

# EL DORADO COUNTY

## 2024

### AIRPORTS CAPITAL IMPROVEMENT PROGRAM

The Airports Division of the Chief Administrative Office is responsible for operating the Placerville and Georgetown Airports, which includes developing and implementing the Airports Capital Improvement Program (ACIP) for both airports. In order to accurately plan for improvements to airports to access federal and state airport funding, airports are required by the Federal Aviation Administration (FAA) to prepare cost estimates for proposed construction projects. The FAA reviews, authorizes and funds the ACIPs. Thus, the ACIPs are developed in partnership with the FAA.

ACIP projects are prioritized based on several criteria including safety, security, and capacity. The FAA prepares a national CIP each year based on nine regions across the U.S. Each region has an office that gathers the CIPs completed for the airports in their region. El Dorado County is part of the Western-Pacific region.



Likewise, each regional CIP is assembled from information provided by individual state airport CIPs.

The El Dorado County ACIP identifies project priorities and funding sources over a period of five years in order to plan for future projects and required funding needs. It is a document that serves as a planning tool for maintaining, developing or expanding an airport. Federal projects need to meet the eligibility and justification requirements explained in the Airport Improvement Program (AIP) Handbook. Depending on the type of project, certain criteria need to be met to receive federal funding. Additionally, the ACIP also serves as the basis for how the federal and state funds are distributed. If a project is not included in the ACIP, it will not be considered for federal or state funding. All CIPs are reviewed and updated annually, including revenue estimates, project costs, and schedules. The Airports Division drafts a proposed list of projects and submits it to the FAA each fall (typically September to November) for

discussion. The FAA reviews the proposed project list with the Airport Layout Plan (ALP) for compliance with aviation design standards and proposes revisions to the ACIP if needed. The FAA consults with the Airports Division on project ranking and funding eligibility, provides direction to staff regarding which projects it is likely to fund, and requests that the Airports Division submit an updated ACIP and grant pre-applications in late November, with final grant applications submitted by April so that projects can be initiated during the summer months. Projects may be authorized for planning, design, and/or construction work.

The ACIP also serves as a financial tool, which identifies funds for the wide variety of mid and longer-term capital projects, as well as a planning tool to ensure capital projects are consistent with Board of Supervisors direction. The ACIP is funded through federal, state, and local funds.

The FAA requires the County to provide upfront funding for preliminary scoping, surveys, and other analyses required for the preparation of Categorical Exclusions and other environmental documentation to satisfy National Environmental Policy Act (NEPA) requirements for obstruction removal, beacon and tower replacement, and other ACIP projects. Ninety percent of eligible project costs should be reimbursed by the FAA in future ACIP grant cycles.

### **Airport Improvement Program (AIP)**

The FAA AIP was created by the Airport and Airways Act of 1982 to assist in the development of a nationwide system of public-use airports. Amendments to the program since 1982 have consistently increased funding levels, participation rate, and eligibility.

The AIP has limits on eligibility. Generally, grant eligible items include airfield and aeronautical related facilities, such as: runways, taxiways, aprons, lighting and visual aids, as well as land acquisition, planning and environmental tasks needed to accomplish the Airport improvement projects. The FAA utilizes a priority system to rank development items. Generally, the smaller the Airport and the farther the item is from the runway, the lower priority it receives (e.g. runways have priority over taxiways, which have greater priority than aprons, which have priority over roads, etc.). However, development or equipment required by rule or law has a high priority. There are two types of AIP funds that an airport may receive: *entitlement* and *discretionary*.

*Entitlement* funding is a main source of funding for general aviation airports. General aviation airports typically do not have scheduled passenger service and serve private aircraft, business aircraft and smaller charter aircraft. These funds make up 90% of most ACIP project costs. Each year the FAA gives general aviation airports \$150,000 to spend on justified and eligible projects. However, if the airport does not have a use for the funds, they can roll over the entitlement funds for up to four years, potentially banking up to \$600,000. To access the funds, the airport must meet certain FAA requirements. Unused funds are sent back to the FAA for redistribution to other airports.

Additionally, airports can include plans for entitlement transfers, where unused funds can be used by other airports within the state that is working on a project. This transfer can be between the County's own airports, or from our entitlement funds to another airport sponsor. Generally the airport will then

repay those funds back to the first airport in a specified year when it makes the most sense for both airports. This keeps the entitlement funds within the state and avoids the funds going back to FAA to be used elsewhere.

*Discretionary* funding consists of leftover entitlements collected and redistributed nationally and is typically used on high-priority projects like runways and taxiways. Of note, discretionary grants tend to be awarded later and are usually not received until late in the fiscal year. State apportionment funding is similar to discretionary but consists of federal funding given to the state to use, similar to discretionary funding. This funding is not guaranteed and can be difficult to access.

### **Airport Infrastructure Grant (AIG)**

The Federal Bipartisan Infrastructure Law provides \$15 billion in airport infrastructure funding to be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. This funding is available for uses that AIP funding is not, for example, a project to build new hangars. In total, Placerville Airport will receive \$448,000. Georgetown will receive \$336,000, bringing the grand total to \$784,000. Like the AIP funding, these amounts can be used at one or both airports.

### **Caltrans Matching Funds**

Through the State of California, California Department of Transportation (Caltrans) Division of Aeronautics provides airports with Grants. The County can apply for Caltrans ACIP matching Airport Improvement Program (AIP) Matching grant funds. When successful in obtaining these competitive grant funds, Caltrans funds fund 5% of the FAA grant amount (4.5% of total FAA grant eligible project costs). The State AIP Matching Rate is five percent of the federal grant. Once an FAA AIP Grant has been executed, the sponsoring agency may apply to the State for an AIP matching grant. Grants are processed in the order received and awarded until all funds are fully exhausted. These projects must be included in the ACIP to be eligible pursuant to California Code of Regulations Title 21, Division 2.5, Chapter 4 Article 3 Section 4062.1. Because matching grants are competitive and not guaranteed, these matching grant funds are not included in the ACIP unless a grant agreement for the project has already been received from Caltrans.

### **Local Funds**

The Airports program is funded through the Airport Enterprise Fund (Fund 5114), as well as the Special Aviation fund (1105). Enterprise Funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent is that the program is self-supported and financed or recovered primarily through user charges. However, currently the Airports do not have funds available for capital improvements. To fund projects to 100%, Accumulative Capital Outlay or General Fund contributions are received to fund grant matches for capital improvement projects at both airports. In the 2024 ACIP, the remaining 5.5% of the project costs funded by the General Fund.

## **ACIP Organization**

The 2024 ACIP Summary of Changes describes the changes from the previously-approved list of Airports projects. The 2023 Capital Improvement Plan (CIP), which was prepared and adopted by the Department of Transportation, included Airports projects. The Summary of Changes shows the differences in projects and project costs from the previously adopted 2023 CIP and the 2024 ACIP.

The 2024 ACIP Funding Summary summarizes the totals in project funding from FAA grants, Caltrans matching grants, and County matching funds.

Each individual project page is organized to provide a plan for project planning, funding, and construction. The ACIP project pages includes the following:

- Title and description of the project.
- Project Number
- The year that each project phase is expected to occur.
- Total cost of the project.
- Cost for each project phase.

For costs beyond five years, the Estimated Cost table and the Funding Source table include a “Future” total. The Funding Source table for each project also includes the amount of matching funds needed from the General Fund and shows the amounts to be appropriated from the Placerville or Georgetown Airport funds, pending reimbursement by grant funding.

## 2024 ACIP Summary of Changes

Project #	Project Name	2023 CIP	2024 ACIP	Difference	Rationale
<b>Placerville Airport Projects</b>					
35401004	PLACERVILLE: CRACK SEAL, SEAL COAT & REMARK RUNWAY 5-23, TAXIWAYS, APRONS, AND T-HANGAR TAXILANES	\$740,000	\$818,500	\$78,500	Project costs updated based on recent bid prices received for similar projects at other airports, refining engineering costs based on quotes from subconsultants instead of estimates of subconsultant costs.
35401005	PLACERVILLE: INSTALL NEW AWOS ON EXISTING TOWER	\$282,000	\$352,000	\$70,000	Project costs updated based on recent bid prices received for similar projects at other airports, refining engineering costs based on quotes from subconsultants instead of estimates of subconsultant costs.
35401008	PLACERVILLE: INSTALL NEW AIRPORT BEACON AND TOWER	\$294,000	\$453,000	\$159,000	Scope changes associated with analyzing as built plans and realizing the taxiway light circuit homerun cable is in the same duct as the floodlight and future beacon circuit. Relocation of the taxiway circuit homerun cable was added to the scope of this project, since electrical code does not allow mixing high voltage (taxiway light) with low voltage (flood light & beacon) in the same duct.
35401009	PLACERVILLE: PAVEMENT MAINTENANCE MANAGEMENT PLAN	\$101,000	\$106,703	\$5,703	Project costs updated based on quotes from engineering consultants instead of estimates of costs.
35401010	PLACERVILLE: INSTALL NEW PAPI RUNWAY 5 AND REMOVE EXISTING VASI	\$194,000	\$211,000	\$17,000	Project costs updated based on recent bid prices received for similar projects at other airports, refining engineering costs based on quotes from subconsultants instead of estimates of subconsultant costs.
35401011	PLACERVILLE: REHABILITATE AIRPORT TERMINAL AND RESTROOM - CANCELLED	\$0	\$1,181	\$1,181	Project costs incurred for preliminary scoping for this project, however, it was removed from ACIP. Projects to be funded by FAA grants must undergo environmental review, design, and other work, which adds substantially to the cost. Restroom rehabilitation involves minor work that can be done cost-effectively through staff-led maintenance.
35401012	PLACERVILLE: CONSTRUCT NEW HANGAR - STRUCTURE & SITE WORK	NEW	\$1,366,316	\$1,366,316	This project utilizes Airport Infrastructure Grant (AIG) funding, which is available for a wider range of uses than AIP funds. The first phase of this project is a feasibility study that will consider the environmental and constructability constraints of the "east end" of the Placerville Airport.
<b>Georgetown Airport Projects</b>					
35402001	GEORGETOWN: AIRPORT LAYOUT PLAN UPDATED NARRATIVE AND PLANS	\$85,000	\$120,000	\$35,000	Project costs updated based on recent bid prices received for similar projects at other airports, refining engineering costs based on quotes from subconsultants instead of estimates of subconsultant costs.
35402002	GEORGETOWN: OBSTRUCTION REMOVAL - TSS & ROFA (On & Off Airport) & PART 77 (On Airport) - CANCELED	\$854,000	\$0	-\$854,000	Removed from ACIP. Projects to be funded by FAA grants must undergo environmental review, design, and other work, which adds substantially to the cost. These obstructions are trees that can be effectively removed over time as part of ongoing Airport maintenance activities and other projects in the ACIP.
35402005	GEORGETOWN: PAVEMENT MAINTENANCE	\$323,000	\$3,000	-\$320,000	The Pavement Maintenance Management Plan (PMMP) is anticipated to be completed in 2025, and will provide the schedule and type of required airfield pavement maintenance and/or reconstruction, as well as refined estimated costs. The scope, schedule, and estimated costs identified for this pavement project are unknown at this time and may be revised.
35402006	GEORGETOWN: INSTALL NEW AWOS	\$458,000	\$686,000	\$228,000	Significant scope change associated with selecting a new location for the AWOS & tree clearing associated with the new AWOS location.
35402009	GEORGETOWN: RUNWAY PROTECTION ZONE LAND ACQUISITION - CANCELED	\$453,000	\$0	-\$453,000	This project was determined to be unnecessary due to zoning rules that prohibit any development occurring in the subject areas and removed from the ACIP.
35402010	GEORGETOWN: REPLACE AIRPORT BEACON AND BEACON TOWER	\$365,000	\$405,459	\$40,459	Minor scope revisions were a result of finalizing the design for this project over the past year. Examples include the results of the geotechnical testing revised / finalized the foundation design, evaluation of the existing vault equipment triggered a need to include some upgrades to the airfield lighting control system associated with the beacon and other airfield lighting components. Updated project costs also include installation of a new fence or gate to secure the beacon system.
35402013	GEORGETOWN: PAVEMENT MAINTENANCE MANAGEMENT PLAN	\$87,000	\$92,000	\$5,000	Project costs updated based on refined engineering costs based on quotes from subconsultants instead of estimates of subconsultant costs.
<b>TOTAL</b>		<b>\$4,236,000</b>	<b>\$4,615,159</b>	<b>\$379,159</b>	

## 2024 ACIP Funding Summary

Project #	Project Name	FAA	Caltrans	County	Total
<b>Placerville Airport Projects</b>					
35401004	PLACERVILLE: CRACK SEAL, SEAL COAT & REMARK RUNWAY 5-23, TAXIWAYS, APRONS, AND T-HANGAR TAXILANES	\$739,550	\$0	\$78,950	<b>\$818,500</b>
35401005	PLACERVILLE: INSTALL NEW AWOS ON EXISTING TOWER	\$330,550	\$3,465	\$17,985	<b>\$352,000</b>
35401008	PLACERVILLE: INSTALL NEW AIRPORT BEACON AND TOWER	\$411,550	\$0	\$41,450	<b>\$453,000</b>
35401009	PLACERVILLE: PAVEMENT MAINTENANCE MANAGEMENT PLAN	\$96,032	\$0	\$10,671	<b>\$106,703</b>
35401010	PLACERVILLE: INSTALL NEW PAPI RUNWAY 5 AND REMOVE EXISTING VASI	\$189,900	\$0	\$21,100	<b>\$211,000</b>
35401012	PLACERVILLE: CONSTRUCT NEW HANGAR - STRUCTURE & SITE WORK	\$1,297,999	\$0	\$68,317	<b>\$1,366,316</b>
<b>Georgetown Airport Projects</b>					
35402001	GEORGETOWN: AIRPORT LAYOUT PLAN UPDATED NARRATIVE AND PLANS	\$108,000	\$0	\$12,000	<b>\$120,000</b>
35402005	GEORGETOWN: PAVEMENT MAINTENANCE	\$2,700	\$0	\$300	<b>\$3,000</b>
35402006	GEORGETOWN: INSTALL NEW AWOS	\$617,399	\$0	\$68,601	<b>\$686,000</b>
35402010	GEORGETOWN: REPLACE AIRPORT BEACON AND BEACON TOWER	\$381,812	\$3,018	\$20,629	<b>\$405,459</b>
35402013	GEORGETOWN: PAVEMENT MAINTENANCE MANAGEMENT PLAN	\$76,500	\$0	\$15,500	<b>\$92,000</b>
<b>TOTAL</b>		<b>\$4,251,992</b>	<b>\$6,483</b>	<b>\$355,504</b>	<b>\$4,613,978</b>

# PLACERVILLE: CRACK SEAL, SEAL COAT & REMARK RUNWAY 5-23, TAXIWAYS, APRONS, AND T-HANGAR TAXILANES

Project # 35401004

## Description:

The County's airport engineering consultant is working on a comprehensive Pavement Maintenance Management Plan (PMMP) under Placerville Airport Capital Improvement Program Project 35401009, anticipated to be completed in 2025. This type of PMMP will provide the schedule and type of required airfield pavement maintenance and/or reconstruction, as well as refined estimated costs; final costs will depend on bids. Therefore, the scope, schedule, and estimated costs identified for this pavement project may be revised.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	-	3,000	-	-	-	-	-	<b>3,000</b>
Planning/Env Staff (AIR)								-
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant		3,000						3,000
<b>Design</b>	-	-	-	55,000	-	-	-	<b>55,000</b>
Design Staff (AIR)				1,000				1,000
Design Staff (FAC)								-
Design Staff (DOT)				3,000				3,000
Design Consultant				51,000				51,000
<b>Construction</b>	-	-	-	-	-	760,500	-	<b>760,500</b>
Construction Contract						635,500		635,500
Con Eng Staff (AIR)						17,000		17,000
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)						5,000		5,000
Con Eng Consultant						103,000		103,000
<b>TOTAL</b>	-	<b>3,000</b>	-	<b>55,000</b>	-	<b>760,500</b>	-	<b>818,500</b>

## FUNDING SOURCE

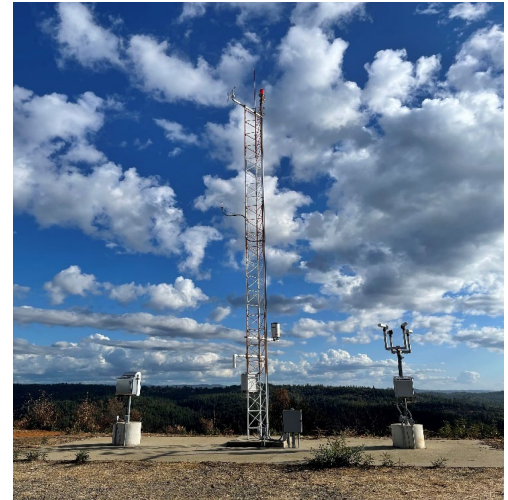
	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement				55,100		684,450		739,550
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>		-	-	55,100	-	684,450	-	<b>739,550</b>
Caltrans								-
General Fund		150	-	2,750	-	76,050	-	<b>78,950</b>
PV Airport Fund								-
PV Airport Fund (Pending Reimb)		2,850	-	(2,850)	-	-	-	-
<b>TOTAL</b>	-	<b>3,000</b>	-	<b>55,000</b>	-	<b>760,500</b>	-	<b>818,500</b>

# PLACERVILLE: INSTALL NEW AWOS ON EXISTING TOWER

Project # 35401005

## Description:

A new Automated Weather Observing System (AWOS) is needed to update the existing facilities, which are over 20 years old and require extensive maintenance. Expensive equipment maintenance provides only temporary solutions, which would be eliminated with the new AWOS. This project will include removing AWOS sensors from the existing AWOS, installing new AWOS sensors on the existing AWOS tower and foundations, installing new cable in existing duct from existing panel at segmented circle to existing AWOS site, and installing new AWOS equipment in the Airport Administration Office. An AWOS is an automated weather reporting system that automatically collects and reports real-time weather conditions like wind speed, direction, temperature, visibility, and altimeter setting, providing crucial information to pilots for safe takeoff and landing decisions.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	2,500	-	-	-	-	-	-	<b>2,500</b>
Planning/Env Staff (AIR)								-
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant	2,500							2,500
<b>Design</b>	72	62,000	12,428	-	-	-	-	<b>74,500</b>
Design Staff (AIR)	72	1,000	2,428					3,500
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant		61,000	10,000					71,000
<b>Construction</b>	-	-	-	275,000	-	-	-	<b>275,000</b>
Construction Contract				185,000				185,000
Con Eng Staff (AIR)				5,000				5,000
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant				85,000				85,000
<b>TOTAL</b>	<b>2,572</b>	<b>62,000</b>	<b>12,428</b>	<b>275,000</b>	-	-	-	<b>352,000</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement		58,115	11,185	261,250				330,550
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>		58,115	11,185	261,250	-	-	-	<b>330,550</b>
<b>Caltrans</b>		2,906	559					<b>3,465</b>
<b>General Fund</b>	257	3,294	684	13,750	-	-	-	<b>17,985</b>
<b>PV Airport Fund</b>								-
<b>PV Airport Fund (Pending Reimb)</b>	2,315	(2,315)	-	-	-	-	-	-
<b>TOTAL</b>	<b>2,572</b>	<b>62,000</b>	<b>12,428</b>	<b>275,000</b>	-	-	-	<b>352,000</b>



# PLACERVILLE: INSTALL NEW AIRPORT BEACON AND TOWER

Project # 35401008

## Description:

A new beacon is needed to update the existing facility to make the beacon more efficient and reduce maintenance. The new tip-down tower will allow safer beacon light replacement and maintenance. This project will include the new beacon and tip-down tower on a concrete foundation, new pull box and duct near the new tower location, new cable in the existing duct, and electrical upgrades in the existing electrical vault. This project also includes half of the cost for the development of the required Federal Aviation Administration (FAA) Disadvantaged Business Enterprise (DBE) Program (the other half is in Georgetown Airport Capital Improvement Program Project 35402010) and the cost for the Placerville Airport DBE goal calculations, both of which are eligible for 90% FAA reimbursement in the first FAA Airport Improvement Program grant the County receives for each airport after their development.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	5,400	-	-	-	-	-	-	<b>5,400</b>
Planning/Env Staff (AIR)	106							106
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant	5,294							5,294
<b>Design</b>	-	-	71,600	-	-	-	-	<b>71,600</b>
Design Staff (AIR)			3,894					3,894
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant			67,706					67,706
<b>Construction</b>	-	-	-	-	376,000	-	-	<b>376,000</b>
Construction Contract					300,000			300,000
Con Eng Staff (AIR)					12,000			12,000
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant					64,000			64,000
<b>TOTAL</b>	<b>5,400</b>	<b>-</b>	<b>71,600</b>	<b>-</b>	<b>376,000</b>	<b>-</b>	<b>-</b>	<b>453,000</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement			73,150		338,400			411,550
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>		-	73,150	-	338,400	-	-	<b>411,550</b>
Caltrans								-
General Fund	270	-	3,580	-	37,600	-	-	41,450
PV Airport Fund								-
PV Airport Fund (Pending Reimb)	5,130	-	(5,130)	-	-	-	-	-
<b>TOTAL</b>	<b>5,400</b>	<b>-</b>	<b>71,600</b>	<b>-</b>	<b>376,000</b>	<b>-</b>	<b>-</b>	<b>453,000</b>

# PLACERVILLE: PAVEMENT MAINTENANCE MANAGEMENT PLAN

Project # 35401009

## Description:

This Pavement Maintenance Management Plan (PMMP) project will include pavement section determination studies to identify all existing pavement sections and underlying subgrade soils, pavement condition surveys to identify surface deterioration conditions, and non-destructive load tests to be used with fatigue analysis methodologies to determine deepseated distress and remaining pavement life. This type of comprehensive PMMP will provide the schedule and type of maintenance and/or reconstruction required to extend the life of the pavement sections at the airport at least 20 years using forecast traffic.

## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	26,109	80,594	-	-	-	-	-	<b>106,703</b>
Planning/Env Staff (AIR)	552	4,448						5,000
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant	25,557	76,146						101,703
<b>Design</b>	-	-	-	-	-	-	-	-
Design Staff (AIR)								-
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant								-
<b>Construction</b>	-	-	-	-	-	-	-	-
Construction Contract								-
Con Eng Staff (AIR)								-
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant								-
<b>TOTAL</b>	<b>26,109</b>	<b>80,594</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>106,703</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement	23,498	72,534						96,032
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>	<b>23,498</b>	<b>72,534</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>96,032</b>
<b>Caltrans</b>								<b>-</b>
<b>General Fund</b>	<b>2,611</b>	<b>8,060</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,671</b>
<b>PV Airport Fund</b>								<b>-</b>
<b>PV Airport Fund (Pending Reimb)</b>								<b>-</b>
<b>TOTAL</b>	<b>26,109</b>	<b>80,594</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>106,703</b>

# PLACERVILLE: INSTALL NEW PAPI RUNWAY 5 AND REMOVE EXISTING VASI

Project # 35401010

## Description:

Runway 5 is currently equipped with a 4-box Visual Approach Slope Indicator (VASI) system, which is outdated. This project will replace the outdated 4-box VASI system with a 2-box Precision Approach Path Indicator (PAPI) system, similar to Runway 23. A PAPI is a system of lights on the side of an airport runway threshold that provides visual descent guidance information to pilots during final approach.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	-	-	3,000	-	-	-	-	<b>3,000</b>
Planning/Env Staff (AIR)								-
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant			3,000					3,000
<b>Design</b>	-	-	-	-	42,000	-	-	<b>42,000</b>
Design Staff (AIR)					3,000			3,000
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant					39,000			39,000
<b>Construction</b>	-	-	-	-	-	-	166,000	<b>166,000</b>
Construction Contract							106,000	106,000
Con Eng Staff (AIR)							5,000	5,000
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant							55,000	55,000
<b>TOTAL</b>	-	-	<b>3,000</b>	-	<b>42,000</b>	-	<b>166,000</b>	<b>211,000</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement					40,500		149,400	189,900
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>		-	-	-	40,500	-	149,400	<b>189,900</b>
<b>Caltrans</b>								-
<b>General Fund</b>		-	300	-	4,200	-	16,600	<b>21,100</b>
<b>PV Airport Fund</b>								-
<b>PV Airport Fund (Pending Reimb)</b>		-	2,700	-	(2,700)	-	-	-
<b>TOTAL</b>	-	-	<b>3,000</b>	-	<b>42,000</b>	-	<b>166,000</b>	<b>211,000</b>

# PLACERVILLE: CONSTRUCT NEW HANGAR - STRUCTURE & SITE WORK

Project # 35401012

## Description:

This project includes a hangar site feasibility/pre-design study to evaluate site conditions on the east end of the Placerville Airport, including electrical, drainage, and water needs to meet fire code. Upon completion of the study and the County evaluating its options, should the County decide to move forward, this project is to construct a new hangar building on the east end of the Placerville Airport, including the building foundation, building structure, asphalt between the building and the existing taxiway, electrical, and water to meet fire code.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	-	56,250	-	-	-	-	-	<b>56,250</b>
Planning/Env Staff (AIR)		2,000						2,000
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant		54,250						54,250
<b>Design</b>	-	-	227,750	-	-	-	-	<b>227,750</b>
Design Staff (AIR)			10,000					10,000
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant			217,750					217,750
<b>Construction</b>	-	-	-	1,082,316	-	-	-	<b>1,082,316</b>
Construction Contract				911,316				911,316
Con Eng Staff (AIR)				12,000				12,000
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant				159,000				159,000
<b>TOTAL</b>	-	<b>56,250</b>	<b>227,750</b>	<b>1,082,316</b>	-	-	-	<b>1,366,316</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement								-
FAA - AIP Discretionary								-
FAA - AIG			269,800	1,028,200				1,298,000
<b>FAA Total</b>		-	269,799	1,028,200	-	-	-	<b>1,297,999</b>
Caltrans								-
General Fund		2,813	11,388	54,116	-	-	-	<b>68,317</b>
PV Airport Fund								-
PV Airport Fund (Pending Reimb)		53,437	(53,437)	-	-	-	-	-
<b>TOTAL</b>	-	<b>56,250</b>	<b>227,750</b>	<b>1,082,316</b>	-	-	-	<b>1,366,316</b>

# GEORGETOWN: AIRPORT LAYOUT PLAN UPDATED NARRATIVE AND PLANS

Project # 35402001

## Description:

The Airport Layout Plan (ALP) is a drawing/plan depicting the orientation and location of key airport facilities, such as runways and navigational aids, and it takes into consideration such factors as approach zones, prevailing winds, airspace use, land contours, etc. The ALP must show dimensional relationships between operational and support facilities, and provide adequate areas for the orderly expansion of the airport. This is essential if facilities are to be ultimately located where they can best serve their intended purposes, while still conforming to applicable safety and construction criteria. The ability to obtain grants from the FAA is dependent on the ALP being up to date and showing an accurate layout of proposed projects, as well as all existing structures and previously completed projects. The ALP should be updated every 5 to 10 years, or when more than 10% of planned improvements have been made. The current ALP was revised in 2018 and includes projects through 2030. The ALP is scheduled to be reviewed and updated again in 2030.

## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	-	-	-	-	-	-	120,000	<b>120,000</b>
Planning/Env Staff (AIR)							2,000	2,000
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant							118,000	118,000
<b>Design</b>	-	-	-	-	-	-	-	-
Design Staff (AIR)								-
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant								-
<b>Construction</b>	-	-	-	-	-	-	-	-
Construction Contract								-
Con Eng Staff (AIR)								-
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant								-
<b>TOTAL</b>	-	-	-	-	-	-	<b>120,000</b>	<b>120,000</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement							108,000	108,000
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>		-	-	-	-	-	108,000	<b>108,000</b>
<b>Caltrans</b>								-
<b>General Fund</b>		-	-	-	-	-	12,000	<b>12,000</b>
<b>GT Airport Fund</b>								-
<b>GT Airport Fund (Pending Reimb)</b>		-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	-	-	<b>120,000</b>	<b>120,000</b>

# GEORGETOWN: PAVEMENT MAINTENANCE

Project # 35402005

## Description:

The County's airport engineering consultant is working on a comprehensive Pavement Maintenance Management Plan (PMMP) under Airport Capital Improvement Program Project 35402013, anticipated to be completed in 2025. This type of PMMP will provide the schedule and type of required airfield pavement maintenance and/or reconstruction, as well as estimated costs, for this pavement project.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	-	-	-	-	-	-	3,000	<b>3,000</b>
Planning/Env Staff (AIR)								-
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant							3,000	3,000
<b>Design</b>	-	-	-	-	-	-	-	-
Design Staff (AIR)								-
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant								-
<b>Construction</b>	-	-	-	-	-	-	-	-
Construction Contract								-
Con Eng Staff (AIR)								-
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant								-
<b>TOTAL</b>	-	-	-	-	-	-	<b>3,000</b>	<b>3,000</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement							2,700	2,700
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>		-	-	-	-	-	2,700	<b>2,700</b>
<b>Caltrans</b>								-
<b>General Fund</b>		-	-	-	-	-	300	<b>300</b>
<b>GT Airport Fund</b>								-
<b>GT Airport Fund (Pending Reimb)</b>		-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	-	-	<b>3,000</b>	<b>3,000</b>

# GEORGETOWN: INSTALL NEW AWOS

Project # 35402006

## Description:

Weather conditions at Georgetown Airport vary considerably from day to day and during the day. In order to provide pilots with up-to-date information on wind and other weather conditions, it is desired to install an Automated Weather Observing System (AWOS) III at this airport. This is a safety measure that will improve the safety performance of the airport. An AWOS is an automated weather reporting system that automatically collects and reports real-time weather conditions like wind speed, direction, temperature, visibility, and altimeter setting, providing crucial information to pilots for safe takeoff and landing decisions.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	1,944	-	-	3,275	-	-	-	<b>5,219</b>
Planning/Env Staff (AIR)	69							69
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant	1,875			3,275				5,150
<b>Design</b>	-	-	-	-	-	67,781	-	<b>67,781</b>
Design Staff (AIR)						3,931		3,931
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant						63,850		63,850
<b>Construction</b>	-	-	-	-	-	-	613,000	<b>613,000</b>
Construction Contract							465,000	465,000
Con Eng Staff (AIR)							12,000	12,000
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant							136,000	136,000
<b>TOTAL</b>	<b>1,944</b>	<b>-</b>	<b>-</b>	<b>3,275</b>	<b>-</b>	<b>67,781</b>	<b>613,000</b>	<b>686,000</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement						65,699	551,700	617,399
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>		-	-	-	-	65,699	551,700	<b>617,399</b>
<b>Caltrans</b>								<b>-</b>
<b>General Fund</b>	194	-	-	328	-	6,779	61,300	<b>68,601</b>
<b>GT Airport Fund</b>								<b>-</b>
<b>GT Airport Fund (Pending Reimb)</b>	1,750	-	-	2,947	-	(4,697)	-	<b>-</b>
<b>TOTAL</b>	<b>1,944</b>	<b>-</b>	<b>-</b>	<b>3,275</b>	<b>-</b>	<b>67,781</b>	<b>613,000</b>	<b>686,000</b>

# GEORGETOWN: REPLACE AIRPORT BEACON AND BEACON TOWER

Project # 35402010

## Description:

The existing airport beacon at the Georgetown Airport is difficult to maintain and replacement parts are often difficult to obtain. This project will replace the current beacon and tower with a new beacon on a new tip-down tower in the same location. The new tip-down tower will allow safer beacon light replacement and maintenance. This project also includes half of the cost for the development of the required Federal Aviation Administration (FAA) Disadvantaged Business Enterprise (DBE) Program (the other half is in Placerville Airport Capital Improvement Program Project 35401008) and the cost for the Georgetown Airport DBE goal calculations, both of which are eligible for 90% FAA reimbursement in the first FAA Airport Improvement Program grant the County receives for each airport after their development.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	7,550	-	-	-	-	-	-	<b>7,550</b>
Planning/Env Staff (AIR)	90							90
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant	7,460							7,460
<b>Design</b>	22,058	37,851	-	-	-	-	-	<b>59,909</b>
Design Staff (AIR)	874	3,036						3,910
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant	21,184	34,815						55,999
<b>Construction</b>	-	-	338,000	-	-	-	-	<b>338,000</b>
Construction Contract			234,000					234,000
Con Eng Staff (AIR)			8,000					8,000
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant			96,000					96,000
<b>TOTAL</b>	<b>29,608</b>	<b>37,851</b>	<b>338,000</b>	-	-	-	-	<b>405,459</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement	26,647	34,065	321,100					381,812
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>	26,647	34,065	321,100	-	-	-	-	<b>381,812</b>
<b>Caltrans</b>	1,315	1,703						<b>3,018</b>
<b>General Fund</b>	1,646	2,083	16,900	-	-	-	-	<b>20,629</b>
<b>GT Airport Fund</b>								-
<b>GT Airport Fund (Pending Reimb)</b>								-
<b>TOTAL</b>	<b>29,608</b>	<b>37,851</b>	<b>338,000</b>	-	-	-	-	<b>405,459</b>



# GEORGETOWN: PAVEMENT MAINTENANCE MANAGEMENT PLAN

Project # 35402013

## Description:

This Pavement Maintenance Management Plan (PMMP) project will include pavement section determination studies to identify all existing pavement sections and underlying subgrade soils, pavement condition surveys to identify surface deterioration conditions, and non-destructive load tests to be used with fatigue analysis methodologies to determine deepseated distress and remaining pavement life. This type of comprehensive PMMP will provide the schedule and type of maintenance and/or reconstruction required to extend the life of the pavement sections at the airport at least 20 years using forecast traffic.



## ESTIMATED COST

Phase	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
<b>Planning/Environmental</b>	21,228	70,772	-	-	-	-	-	<b>92,000</b>
Planning/Env Staff (AIR)	574	4,426						5,000
Planning/Env Staff (DOT)								-
Planning/Env Staff (PB)								-
Planning/Env Consultant	20,654	66,346						87,000
<b>Design</b>	-	-	-	-	-	-	-	-
Design Staff (AIR)								-
Design Staff (FAC)								-
Design Staff (DOT)								-
Design Consultant								-
<b>Construction</b>	-	-	-	-	-	-	-	-
Construction Contract								-
Con Eng Staff (AIR)								-
Con Eng Staff (FAC)								-
Con Eng Staff (DOT)								-
Con Eng Consultant								-
<b>TOTAL</b>	<b>21,228</b>	<b>70,772</b>	-	-	-	-	-	<b>92,000</b>

## FUNDING SOURCE

	Prior	24/25	25/26	26/27	27/28	28/29	Future	TOTAL
FAA - AIP Entitlement	19,105	57,395						76,500
FAA - AIP Discretionary								-
FAA - AIG								-
<b>FAA Total</b>	<b>19,105</b>	<b>57,395</b>	-	-	-	-	-	<b>76,500</b>
<b>Caltrans</b>								-
<b>General Fund</b>	<b>2,123</b>	<b>13,377</b>	-	-	-	-	-	<b>15,500</b>
<b>GT Airport Fund</b>								-
<b>GT Airport Fund (Pending Reimb)</b>								-
<b>TOTAL</b>	<b>21,228</b>	<b>70,772</b>	-	-	-	-	-	<b>92,000</b>