

Submitted By: Airport
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Project Classification: Economic Prosperity
Project Focus: Basic Facilities & Infrastructure
Project Type: Airport

Previously Submitted and Rejected: No
Continuation Project: Yes - TSPLOST Project #1

Project Total Cost: \$ 5,257,000

Total Operating Cost: \$ 2,000

Project Description: The money would be used for the Local Share of the Federal Aviation Administration and GDOT Grants. The Share would range from 5% for Federal Projects and 25% for State.

The projects include: Master Plan Update; New Airport Parking Lot; Overlay Taxiway A; Runway Obstruction Clearing on RWY 9/27 to include Perimeter Fencing; Overlay Runway 2/20 and Taxiway B; Expand East Terminal Apron; Partial Parallel Taxiway B Improvements and Apron; Commercial Terminal Baggage Claim (Carousel) & Rental Car Build Out; Commercial Terminal Pavement Improvements - Apron and Taxiways; Runway 9 Displaced Threshold Improvements; Aviation Easement Acquisition and Obstruction Mitigation; East Side Taxiway Paving Project, (Corporate Hangar Location); and Hangar for Daytime and Overnight Transient Aircraft.

Project Mission Statement/Goals & Objectives: The Mission of the Athens Ben-Epps Airport is to promote a safe, consistent, and efficient aviation environment; provide quality aviation products and services; and serve as a catalyst in the creation and development of aviation related industry in Athens - Clark County.

The Airport Pavement is in need of updating. Most of the projects listed in this submission are pavement projects and will bring the airports existing pavement structure back to a safe environment for the flying public. Most of the pavement is old and failing in strength with cracking in many places which is a hazard to aircraft landing, taking off and/or taxiing. The ramp parking area pavement throughout the airport is old and is in major need of repair and/or replacement. A few of the projects will clean up the taxiway system to create a complete parallel taxiway system for both runways. It will also create additional ramp space which is badly needed for aircraft coming onto the airport.

The last Master Plan update was completed in 2003, (15 years ago), and is mostly completed at this point. The FAA wants to see Master Plans updated every 10 years.

The Commercial terminal does not currently have baggage claim equipment such as a baggage carousel.

The pavement in front of the new commercial terminal is poor and had to be patched a few years ago due to a Delta jet sinking into the pavement. The Avigation Easement Acquisition and Obstruction Project will allow the airport to purchase easements to help control obstruction issues off airport property on the airport runway approaches. The Transient Hangar Project will allow the airport the ability to hangar transient aircraft overnight in poor weather conditions such as hail, frost, snow, thunderstorms, and other hazardous weather conditions.

Projected Useful Life of Project: The Master Plan is required to be updated every 10 years.

The Pavement and Apron projects, to include parking lots, runways and taxiway projects, will have a projected useful life of 20 Years.

Avigation Easement and clearing projects will have an indefinite useful life.

Fencing Projects will have a 30 year useful life.

The Hangar Project will have a 50 year useful life.

To meet the Project Goals & Objectives, when should this project be completed? Although all of the pavement is in dire need of repair, the pavement projects would be considered the most important part of these projects and could be staggered to meet the most critical surfaces on down. Taxiway A is in need of immediate repairs since it is associated with the main runway and cannot handle large aircraft once they land on the runway. This is true for most of the aprons on the airport as well once they get off the taxiways.

Runway 2-20 and taxiway B is in dire need of repair and should be considered next on the project list.

The aprons that are used most frequently such as that in front of the commercial and aviation terminals should be identified next as critical projects for immediate attention.

The avigation easements should be identified for obstructions in the approaches and should be dealt with as soon as possible due to aircraft hazard and safety upon takeoff and landings.

The Transient Hangar is critical for our customers that leave their aircraft on the ramp during the day or overnight. Currently there is no protection for these aircraft in poor or hazardous weather condition.

The Leadership in Energy and Environmental Design (LEED) Green Building System compliance: The Hangar Project for Daytime and Overnight Transient Aircraft will be LEED Compliant. The cost for building and certification has been included in the request.

How will this project help meet the Public Safety, Basic Facilities/Infrastructure, and/or Quality of Life needs in Athens-Clarke County? The airport infrastructure has not been updated in many years. After testing by a professional pavement testing company, it has been determined that much of the pavement is failing and will be unusable in the very near future. If the pavement is unusable, then the airport cannot function.

The Pavement, Aprons, Taxiways and Runways could become a liability in the future if the current infrastructure is not repaired.

The project items listed in the Descriptions and Justification of this submission not only falls under Basic Facilities/Infrastructure but Public Safety as well.

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Study, Service Delivery Plan, Envision Athens, etc.? These projects are in the current Airport Master Plan and the Capital Improvement Plans. The Capital Improvement Plan is submitted yearly to the Federal Aviation Administration and GDOT, Aviation Programs.

Triple Bottom Line Impacts

Positive Benefits for the Prosperity of Athens-Clarke County: The airport works hard not to be a burden on the taxpayers of Athens Clarke County by providing services to the general public, both flying and non flying, that will help the airport maintain a profitable status.

The majority of the business comes from outside of the area that bring in dollars to our community for services throughout the city and county such as restaurants, hotels, rental cars, and other businesses that rely on customers that fly into Athens Ben-Epps Airport.

Local taxpayers also use the airport for business and personal purposes. The airport has several businesses on the airport that are owned and operated by Athens - Clarke County taxpayers which rely on their business to make money for them and their families.

An airport is one of the first locations that help is brought to in the event of disasters. The resources brought in during emergencies include medical supplies, clean water, basic needs and necessities just to name a few.

Medical aircraft fly in and out of the airport to transport patients to hospitals with injuries. Aircraft fly in and out with donor organs that must be expedited to save a life of a local person or for someone else in the country. These aircraft must have a place to park and refuel.

Detrimental Impacts to the Prosperity of Athens-Clarke County: There are no negative impacts on the economy and tax base.

Positive Benefits for our Citizens and Visitors: These projects will bring the airport pavement structure back to a safe environment for both the flying and non flying general public for many years to come.

Detrimental Impacts for our Citizens and Visitors: Jobs are created with new prospects that come into our community which require or desire an airport. Many times a business, large or small, will decide not to bring their corporation into a community if they do not have an airport or if the airport is not supported by the local citizens.

The current infrastructure on the airport is old and failing. If needed improvements are not made in the near future, the FAA will deem it unusable and the airport will have to limit its operation or halt operations all together.

Some of the pavement has already been identified as failing and it is just a matter of time before the FAA deems it unusable.

Environmental Benefits, including but not limited to Positive impacts on existing Infrastructure/Systems:
No environmental impacts

Detrimental Impacts for the Environment, including but not limited to Negative impacts on existing Infrastructure/Systems: The aviation easements may require the removal of trees that pose a threat to air passenger safety. The Airport will work with the Sustainability Office and the FAA to craft easements that permit other quality habitats to exist in places where trees are removed.

Positive/Negative Impacts on ACCGOV Departments, Agencies, or other Organizations, if not covered in one of the above questions: There are no negative impacts.

The airport is working to become one of the best airports in the country. Something that the community and ACC can be proud of.

Project Costs

Detailed project capital budget costs (to be funded from SPLOST 2020 only):

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ -
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ -
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ -
4. Fixtures, Furniture, and Equipment (for a facility): A detailed estimate is preferred – but dependent upon the specific project, utilize at a minimum \$15 to \$20 per square foot.	\$ -
5. Construction:	\$ 5,015,000
6. Construction Contingency: (10% of the Construction line item)	\$
7. Acquisition of Capital Equipment:	\$ -
8. Testing:	\$ -
9. Project Management: (4% of the total budget line items above)	\$
10. Project Contingency: (10% of the total budget line items above)	\$
11. Public Art: Calculated at 1% of the Construction line item.	\$ 51,000
12. Other 1:	\$ -
13. Other 2:	\$ -
Project Subtotal:	\$ 5,066,000
14. Program Management (3% of Project Subtotal):	\$ 191,000
SPLOST 2020 Project Total:	\$ 5,257,000

Operating Cost

Total Annual Net Operating Costs when Project is complete:

Only identify additional or net operating costs to be paid by ACCGOV. Identify the additional or net costs needed above ACCGOV's current operating budget to operate the requested project and any additional project related revenues that would be generated. Provide budget costs for each identified category below.

Operating Costs (round to thousand)	Estimated Impact for Annual Operating Expenditures
TOTAL PROJECTED REVENUES FROM PROJECT	-
PROJECTED EXPENDITURES	
1. Personnel Costs: from Appendix A	-
2. Annual Utilities:	
• Gas:	-
• Electrical:	-
• Water:	-
• Sewer:	-
• Phone:	-
• Solid Waste Collection:	-
• Other:	-
3. Operating Supplies:	-
4. Equipment Maintenance:	-
5. Facility Maintenance:	2,000
6. Fuel:	-
7. Other:	-
8. Other:	-
9. Other:	-
TOTAL EXPENDITURES	2,000
NET OPERATING COSTS OF PROJECT:	\$ 2,000

Project Financing

Is the proposed Project to receive funding from source(s) other than SPLOST 2020? Yes
If yes, please fill in information below.

Total Capital Financing for Project:

If the proposed Project is to receive funding other than SPLOST 2020, provide a listing of amounts from each of the categories listed below. Please round all dollar amounts to the nearest \$1,000.

Project Sources (round to thousand)	Amount
1. SPLOST 2020 ¹ :	\$ 5,257,000
OTHER SOURCES	
2. ACCGOV General Fund:	\$ -
3. ACCGOV Enterprise Fund:	\$ -
4. State Grant:	\$ 5,072,000
5. Federal Grant:	\$ 30,330,000
6. Previous SPLOST:	\$ -
7. Other (describe):	\$ -
8. Other (describe):	\$ -
TOTAL SOURCES:	\$ 40,659,000

¹ If any additional sources of funding other than SPLOST 2020 are indicated above, please provide information related to the source here. Be specific and be prepared to provide all necessary written approvals. (For example: Roadway projects that have approval for Federal Aid and will utilize SPLOST 2020 funding for matching funds, you would need to provide specific written approval by GDOT)

Describe the current commitments for the other sources funding this project: The airport Projects listed in this submission have been identified on the Capital Improvement Plan and submitted to The Federal Aviation Administration and GDOT.

Approval of grants by these agencies are not approved for most projects until the prior year of which the project will take place.

It is very rare that a project is not funded by the FAA or GDOT once identified on the Capital Improvement Plan and is shown to create a hazard to aircraft and public if not funded.

Project Site

Will the proposed Project require any land, whether existing sites, new site, easements, or Rights of Way? No