

## **Summary of Recommendations for the State Transportation Board Regarding Changes to the 2017-2021 Five-Year Capital Improvement Program for Airports May 31, 2016**

All Airport Sponsors have been advised of these recommendations and are in agreement. The overall effect is a net reduction of approximately \$3.7 Million for FY 2017.

Chandler – Apron, Construct (New). This project was inadvertently added to the ACIP by Aeronautics when it actually did not qualify for available funding. The airport sponsor has been contacted and has agreed in writing that it is to be removed.

Douglas Municipal – Design & Construct, Phase 1 of Runway 3/21 (5760 ft X 75 ft). This project was entered by the airport sponsor as a request for federal funding (see page 33 in Appendix A). The sponsor agreed with us to modify the request to a State/Local grant and as a design only (less expensive) in order to preserve the dollar impact of other airports in the ACIP.

Prescott Municipal – Design & Construct mitigation of on-airport obstructions. The airport sponsor requested this switch in projects for State/Local funding. They reasoned that the Environmental Assessment would need a longer time to complete and needed to start earlier. We concurred with this change because it does not create a funding burden on other airports in this class.

Phoenix Goodyear – Airport Land Acquisition in the Runway Protection Zone (about 12 acres). Sponsor requested to have this project removed from the ACIP. Removing this project allowed the next airport (Scottsdale) to become an eligible project. Scottsdale's project is a drainage improvement and the cost is substantially less than the Goodyear project.

Show Low Regional – Drainage Improvement to south apron. This too was inadvertently entered by the sponsor as a federal project request (see page 23 in Appendix A). Sponsor requested to have it changed. Because its inclusion qualified without impacting other airport's projects, we agreed to recommend it.

Ryan Field – Design an earth dike (approx. 3,500 lf) and adjacent drainage channel in accordance with FEMA standards. Sponsor requested to remove the construction phase from FY2017, allowing funding for the design phase additional Environmental studies required by the Corps of Engineers. The Corps of Engineers warned stated the proposed project satisfied FAA environmental requirements but it fell short of Corps of Engineer requirements. Therefore the sponsor also requested an increase of \$109,000, to bring the total cost up to \$279,000. These actions do not adversely affect any other airports currently in the Five-Year plan. We agree to recommend the changes.

Pima County – Balloon Launch Facility. Discussions continue with the County regarding satisfying ARS 28-8202 which requires an airport facility to be publicly owned and operated to be eligible to compete for funding from the State Aviation Fund. At this time the ongoing negotiations between the County and the Balloon vendor, World View, have not provided anything for ADOT to review. When we have the eligibility issues resolved and funding identified, we will return to the Board with recommendations. This is no change to the current ACIP.

Phoenix-Mesa Gateway – Relocation of FAA Radar facility. We have been in discussions with Gateway for about two years on this relocation. At that time it was estimated at \$1.5 million, the amount in the ACIP. FAA has revised their estimated costs four times since then and the amount now (as of two weeks ago) is \$11 million. Also, Gateway has discovered the current lease on the property is in perpetuity. Gateway thought the lease was expiring eminently. These issues, in Gateway's opinion, will require a delay of this specific project. As such, we recommend delaying until they can resolve the funding and legal aspects.