



5-YEAR CAPITAL PLAN

Fiscal Years 2027 – 2031

SEDONA-OAK CREEK AIRPORT AUTHORITY

Sedona, Arizona

Adopted by SOCAA Board of Directors: September 21, 2026



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1. Introduction

The Sedona Airport (SEZ) 5-Year Capital Plan establishes the framework for planned facility, infrastructure, and equipment expenditures over the next five fiscal years. This document is intended to guide budgeting, grant applications, and project sequencing in support of the Airport's safety, operational, and strategic priorities.

The Airport specifies Capital Expenditures (CapEx) as funds that are a) used to acquire, upgrade, and maintain physical assets that b) have a useful life of more than one year and that c) cost more than \$5,000 per unit. Instead of being fully expensed immediately like an operating expense, CapEx is recorded as an asset on the balance sheet and is expensed over time through depreciation.

This Capital Plan considers the guidance provided by Federal, State, and County partners by incorporating the Airport Layout Plan (ALP), Airport Master Plan, the Arizona State Airport System Plan (SASP), and other appropriate planning and guidance documents. It is also integrated into the Airport's 5-Year Strategic Plan as an essential component.

Purpose & Scope

This plan is intended to guide capital project planning and execution for the years 2027 to 2031. While this document does not guarantee the completion of a project in a specific year, or even the completion of these projects at all, it aims to provide management and the Board of Directors with a framework upon which to guide the funding and completion of projects critical to the Airport's success.

2. Strategic Goals & Objectives

The following goals and objectives guide the prioritization of capital projects included in this plan. Each capital project identified in Sections 3 and 4 should be traceable to one or more of the goals below.

Goal 1: Regulatory Compliance

- Maintain full compliance with Federal, State, and Local regulatory guidance.
- Complete projects required to achieve compliance with the Airport Layout Plan (ALP) and Master Plan

Goal 2: Infrastructure Maintenance

- Extend the useful life of existing pavement and facilities.
- Reduce deferred maintenance backlog.

Goal 3: Service Enhancement

- Support projected growth in based aircraft and operations
- Expand hangar and apron capacity
- Expand FBO service offerings
- Provide opportunities for third-party vendors to meet service needs.

Goal 4: Financial Sustainability & Revenue Generation

- Maximize use of FAA AIP and ADOT grant funding.
- Maintain reserves for local match and in-house projects.
- Invest in projects and equipment that generate revenue for the Authority (new and ongoing)

Goal 5: Safety & Security

- Improve airport perimeter security infrastructure
- Provide water for fire suppression to hangars and fire hydrants through Fire Suppression Water System (FSWS enhancements).
- Improve airport security camera coverage.

Goal 6: Technology Integration

- Integrate time-saving technologies to enhance office and FBO staff capabilities.
- Integrate compliant systems to meet federal Title II guidelines.

Goal 7: Asset Life Extension

- Provide for scheduled maintenance of the Airport's Capital Assets including the fuel farm, buildings, hangars, paved surfaces, etc.

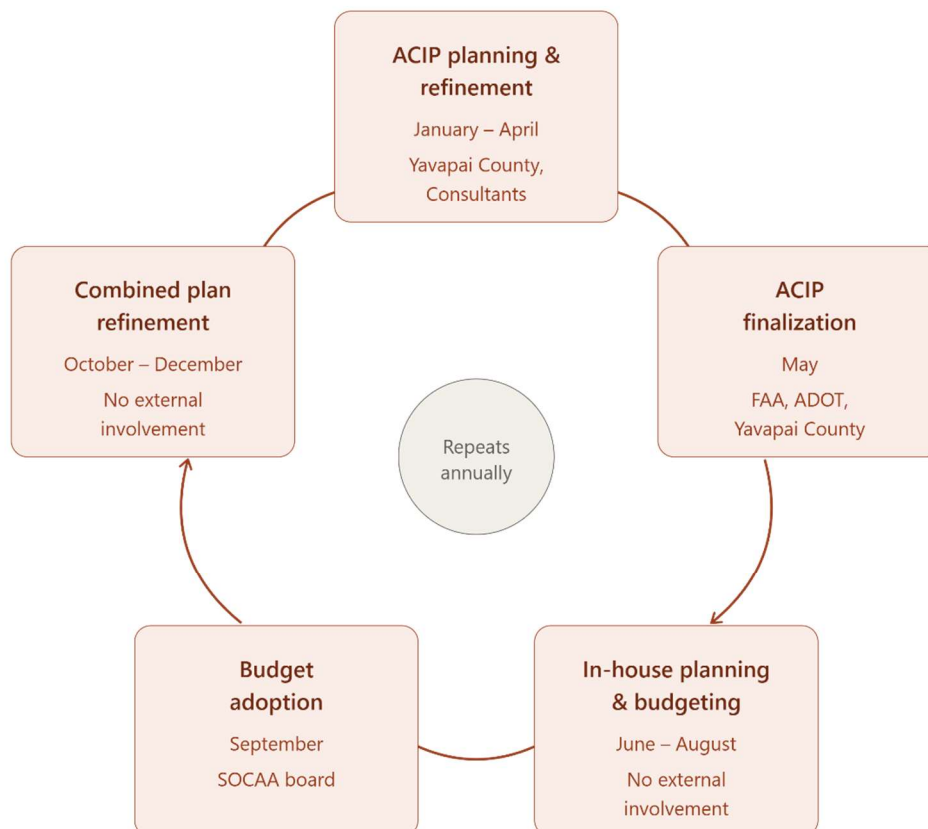
3. The Capital Planning Process

The annual Capital Planning Process is cyclical, repeating annually as management works with external stakeholders and the board to refine the plan based on operational needs, budgetary constraints, and grant availability to name a few. That process is illustrated in the figure below.

The capital planning process begins every October following the adoption of the fiscal year budget by the SOCAA Board and its approval by the County. Through the end of the calendar year, staff focuses on initiated projects and finalizing projects to be completed before the new fiscal year. During this period, management is taking notes, refining the next year's plan, noting operational needs for equipment, planning for maintenance projects, and more.

Starting in January, management begins to work with the County as the airport sponsor and their contracted airport engineering and planning firms to develop the Airport Capital Improvement Plan (ACIP). The ACIP is the largest priority since it leverages \$9.00 to \$9.50 in federal and state dollars for every dollar spent by the airport. This plan is approved by the FAA and ADOT in May.

Following the approval of the ACIP, management then shifts their attention to the in-house capital plan, addressing needs not eligible for federal or state grant funding, and balancing those needs against available capital reserves in the upcoming budget. Management seeks input from the Board during budget workshops in August to refine the plan. Finally, the combined operational and capital budget is adopted by the Board of Directors in September.





The following sections first outline the ACIP, then the in-house capital plan, and then combine them back together in the form of the Capital Budget. The process is completed in this manner due to the regulatory requirements and timeline for drafting the ACIP, and allowing us to propose a balanced 5-year plan that preserves the airport’s reserves while accomplishing our core mission.

4. Airport Capital Improvement Plan (ACIP)

The Airport Capital Improvement Plan (ACIP) identifies projects that are eligible for, or anticipated to be funded through, FAA Airport Improvement Program (AIP), Infrastructure and Jobs Act (IIJA) grants and/or ADOT Aeronautics grant funding. Projects are listed in priority order by fiscal year.

The table shown on the next page is the adopted ACIP for Fiscal Years 2027-2031 for the Sedona Airport and has been accepted by ADOT and the FAA. Acceptance by these agencies does not guarantee funding but rather is an acceptance by these agencies into their overall five-year plans for appropriate prioritization and funding based on the availability of grant dollars.

SEDONA AIRPORT
FAA/ADOT ACIP (FY2027-FY2032)
PREPARED BY: COFFMAN ASSOCIATES IN ASSOCIATION WITH DIBBLE
PREPARED: APRIL 30, 2026

FAA FISCAL YEAR	PROJECT NUMBER *	PROJECT	QUANTITY	TYPE OF FUNDING	TOTAL COST	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	ENV REQUIREMENT
FY 2026 (ADOT FY 2027)									
2026	27-1	Infield/RSA Drainage Improvements (A3-A7) - Construct	2,700	NPE/ Discretionary	\$3,500,000	\$3,325,000	\$87,500	\$87,500	Documented CatEx (approved)
2026	27-2	Rehabilitate Helicopter Six-Pack (mill & overlay) - Construct	4,400 SY	IIJA	\$450,000	\$427,500	\$11,250	\$11,250	CatEx Letter (submitted)
2026	27-3	Taxilane for Airside Development** (35' x 500') - Design	1,950 SY	IIJA	\$120,000	\$114,000	\$3,000	\$3,000	CatEx Letter (submitted)
Subtotal (FY 2026)					\$4,070,000	\$3,866,500	\$101,750	\$101,750	
FY 2027 (ADOT FY 2028)									
2027	28-1	Environmental Assessment (Runway 3-21 RSA Improvements and Taxiway "A" Extension) - Includes 25% Design & Geotech (Phase 1)	LS	NPE/ Discretionary	\$650,000	\$591,890	\$29,055	\$29,055	Documented CatEx (submitted)
2027	28-2	Replace MITL and Guidance Signs - LED (Including Lighting Cable, Regulators, Transformers and Standby Generator) - Design & Construct	LS	NPE/ Discretionary	\$1,500,000	\$1,365,900	\$67,050	\$67,050	Documented CatEx
2027	28-3	Taxilane for Airside Development** (35' x 500') - Construct	1,950 SY	ADOT	\$900,000	N/A	\$810,000	\$90,000	ADOT Env.
2027	28-4	Taxiway "A", Taxilane "J", and Delta Apron Seal Coat	359,282 SF	ADOT (APMS)					ADOT Env.
2027	28-5	Snow Removal Equipment Building - Design/Geotech	3,200 SF	IIJA	\$200,000	\$182,120	\$8,940	\$8,940	Documented CatEx (submitted last year, but FAA has comments)
Subtotal (FY 2027)					\$3,250,000	\$2,139,910	\$915,045	\$195,045	
FY 2028 (ADOT FY 2029)									
2028	29-1	Runway 3-21 RSA Improvements and Taxiway "A" Extension - Design Only (Phase 2)	LS	NPE/ Discretionary	\$1,500,000	\$1,365,900	\$67,050	\$67,050	EA
2028	29-2	Forest Service Land Acquisition - Townsite Act (Runway Safety, Emergency Access, and Taxiway "A" Extension)	2.6 Acres	ADOT	\$175,000	N/A	\$157,500	\$17,500	EA
2028	29-3	Terminal Expansion (Design)	3,200 SF	Discretionary	\$300,000	\$273,180	\$13,410	\$13,410	Documented CatEx
2028	29-4	Snow Removal Equipment Building - Construct	3,200 SF	ADOT	\$1,800,000	N/A	\$1,620,000	\$180,000	Documented CatEx
Subtotal (FY 2028)					\$3,775,000	\$1,639,080	\$1,857,960	\$277,960	

5. In-House Capital Plan Overview

The In-House Capital Plan includes projects funded entirely through Airport resources or Public-Private Partnerships (P3s) and are not reliant on FAA or ADOT grant funding. Some of these projects may ultimately be funded via various sources including Airport Capital Reserves, other grants, private funds through a development agreement of a P3, or donations.

What is a P3, and why are we pursuing them? P3s are a valuable tool for the airport as they allow the airport to leverage private funds to complete critical infrastructure projects as part of a larger development. Prime examples would be a developer extending utilities to the other side of a parcel or constructing a water main extension. Infrastructure constructed as part of a P3 agreement typically is a) normally provided by a governing body such as utilities, roads, or taxiways and b) the value of the improvement is amortized over a longer period through favorable development terms or lease credits. Under this method, the airport will be able to construct needed infrastructure years ahead of schedule, leveraging private funds and delivery methods while maintaining oversight of the design and construction, in exchange for deferred revenue, longer lease terms, etc.

FY 2027	Project Description	Estimated Cost
1	Hangar Rehabilitation	TBD (est. = \$1,000,000)
2	Purchase Refueler Trucks	\$400,000 (Lease to Purchase)
3	Website Re-Design	\$10,000
4	FSWS Tank #1 Corrosion Control	\$400,000
5	FSWS Line Extension (Design)	\$100,000 (P3)

FY 2028	Project Description	Estimated Cost
1	Replace Security Cameras	\$41,000
2	Replace Gate Openers	\$300,000
3	Purchase Infield Utility Vehicle	\$30,000

FY 2029	Project Description	Estimated Cost
1	Replace 72" Mower	\$33,000



FY 2030	Project Description	Estimated Cost
1	FSWS Line Extension (Construct)	\$275,000 (P3)

FY 2031	Project Description	Estimated Cost
1	Overlook Parking Lot Master Plan	\$300,000 (P3)

Individual project worksheets for all in-house projects are shown at the end of this document in Appendix A.

6. Capital Budget Overview

The table below summarizes all ACIP and in-house capital projects by fiscal year alongside their combined impact on the Airport's capital reserve fund, showing the starting reserve, net revenue, total reserve use, and projected ending reserve for each year of the plan.

This plan assumes several key factors as detailed below:

- Revenues Net of Expenses will continue to grow at a 5% CAGR.
- Project costs shown are estimates only.
- The Airport's Capital Reserves are equal to the cash balance available in excess of 6 times the airport's Outstanding Annual Liabilities
- No new revenues are accounted for including future hangar development, the growth of the Sky Ranch Lodge and event center, etc.

FY 2027

Priority	Type	Project	Cost to SOCAA
1	ACIP (FAA)	RWY 3/21 RSA & TWY A Extension EA	\$29,055
2	ACIP (FAA)	Replace MITL & Guidance Signs	\$67,050
3	Local	Hangar Rehabilitation	Aprox. \$1,000,000
4	Local	Website Re-Design	\$10,000
5	Local	Tank Corrosion Control	\$40,000

Starting Capital Reserve	\$1,420,000
Revenue Net of Expenses	\$420,000



Sedona Airport | 5-Year Capital Plan

Total Reserve Use	\$726,105
Ending Capital Reserve	\$693,895

FY 2028

Priority	Type	Project	Cost to SOCAA
1	ACIP (FAA)	RWY 3/21 RSA & TWY A Extension (Design)	\$67,050
2	ACIP (ADOT)	Forest Service Land Acquisition	\$17,500
3	ACIP (FAA)	Terminal Expansion (Design)	\$90,000
4	Local	Security Cameras (Replace)	\$41,000
5	Local	Gate Openers (Replace)	\$300,000
6	Local	Infield Utility Vehicle (New Equipment)	\$30,000

Starting Capital Reserve	\$693,895
Revenue Net of Expenses	\$441,000
Total Reserve Use	\$104,550
Ending Capital Reserve	\$589,345

FY 2029

Priority	Type	Project	Cost to SOCAA
1	ACIP (FAA)	Runway 03 EMAS (Construct)	\$894,000
2	ACIP (FAA)	Terminal Expansion (Construct)	\$67,050
3	ACIP (FAA)	Master Plan Update	\$26,820
4	Local	72" Mower (Replace)	\$33,000

Starting Capital Reserve	\$589,345
Revenue Net of Expenses	\$463,050
Total Reserve Use	\$557,820
Ending Capital Reserve	\$31,525



FY 2030

Priority	Type	Project	Cost to SOCAA
1	ACIP (ADOT)	Taxiway A Extension (Construct)	\$175,000
2	ACIP (ADOT)	Taxilanes D, E, F, H, I, K, L Rehabilitation (Design & Construct)	\$200,000

Starting Capital Reserve	\$31,525
Revenue Net of Expenses	\$486,203
Total Reserve Use	\$0
Ending Capital Reserve	\$142,727

FY 2031

Priority	Type	Project	Cost to SOCAA
1	ACIP (ADOT)	Rehab General Aviation Apron (Design & Construct)	\$140,000
2	ACIP (ADOT)	Rehab West Apron (Design & Construct)	\$120,000
3	ACIP (ADOT)	TWY H & I Extension (Design)	\$85,000

Starting Capital Reserve	\$142,727
Revenue Net of Expenses	\$510,513
Total Reserve Use	\$0
Ending Capital Reserve	\$308,240

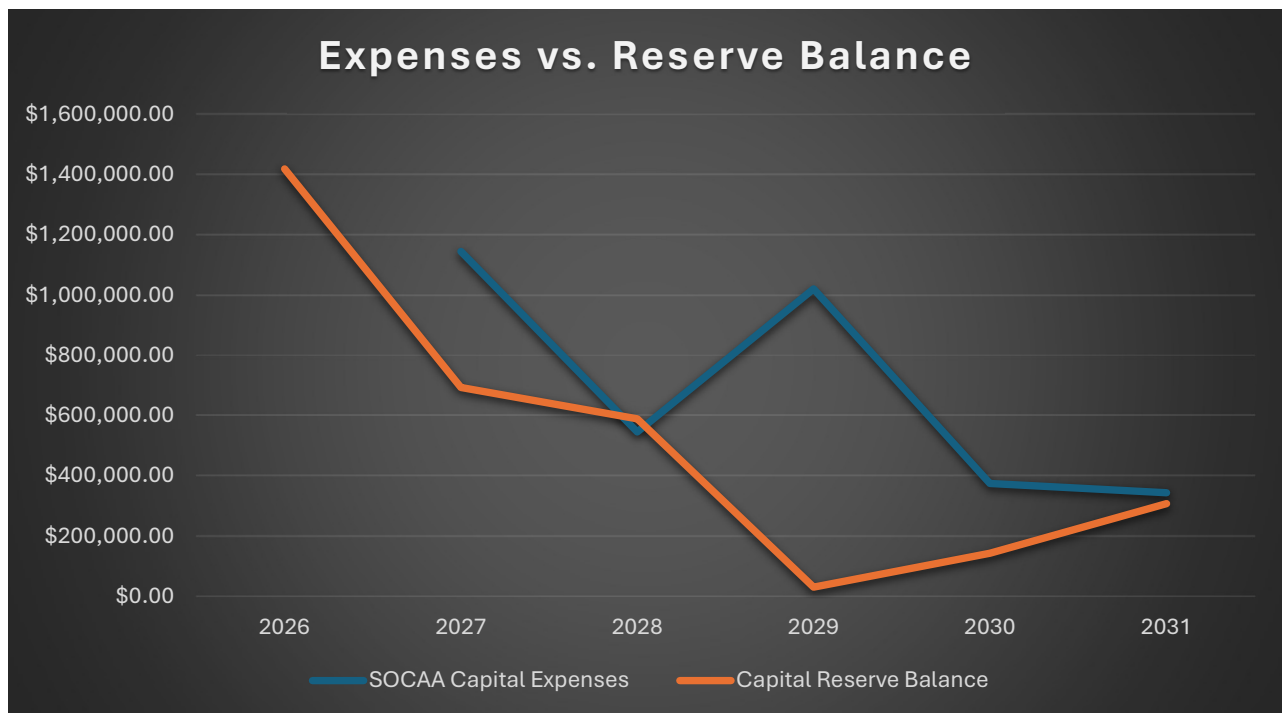
5-Year Reserve Summary

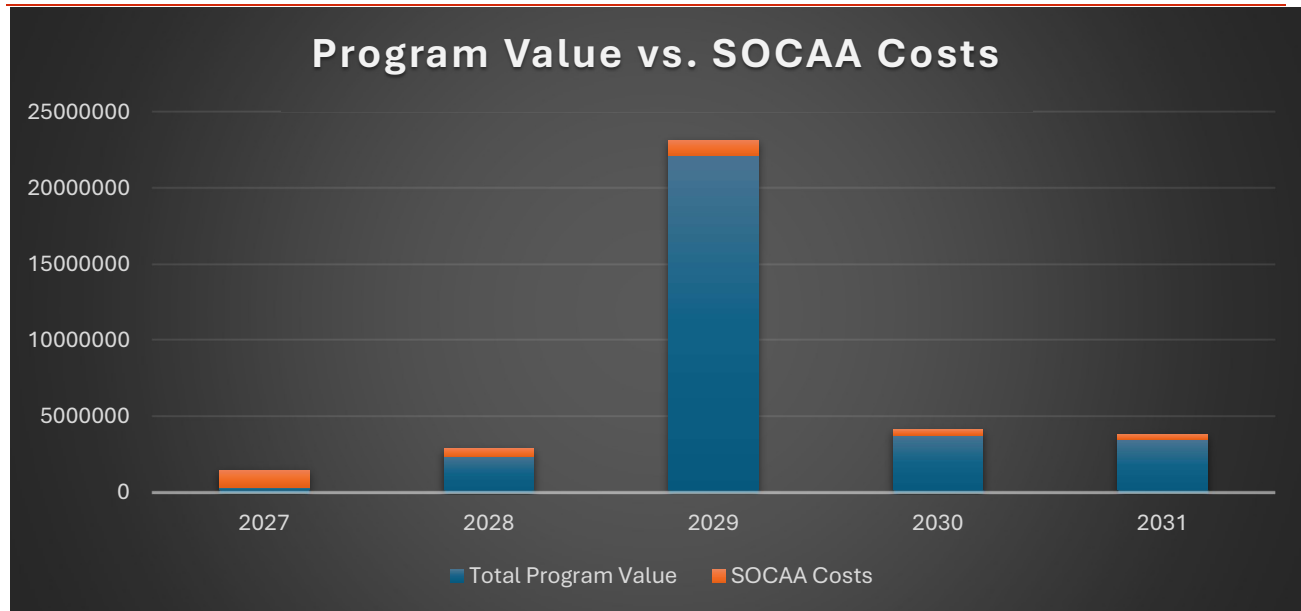
The table below rolls up the capital reserve position across the full planning horizon.

FY	Program Year Total (Includes Grant \$)	Projected Revenue Net of Expenses	Total Reserve Use	Ending Capital Reserve Balance
2027	\$3,200,000	\$420,000	\$726,105	\$693,895
2028	\$2,346,000	\$441,000	\$104,550	\$589,345
2029	\$22,133,000	\$463,050	\$557,820	\$31,525
2030	\$3,750,000	\$486,203	\$0	\$142,727
2031	\$3,450,000	\$510,513	\$0	\$308,240

The largest impacts to the Airport's Capital Reserves occur in 2027 due to the Hangar Rehabilitation Project and 2029 due to the construction of the EMAS bed at the approach end of Runway 03, with each project having a local cost of approximately \$1 Million.

The charts below details the impact of projects on the airports Capital Reserves as well as the overall value of the resulting airport improvements due to grant dollars leveraged.





ACIP & In-House Projects with Alternative Funding Options

The projects listed below have been identified by Staff as critical to the ongoing operations and development of the airport. However, due to budget constraints, SOCAA does not currently possess the capacity to complete these projects utilizing our capital reserves. Therefore, staff have re-programmed these projects with alternative funding sources.

The first alternate funding source is a Public-Private Partnership or P3. This funding method allows the airport to solicit private industry to complete the project as part of a larger development, often providing more beneficial terms to the developer in exchange for the completion of the project. The other option is a lease-to-purchase arrangement for new FBO fuel trucks. Through the RFP process, the airport could retain equity in the equipment by leveraging its relationship with a fuel provider to lease the trucks rather than simply renting trucks as we do now.

Year Planned	Project	Funding Source
2027	Taxilane "M" - Construct	P3
2027	SRE - Design	P3
2027	Purchase Fuel Trucks	Lease to Purchase
2027	FSWS Extension - Design	P3
2028	SRE - Construct	P3
2031	Overlook Parking Lot Master Plan	P3



ACIP Projects Recommended for Removal

The projects listed below are included in the current version of the ACIP, but staff is recommending their removal from consideration. These projects represent significant up-front and ongoing costs with minimal long-term benefits to the safety and operations of the airport. As part of the Master Plan in 2029, staff intends to work with planners and the FAA to remove these projects.

Year Currently Planned	Project
2030	TWY A1 & A2 Geometry Correction
2031	RWY 21 EMAS



APPENDIX A

IN-HOUSE CAPITAL PROJECT WORKSHEETS



CIP NO.	PROJECT TITLE	INITIATION DATE
IH27-01	Authority-Owned Hangar Rehabilitation	FY-26

DESCRIPTION
Design is currently underway on the rehabilitation of the Authority's existing owned hangars (E/F, K, & L) that will inform the rehabilitation methods used to address foundation and roof concerns. **Budget subject to engineers estimate and the bidding process.**

PROJECT GOALS
Infrastructure Maintenance, Revenue Generation, Asset Life Extension

JUSTIFICATION
The Authority's owned T-hangars and box hangars have significant structural issues with their foundations that need to be address to avoid further damage to the structures and to extend the life of these hangars.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		ONGOING	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ 183,732	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183,732
Construction		\$ -	TBD	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL COSTS		\$ 183,732	TBD	\$ -	\$ -	\$ -	\$ -	\$ 183,732
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		ONGOING	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Funds		\$ 183,732	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183,732
Capital Reserves		\$ -	TBD	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL SOURCE		\$ 183,732	TBD	\$ -	\$ -	\$ -	\$ -	\$ 183,732
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	25 Years							

CIP NO. IH27-03	PROJECT TITLE Purchase Refuelers	INITIATION DATE FY26
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DESCRIPTION
Purchase new Jet A and 100LL refueler trucks for Red Rock Aviation. The intent is to acquire these trucks via an RFP resulting in a lease-to-purchase agreement.

PROJECT GOALS
Revenue Generation

JUSTIFICATION
The airport currently leases refuelers through AvFuel at a cost of \$54,000 per year, plus the cost of repairs, which is borne by the airport. By purchasing new refuelers, the airport will acquire an asset rather than making payments with no equity in the equipment. The airport will also be able to control downtime and maintenance by purchasing trucks built to our specifications.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		ONGOING	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment		\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
TOTAL COSTS		\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		ONGOING	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Operating Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Reserves		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL SOURCE		\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	10 Years							

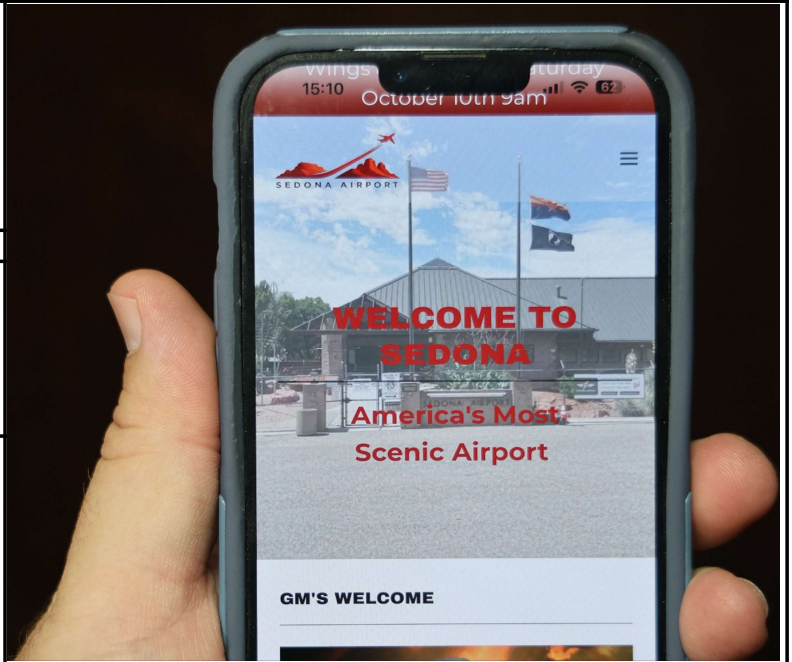


CIP NO.	PROJECT TITLE	INITIATION DATE
IH27-04	Website Redesign (Title II)	FY26

DESCRIPTION
This project provides for a full re-design of the airport's website to comply with federal mandated access standards under Title II. After this project, the website will comply with WCAG 2.1 AA standards.

PROJECT GOALS
Technology Integration, Federal Compliance

JUSTIFICATION
The US Federal Government has updated its Standards under Title II as it relates to the ability for disabled persons (including vision impaired) to access digital media distributed by government entities. The airport needs to transition to a custom-built website that will better serve all of our customers and comply with federal requirements.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ 10,000.00	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Construction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL COSTS		\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Funds		\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Capital Reserves		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL SOURCE		\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	10 Years							



CIP NO. IH28-03	PROJECT TITLE FSWS Tank Corrosion Control	INITIATION DATE FY25
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DESCRIPTION
This project will fund preventative maintenance to the interior of the existing FSWS 90,000 gallon tank.

PROJECT GOALS
Infrastructure Maintenance, Asset Life Extension, Safety and Security

JUSTIFICATION
Following the completion of construction of the new FSWS tank, the water in the existing tank will be moved over to the new tank. At that time, maintenance should be completed to prevent and control corrosion on the interior of the existing tank.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction		\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
Equipment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL COSTS		\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Funds		\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
Capital Reserves		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL SOURCE		\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	10 Years							



CIP NO.	PROJECT TITLE	INITIATION DATE
IH27-06	Fire Suppresion Water System (Phase 2 - Extension)	FY26

DESCRIPTION
The airport is in the process of completing work on Phase 1 of the Fire Suppression Water System including a 285,000 gallon tank and a new fire water line from the tank to the four-way stop. This phase will fund the design and install of additional fire line from the four-way stop along Shrine Road to the K/L row of hangars. The intent is to fund this project via a P3.

PROJECT GOALS
Safety and Security

JUSTIFICATION
Currently, the north end of the airport lacks access to fire suppression water. Once Phase 1 is completed in late 2026, the base infrastructure will be in place, but firefighters working on the north end of the airport would still have to run hose from the nearest hydrant at the D Row to the fire. This project will alleviate this issue and enable the development of the two parcels available on the north end of the airport.



PROJECT COSTS		FISCAL YEAR PLANNED						
		BUDGET		ESTIMATED				
		Previous Expenditures	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ 718,000	\$ 100,000.00	\$ -	\$ -	\$ -	\$ 275,000	\$ 1,093,000
Construction		\$ 1,680,000	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ 2,080,000
Equipment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL COSTS		\$ 2,398,000	\$ 100,000	\$ -	\$ 400,000	\$ -	\$ 275,000	\$ 3,173,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						
		BUDGET		ESTIMATED				
		Previous Expenditures	2027	2028	2029	2030	2031	
Grant/ P3 Funds		\$ -	\$ 100,000	\$ -	\$ 400,000	\$ -	\$ -	\$ 500,000
Debt Service:		\$ 1,680,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,680,000
Operating Funds		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Capital Reserves		\$ 718,000	\$ -	\$ -	\$ -	\$ -	\$ 275,000	\$ 993,000
TOTAL SOURCE		\$ 2,398,000	\$ 100,000	\$ -	\$ 400,000	\$ -	\$ 275,000	\$ 3,173,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	40 Years							



CIP NO. IH28-01	PROJECT TITLE Replace Security Cameras	INITIATION DATE FY25
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DESCRIPTION Replacement of the airport's existing airfield, terminal and hangar area security camera systems to include hardware acquisition and installation. In 2031, a full scope design project is scheduled to plan for parking lot upgrades including paving, drainage, and amenities.
PROJECT GOALS Infrastructure Maintenance, Safety and Security, Technology Integration
JUSTIFICATION The airport's existing security cameras are aging and provide inadequate coverage to record all airfield and landside activity. This project will replace existing cameras, install additional cameras to improve coverage, and will integrate a new management and viewing software with the upgraded NVR hardware that was previously installed.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Equipment		\$ -	\$ -	\$ 41,000	\$ -	\$ -	\$ -	\$ 41,000
TOTAL COSTS		\$ -	\$ -	\$ 41,000	\$ -	\$ -	\$ -	\$ 41,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Funds		\$ -	\$ -	\$ 41,000	\$ -	\$ -	\$ -	\$ 41,000
Capital Reserves		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL SOURCE		\$ -	\$ -	\$ 41,000	\$ -	\$ -	\$ -	\$ 41,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	10 Years							



CIP NO. IH27-02	PROJECT TITLE Replace Gate Operators	INITIATION DATE FY25
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DESCRIPTION
Replacement of all five airport-owned gate openers and the purchase and installation of a new access management system.

PROJECT GOALS
Infrastructure Maintenance, Safety and Security, Technology Integration

JUSTIFICATION
The existing gate operators have reached the end of their useful life and are in need of replacement. Additionally, the existing card management system does not allow for the management of cards and access levels from a centralized management system and is in need of an upgrade.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction		\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Equipment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL COSTS		\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Reserves		\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
TOTAL SOURCE		\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	25 Years							

CIP NO. IH28-02	PROJECT TITLE Infield Utility Vehicle	INITIATION DATE FY25
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DESCRIPTION
This project will fund the purchase of a second Kubota UTV.



PROJECT GOALS
Service Enhancement, Safety and Security

JUSTIFICATION
The airport currently owns two pickup trucks and one Kubota UTV. During peak demand at the FBO, all vehicles are in use for marshalling and no vehicles are available for airfield maintenance and operations. This UTV will be dedicated to airport maintenance.

PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment		\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
TOTAL COSTS		\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Funds		\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
Capital Reserves		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL SOURCE		\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	10 Years							

CIP NO. IH29-02	PROJECT TITLE Replace 72" Mower	INITIATION DATE FY25
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DESCRIPTION This project will fund the replacement of the existing Bobcat zero-turn mower.
PROJECT GOALS Asset Life Extension, Safety and Security, Infrastructure Maintenance
JUSTIFICATION The existing 72" bobcat mower is nearing the end of its useful life and is in need of replacement. This piece of equipment is used on the airfield to mow around airfield lights and signs and sees significant wear and tear.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ -	\$ -	33,000	\$ -	\$ -	33,000
Construction		\$ -	\$ -	\$ -	-	\$ -	\$ -	-
Equipment		\$ -	\$ -	\$ -	-	\$ -	\$ -	-
TOTAL COSTS		\$ -	\$ -	\$ -	33,000	\$ -	\$ -	33,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	-	\$ -	\$ -	-
Debt Service:		\$ -	\$ -	\$ -	-	\$ -	\$ -	-
Operating Funds		\$ -	\$ -	\$ -	33,000	\$ -	\$ -	33,000
Capital Reserves		\$ -	\$ -	\$ -	-	\$ -	\$ -	-
TOTAL SOURCE		\$ -	\$ -	\$ -	33,000	\$ -	\$ -	33,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	7 Years							



CIP NO. IH31-01	PROJECT TITLE Overlook Parking Lot Upgrades	INITIATION DATE FY27
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DESCRIPTION
Complete a master plan and design for the future of the Airport Overlook Parking Lot. The intent is to fund this project via a P3.

PROJECT GOALS
Infrastructure Maintenance, Revenue Generation

JUSTIFICATION
The Overlook Parking Lot continues to see growth in its annual volume. A master plan and design is needed to plan for the overall renovation of the parking lot surface, as well as to provide for ancillary construction of potential green spaces or retail locations.



PROJECT COSTS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Land Acquisition/Right of Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning/Design		\$ -	\$ -	\$ -	\$ -	\$ -	300,000	300,000
Construction		\$ -	\$ -	\$ -	\$ -	\$ -	-	-
Equipment		\$ -	\$ -	\$ -	\$ -	\$ -	-	-
TOTAL COSTS		\$ -	\$ -	\$ -	\$ -	\$ -	300,000	300,000
SOURCE OF FUNDS		FISCAL YEAR PLANNED						PROJECT TOTAL
		BUDGET		ESTIMATED				
		CARRYOVER	2027	2028	2029	2030	2031	
Grant Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Funds		\$ -	\$ -	\$ -	\$ -	\$ -	-	-
Capital Reserves		\$ -	\$ -	\$ -	\$ -	\$ -	300,000	300,000
TOTAL SOURCE		\$ -	\$ -	\$ -	\$ -	\$ -	300,000	300,000
O&M			2026	2027	2028	2029	2030	Total:
One Time:								
On Going:								
Debt Service:								
Life Expectancy:	10 Years							