5,833			116,666
								0
Total - Year 2006	0	0	150,000	8,333	8,333	0	0	166,666
Year - 2007								
Acquire Land - Parcel 13			150,000	8,333	8,333		8,334	175,000
								0
								0
Total - Year 2007	0	0	150,000	8,333	8,333	0	8,334	175,000
Year - 2008								
Seal Coat All Surfaces			150,000	8,333	8,333			166,666
								0
								0
Total - Year 2008	0	0	150,000	8,333	8,333	0	0	166,666
Total FY 2004-2008	0	0	750,000	41,665	41,665	0	291,668	1,124,998

LONG RANGE CAPITAL IMPROVEMENT PROGRAM (CIP) WORKSHEET

Airport Name		Central Colorado Regional Airport						
Airport Manager		Jerry L'Estrange						
<i>Project Description</i>	<i>Fed. Appor.</i>	<i>Fed. Disc.</i>	<i>GA Entitlement</i>	<i>State</i>	<i>Local</i>	<i>Private</i>	<i>Unfunded Needs</i>	<i>Total</i>
Year - 2009								
Expand GA Building Area			150,000	8,333	8,333		633,334	800,000
Construct 2 T-Hangars						200,000		200,000
								0
Total - Year 2009	0	0	150,000	8,333	8,333	200,000	633,334	1,000,000
Year - 2010								
Expand Tiedown Area			150,000	8,333	8,333		433,334	600,000
								0
								0
Total - Year 2010	0	0	150,000	8,333	8,333	0	433,334	600,000
Year - 2011								
Rehabilitate Taxiway "A"		1,110,000	150,000	70,000	70,000			1,400,000
								0
								0
Total - Year 2011	0	1,110,000	150,000	70,000	70,000	0	0	1,400,000
Year - 2012								
Rehabilitate Runway 15/33		1,470,000	150,000	90,000	90,000			1,800,000
								0
								0
Total - Year 2012	0	1,470,000	150,000	90,000	90,000	0	0	1,800,000
Year - 2013								
Conduct Master Plan and EA			150,000	91,667	8,333			250,000
Construct SRE Building							400,000	400,000
								0
Total - Year 2013	0	0	150,000	91,667	8,333	0	400,000	650,000
Total FY 2009-2013	0	2,580,000	750,000	268,333	184,999	200,000	1,466,668	5,450,000

LONG RANGE CAPITAL IMPROVEMENT PROGRAM (CIP) WORKSHEET

Airport Name	Central Colorado Regional Airport							
Airport Manager	Jerry L'Estrange							
<i>Project Description</i>	<i>Fed. Appor.</i>	<i>Fed. Disc.</i>	<i>GA Entitlement</i>	<i>State</i>	<i>Local</i>	<i>Private</i>	<i>Unfunded Needs</i>	<i>Total</i>
Year - 2014								
Acquire Land for Runway 11/29							800,000	800,000
Phase I								0
								0
Total - Year 2014	0	0	0	0	0	0	800,000	800,000
Year - 2015								
Construct Gravel Surface Runway							800,000	800,000
Seal Coat All Surfaces			150,000	8,333	8,333			166,666
								0
Total - Year 2015	0	0	150,000	8,333	8,333	0	800,000	966,666
Year - 2016								
Acquire Land for Runway 11/29			300,000	16,667	16,667		66,666	400,000
Acquire Land for Approach Protection		800,000						800,000
								0
Total - Year 2016	0	800,000	300,000	16,667	16,667	0	66,666	1,200,000
Year - 2017								
Pave and Extend 11/29 Phase I								0
Grading and Drainage							1,750,000	1,750,000
Close CR 319 / Improve Alternate Access							200,000	200,000
Total - Year 2017	0	0	0	0	0	0	1,950,000	1,950,000
Year - 2018								
Security Improvements			150,000	8,333	8,333			166,666
								0
								0
Total - Year 2018	0	0	150,000	8,333	8,333	0	0	166,666
Year - 2019								
Construct Runway 11/29 Phase II								0
Paving and Lighting							3,500,000	3,500,000
Install PAPI and REIL for R/W 11/29			300,000	16,667	16,667			333,334
Total - Year 2019	0	0	300,000	16,667	16,667	0	3,500,000	3,833,334
Year - 2020								
Construct Taxiway "B" Phase I								0
Grading							500,000	500,000
Seal Coat R/W 15/33 and T/W "A"			150,000	8,333	8,333			166,666
Total - Year 2020	0	0	150,000	8,333	8,333	0	500,000	666,666
Year - 2021								
Construct Taxiway "B" Phase II							1,400,000	1,400,000
Acquire SRE			150,000	147,000	33,000			330,000
								0
Total - Year 2021	0	0	150,000	147,000	33,000	0	1,400,000	1,730,000
Year - 2022								
Rehabilitate Aircraft Parking Apron			150,000	8,333	8,333		283,334	450,000
								0
								0
Total - Year 2022	0	0	150,000	8,333	8,333	0	283,334	450,000
Year - 2023								
Seal Coat R/W 15/33 and T/W "A"			150,000	8,333	8,333			166,666
								0
								0
Total - Year 2023	0	0	150,000	8,333	8,333	0	0	166,666
TOTAL - FY 2014-2023	0	800,000	1,500,000	221,999	107,999	0	9,300,000	11,929,998
TOTAL - 20-Year CIP	0	3,380,000	3,000,000	531,997	334,663	200,000	11,058,336	18,504,996



LEGEND		
ITEM	EXISTING	FUTURE
DEVELOPMENT	---	---
PROPERTY LINE	---	---
FENCE	-x-	-xx-
BUILDING RESTRICTION LINE	-x-	-xx-
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBJECT FREE AREA (OFA)	---	---
AIRPORT REFERENCE POINT	⊙	⊙
SECTION CORNER	⊙	⊙
WIND CONE	⊙	⊙
BUILDINGS	■	■
EASEMENT	▨	▨
RUNWAY PROTECTION ZONE (RPZ)	▭	▭

NEAR TERM DEVELOPMENT		
PROJECT	APPROXIMATE CONSTRUCTION COST	
UPGRADE FENCE	\$	110,000
REHABILITATE AIRCRAFT PARKING APRON	\$	450,000
ACQUIRE LAND - PARCEL 11	\$	50,000
ACQUIRE AND INSTALL AWOS	\$	116,666
ACQUIRE LAND - PARCEL 13	\$	175,000
SEAL COAT ALL SURFACES	\$	166,666

MID TERM DEVELOPMENT		
PROJECT	APPROXIMATE CONSTRUCTION COST	
EXPAND GA BUILDING AREA	\$	800,000
CONSTRUCT 2 T-HANGARS	\$	200,000
EXPAND TIEDOWN AREA	\$	600,000
REHABILITATE TAXIWAY "A"	\$	1,400,000
REHABILITATE RUNWAY 15/33	\$	1,800,000
CONDUCT MASTER PLAN AND EA	\$	250,000
CONSTRUCT SRE BUILDING	\$	400,000

LONG RANGE DEVELOPMENT		
PROJECT	APPROXIMATE CONSTRUCTION COST	
ACQUIRE LAND FOR RUNWAY 11/29 - PHASE I	\$	800,000
CONSTRUCT GRAVEL SURFACE RUNWAY	\$	150,000
SEAL COAT ALL SURFACES	\$	166,666
ACQUIRE LAND FOR RUNWAY 11/29 - PHASE II	\$	800,000
ACQUIRE LAND FOR APPROACH PROTECTION	\$	400,000
CLOSE CR 319 / IMPROVE ALTERNATE ACCESS	\$	200,000
PAVE AND EXTEND RUNWAY 11/29 PHASE I- GRADING AND DRAINAGE	\$	1,750,000
SECURITY IMPROVEMENTS	\$	166,666
PAVE AND EXTEND RUNWAY 11/29 PHASE II- PAVING AND LIGHTING	\$	3,500,000
INSTALL PAPI AND REIL FOR RUNWAY 11/29	\$	333,334
CONSTRUCT TAXIWAY "B" PHASE I- GRADING	\$	500,000
SEAL COAT RUNWAY 15/33 AND TAXIWAY "A"	\$	166,666
CONSTRUCT TAXIWAY "B" PHASE II- PAVING AND LIGHTING	\$	1,400,000
ACQUIRE SRE	\$	330,000
REHABILITATE AIRCRAFT PARKING APRON	\$	450,000
SEAL COAT RUNWAY 15/33 AND TAXIWAY "A"	\$	166,666

STAGE OF PLANS	REV.	DATE	DESCRIPTION	APP.
BVA-CIP-P.dwg				
CADD FILE NO.				

Washington
Infrastructure Services, Inc.
PHONE (303) 843-2000 FAX (303) 843-3131

CENTRAL COLORADO REGIONAL AIRPORT
BUENA VISTA, COLORADO

CAPITAL IMPROVEMENT PLAN

DESIGNER: K.O.C. PROJ. LEAD: J.F.S. APPROVED: N.E.R.
CADD TECH: D.C.C. CHECKED: C.M.G.

FIGURE 5-1