

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

02034A - Sanitary SWR Blue Lot to 84" MainPh2 **Priority: 3—Can be Deferred**
Project Manager: Dave Gotschall **Project Status: Planned**
P&E Proj. Mgr.

Program Name Midfield Development Phase 1
Project Type Landside
Description An 18" gravity flow sanitary sewer will be constructed from the lift station in the Blue Lot south to parallel Taxiway C, then east to the Golf Course to connect to the City of Columbus' 84" main trunk line.
Justification The lift stations located in the Blue Lot and at the intersection of Sawyer and Hamilton Roads will be eliminated, thereby eliminating the cost of maintaining the lift stations. Additionally, the sewer will be sized to allow for the proposed Unit Terminal to use the line.
Alternatives Considered xx
Pending Action
Comments Partial design was completed by RW Armstrong in 2002-03. An Engineering report was also completed by RW Armstrong, dated 7/26/02. Project was originally to be accomplished with the South Airfield Improvements project in 2004-05, but was determined to be better suited for inclusion with the Unit Terminal.
7/20/11: Project to be re-evaluated as part of new terminal expansion program.

07020 - RW 10L/28R Rhb/Shld Impr (Grant Dep) **Priority: 1 – Critical**
Project Manager: Dave Gotschall **Project Status: Active**
P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield
Description Project includes the removal of 4" of runway pavement, repair of failed pavement areas, replacement of 4" of asphalt with runway striping and grooving. Improvements to airfield geometry is included to bring the pavements into full compliance with FAA design standards (Relocation of T/W Connectors per AC150-5300-13A). Additionally, 25' wide paved shoulders will be installed with new LED runway edge lights and new cable. Also, taxiway edge lights for T/W E & J and all signs will be replaced with LED lighting fixtures.
Justification The 2012/2013 PMP identified Pavement Condition Indexes ranging from 43 to 70 on the North Runway. The minimum acceptable level is 70 for a runway pavement. The lighting and sign changes to LED technology will result in lower operating costs through use of less electricity and reduced maintenance costs due to longer bulb life of LED lights.
Alternatives Considered A 3" mill/fill without full depth repairs was discussed, however the expected lifespan of the pavement is greatly reduced. Existing incandescent lighting could remain in place, however a preliminary study performed by CH2M Hill in 2011 has indicated that the Return On Investment for this upgrade would be within three years.
Pending Action Any NEPA process would be completed prior to detailed design. Project is dependent upon FAA funding.
Comments Per 11/25/08 ACIP meeting, project deferred to 2018. Results from 2012/2013 Pavement Mgmt. Update indicates the runway is in need of rehabilitation as soon as practicable. PCI values for the runway range from 43 to 70. The minimum acceptable PCI value for runway pavements is 70. Costs does not include increasing centerline separation between R/W 10L-28R and T/W E to 400 ft (separation to remain 350 ft).

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08025 - Public Address Paging System Upgrade **Priority: 1 – Critical**
Project Manager: Ray Fridley **Project Status: Active**
P&E Proj. Mgr. Ray Fridley

Program Name Terminal Modernization
Project Type Terminal - Misc.
Description This project includes upgrading the 1995 IDS public address/paging system to a digital system. This project shall replace the existing audio public address system throughout the airport facility with a network based, Integrated Public Address Paging System (IPAS). The system shall be capable of integrating with other Airport Systems (Eclipse, Life Safety System and Avaya and AVAYA VOIP) to support Airlines Business Partners throughout the Airport. New system should expand the functionality of current system in supporting Visual paging capabilities, multiple language support and ADA compliance. Initial approach to solicitation using RFI process.
Justification The existing system was installed in 1995. Upgrades were made in 2000, however, system components are proprietary and are becoming increasingly difficult to obtain. C-Concourse section of the system is operating on automatic. There is no longer support available in case of failure.
Alternatives Considered The concept to just replace the main controlling unit (aka "the head end") was considered, but is not recommended. Estimated cost was \$200k and there would still be issues with zones, zone control, speaker quality, mic station inputs, etc.
Pending Action Request for information distributed to industry; responses due 4/5/12.
Comments Quote is from ComNet and was obtained by the IT Department.
Current system does not comply with ADA

08042A - Stormwater Basin at Outfall Four **Priority: 2–Important**
Project Manager: Dave Gotschall **Project Status: Active**
P&E Proj. Mgr.

Program Name Midfield Development Phase 1
Project Type Airfield
Description This project will construct a new storm sewer from the area of the new terminal to Outfall 4, located between the 94th Aero Squadron and Gate Gourmet, as well as storm water detention system/basin south of Outfall 4 that will meet quality and quantity requirements and standards of the Ohio EPA, the City of Columbus, and the FAA.
Justification The new terminal & ramp development will increase stormwater runoff quantities from Port Columbus. Ohio EPA and City of Columbus regulations requires storm water to be detained prior to entering the Big Walnut Creek. Detention must have quantity and quality requirements designed into the detention system constructed.
Alternatives Considered Will be reviewed during the design process.
Pending Action
Comments 7/20/11: Project to be re-evaluated as part of new terminal expansion program.

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09008 - N. Airfield Fuel Farm Relo. (Const.)	Priority: 3—Can be Deferred
Project Manager: Mark Kelby	Project Status: Planned
P&E Proj. Mgr.	

<i>Program Name</i>	None
<i>Project Type</i>	Landside Misc.
<i>Description</i>	The existing fuel farm on the North Airfield consists of three tanks - one 15,000-gallon tank and two 20,000-gallon tanks. These tanks will be relocated to a site north of the GA T-hangars and south of Bridgeway Avenue. This project will involve design, test and inspection, and construction of the fuel farm at the new site.
<i>Justification</i>	This project is required in order to accommodate future North Airfield aviation-related development.
<i>Alternatives Considered</i>	Fourteen alternative sites on the North Airfield at Port Columbus were studied by LJB, Inc. from 2005 - 2006 to determine the preferred site for a relocated North Airfield Fuel Farm. It was determined that of these sites, a site north of the GA T-hangars and south of Bridgeway Avenue was the preferred site.
<i>Pending Action</i>	The new site will appear on an updated ALP for Port Columbus prior to relocation of the Fuel Farm.
<i>Comments</i>	Relocation of the North Airfield Fuel Farm will not occur until there is an identified tenant development that will require it. Schedule: Design: 2015 - 2016, Construction: 2016 - 2017

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09021 - Parking & Revenue Control System

Priority: 2-Important

Project Manager: Marcus Elliott

Project Status: Substantially Complete

P&E Proj. Mgr. Dave Gotschall

Program Name Technology Initiative

Project Type Equipment

Description This project will entail replacement of all parking equipment including a new parking file-server and software, new power pads, ticket dispensers, gate boxes, gate arms, credit card exit verifiers, pay in lane machines, cross-over verifiers, AVI readers, LPR (license plate recognition tied to the ticket dispensed), additional consoles to connect with the main parking server, training of all personnel ie: cashiers, maintenance and training of all reports to be generated from the database. This installation/implementation will also involve operating dual systems to avoid any interruption or inconvenience to our customers including our employees parking in the employee lot. The outcome will produce a visually pleasing, uniform and updated parking facility to our customers, will enhance the customer experience upon entering and exiting due to updated functionality, will provide better reporting capabilities for revenue control, and will reduce downtime in credit card processing (currently 74% of the payment method used by our customers) due to a more robust database.

Justification The new equipment will replace aging equipment some of which was installed in 1999 and 2000. The 2009 budget for R&M Revenue Control equipment is \$22,166.00 monthly and \$265,992.00 annually. The goal is to reduce maintenance costs associated with older equipment and increase the functionality of the database while ultimately enhancing customer service. Currently, \$21,060.00 of that annual budget is PM work completed monthly by Signature Control Systems. The remaining projected expense is budgeted for parts and labor to replace and/or repair this older equipment. The approximate net savings is estimated at \$144,932.00 for 2010 leaving a budget of \$150,000.00 for parts and labor to replace and/or repair the older equipment until all new equipment is fully installed. The new equipment will be installed in phases to ensure that it is fully operational as stated and maintain the customer service levels expected. In addition, the normal warranty received with new parking equipment is one year parts and labor. The approximate net savings for 2011 is also estimated at \$244,932.00. The total net savings to the Airport could be estimated to be \$389,684.00 over a two year period. Extended warranties are currently being researched by the consultant as the usual warranty given is one year.

Current Pay in Lane machines throughout all of our Parking Facilities (which give our cash paying customers an alternative method of payment other than a cashier booth), give dollar coins as change instead of currency. Our customer avoid these machines due to this reason. Current Pay in Lane machines in the market today will give currency as change in addition to recycling them when inserted as payment by our customers. This technology will save time and money as the Contractor's staff must visit the bank to obtain the "Susan B Anthony" dollar coins twice per week at 1 hour per trip. The savings realized would include fuel and wear and tear to the Airport owned vehicle used to go to the bank. The additional savings to the Authority by installing these devices would be a reduction in the Cashier Staffing schedule. The Garage, Blue and Red Lot cashier staffing could be cut by approximately 420 hours per week. The total of 420 hours per week at the average pay rate of \$8.89 per hour equates to an approximate savings annually of \$194,157.00.

License Plate Recognition that is placed at the entrance to each facility at each ticket dispenser ties the vehicle, the vehicle license plate number and the ticket pulled for each transaction. A picture is taken of the back of the vehicle along with the license plate of that vehicle. This technology will also be placed at each exit lane of each parking facility. Federal APD representatives (current parking equipment in place) estimate that we could recover up to 10% in additional parking revenues with this technology as it will be next to impossible for a customer or a cashier to commit fraud by switching license plates or tickets.

The current parking database "crashes" on average one per week. This involves a call to the current equipment repair vendor during "after hours". The repair and re-booting of the database could take anywhere from one half hour to two hours. During this time, our electronic credit card processing is disabled. Our cashiers have no other choice than to process the customer payment by manual means. During this time, our system is unable to identify a "declined" credit card. If the system was operating correctly, we could then ask our customer for another form of payment.

The current parking credit card database "batches out" at least twice per day depending on the amount of credit card transactions processed. This process takes approximately 10 - 15 each time. During this time, the credit card system is also down and causing delay to our customers. The automated lanes must be shut down and all customers must be sent to the cashier lanes causing long lines. (Th

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*Alternatives
Considered*

1. We can continue to operate using the current system however, the current problems experienced will continue.
2. Phasing over years will only be possible if we keep Federal APD equipment. The reason for this is the current equipment will not work with new (different company) equipment. An Amano ticket dispenser (ticket) will not communicate and calculate the fees due with a Federal APD power pad.

Pending Action

Comments

Carl Walker Company is familiar with the operation and equipment used at CMH. They were hired in 2007 to determine if pay on foot technology would be a cost effective and customer service enhancement to their parking experience. We are planning to use them in the development of the specifications for the RFP and then coordinating with procurement on the details of the contract documents.

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11026 - Ticket Lobby Modernization
Project Manager: Adrienne Sraver
P&E Proj. Mgr.

Priority: 2-Important
Project Status: Active

Program Name Terminal Modernization

Project Type Terminal

Description This project will study and implement improvements to a number of components in Port Columbus' public ticket lobby spaces that affect the Customer Experience. The opportunity exists to study and plan for improvements to be made following the scheduled removal of TSA CTX equipment in early 2012. Anticipated improvements include, but are not limited to: overall lighting of the space, including skylights & LED light fixtures; common use check-in kiosks (CUPPS/CUSS); HVAC; stanchions/queuing streamlining; flooring replacement; ticket counters; digital signage/digital back-walls behind ticket counters; and other items that may be identified which enrich the Customer Experience.

The primary goal is to improve the customer experience and the ambience of this customer-facing space. An inventory of all customer-facing environments, and development of design standards for these and other areas including baggage claim are also key elements of this project, as this will help in our prioritization and long-range planning for improvements to these areas. Additionally, the Concourse A checkpoint will be enlarged to increase the average peak hour passenger volume from 468 to 552.

Justification Use of the terminal is expected to continue for another 20 to 30 years. As our customers' expectations about the airport experience continues to rise, the Authority must take measured, reasonable steps to ensure that the appearance, aesthetics, and ambience, of our facilities (essentially, our "brand") keep pace with those expectations if we are to remain the airport of choice for our catchment area. Competing airports in the region are eager to take as many of these customers from us as they can, even with the slightest difference in perception about the Customer Experience at an airport. While airfare, ease of access, and flight schedules will remain the primary factors in a customer's decision about which airport to use, incremental improvements in the "intangibles" about an airport (the ease of use; the cleanliness; and the "style" or "feel" for example) can make a positive difference. The Concourse A checkpoint will need to expand in order to increase the average peak hour passenger volume from 468 to 552, maximizing the use of the Concourse.

Alternatives Considered The Authority could elect to not perform a comprehensive study effort yet implement certain elements of improvement. This option is not recommended - an investment in a comprehensive study and planning effort for these improvements will yield great on-going benefit to the Authority as we continue to maximize the utility of our existing terminal over the next 20 to 30 years. An ad-hoc approach to making improvements in the ticket lobby will not provide the Customer Experience we seek to achieve, nor the aesthetic we need as the primary gateway to our communities.

The Authority could elect to perform a comprehensive study but hold off indefinitely on any improvements based on market conditions, etc. This option is not preferred, but viable - the Authority could revert to this option after the study is complete if warranted by external factors that could negatively affect the industry.

Pending Action

Comments Construction costs shown are preliminary estimates. 2/14/12 - Costs shown are from the completed study by URS dated December 2011.

10/3/11: Increased 2012 construction to \$3.3 million based upon URS estimate of 9/23/11 for epoxy terrazzo for the Ticket Lobby & Concourses A, B & C public circulation (walk-ways). Increase includes moving \$445,000 from the 2012 Operating Budget.

10/11/11: Decreased 2012 construction to \$2.3 million & increased 2013 construction to \$4.8 million due to budget constraints for 2012.

2/14/12: Removed \$2.3 million from construction in 2012 due to removing terrazzo installation in Concourses A & B and creating a separate project.

2/14/12: Removed information kiosks and created a separate project.

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11039 - Notice of Violation System

Priority: 2-Important

Project Manager: Chris Hinds

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Equipment

Description To purchase a Notice of Violation (NOV) System to replace our current system and maintain our current GT companies and their permits. In addition, we will try to find a system that is more user friendly to our customers while cutting cost for the Authority. We are currently paying Complus 30% of our revenue from our citations plus the cost of the Handhelds, DMV abstracts and postage.

Justification Currently Operations is trying to piggy back off of the current NOV system with little success. We would like to find a system to which both departments are able to mail late notices, track escalated fine amounts, link permits to the customer and print reports with ease. Currently we are unable to print reports. Complus will email us a report if we request it but it could take up to a week for turnaround time.

Currently there are a lot of customer complaints that they are receiving either old violations or violations that do not belong to them. We have a constant battle with the current NOV system to ensure that the DMV information is downloaded correctly and the notices are sent to the correct violators and on time. Other systems are more user friendly and allow the customer to view their accounts online to either pay or appeal online. This will help streamline the process.

Alternatives Considered We are currently looking at different NOV systems to see who can provide a user friendly system that will work well with the current and future needs of the Ground Transportation and Operations department collectively.

Pending Action

Comments

12001A - Relocate Utility Corridor (PFC-Dep)

Priority: 2-Important

Project Manager: Dave Gotschall

Project Status: Active

P&E Proj. Mgr.

Program Name Midfield Development Phase 1

Project Type Landside

Description The current utility corridor located along International Gateway will need to be relocated prior to construction of the Terminal Curbfront. The utility corridor could be relocated during the same time frame as the Roadway Loop construction begins. Work involves a planning study then design for the best locations for coordination and planning of the New Central Plant criteria. After the planning, work involves the physical relocation of the identified utilities in two phases.

Justification Meet program requirements for New Terminal and loop road/mid-field development needs.

Alternatives Considered xx

Pending Action

Comments Cost estimates per Baker conceptual terminal planning report, 12/27/07.

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12021 - Baggage Claim Renovations

Priority: 2-Important

Project Manager: Ray Fridley

Project Status: Active

P&E Proj. Mgr. Matt Langel

Program Name Terminal Modernization

Project Type Terminal

Description This project includes replacing the remainder of the existing ceiling, grid and lighting on the baggage claim level. This project also includes carpet and base replacement, updating wall finishes and painting, replacing glass block windows with windows that match the new ticketing level windows, as well as new column covers, flooring at the exit to arrivals, and wall protection on the lower portion of the walls. Lastly, two sets of public restrooms and one set of family restrooms will be renovated to match the CRAA Restroom Standards Guidelines. The selected finishes will match the family of finishes selected during the ticket lobby and concourse renovations.

Justification Once completed, the entire baggage claim level will be updated to match the selected finishes in the ticket lobby and concourse renovations as well as the CRAA Restroom Standards Guidelines. The baggage claim is currently lacking proper foot candles of lighting due to old suspended ceilings absorbing light and out of date, inefficient, lighting. The wall finishes are worn past repair and do not match the finishes currently selected for the ticket lobby and concourse renovations. Also, the three sets of restrooms have exceeded their useful life which causes added custodial and maintenance costs for upkeep as well as a negative customer atmosphere. The restrooms in the baggage claim level also do not match CRAA Restroom Standards Guidelines implemented with the concourse renovations. With encompassing the renovation of all of the finishes in the baggage claim level into one project, once completed the baggage claim level will bring a brighter more welcoming atmosphere to passengers arriving at Port Columbus. The products chosen will also allow for ease of cleaning and maintenance, allowing for a potential extended useful life of the renovation. The replacement of lighting fixtures also has a potential to reduce energy costs for the CRAA.

Alternatives Considered Other alternatives are to leave the remainder of the ceiling untouched and save this project for a later date.

Pending Action

Comments

12040 - Fleet Fueling Station

Priority: 2-Important

Project Manager: Bart Powell

Project Status: Active

P&E Proj. Mgr. Bart Powell

Program Name None

Project Type Airfield - Misc.

Description This project involves replacing the existing underground storage tank fuel system for the CMH fleet with an aboveground storage tank system.

Justification The fuel system replacement is proposed based on the following reasons: 1) age of UST system has reached practical limit and presents operational and environmental risk. 2) UST system presents regulatory burden and increases environmental risk. 3) current system presents inefficient fueling operations; does not allow tandem fueling. 4) current system lacks effective inventory control. 5) current site layout lacks environmental protection provided by canopy and drainage features. 6) current site lacks safe and efficient layout and lighting. 7) current system is not designed for expansion of fuel types (urea-injection, propane, etc.); and does not accommodate potential for public or 3rd party use

Alternatives Considered 1. No action.
2. Modify current system.

Pending Action

Comments

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12060 - GIS System Replacement **Priority: 2-Important**
Project Manager: Bob Leffler **Project Status: Active**
P&E Proj. Mgr.

<i>Program Name</i>	Technology Initiative
<i>Project Type</i>	Equipment
<i>Description</i>	Replace Autodesk MapGuide with ESRI ArcGIS on a local virtual platform. Streamline manual processes for updating and publishing information. Capitalize on new software features that will enable the GIS staff to be more productive, maintaining current GIS data and mapping files, while adding to the ever-expanding GIS program.
<i>Justification</i>	<p>1. More Innovation</p> <p>ESRI is active in all aspects of the open-source community including the development and management of open source geospatial projects. CRAA will benefit from the access and availability of standardized application templates and innovative commercial software release cycles. We would be able to work smarter and become more self reliant.</p> <p>2. Server-Side Processing</p> <p>ESRI's ArcGIS will allow CRAA the ability to accommodate spikes in demand, as well as customer based systems growth. We would be in a better position to expand GIS to support the Asset Management Program.</p> <p>3. Integration with AutoCAD Map 3D Software</p> <p>The Authority will still be using AutoCAD® Map 3D software as a drafting tool. The integration of data from one Autodesk to ESRI will be accomplished by converting CAD files to geo-database files which allows for quick sharing of spatial and design data over the web.</p> <p>4. Easier Data Access</p> <p>The ESRI Aeronautical Solution—Airports GIS tools use a 18B geo-database template provided by the FAA. The application automatically exports FAA-compliant shape files from the CRAA 18B geo-database. This eliminates costly and time-consuming database design and helps to ensure consistency and compliance with -18B requirements.</p>
<i>Alternatives Considered</i>	The only alternative at this time would be for the Authority to migrate to the Autodesk MapGuide Enterprise server software. This migration is not recommended because the existing CRAA GIS files which were created in MapGuide 6.5 would have to be modified before integrating to Autodesk MapGuide Enterprise. This expense is not warranted due to the Autodesk's waiver from making a commitment to be a competitive GIS software provider.
<i>Pending Action</i>	
<i>Comments</i>	

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13000 - CMH Part 150 & NCP Update

Priority: 2-Important

Project Manager: Dave Wall

Project Status: Planned

P&E Proj. Mgr.

Program Name Noise

Project Type Noise

Description

Justification This project is an approved element in the Noise Compatibility Program (NCP) Update approved by the FAA in May 2008. Due to the proposed replacement runway, the NEM should be updated at a minimum 12 to 18 months after the opening of the proposed runway.

Alternatives Considered N/A

Pending Action Receipt of an FAA Noise grant

Comments

13004 - Elevator 13 Refurb & New Elevator 38

Priority: 2-Important

Project Manager: Derrick Mills

Project Status: Active

P&E Proj. Mgr. Adrienne Sraver

Program Name Terminal Modernization

Project Type Terminal - Misc.

Description This project consists of the refurbishment of Elevator #13 and the addition of new Elevator #38. Elevator #13 will remain a freight elevator, but will be refurbished and brought up to current code. Elevator #38 will be a new elevator servicing the Tech Services / Accounting area and the B Concourse bypass hallway, which will require the conversion of existing rooms B119 and B205B.

Justification Elevator #13 is a freight elevator in Concourse A installed in 1989 and has been heavily used over the years. It has also been used to ferry handicapped passengers to the ramp level for boarding. This elevator requires more & more maintenance every year as it gets older, in addition, it does not meet passenger use requirements the airlines & tenants now need for safe, smooth operations within the terminal.

Alternatives Considered xx

Pending Action

Comments Costs are 2004 dollars-Recommendations from the 2004 Gregory M. Davis and Assoc. Study

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13008 - (3) Case Loaders w/ (2) Ramp Hogs **Priority: 2-Important**
Project Manager: Jay Stowe **Project Status: Planned**
P&E Proj. Mgr. Alex Beaver

Program Name Vehicle Replacement
Project Type Equipment
Description This project involves replacing three Case Loaders and two ramp hogs.
Justification This purchase will be to replace 1997 Case loader 197 brass tag -15061 in 2015, 2000 Case loader 195, brass tag - 15133 in 2017 and 2000 Case loader 196, brass tag - 15134 in 2019, which all will exceed manufacturers life expectancy. These loaders are highly used for loading salt and sand for snow removal and used for many projects all year round.
The loaders w/ramp hogs will enhance cleaning ramps at the airport.
Alternatives Considered Continue using and repairing present Case loader.
Pending Action None.
Comments Manufacturer obligations for parts availability and reliability are generally ten years if used all year round.

13018 - ADA Compliance Study & Remediation **Priority: 1 – Critical**
Project Manager: Ray Fridley **Project Status: Active**
P&E Proj. Mgr.

Program Name Terminal Modernization
Project Type Terminal - Misc.
Description The Airport Authority is in the process of creating an American's with Disabilities Act compliance program to ensure the Authority and our business partners provide the highest level of accommodation to and in no way knowingly discriminate against the disabled community by ensuring we meet all standards set forth by the Federal Government.
The Department of Justice is requiring all federal agencies including the FAA to conduct audits to ensure compliance with the ADA. CRAA started receiving word from other airports that the FAA was beginning these audits which prompted us to look at ourselves and how we would appear if the FAA came in today.
Justification The Department of Justice is requiring all federal agencies including the FAA to conduct audits to ensure compliance with the ADA. By failing to do nothing, CRAA puts itself at risk for not only fines but also the potential to be ineligible for grants and lawsuits from private parties.
Alternatives Considered The alternative of doing nothing puts CRAA at a great risk from not only a financial standpoint but also a negative perception from the community.
Pending Action
Comments

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13055 - Curb Front Improvements
Project Manager: Adrienne Sraver
P&E Proj. Mgr.

Priority: 2-Important
Project Status: Active

Program Name None
Project Type Terminal - Misc.
Description
Justification As our customers approach the facility, they are met with the parking garage and a series of wayfinding signs. They are directed under the garage and end up abruptly upon the front entrance. There is very little customer experience and very minimal sense of place as our customers come upon the facility. Studying how to add meaningful architecture will lead to a plan to enhance the customer's experience.
Alternatives Considered The alternative will be to do nothing and accept the current environment as adequate for our customers.
Pending Action
Comments

14001 - Midfield Development Roadway
Project Manager: Dave Wall
P&E Proj. Mgr.

Priority: 2-Important
Project Status: Planned

Program Name Midfield Development Phase 2
Project Type Landside
Description This project consists of constructing the terminal curbside and associated connections to complete the initial stage of the landside roadway system. The terminal curbside stage includes construction of the lower level arrival roadway, upper level departure roadway, flyover bridge connecting the terminal roadway to the exit road, parking garage access roads, and minor connections to existing developments.
Justification The construction of the new terminal and associated facilities will require a new roadway system to serve the landside facilities. The roadway system will be constructed in phases to minimize disruption to airport operations.
Alternatives Considered xx
Pending Action This an enabling project required for the unit terminal.
Comments Cost estimates per Baker conceptual terminal planning report, 12/27/07.

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14002 - Central Utility Plant **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Planned**
P&E Proj. Mgr.

Program Name Midfield Development Phase 2
Project Type Landside
Description This project is the initial design and construction of the Central Utility Plant in its permanent location. The Plant will serve utility needs of the first phase of the Unit Terminal. Close coordination is required with the relocated east and west consolidated utility corridors.
Justification The construction of the Unit Terminal and associated facilities will require a Central Utility Plant for mechanical operations.
Alternatives Considered xx
Pending Action This is an enabling project required for the Unit Terminal.
Comments Cost estimates per Baker conceptual terminal planning report, 12/27/07.

14003 - New Passenger Terminal Apron **Priority: 2-Important**
Project Manager: Dave Wall **Project Status: Planned**
P&E Proj. Mgr.

Program Name Midfield Development Phase 2
Project Type Airfield
Description This project involves the design and construction of new airside apron to serve the new Passenger Terminal. The new apron will tie into the previously completed crossover taxiway and relocated Taxiway C.
Justification The construction of the new Passenger Terminal and associated facilities will require the construction of the apron for a functional airfield.
Alternatives Considered Remain in existing terminal - deemed not an acceptable option.
Pending Action This is an enabling project required for the new Passenger Terminal.
Comments Cost estimates per Ricondo Loop Road Study, April 2015.

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14005 - New Parking Garage **Priority: 2-Important**
Project Manager: Dave Wall **Project Status: Planned**
P&E Proj. Mgr.

Program Name Midfield Development Phase 2
Project Type Landside
Description This project consists of designing and constructing a parking garage to serve the Unit Terminal. This initial phase of the construction of the garage will accommodate 2,700 parking stalls. The garage will be expanded during subsequent phases of the unit terminal construction.
Justification The construction of the Unit Terminal and associated facilities will require a parking garage to serve the Unit Terminal.
Alternatives Considered xx
Pending Action This is an enabling project required for the unit terminal.
Comments Cost estimates per Baker conceptual terminal planning report, 12/27/07.

14007 - New Passenger Terminal **Priority: 2-Important**
Project Manager: Dave Wall **Project Status: Active**
P&E Proj. Mgr.

Program Name Midfield Development Phase 2
Project Type Terminal
Description The terminal building concept is 1,042,000 square feet and includes 48 narrow body equivalent gates. The initial build will include finishing 40 of the 48 gate hold rooms. The building would be composed of a three-level processor facility connected to four two-level pier concourses by a centralized concessions area. The three levels in the terminal processor core include a Departures Level, Concourse Level, and Arrivals Level. The Departures Level is the uppermost level, consisting of a departures curbside, airline check-in facilities, airline and Airport support offices, limited retail spaces, and TSA passenger screening and support functions. The Concourse Level serves as an interstitial transit level providing connections to pedestrian bridges to and from the CONRAC and public parking garage to the Departures Level above and the Arrivals Level below. This level would also have the ability to provide a connection to a future integrated light rail platform. The Arrivals Level is the lowest level of the terminal and consists of an arrivals curbside, baggage claim, airline and Airport support areas
Justification Meet program requirements for passenger demand.
Alternatives Considered xx
Pending Action
Comments Cost estimates per Baker conceptual terminal planning report, 12/27/07.

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14008 - RTR C Site Relocation **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Active**
P&E Proj. Mgr.

Program Name Midfield Development Phase 1
Project Type Airfield
Description This project involves the relocation of the FAA's Remote Transmitter & Receiver (RTR) C Site. The C Site is located on the west side of Goshen Lane directly north of the Hertz Rental Car facility. The Site will be relocated to the east side of the airport, southwest of the intersection of Sawyer Rd and Hamilton Rd, inside the AOA fence. Most work will be accomplished through the FAA by reimbursable agreements. The CRAA will be designing and installing the necessary duct banks.
Justification Relocation will be necessary to construct the consolidated rental car facility and future parking garage for the new terminal.
Alternatives Considered xx
Pending Action Environmental assessment of the proposed new location.
Comments Cost estimates per Baker conceptual terminal planning report, 12/27/07.
Per 11/25/08 meeting, funding source is 100% future PFC application.
7/20/11: Project to be re-evaluated as part of new terminal expansion program.

Columbus Regional Airport Authority
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14016 - DAS Implementation

Priority: 2-Important

Project Manager: Tim Ault

Project Status: Active

P&E Proj. Mgr. Matt Devereaux

Program Name Terminal Modernization

Project Type Terminal - Misc.

Description Implementation of a single Distributed Antenna System (DAS) would enable CRAA to provide better cellular/radio frequency (RF) service across CMH, providing the following benefits:
 The Authority could extend cellular service to other service providers (e.g. AT&T, Sprint, T-Mobile), which would increase customer satisfaction.
 CRAA Public Safety would have more consistent, reliable radio service, resulting in a safer airport environment. This also lays the groundwork for increased coverage area and communications capacity.
 Eliminate cross-frequency/cross-band interference between cellular service providers and Public Safety (one of our biggest challenges currently).
 This positions CRAA to easily/cost-effectively add radio frequencies for future growth. (It provides flexibility and long-range benefit.)
 Because there are many ways to approach this need, a thorough study must be conducted before discussion can proceed. This project will focus on the creation of a thorough study and plan.

Justification Because CRAA lacks a single Distributed Antenna System (DAS), the following problems exist:
 Poor cellular coverage across the airport - Each cellular/radio communications system includes its own supporting infrastructure (i.e., power supplies/antennas/cabling) that is inaccessible to other cellular service providers. This equates to a lack of cellular coverage for many airport customers.
 Interference among cellular/radio services - In the past, these services have interfered with one another and problems have been difficult to resolve. It has been necessary to engage with multiple companies to pursue a resolution, making an equitable solution elusive.
 Antennas scattered across the roofs of CRAA buildings - The existence of multiple antenna locations increases the likelihood of a future construction project affecting service without warning. Whether because of a blocked RF path or the necessity of moving an existing antenna, the current array of antennas represents a likely point of failure in the future.
 By consolidating equipment in a Distributed Antenna System (DAS) at a single location on the old tower, CRAA can provide the following benefits to its customers:
 Safer airport environment - Increased radio coverage will result in better safety for CRAA police as well as the serviced customers.
 Cellular service to all major cellular service providers - Any service company (AT&T, Sprint, T-Mobile, etc.) could expand its coverage into the airport for a monthly service fee.
 Consistently reliable cellular/radio service - A single managed infrastructure path would provide support for all RF needs/service providers.
 Longer lasting charge for customer cellphones - When cellular coverage is bad/spotty, cellphones expend more power, draining batteries at a reduced rate.
 These benefits will result in increased customer/tenant/employee satisfaction.

CRAA itself would realize the following benefits to a consolidated Distributed Antenna System (DAS):

Ability to more easily expand coverage for all cellular/radio communication - Improvements to the network could be effected with modifications to the single Distributed Antenna System (DAS).
 Ability to add providers/services/RF bands - Any modifications could be made quickly and easily from the main Distributed Antenna System (DAS) hub.
 Revenue source from rent - No matter what implementation method is decided, CRAA would be the recipient of rent from service providers who utilized the system to provide coverage in the airport. (There may be ways to include advertising in service provider agreements.)
 Improve monitoring capabilities - This would enable full system monitoring to ensure availability and functionality of cellular/radio coverage.

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Alternatives Considered

There are a number of alternative methods for implementing a single Distributed Antenna System (DAS) at CRAA:

CRAA implementation - The Authority builds the Distributed Antenna System (DAS) and rents service to cellular service providers. This would involve substantial upfront costs (around \$1 million), which would be recovered over time.

Third-party implementation - Certain companies specialize in building and maintaining Distributed Antenna Systems (DAS's). E.g., AT&T includes a division exclusively for implementing/maintaining DAS's in public places. The third-party would implement the Distributed Antenna System (DAS) and manage it for a portion of the monthly rent (paid by cellular service providers for use of the system).

Mixed implementation - The Authority would not necessarily need to go all one way or the other; a mixed approach may be preferable to either completely retaining or completely assigning responsibility for Distributed Antenna System (DAS) implementation.

Note: CRAA may or may not have to contribute money toward the Radio Frequency (RF) bands for Public Service. This is another cost for negotiation.

In any case, implementation of a Distributed Antenna System (DAS) will provide CRAA with control and the ability to provide consistent cellular/radio service, as well as an ongoing revenue stream of rental fees from service providers.

Pending Action

Comments

14020 - Wireless System Replacement

Priority: 2-Important

Project Manager: Tim Ault

Project Status: Active

P&E Proj. Mgr. Matt Devereaux

Program Name

Terminal Modernization

Project Type

Equipment

Description

Our current wireless system is 5+ yrs old, running at its capacity limit, and has been EOL since early 2011. We have not been able to get support or updates to the software since that time. As business needs, customer needs, and mobility expectations continue to expand, the current system is not able to scale and meet those needs.

Justification

The current wireless system has reached its capacity. The software has been discontinued and we are no longer able to get software support or updates for the ever changing technologies. As passenger technology needs continue to increase, we need to be able to provide them with a wireless system that can meet their demands.

Alternatives Considered

The alternative to do nothing and stay with the current system would reflect poorly on our ASQ as reported quarterly.

Pending Action

Comments

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14021 - CMH Wildlife Hazard Assessment	Priority: 2-Important
Project Manager: Joe Herrmann	Project Status: Active
P&E Proj. Mgr.	

Program Name None

Project Type Airfield - Misc.

Description In order to understand the current and future potential wildlife hazards present at CMH (or any airport for that matter), Wildlife Hazard Assessments are conducted by a qualified wildlife biologist to mitigate the hazards posed by wildlife at airports. Per FAA requirements, CMH should have a Wildlife Hazard Assessment conducted for a number of reasons. 1) New Airfield configuration, pavement and, stormwater detention areas due to the replacement runway project; 2) The last assessment was done in 1996. CMH may be well overdue to a full assessment ("triggering" factors as described by the FAA); 3) May be a requirement of the FAA as the FAA can be expected to be more diligent and vigilant in its enforcement of wildlife hazard mitigation requirements (recent DOJ-IG negative report on the FAA's oversight of its airport wildlife responsibilities).

Justification Potential Letters of Correction from the FAA, monetary fines from the FAA (unlikely) and potential for incident/accident caused by wildlife.

Alternatives Considered Do nothing.
Wait for the FAA to "force" us to do it.

Pending Action

Comments

14022 - ADA Compliant Bus Stop Ancmnt System	Priority: 1 - Critical
Project Manager: Tim Krock	Project Status: Active
P&E Proj. Mgr.	

Program Name Customer Service

Project Type Equipment

Description To purchase a system, for our 25 Shuttles, that announces the Bus stops visually on an interior sign as well as verbally over a speaker system. This system is necessary to meet current ADA requirements and will also enhance Customer Service. As Shuttles are replaced this system can transfer to the new shuttles, so this should be a one time cost.

Justification Even though this announcement system is required by law, it also enhances the Customer Service aspect by notifying Passengers when the Shuttle approaches their stop. In addition, we can be fined for noncompliance as well as lose future Government Grants.

Alternatives Considered As an alternative the drivers could announce stops into a microphone with a sign that could be changed manually. There are two problems with this solution, one, you are relying on drivers to remember to announce each stop and two, this would distract the driver.

Pending Action

Comments

Columbus Regional Airport Authority
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14037 - Rehab Lane Aviation Apron West Half **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Planned**
P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield - Misc.
Description Project will mill/remove and replace 2 inches of asphalt pavement over approx 180,000 SF of the west portion of the Lane Aviation apron.
Justification The surface of this pavement has served its useful life. A mill and replace will restore the surface and allow the pavement to be safely utilized by aircraft for an additional 15-20 years.
Alternatives Considered None. The surface pavement will have served its useful life and will need to be replaced.
Pending Action
Comments

15000 - Updt Pvt Mgmt Prgm 2015/16 (PFC-Dep) **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Active**
P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield - Misc.
Description The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.
Justification The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2012/2013.
Alternatives Considered None.
Pending Action None.
Comments Per 11/25/08 meeting, this project to be funded 100% by future PFC application.

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15015 - Wayfinding Signage Prgm Updates CMH **Priority: 2-Important**
Project Manager: Derrick Mills **Project Status: Active**
P&E Proj. Mgr.

Program Name Customer Service
Project Type Landside Misc.
Description Design, purchase, and installation of a consistent off & on airport roadway way finding signage system for all three CRAA airports.
Justification A critical part of both elements described above is appropriate branding for each airport. Way-finding signage not only directs customers accurately and efficiently to our facilities, but also to various locations on our facilities once they're at the destination airport – both types of signage present opportunities to communicate and reinforce our brand. The benefit for the Authority in this effort is an improved customer experience and impression of our airports. There are guidelines and some limits on the extent of what can be implemented on certain roadway signage types and locations, but there is a direct correlation to an accurate, consistent, and efficient system of way-finding signs and satisfied customers that makes this project worthwhile for the Authority – with long-term value and return.
Alternatives Considered xx
Pending Action
Comments

15017 - CMH Nse Mont Term Rplcmt **Priority: 2-Important**
Project Manager: Dave Wall **Project Status: Active**
P&E Proj. Mgr.

Program Name Noise
Project Type Noise
Description This project is to replace the twelve (12) existing noise monitoring terminals at CMH that provide noise and audio data of aircraft noise, with newer, upgraded, and supported noise monitors.
Justification This project is an approved element of the FAA approved Part 150 Noise Compatibility Program for Port Columbus, and is included as a recommended element of the current Noise Compatibility Program Update (received Record of Approval in May 2008).
 B&K will no longer support service and maintenance to the current Lochard NMTs after 2015, and is requiring all customers to use the B&K NMTs. The current NMTs were installed in 2005 and the life expectancy of a NMT is 10 years. The NMTs will have reached the end of their useful life.
 Due to the proprietary nature of the ANOMS software to analyze the noise audio and data, only B&K NMTs will work with the current system.
Alternatives Considered None. Due to the proprietary nature of the ANOMS software to analyze the noise audio and data, only B&K NMTs will work with the current system.
Pending Action
Comments

Columbus Regional Airport Authority
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15022 - CCTV Digital Migration - CMH Grounds

Priority: 1 – Critical

Project Manager: Kristina Baker

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Security

Description As a continuation of Project #13021 (2013-2014), this project will replace and connect CMH cameras in the parking garage, parking lots, shuttle facility, airfield microwave line, AOA access gates, airfield maintenance facility and FAA tower to the new digital video network.

Justification Once the digital CCTV network and software changes (Project 13021) are initiated, conversion of these cameras from analog to digital will provide a high-quality, seamless, easily-managed system.

Alternatives Considered xx

Pending Action

Comments

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15023 - Snow Removal and AFM Equip Replace

Priority: 1 – Critical

Project Manager: Jay Stowe

Project Status: Active

P&E Proj. Mgr.

Program Name Vehicle Replacement

Project Type Equipment

Description THIS REQUEST IS TO PURCHASE 16 NEW PIECES OF REPLACEMENT SNOW REMOVAL EQUIPMENT. IN ADDITION TO THE PURCHASE OF THE EQUIPMENT, SPECIFICATIONS WILL INCLUDE OPERATING TRAINING FROM MANUFACTURER. THIS REQUEST AND PLAN WILL REPLACE 16 PIECES OF OUR CURRENT SRE EQUIPMENT AND WILL MAINTAIN OUR COMPLIANCE WITH THE AUTHORITY'S VEHICLE/EQUIPMENT REPLACEMENT POLICY & THE FAA ADVISORY CIRCULARS 150/5200-30 AND 150/5220-20A, WHICH PROVIDES GUIDELINES & RECOMMENDATIONS ON SRE REPLACEMENT OF SNOW REMOVAL EQUIPMENT. PROJECT ALSO INCLUDES WIDENING THE WEST ENTRY DOOR OF THE AFM EQUIPMENT STORAGE BUILDING.

Justification THE MULTI-GENERATIONS OF OUR SNOW EQUIPMENT IS FROM OF A WIDE VARIETY OF MANUFACTURERS SUCH AS SWEEPSTER, OSHKOSH, WAUSAU, IDAHO NORLANDER AND INTERNATIONAL AND DIFFERENT MODELS. AS THESE MULTI-GENERATION PIECES OF EQUIPMENT CONTINUE TO AGE, THEIR DOWN TIME AND REPAIR COSTS CONTINUE TO INCREASE AND THEIR RELIABILITY CONTINUES TO ERODE. DUE TO HAVING A WIDE VARIETY (MULTI-GENERATIONS) OF MAKES AND MODELS, OBTAINING PARTS, STOCKING PARTS AND MAKING REPAIRS IS A MAJOR ISSUE FOR BOTH FLEET REPAIR AND OPERATORS. THE VARIETY OF DISSIMILAR MAKES AND MODELS GREATLY HINDERS REPAIR, TRAINING AND AN EFFICIENT SNOW REMOVAL PROCESS. WE PROPOSE TO PURCHASE 16 NEW PIECES OF EQUIPMENT THAT ARE MULTI-PURPOSE AND MULTI-FUNCTION AND WILL ENABLE AFM TO OPERATE AT A HIGHER AND CONSIDERABLY MORE EFFICIENT PACE (REDUCING RUNWAY DOWN TIME 40-50 PERCENT) AND BY HAVING UNIFORM PIECES OF EQUIPMENT, THE EFFICIENCY OF THE SNOW PACK IN REMOVING SNOW WILL BE GREATLY INCREASED. THE CURRENT MULTI-GENERATION AND DISSIMILAR MAKES AND MODLES HINDER THE CURRENT OPERATION BECAUSE OF THE DIFFERENT OPERATIONAL RATES AND SPEED AND SNOW REMOVAL WITHIN THE VARIETY OF EQUIPMENT. THE AC 150/5200-30, RECOMMENDS AIRFIELD CLEARANCE TIMES AT AN AIRPORT THAT HAS 40,000 AIRPLANE OPERATIONS OR MORE A YEAR, SHOULD CLEAR 1 INCH OF SNOW WEIGHING 25LB/FT3 FROM ALL PRIORITY 1 SURFACES WITHIN 30 MINUTES OR LESS. WE HAVE EXPERIENCED CHANGES AFFECTING THE METHOD OF SNOW REMOVAL: 1) RUNWAY 28L-10R WAS RELOCATED 702 FEET TO THE SOUTH AND CONSISTS OF NEW AND WIDER HIGH SPEED TURN OFFS 2) THE CURRENT RUNWAY WAS CONVERTED INTO ANOTHER TAXIWAY WHICH WOULD ADD OVER 750,000 SQUARE FEET OF PAVEMENT THAT WILL NEED TO BE CLEARED OF SNOW 3) ACCOMPANYING THE NEW RUNWAY IS THE USE OF IN GROUND PAVEMENT LIGHTS FOR THE APPROACH LIGHTING SYSTEM AND HIGH SPEED TURN OFFS. OUR CURRENT PLOWS HAVE METAL BLADES WHICH CANNOT BE USED ON SURFACES WITH IN GROUND LIGHTS. RUBBER PLOW BLADES WITH CASTER WHEELS WILL BE USED FOR SNOW REMOVAL. RUBBER EDGED BLADES DO NOT REMOVE SNOW DOWN TO THE SURFACE LIKE STEEL BLADES, THEREFORE A TEAM OF BROOMS WOULD FOLLOW THE PLOWS IN ORDER TO REMOVE SNOW TO A BARE PAVEMENT AND INCREASE THE FRICTION OF THE RUNWAY 4) THE LAST CHANGE THAT AFFECTS SNOW REMOVAL OPERATIONS IS THE FAA UPDATES TO WINTER ADVISORY FRICTION REPORTING AND RATING TABLES THAT SAND WOULD BE USED LESS FOR INCREASING FRICTION, THAT WOULD REQUIRE MORE BROOMING AND MORE CHEMICAL APPLICATION. EMBRACING THIS MULT-FUNCTION, MORE EFFICIENT, HIGHER STANDARD SRE EQUIPMENT, CRAA WILL NOT ONLY SAVE TIME, MONEY, BE SAFER, MINIMIZE THE RISK OF CLOSURES BUT MAXIMIZE THE WORK FORCE EFFORTS AND BE A LEADER IN THE INDUSTRY FOR SNOW REMOVAL OPERATIONS.

Alternatives Considered ALTERNATIVE #1: CRAA PURCHASE PROGRAM UTILIZING 16 NEW PIECES AND TRADE-IN/ LIQUIDATING 16 PIECES TOTAL PURCHASE AMOUNT \$10,545,795
 ALTERNATIVE #2: PURCHASE REPLACEMENT SRE OVER A 3 YR TIME PERIOD BEGINING IN 2017. TOTAL PURCHASE PRICE \$10,545,795.

Pending Action AWAITING APPROVAL

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Comments

EXAMPLE OF INCREASED EFFICIENCY: IN 2007/2008, SNOW REMOVAL AT MKE (MITCHELL INTERNATIONAL AIRPORT) USING CONVENTIONAL PLOWING/BROOMING HAD A 1:34 HR AVERAGE RUNWAY CLOSURE FOR SNOW REMOVAL. MKE RETOOLED WITH 12 MULTIFUNCTION PLOW/BROOM PIECES BY THE YEAR 2010 AND CUT THE AVERAGE RUNWAY CLOSURE TIME FOR SNOW REMOVAL TO 20 MINUTES. THIS INCLUDED RUNWAY 01L/19R, A 9,700' X 200' WITH TURNOFFS (OTHER THAN ENDS) ON TAXIWAY M. RUNWAY 13/31 SNOW REMOVAL TOOK 18-20 MINUTES AND LIKE WISE INCLUDES PLOWING/BROOMING, CHEMICAL APPLICATION, SANDING, INSPECTION, MU'S AND SOME OTHER VARIATIONS WHEN NEEDED. THE AVERAGE MKE AIRCRAFT OPERATING COST IS \$ 48.03 PER MINUTE. THE APPROXIMATE OPERATING COST FOR THE AIRLINES PER RUNWAY CLOSURE IS \$1,536.96 PER MINUTE. SOME OTHER COMMON MKE AIRCRAFT OPERATING COST IS: AIRBUS 319 IS \$ 3,469.00 PER MINUTE, A BOEING MD-80 IS \$ 4,043.00 PER MINUTE AND AN EMBRAER 145 IS \$ 1,139.00 PER MINUTE. OPERATING COSTS IS FROM OLIVER WYMAN REPORT, AVIATION DAILY, AUGUST 23, 2011.

MANY BENEFITS ARE OBTAINED FROM NEW EQUIPMENT (MULTIFUNCTION). THE FIRST BENEFIT IS THE TRAINING OF PERSONNEL ON THE EQUIPMENT WILL BE PROVIDED BY THE VENDOR AS WELL AS LOOKING INTO OUR SNOW REMOVAL PLAN TO SHOW US HOW TO BE MORE EFFICIENT WITH THEIR EQUIPMENT. IN ADDITION THE OPERATOR WOULD NOT HAVE TO BE TRAINED TO OPERATE SEVERAL DIFFERENT GENERATIONS OF EQUIPMENT, THEY WOULD ONLY HAVE TO LEARN ON ONE GENERATION OF EQUIPMENT AND THE TRAINING WOULD BE UNIFORM THROUGHOUT THE FLEET. THIS UNIFORMITY WOULD ALSO CARRY OVER TO THE MECHANICS TRAINING/REPAIR, AND SEASONAL WORKERS WINTER TRAINING FOR SNOWREMOVAL. THE WINTER OF 2011/2012 WE HAD 708. MAN HRS AT A COST OF \$15,445.73 TO TRAIN OUR WINTER STAFF. AN ADDITIONAL BENEFIT WOULD BE THE STOCKING AND ORDERING PARTS. WITH CURRENT EQUIPMENT, WHICH HAS VERY LITTLE IN COMMON, WE HAVE TO STOCK FOR REPAIR OF SEVERAL DIFFERENT PARTS FOR EACH TYPE OF EQUIPMENT. UNIFORMITY OF NEW EQUIPMENT WOULD ENABLE US TO USE SIMILAR PARTS. THIS COULD ALSO CARRY OVER TO FUTURE PURCHASE OF EQUIPMENT NOT RELATED TO SNOW REMOVAL (IE ARRF TRUCKS, DUMP TRUCKS ETC.) ANOTHER BENEFIT THE STOCK ROOM WOULD STOCK LESS PARTS FROM LESS VENDORS AND ORDERING PARTS WOULD BE MORE EFFICIENT. WITH COMMON EQUIPMENT AND PARTS THE STOCK ROOM COULD ELIMINATE A LARGE AMOUNT OF ITS INVENTORY COST BY HAVING PARTS ON CONSIGNMENT FROM THE MANUFACTURER. AN ADDITIONAL BENEFIT WITH NEW PLOW/BROOM COMBO PIECES IS THAT ONE CONVENTIONAL BROOM AND ONE CONVENTIONAL PLOW WOULD BE REPLACED WITH ONE UNIT. THIS WOULD ALLOW AIRFIELD MAINTENANCE TO REDUCE WINTER SEASONAL STAFF AND REASSIGN FULL TIME STAFF TO SUPPORT RAMP, TAXIWAYS, AND LANDSIDE SNOW REMOVAL OPERATIONS. THIS WOULD GIVE OUR CUSTOMERS A MORE PREDICTABLE RESPONSE TO A SNOW EVENT. PLOWS WOULD STILL BE NEEDED. THESE PLOWS WOULD PERMIT US TO RETURN TO MORE OF A ROLE OF APPLYING SAND OR CHEMICAL. OUR CURRENT PLOWS ARE STARTING TO SHOW SIGNS OF METAL FATIGUE AND STRESS FRACTURES IN V-BEDS AND CHASSIS OF THE TRUCK. AS FOR THE 2 EA 2,000 GALLON SPRAY TRUCKS WE WOULD LIKE TO REPLACE THEM WITH 2-5,000 GALLON TRUCKS. WITH THE INCREASE CAPACITY, THIS WOULD MEAN FEWER CHEMICAL FILL UPS AND MORE TIME ON THE AIRFIELD.

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15028 - Elevators 11,15,16,17 Rehab **Priority: 2-Important**
Project Manager: Ragan Fallang **Project Status: Active**
P&E Proj. Mgr. Ragan Fallang

Program Name Facility Improvement
Project Type Terminal - Misc.
Description Modernization/Rehab with controls upgrade plus new finishes. To upgrade all controls and mechanicals to meet new code requirements and install new finishes that match new CRAA standards: To include:
New electronic controls, door eye rays, pumps and oil, lighting upgrades, interior finishes, oil coolers if needed, cylinder if needed, guide rollers, speed controls
Independent HVAC for machine rooms, upgraded safety features, sump pumps in pit, electrical in shaft upgrades
Brushed Stainless steel wall panels, bright SS ceilings, LED lighting, new walk off J&J carpet, infrared eye rays.
Justification Elevator 11 is 27 years old. Elevator 15, 16 and 17 are 21 years old. Hydraulic elevators have a life expectancy of 15/20 years before upgrades and improvements are recommended. Pumps and technology for controls are much more advanced than the current in-place systems. By upgrading/ modernizing these elevators, we will be able to get an additional 10-15 years from these units and make them smoother riding, quieter, safer and more aesthetically pleasing for the rider. 11- is 8 years over useful life expectancy, 15-17 are 2 years over useful life expectancy and all are very heavily used on a daily basis.
Alternatives Considered Total replacement. Pros of replacement: new cab structures. (not necessary at this time). Cons: much more expensive than mods and take much longer to construct. (longer downtime). Not feasible for the life expectancy of existing terminal.
Pending Action N/A
Comments

15034 - Wireless System Upgrade - CMH Grounds **Priority: 2-Important**
Project Manager: Tim Ault **Project Status: Active**
P&E Proj. Mgr.

Program Name Facility Improvement
Project Type Landside Misc.
Description The wireless system at CMH reached end of life in 2011. The current Motorola system is being replaced with an Aruba solution in the CMH terminal. This project will expand the Aruba solution and provide wireless access to customers and CRAA associates in the buildings on the CMH grounds.
Justification The demand for wireless services continues to increase for our customers and CRAA associates. Aruba provides an industry leading solution that will allow us to offer a high quality complimentary wireless experience to our customers. The data collected from our wireless system will provide analytics that will be leveraged by BD&C to improve the customer experience and drive concessions revenue. Expanded wireless service in CRAA buildings, will support increased productivity for associates.
Alternatives Considered A number of options were considered regarding the building and number of access points (AP's). The buildings in scope already have Wi-Fi services on the old Motorola system. By removing buildings from the scope, we would be required to continue supporting the old system. The number of AP's for each building could be reduced but this would negatively impact the areas being serviced.
Pending Action
Comments

Columbus Regional Airport Authority
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15036 - CMH ALP Update

Priority: 2-Important

Project Manager: Mark Kelby

Project Status: Active

P&E Proj. Mgr. Mark Kelby

<i>Program Name</i>	Planning
<i>Project Type</i>	Airfield - Misc.
<i>Description</i>	This project involves preparation of an as-built Airport Layout Plan (ALP) Update to reflect construction and demolition projects that have occurred since the last ALP update.
<i>Justification</i>	An approved ALP is necessary to receive financial assistance under the terms of the Airport and Airway Improvement Act of 1982 (AIP) as amended, and to be able to receive Passenger Facility Charge funding: United States Code (USC) 47107(a) requires in part, a current ALP approved by both the sponsor and FAA prior to the approval of an airport development project; USC 47107(a)(16) requires that the airport sponsor maintain an ALP that ensures the safety, utility and efficiency of the airport; and grant assurance 29 requires that the sponsor keep the ALP up to date at all times. An ALP remains current for a five-year period, or longer, unless major changes at the airport are made or planned.
<i>Alternatives Considered</i>	None
<i>Pending Action</i>	Inclusion of ALP Update project in grant application for Rehabilitation of Runway 10L-28R & Associated Airfield Improvements. Execution of AIP grant. Consultant selection.
<i>Comments</i>	None

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15041 - Radio Upgrade

Priority: 1 – Critical

Project Manager: Tracy Osborne

Project Status: Active

P&E Proj. Mgr.

Program Name Customer Service

Project Type Equipment

Description To purchase radios and accessory equipment (batteries, charges, and mics).

Justification Upgrading to digital is a Public Safety requirement, both the Franklin County and the City of Columbus radio systems are being upgraded to digital. CRAA must follow suit to be able to stay on their systems and have the capability to communicate with mutual aid partners and surrounding public safety communities.

Flash Upgrades that increase bandwidth capability of the radios (required to make some current radios work on the new digital system as opposed to buying all new radios)

New antennas for existing radios (necessary due to the new digital system operating on a different frequency than we do now)

New radios and related equipment (chargers, microphones, batteries, etc...) needed to replace current radios which cannot be upgraded to work on the new digital system

Upgrades to radio console equipment (computers, software, etc...) in the Comm Center. TS does not support the radio computers and software, nor do the radio computers touch our network. It is a stand-alone network in the Comm Center for radio communications only. B&C Communications will complete all installs.

Service agreement for all new above listed radio equipment in the Comm Center (this gets us through the end of 2016, the 2017 service agreement will be budgeted for next year)

Bi-Directional Antenna (BDA) system to enhance radio coverage in the basement (the BDA should not be needed after the DAS is in place, but is absolutely required to allow radios to function until then). The BDA can either be sold (possible 50% return) when the DAS has proved to be effective or retained and converted to a portable system to be deployed at special events or disasters in which radio communications inside buildings is absolutely necessary (preferred). The BDA could also act as a back-up to the DAS in the basement.

Alternatives Considered There are no alternatives to consider as our current radios will not function in a digital environment.

Pending Action

Comments Franklin County is currently migrating users to their new system and wants CRAA to move ASAP.

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15042 - Project Gating and Development **Priority: 3—Can be Deferred**
Project Manager: Rebecca Fontaine **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Landside
Description This project is to hold dollars for projects that are selected to go thru the project gating process as outlined by strategic priorities #2A and #3 and by the project steering committee (executive staff).
 Originally, these dollars were going to be operating, but after discussions with Randy Bush, it was agreed that the dollars would be held in the capital budget and recalssified as operating if necessary.
Justification NA
Alternatives Considered Originally, these costs were going to be tracked as operating.
Pending Action
Comments

15049 - N. Airfield Gen Aviation Development **Priority: 1 – Critical**
Project Manager: Dave Gotschall **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Airfield - Misc.
Description A private, general aviation corporate hangar will be constructed on the north airfield adjacent an existing concrete aircraft parking apron. The CRAA will be responsible for several items of the development. 1) An analysis of the existing concrete apron to assure its structural integrity for long-term use. 2) NEPA clearance. 3) Wetland mitigation. 4) Existing drainage ditch relocation. 5) Existing concrete apron pavement repairs. The CRAA will contract for and execute items 1), 2), 3), and 5). Item 4) will be constructed by the developer, with reimbursement by the CRAA.
Justification As owners of the undeveloped property and the concrete apron, the CRAA will be responsible to assure that the proper NEPA clearance is obtained, that wetlands and drainage ditches are mitigated and relocated, and that the concrete apron is in a condition for the safe operation of aircraft.
Alternatives Considered N/A
Pending Action N/A
Comments N/A

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15050 - Microsurface International Gateway **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Landside
Description International Gateway and all the connecting roads to the Employee, Blue, and Red parking lots will receive a microsurface treatment to extend the life of the pavement. The area is approximately 143,000 square yards.
Justification International Gateway (including the Loop Road) and the connecting roads to the parking lots were constructed in 2008 and 2009. PCI's from the 2012/13 PMP update range from 75-94. The surface of the pavement has been observed by CRAA staff to have begun deteriorating. A microsurface treatment is needed to maintain the pavement and prolong the life of the surface for approximately 6-7 years, providing for a consistent riding surface and look. PCI's will again be determined in October of 2015 with the 2015/16 PMP update.
Alternatives Considered 1. Do nothing and patch as necessary. International Gateway is the "front entrance" to Port Columbus. Multiple patches would potentially make for an uneven ride and would not be aesthetically pleasing.
2. Allow for continued deterioration. Fill and replace 2 inches of the surface at a later time (1-3 years). Cost would be approximately \$6 mill.
Pending Action N/A
Comments N/A

15051 - Parking Lot East of Fairfield Inn **Priority: 1 - Critical**
Project Manager: Ray Fridley **Project Status: Active**
P&E Proj. Mgr. Ray Fridley

Program Name None
Project Type Landside
Description This project will construct a parking lot east of the Fairfield Inn to use for parking valet parking in order to alleviate parking congestion in the garage. The lot would be approximately 13,000 square yards and provide for approximately 400 spaces.
Justification Currently long-term parking in the garage is full during certain days. In order to provide for more parking in the garage, this lot will be constructed. It will be used for valet parking.
Alternatives Considered 1.Continue to close parking garage on peak days and redirect customers to other lots – Not preferred.
2.Initiate Construction of CONRAC Early – Not preferred.
Pending Action
Comments N/A

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

15052 - VALE Grant- Jet Bridge PCAU/GPU **Priority: 1 – Critical**
Project Manager: Ray Fridley **Project Status: Active**
P&E Proj. Mgr. Ray Fridley

Program Name Facility Improvement
Project Type Equipment
Description Utilizing an FAA approved VALE grant, purchase and install 13 Ground Power Units (GPU's) and 11 Pre-conditioned Air Units (PCAU's) on existing CRAA owned jet bridges.
Justification To provide consistent service to our airline partners, the CRAA will purchase electrified PCAU's and GPU's for all gate areas which do not currently possess them. The jet bridge auxiliary equipment will releave the requirement for airlines to run APU's in the gate areas, thus saving airlines dollars, removing fumes within close proximity to the terminal building, and removing emissions from the atmosphere. The project also includes all necessary electrical upgrades required to operate the auxiliary equipment at each jet bridge. This project will be funded 75% by a federal VALE grant, providing the opportunity to implement PCAU's and GPU's campus wide.
Alternatives Considered Continue to allow airlines to utilize APU's within the gate area.
Repair/Replace existing GPU's and PCAU's on an as-needed basis through operational budgets.
Continue to have inconsistent service to CRAA airline tenants through GPU/PCAU possessions.
Pending Action Full FAA approval of VALE grant application.
Comments

15056 - Food Court Renovations **Priority: 2–Important**
Project Manager: Ray Fridley **Project Status: Active**
P&E Proj. Mgr.

Program Name Terminal Modernization
Project Type Terminal - Misc.
Description The project addresses the aesthetic elements of the food court. Misc. demo, ceiling replacement, flooring replacement, lighting replacement, sprinklers replacement, diffuser replacement, artwork installation, queuing systems, phasing .
Justification The Food Court is the only public facing component of the Terminal that was not included in the TMP.
Alternatives Considered NA
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

16010 - Replacement Power Outlets

Priority: 2-Important

Project Manager: Dave Saleme

Project Status: Active

P&E Proj. Mgr.

Program Name

Project Type Terminal - Misc.

Description By 2016 the power outlets installed on the holdroom seating will need replacement. This project will upgrade both the outlets and how they are connected to the power source to the then current industry standard.

Justification Replacing a terminal wide amenity provided to the passengers.

Alternatives Considered None.

Pending Action

Comments

16011 - CMH Upgrade ATC Audio Recorders

Priority: 2-Important

Project Manager: Dave Wall

Project Status: Active

P&E Proj. Mgr.

Program Name Noise

Project Type Noise

Description This project includes the upgrade of the existing ANOMS system. Typical enhancements include updated software packages and computer hardware replacements. These enhancements will keep the current ANOMS system state-of-the-art.

Justification This project is to be an approved element of the FAA approved Part 150 Noise Compatibility Program for Port Columbus, and is anticipated to be included as a recommended element of the upcoming Noise Compatibility Program Update beginning in July 2014. Implementation of this project will reinforce the Airport Authority's commitment to reducing the aircraft noise impact on the communities surrounding Port Columbus.

Alternatives Considered By not performing the project, the ANOMS system could suffer deficiencies that seriously affect the system in capturing noise and radar data, and efficiently using ANOMS.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

16015 - Escalators 3,6,9,12 & F Rehab

Priority: 2-Important

Project Manager: Ragan Fallang

Project Status: Active

P&E Proj. Mgr.

Program Name Facility Improvement

Project Type Terminal

Description To upgrade all controls and mechanicals to meet new code requirements and install new finishes that match new CRAA standards.

Justification These escalators are 25 years old. Escalators have a life expectancy of 15/20 years before upgrades and improvements are recommended. Technology for motors and controls are much more advanced than the current in-place systems. By upgrading/modernizing these escalators, we will be able to get an additional 10-15 years from these units and make them smoother riding, quieter, safer and more efficient. Two speed motors will allow for less power consumption when sensing no riders. Current units run full speed 24/7.

Alternatives Considered Total replacement including rails and new finishes. Not necessary at this time. Cons of replacment: much more expensive than mods and take much longer to construct. Not feasible with life expectancy of existing terminal.

Pending Action N/A

Comments

16023 - Apron Fire Break Replacement

Priority: 1 – Critical

Project Manager: Bart Powell

Project Status: Active

P&E Proj. Mgr. Bart Powell

Program Name Pavement Management

Project Type Airfield - Misc.

Description The work will consist of removing the top 16-inches of the trench drains walls, re-forming and placing new concrete with a new frame and grate system.

Justification The integrity of the trench drain firebreaks is being compromised due to environmental conditions as well as inferior design and construction. Emergency repairs are being made by Airfield Maintenance on a case by case basis. However, making these necessary repairs in a timely manner is sometimes compromised by other Airfield maintenance responsibilities. Additionally, the potential exists that a particular section of drain, in need of repair, could be overlooked or not discovered soon enough before a possible failure occurs. A failure or collapse of a firebreak could result in major property damages to aircraft or support vehicles. Repairs that are made to the firebreak by Airfield Maintenance, are only temporary in nature and do not substitute as a permanent repair. When repairs are made, Airline operations are impacted for a period of time. Frequent unplanned emergency repairs negatively impacts the operational effectiveness of both the Airlines and the CRAA

Alternatives Considered Continue to repair the trench drain fire breaks on a case by case basis by Airfield Maintenance and run the risk of overlooking a needed repair or not discovering one before a failure occurs, in addition to impacting Airline operations more frequently.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

16028 - Build and Launch 5 New Websites

Priority: 2-Important

Project Manager: Angie Tabor

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Terminal - Misc.

Description This project will build and launch 5 new websites to replace CRAA's current 10 websites, which are becoming outdated from a design and functionality standpoint, including a content management system that is being sun-setted.

Justification The current websites, which were first built and launched about 14 years ago and underwent a major update about 5 years ago, are quickly becoming outdated from a functionality standpoint as well as from a messaging and design standpoint.

Alternatives Considered The alternative is to take down all the websites when they reach the end of their functional life span in 8-12 months. However, the project team does not consider this to even be an option for our organization.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

16029 - Microsoft Dyn. NAV 2013 R2-Upgrade

Priority: 2-Important

Project Manager: Bob Leffler

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Terminal - Misc.

Description Upgrading the current Microsoft Dynamics ERP system.

Justification

1. People: Productive & Engaged Workforce - Microsoft Dynamics NAV is a key system for the organization. Key departments that contribute to daily benefits/processes are: Accounting/Finance, Technology, Project & Engineering, Building Maintenance, and Inventory. An upgrade to NAV will maintain a productive and engaged workforce. It will provide challenging and meaningful work environment that allows employees to excel at their jobs (new features/functionality), as well as provide more flexibility in problem solving - resulting in better customer service.
2. Process & Tech: Organizational Effectiveness - this project will increase efficiency across the organization by helping establish standard operating procedures, promote process improvements and Key Performance Indicators.
3. Process & Tech: Inspire Innovation - upgrading to Serenic NAV 2013 R2 will position CRAA for continuous improvements, cost reduction (particularly departments: Accounting, Building Maintenance, Purchasing), provide security (user access regarding who approves financial decisions etc.), customer service (providing quicker turn-around response to customers - Airlines/Concessions/Internal Employees).
4. Process & Tech: Operational Excellence - upgrading to Serenic NAV 2013 R2 will contribute to CRAA goal of being operational excellence by mitigating risks regarding its financial system while incorporating security access to each individual.
5. Financial: Strengthen Financial Health - upgrading to Serenic NAV 2013 R2 will strengthen CRAA financial health by providing a better view/analysis of its expenses and cash flow, approvals, reduce future customization cost due to more out of box functionalities, and increasingly allow for quicker and more accurate decision making by having more accurate data.
6. Customer & Community: Exceed Expectations - newer functionalities within NAV 2013 R2 will allow CRAA to deliver better customer expectations (Airlines/Tenants/Internal Employees) - improved Workflow Routing, Accounting/Finance processes etc. Some key new functionalities are emailing statements directly from NAV - it will help reduce the amount paper, obtain quicker answers regarding invoices as it would be more readily available through the user interface, etc.

Alternatives Considered

1. Wait for new NAV version:
CRAA could wait until Serenic Navigator releases the latest version of Serenic NAV 2016. The challenge with this option is that Serenic has not release an official date. CRAA will risk waiting for an unknown date, while running an unsupported software from Microsoft, Serenic NAV 2009 (Microsoft is no longer providing Mainstream support for NAV 2009). If decide to move forward with NAV 2016, CRAA will risk running the first software version on the market. NOTE: Serenic was going to release NAV 2015, but decided to hold and move forward with 2016 instead.

2. Available vendor:

A deciding factor for this project was a vendor that could quickly learn CRAA processes to perform the upgrade. A smooth upgrade and process improvements are key requirements for the project to be a success. CRAA also wanted to make sure the vendor will have the ability to take support/maintenance. If these requirements could not be met, the next step was to research for a new software. Intelice Solutions has been able to meet these requirements.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

16032 - Parking Access Revenue Control Syst.

Priority: 1 – Critical

Project Manager: Robert Beggerow

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Landside

Description ?PARCS Service provider, 3M, is exiting the PARCS market and will only provide 2 years of support for the EFMS software. The software has proven unreliable in processing transactions and now requires ongoing monitoring and manual intervention. Existing hardware at all parking facilities must e removed and new hardware and software will be required.

Justification Parking is the number one (1) revenue source to the Authority. Approximately 85% of the revenue collected for parking is paid by credit card. It is the responsibility of the Authority to ensure that the hardware and software used to collect this revenue is reliable and compliant with all standards as set forth by the credit card industry. If those standards are not met and a breach of credit card information occurs, the fees assessed and the reputation of this organization are detrimental.

Alternatives Considered Keep the current system with the uncertainty of reliability of credit card processing, PCI Compliance standards and associated hardware and software updates. Purchasing a fully functional and supported system that will be supported, warranted, for the expected life cycle of 10 years.

Pending Action

Comments

17000 - Annual Technology Refresh Program

Priority: 1 – Critical

Project Manager: Marta Glass

Project Status: Active

P&E Proj. Mgr. Alex Beaver

Program Name Technology Refresh

Project Type Equipment

Description Recurring annual project which provides capital funds to refresh the existing CRAA technology infrastructure and maintaining technology assets that have come to end of their support. Includes improvements and stabilization of the existing physical infrastructure throughout CMH by supporting data distribution, networking, cabling, hardware/software refreshes, and security compliance. The tech refresh project will ensure technology services can continue to meet the increasing capacity demands of our organization.

Justification Annual technology maintenance will ensure Technology Services can continue deliver services to meet the needs of our business partners, tenants, and customers of the Columbus Regional Airport. Without these enhancements to our technology infrastructure, CRAA runs the risk of impacting the day to day operations and services provided by the airport. Infrastructure enhancements also support our efforts to pro-actively update our network to address the ever changing security threats faced by CRAA and the increasing demand for disc storage.

Alternatives Considered Technology will work with our business partners on an ongoing basis to define enhancements and explore alternative options that will best meet their needs.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

17004 - Parking Shuttle Buses (5) 14-Passngr **Priority: 2-Important**
Project Manager: Tracey Pomeroy **Project Status: Active**
P&E Proj. Mgr. Alex Beaver

Program Name Vehicle Replacement
Project Type Equipment
Description Purchase of five shuttle buses on an annual basis. Each bus will be equipped with the capacity to transport 14 passengers and one driver. Each bus will also be equipped with the following: wheelchair lift; message sign; HD heating and air conditions; 40 inch doorways; E450 chassis; luggage racks; all required safety equipment and decals; upgraded interiors (seat fabrics and flooring); aluminum side and rear panels; driver mirror upgrades; vehicle radios and other equipment.
Justification Provide a high level of customer service. Annual usage of a shuttle bus ranges between 45,000 to 50,000 miles each year. The life of a shuttle bus with this amount of use is 4 years before the electrical systems and interiors become very poor. Our current schedule requires 20 buses on the street at one time. Five additional buses are necessary for repairs and maintenance. This requires a fleet size of 25 buses. Under a consistent replacement program of every four years (life of a shuttle bus), Six buses must be purchased each year in order to maintain an adequate fleet size that can be properly maintained. John Bumgartner has reviewed this replacement program and is in agreement.
 In, addition, an alternative fuel (Liquid Propane) is to be used causing an increase to the purchase price of each bus in the amount of \$10,000.00 from the previous purchase price of each bus.
Alternatives Considered None
Pending Action None
Comments None

17006 - FIDS/BIDS System Replacement **Priority: 2-Important**
Project Manager: Mark Mulchaey **Project Status: Active**
P&E Proj. Mgr.

Program Name
Project Type Terminal
Description Replacement of all FIDS/BIDS monitors at CMH; replacement of all FIDS/BIDS system hardware; upgrade of FIDS/BIDS operating system. Extension of FIDS info/displays to off-site locations such as convention center, hotels, etc.
Justification Replacement of both of these families of monitors, equipment, and software in one comprehensive effort would yield cost & efficiency synergies, as well as allow for common technology across both. In conjunction with this effort, the upgrade of technology to drive the FIDS/BIDS and video wall system should be considered. The extension of FIDS/BIDS info to off-site locations such as the convention center, hotels, etc. is a logical next step for us to take to enhance customer engagement & experience, as well as to strengthen our partnerships with community agencies and organizations.
Alternatives Considered None.
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

17007 - CMH Ops/BDC Office Reconfig **Priority: 2-Important**
Project Manager: Derrick Mills **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Terminal - Misc.
Description ?Renovation and reconfiguration of offices for BD&C, Operations, Public Safety, due to areas being outdated based upon age and staffing. Areas need to be refreshed and reconfigured to keep them clean, updated, and maximize usefulness. The overall scope of work for BD&C, Ops, and PS offices are replacement of carpet, rubber base, and re-paint all areas throughout the construction zones.
Justification Cleanliness of current offices and reconfiguration of offices to promote incentives for current employees provides motivation to current employees at CRAA.
Alternatives Considered ?Department Managers want updated offices for their staff. No alternative way to accomplish this unless the department is relocated.
Pending Action
Comments

17008 - Passngr Traffic Flow Identification **Priority: 2-Important**
Project Manager: Dave Saleme **Project Status: Active**
P&E Proj. Mgr.

Program Name
Project Type Terminal - Misc.
Description Explore opportunities to measure and report on passenger traffic flow though the terminal environment. This effort will utilize then current technologies to both measure and report, recognizing at the time of initial charter drafting there are many options in the development phase.
Justification Pre-security revenues have not risen as fast as post security revenues. Minimizing concern over checkpoint wait times will help passengers better use their wait time, and more freely shop in our abundant specialty shops pre-security. Additionally, the effort might include the ability to identify meeter and greeters, and their tendencies while in the terminal.
Alternatives Considered Static signage on cueing line.
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

17017 - Rehabilitate Taxiway J **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Planned**
P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield
Description This project will mill/remove and replace 3 inches of asphalt pavement and repair any subgrade problems the full east-west length of the taxiway, up to the Runway 10L-28R Hold Lines, and J5 to Nationwide Insurance's hangar/apron/ramp. The area is approximately 65,000 square yards. Asphalt material is PG70-22.
Justification The surface pavement will have served its useful life. A mill and replace will restore the deteriorating surface and allow the pavement to be safely utilized by aircraft for an additional 15-20 years.
Alternatives Considered None
Pending Action
Comments Cost estimate updated Oct 28, 2015 by Dave G.

17019 - Rehab Terminal Apron & Txy E Asphalt **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Active**
P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield
Description This project will mill/remove and replace 4 inches of asphalt pavement and repair any subgrade problems over approx. 202,000 square yards of the Terminal Apron. Also, edge lights and signs will be replaced with LED fixtures and lighting cables will be replaced. The Terminal Apron work is divided in to two phases. The first phase will rehabilitate the southern half of the apron's asphalt and the second phase will rehabilitate the northern half of the apron's asphalt. Approximately one-third of both the south and north areas will receive a 2 inch surface course of PG88-22 asphalt (FAA Spec P-601)
This project will also mill/replace 4 inches of asphalt pavement and repair any subgrade problems the full east-west length of Taxiway E, up to the Runway 10L-28R Hold Lines and the taxiway bridges over Sawyer Road (Taxiways E1, E2, & K). The area is approximately 81,300 square yards. Of the 4 inches to be replaced, the bottom 2 inches will be PG70-22 (FAA Spec P-401 & P-403) asphalt and the top 2 inches will be PG88-22 asphalt (FAA Spec P-601).
Design is planned for 2017-18. Terminal apron construction phase 1, southern half, is planned for 2018. Terminal apron construction phase 2, northern half, is planned for 2019. Construction for TW E planned for 2018.
Justification The surface pavement will have served its useful life. A mill and replace will correct the deteriorating surface and restore the surface, allowing the pavement to be safely utilized by aircraft for an additional 15-20 years. Due to heavier, commercial aircraft taxiing and utilizing this apron, a 4 inch mill and replacement is planned.
Alternatives Considered None
Pending Action
Comments Jan 12 2017 - Combined Rehab Terminal Apron Asphalt 2 (18009) and Rehab TW E (18008) with this project. Dave G

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

17026 - Bridgeway Ave Drainage Improvements

Priority: 2-Important

Project Manager: Dave Gotschall

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Landside Misc.

Description In 2016 a sinkhole occurred in the shoulder of the road near the box culvert at the "S" curve. Upon considering the causes, it was determined that drainage improvements on both sides of the road and along the box culvert, as well as repairs made to the box culvert, are needed. This project will regrade the area, install under drains in the area, and make repairs and seal joints in the box culvert.

Justification N/A

Alternatives Considered None

Pending Action

Comments

17027 - 2017 CMH Vehicle Replacements (3)

Priority: 2-Important

Project Manager: Jay Stowe

Project Status: Active

P&E Proj. Mgr.

Program Name Vehicle Replacement

Project Type Equipment

Description This project will purchase 1 SUV and 2 pickups to replace three aging and likekind CMH vehicles(BT#15062, BT#15152, & BT#15239) that have met our Vehicle Replacement Policy requirements.

Justification This project will provide our internal customers with the needed reliable vehicles & tools to better service their customers. Less downtime will help productivity and lead to better financials.

Alternatives Considered Alternatives would be to continue to utilize the older high mileage vehicles and risk possible breakdowns and costly repairs.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

17029 - Substation F Transformer Replacement	Priority: 1 – Critical
Project Manager: Jason Compton	Project Status: Active
P&E Proj. Mgr.	

<i>Program Name</i>	None
<i>Project Type</i>	Equipment
<i>Description</i>	?This project is to replace the Transformer that is in Substation F. This transformer is currently past life expectancy and is a risk to the space and equipment on B concourse. This would include the B checkpoint and all TSA screening equipment.
<i>Justification</i>	?This project would drastically reduce the risk of losing functionality of the B checkpoint and stopping Airport operations for all of B concourse
<i>Alternatives Considered</i>	We have researched 2 options (copper/aluminum) for the transformer windings. We have chosen aluminum for cost efficiency.?
<i>Pending Action</i>	
<i>Comments</i>	

17030 - Substation E Transformer Replacement	Priority: 1 – Critical
Project Manager: Jason Compton	Project Status: Active
P&E Proj. Mgr.	

<i>Program Name</i>	None
<i>Project Type</i>	Equipment
<i>Description</i>	This project is to replace the Transformer that is currently in Substation E. This transformer is currently past life expectancy and is a risk to the space and equipment on B Mezz. This would include the EOC and Comm Center.
<i>Justification</i>	?This project would drastically reduce the risk of losing functionality of the Comm Center and Public Safety effectively shutting down Airport operations.
<i>Alternatives Considered</i>	We have researched 2 options (copper/aluminum) for the transformer windings. We have chosen aluminum for cost efficiency.?
<i>Pending Action</i>	
<i>Comments</i>	

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

17031 - Substation M Transformer Replacement **Priority: 1 – Critical**
Project Manager: Jason Compton **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Equipment
Description This project is to replace the transformer that is in Substation M. This transformer is currently past life expectancy and is a risk to the space and equipment on B Concourse. This would include multiple jet bridges, office areas for Accounting Finance and Technology Services. This also provides power to the TSA Comm Center and office area.
Justification ?This project would drastically reduce the risk of losing functionality of the TSA Comm Center and most of B concourse.
Alternatives Considered ?We have researched 2 options (copper/aluminum) for the transformer windings. We have chosen aluminum for cost efficiency.
Pending Action
Comments

17037 - Active Directory Upgrade **Priority: 2–Important**
Project Manager: Bob Leffler **Project Status: Active**
P&E Proj. Mgr.

Program Name Technology Initiative
Project Type Terminal - Misc.
Description CRAA's current Active Directory (AD) implementation is 5 releases behind what is currently available from Microsoft. AD is a critical core service that provides authentication for all CRAA users, servers, applications and security settings. CRAA is at a heightened enterprise risk level and is exposed to additional security threats with the current AD implementation. Progress on several recent TS projects has been stopped due to not being on a more current release of Active Directory.
Justification ?Upgrading to the current Active Directory release will reduce our Enterprise risk level and ensures we have technology that supports the needs of our infrastructure and business partners. Upgrading AD is necessary for continuous improvement of our systems and will create efficiencies within the department.
Alternatives Considered ?Staying on the current version of AD is not a viable option based on the current needs of Technology Services to support our business partners and reduce cyber security risks.
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

18002 - Updt Pvmt Mgmt Prog 18/19 (PFC-Dep)

Priority: 2-Important

Project Manager: Dave Gotschall

Project Status: Planned

P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield - Misc.
Description The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.
Justification The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2015/2016.
Alternatives Considered None.
Pending Action None.
Comments Updated cost estimate to do PMP update by Dave G Oct 28, 2015.

18004 - Parking Shuttle Buses (5) 14-Passngr

Priority: 2-Important

Project Manager: Tracey Pomeroy

Project Status: Planned

P&E Proj. Mgr. Alex Beaver

Program Name Vehicle Replacement
Project Type Equipment
Description Purchase of five shuttle buses on an annual basis. Each bus will be equipped with the capacity to transport 14 passengers and one driver. Each bus will also be equipped with the following: wheelchair lift; message sign; HD heating and air conditions; 40 inch doorways; E450 chassis; luggage racks; all required safety equipment and decals; upgraded interiors (seat fabrics and flooring); aluminum side and rear panels; driver mirror upgrades; vehicle radios and other equipment.
Justification Provide a high level of customer service. Annual usage of a shuttle bus ranges between 45,000 to 50,000 miles each year. The life of a shuttle bus with this amount of use is 4 years before the electrical systems and interiors become very poor. Our current schedule requires 20 buses on the street at one time. Five additional buses are necessary for repairs and maintenance. This requires a fleet size of 25 buses. Under a consistent replacement program of every four years (life of a shuttle bus), Six buses must be purchased each year in order to maintain an adequate fleet size that can be properly maintained. John Bumgartner has reviewed this replacement program and is in agreement. In, addition, an alternative fuel (Liquid Propane) is to be used causing an increase to the purchase price of each bus in the amount of \$10,000.00 from the previous purchase price of each bus.
Alternatives Considered None.
Pending Action None.
Comments None.

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

18010 - Annual Technology Refresh

Priority: 1 – Critical

Project Manager: Eric Bogard

Project Status: Planned

P&E Proj. Mgr.

Program Name Technology Refresh

Project Type Equipment

Description Recurring annual project which provides capital funds to refresh the existing CRAA technology infrastructure and maintaining technology assets that have come to end of their support. Includes improvements and stabilization of the existing physical infrastructure throughout CMH by supporting data distribution, networking, cabling, hardware/software refreshes, and security compliance. The tech refresh project will ensure technology services can continue to meet the increasing capacity demands of our organization.

Justification Annual technology maintenance will ensure Technology Services can continue deliver services to meet the needs of our business partners, tenants, and customers of the Columbus Regional Airport. Without these enhancements to our technology infrastructure, CRAA runs the risk of impacting the day to day operations and services provided by the airport. Infrastructure enhancements also support our efforts to pro-actively update our network to address the ever changing security threats faced by CRAA and the increasing demand for disc storage.

Alternatives Considered Technology will work with our business partners on an ongoing basis to define enhancements and explore alternative options that will best meet their needs.

Pending Action

Comments

18011 - CMH NETJETS HANGAR 2 AMENDMENT #5

Priority: 1 – Critical

Project Manager: Connie Tursic

Project Status: Planned

P&E Proj. Mgr.

Program Name Real Estate Development

Project Type Landside Misc.

Description Reimbursement to NetJets for the unamortized value of the bldg. roof replacement cost.

Justification Reimbursement to NetJets for the unamortized value of the bldg. roof replacement cost as required the Lease Amendment #5.

Alternatives Considered none

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

18013 - 2018 CMH Vehicle Replacements (7)

Priority: 2-Important

Project Manager: Jay Stowe

Project Status: Planned

P&E Proj. Mgr.

Program Name Vehicle Replacement
Project Type Equipment
Description ?This project will replace seven aging CMH vehicles (BT#15187, BT#15150, BT#15198, BT#15088, BT#15203, BT#15238, & BT#15140) utilized by mutiple different departments. Vehicles being replaced will be disposed of using the auction process.
Justification These vehicles will provide our internal customers with the needed reliable resources to better service their external customers. Less downtime leads to better productivity helping the financial state.
Alternatives Considered Alternatives would be to continue to utilize the older poor condition vehicles and risk possible breakdowns and costly repairs.
Pending Action
Comments

19002 - Nse Ex Map/Comp Prg Updt (Grant-Dep)

Priority: 2-Important

Project Manager: Dave Wall

Project Status: Planned

P&E Proj. Mgr.

Program Name Noise
Project Type Noise
Description
Justification The NEMs should be updated every two to three years to consider changes in operating levels and patterns, as well as updates of the noise modeling software. In addition, the NCP should be updated in accordance with the Federal Aviation Administration's (FAA's) guidelines to quantify noise impacts, and identify solutions to mitigate the impacts.
Alternatives Considered There are none.
Pending Action N/A
Comments N/A

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

19004 - Annual Technology Refresh

Priority: 1 – Critical

Project Manager: Eric Bogard

Project Status: Planned

P&E Proj. Mgr.

Program Name Technology Refresh

Project Type Equipment

Description Recurring annual project which provides capital funds to refresh the existing CRAA technology infrastructure and maintaining technology assets that have come to end of their support. Includes improvements and stabilization of the existing physical infrastructure throughout CMH by supporting data distribution, networking, cabling, hardware/software refreshes, and security compliance. The tech refresh project will ensure technology services can continue to meet the increasing capacity demands of our organization.

Justification Annual technology maintenance will ensure Technology Services can continue deliver services to meet the needs of our business partners, tenants, and customers of the Columbus Regional Airport. Without these enhancements to our technology infrastructure, CRAA runs the risk of impacting the day to day operations and services provided by the airport. Infrastructure enhancements also support our efforts to pro-actively update our network to address the ever changing security threats faced by CRAA and the increasing demand for disc storage.

Alternatives Considered Technology will work with our business partners on an ongoing basis to define enhancements and explore alternative options that will best meet their needs.

Pending Action

Comments

22000 - Red Parking Lot South Addition

Priority: 2–Important

Project Manager: Dave Wall

Project Status: Planned

P&E Proj. Mgr.

Program Name Midfield Development Phase 2

Project Type Landside

Description Following the relocation of Runway 10R-28L, approximately 16 acres south of the existing Red Lot will be converted to surface parking. The site will provide space for approximately 2,121 vehicles and bring the total capacity of the Red Lot to 4,832 public parking spaces. The south addition will have connectivity to the existing Red Lot, and also provide an exit/entrance plaza for access from Stelzer Road at 17th Ave. Striping improvements on 17th Ave and Stelzer Road, along with the addition of a left turn lane (southbound Stelzer Road), are included in the cost estimate.

Justification Approximately 4,573 public parking spaces will be demolished in the Blue Lot to make room for construction of the new Terminal. The Red Parking Lot South Addition will provide a portion of the lost spaces for replacement parking.

Alternatives Considered xx

Pending Action xx

Comments xx

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

25001 - Existing Terminal Demo & Apron Repl. **Priority: 2-Important**
Project Manager: Mark Kelby **Project Status: Planned**
P&E Proj. Mgr.

<i>Program Name</i>	Midfield Development Phase 2
<i>Project Type</i>	Landside
<i>Description</i>	This project involves demolition of the following: terminal building, short-term parking garage structure, departure level roadway, arrival level roadway, terminal entrance roadway, site lighting and site fencing. After demolition is completed, the terminal building footprint will be replaced with aircraft apron pavement.
<i>Justification</i>	Upon completion and opening of the new midfield terminal and associated projects, demolition of the existing terminal and replacement with aircraft apron pavement will be required in order to allow redevelopment of the site.
<i>Alternatives Considered</i>	One alternative considered by CRAA was a phased relocation to the new terminal. This alternative is inefficient and costly due to duplication of services while operating two separate terminal areas until a full transition is complete. Another alternative previously considered by CRAA involved expansion of the existing terminal building; however the building has undergone previous expansions (A & C concourses) resulting in an inefficiently configured building containing redundant features, such as three separate security screening checkpoints.
<i>Pending Action</i>	Before demolition of the existing terminal and associated features can occur, construction of the following midfield development program elements must be completed: CONRAC, new passenger terminal complex and curbside, apron, parking garage, ground transportation center, roadways, utility corridor, central utility plant and other enabling projects.
<i>Comments</i>	None

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Port Columbus International Airport

9911B - Consolidated Rental Car Facility
Project Manager: Ragan Fallang
P&E Proj. Mgr.

Priority: 2-Important
Project Status: Active

Program Name Midfield Development Phase 1

Project Type Landside

Description This project will move the rental car companies out of the existing garage and off of International Gateway (Hertz, Avis) and into a consolidated rental car facility (CONRAC) in the loop road area. Specially, the existing quick-turn-around (QTA) as well as level P1 and P2 in the existing long term parking garage will be reclaimed. The project involves construction of a four-level ready/return structure and a three-level QTA structure, including roadway improvements for access into the new structures. In addition, there are enabling projects: Relocation of the Cell Phone Lot to a location west of the Post Office and north of the Hampton Inn along Sawyer Road, Relocation and demolition of the FAA Remote Transmitter/Receiver (RTR) C Site antennas to the open field south or east of Gate Gourmet, Relocating utilities and creating utility corridors, Demolition of the facility rental car facility (former Dollar Rent-A-Car) west of the existing Cell Phone Lot. Upon moving the rental car companies into the new CONRAC, the P1 and P2 level of the parking garage will be reclaimed for public parking. Additionally, the underground fuel storage tanks currently used to refuel rental cars, and located at the west end of Concourse C, will be removed.

Justification The long term parking in the parking garage is filling up 2-3 days per week. Reclaiming the first and second levels for parking will provide for additional needed parking spaces for long term parking. The Loop Road Study performed by Ricondo in 2014 identified this location to correspond with the construction of the future Terminal, placing it directly across from the future Terminal in order to provide excellent customer access.

Alternatives Considered Cassady Avenue and 17th Ave were considered as a locations back in the 2000's.

Pending Action

Comments Added add'l \$65k for RAC Study reqst. Land Acq. (500 & 501) to be funded with Cap. Rsrvs.
Environmental mitigation costs were moved to new CIP 08047 in March 2008.
Separated replacement parking into new CIP's.
October 2008 - Due to reduced impacts USACE is not the lead NEPA Agency; FAA is lead.
June 2009 - Revised costs based on construction estimates at conceptual level (ROM!)
Sept. 2009 - Push out costs to 2012/13 +
Costs per June 2009 revised estimates.
July 2010: Based on date of beneficial use goal of approx. 2016, deferred some costs.
February 2011: Revised D.B.O. to 2021 per Rod Borden email. Planning & Design should resume in 2018 with construction 2019 under new project # 9911B.
May 2011-all costs through 2012 will be archived in 9911 with all costs after 2012 going to new project 9911B.
March 2015 - Revised project description and justification to correspond with the Ricondo Loop Road Study accomplished in 2014.

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

07050A - Wetland & Stream Mitigation **Priority: 1 – Critical**
Project Manager: Eric Hensley **Project Status: Active**
P&E Proj. Mgr. Mark Kelby

Program Name Intermodal Industrial Development
Project Type Landside
Description
Justification Mitigation of wetland and stream impacts is required pursuant to provisions of the Clean Water Act and Executive Order 11990, regarding Protection of Wetlands.
Alternatives Considered Various wetland and stream mitigation alternatives are being considered to mitigate impacts from the GLP.
Pending Action
Comments \$100,000 has been added to element 900 for removal of the emergency interceptor near the landfill. This project will mitigate stream impacts in central campus. The anticipated date for this project is 2012.

08031 - New Air Traffic Control Tower **Priority: 1 – Critical**
Project Manager: Paul Ryan **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Airfield
Description Project development for a new Air Traffic Control Tower (ATCT) at LCK. This includes the creation of preliminary engineering materials designed to justify and communicate the need for the new ATCT. Additionally, the siting feasibility, full design and construction of the ATCT is included.
Justification The current ATCT at LCK is in a state of advancing deterioration. The services accomdated by this facility are intended to ensure safe and effienct use of the Airspace and Airport facilites by all users. The primary users of the Rickenbacker ATCT are certain military air wing components of the Ohio Air and Army National Guard, commercial cargo carriers (i.e. FedEx Express, UPS, AirNet Systems and Kalitta Air Cargo). The cessation or intermitent provison of air traffic services at LCK could jepardize the continued use (and associated revenue streams) of these primary users.
Alternatives Considered Alternative sites were evaluated as part of a Phase I site Assessment. Rehabilitation of the existing structure may be an option; however, an assessment conducted pre-merger suggested that the facility be replaced. A more recent assessment conducted by CRAA has also concluded that the facility should be replaced.
Pending Action FAA approval of the ALP Update and concurrence regarding the siting study recommendations.
Comments The ATCT Project Development costs (element 800) will be funded by 100% Capital Reserves.

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

09020 - Rickenbacker Parkway Phase 3A

Priority: 2-Important

Project Manager: Eric Hensley

Project Status: Active

P&E Proj. Mgr.

Program Name Intermodal Industrial Development

Project Type Landside

Description This project will continue a four lane curb and gutter road northeast from the eastern terminus of Phase 1A to the northeast edge of air cargo campus. This project also includes extension of utilities to serve the air cargo campus. Project will also include street lighting & landscaping.

Justification This extension is necessary to provide access to and develop the air cargo campus of the global logistics park. This project is a component of the loop road that is intended to completely surround the airport and provide access to developable land.

Alternatives Considered An alternatives analysis will be conducted during the project development process for Rickenbacker Pkwy. Phase 3.

Pending Action

Comments NEPA documentation for this project will be prepared in conjunction with the NEPA documentation for Air Cargo Campus in CIP project 07027.

09025 - Rickenbacker Parkway (Ph 2B)

Priority: 1 – Critical

Project Manager: Paul Ryan

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Landside

Description This project will construct a four-lane curb & gutter asphalt divided roadway from approximately Second St. northeast to the intersection of SR-317, including intersection improvements at Alum Creek Dr. The project will also include landscpaing, and street lighting. Sidewalks and a mutli-use pedestrian path will also be constructed.

Justification Anticipated truck traffic growth at the Intermodal Facility and Global Logistics Park nessecitate construction of a four-lane boulevard. Further, this project is consistent with recommendations suggested by the Mid Ohio Regional Planning Commission, who completed a Rickenbacker area road network assessment in 2006.

Alternatives Considered Several alternative intersection configuration were considered at the intersection of Rickenbaker Parkway and Alum Creek Dr. These alternatives were a signalized intersection, roundabout, and several "sweeping curve" options. Based upon feedback from applicable agencies and other stakeholders, the "sweeping curve" option was selected for further refinement.

Pending Action

Comments Project is a continuation of Rickenbacker Parkway to facilitate development of the Rickenbacker Global Logistics Park. Grant funding is 80% of construction costs and \$400,000 of design costs to a maximum cap of \$8,760,000 from MORPC STP. ODOT added \$616,000 in Transportation Enhancement Program funding for a portion of the shared-use/bike path. This additional funding is also subject to the 80/20 split & brings the total available federal grant funds to \$9,376,000. Included in this maximum federal cap amount is \$753,263.17 that is being reimbursed from ODOT directly to the City of Columbus for Construction Administration phase services, land acquisition & private utility relocation costs are 100% CRAA funded.

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

10011A - ACT 5 Ramp Reconstruct. Phase 2

Priority: 2-Important

Project Manager: Eric Hensley

Project Status: Active

P&E Proj. Mgr.

<i>Program Name</i>	Pavement Management
<i>Project Type</i>	Airfield
<i>Description</i>	The project consists of demolition of existing failed pavement and associated infrastructure and construction of an approximately 25,000 SY of 16-inch concrete pavement. Project also includes installation of approximately 800 feet of storm water trench drain/pipe, sediment settling structures, and construction of a glycol/deicing system. The deicing system components includes inlets, misc. gates and valves and underground piping capable of collecting discharged glycol/deicing fluid.
<i>Justification</i>	Pavement is currently failed and unusable for aircraft operations. This new pavement will be used to supplement current air cargo activity and anticipated increases associated with the construction of adjacent Air Cargo Terminal #4. The glycol/deicing component will be used to comply with potential effluent restrictions that may be mandated by OEPA and to facilitate tenant airline deicing operations.
<i>Alternatives Considered</i>	Asphalt was considered too flexible to support heavy static load aircraft. Apron wide glycol/deicer collection was also considered, but determined to be cost prohibitive.
<i>Pending Action</i>	
<i>Comments</i>	Glycol/deicing system primarily serves as collection, with a small percentage of storage capability. A separate project will need to be created to address longer term, large storage capacity at the "end of pipe".

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

10015 - Parking & Revenue Control System

Priority: 2-Important

Project Manager: Marcus Elliott

Project Status: Substantially Complete

P&E Proj. Mgr. Dave Gotschall

Program Name Technology Initiative

Project Type Equipment

Description To begin the process to develop a specification and RFP to put out for bid for new Parking and Revenue Control Equipment for LCK. This process will include specification and RFP development and evaluation and construction needed for installation/implementation. The RFP is planned to bid, test and award in 2009 with the installation/implementation to occur in 2010. The project will include a new parking file server and software, new power pads, ticket spitters, gate boxes, gate arms, credit card exit verifiers, pay on foot machines, AVI readers, training of all personnel IE: maintenance and training of all reports to be generated from the database. This installation/implementation will involve operating dual systems to avoid any interruption or inconvenience to our customers.

Justification The new equipment will replace aging equipment some of which was installed in 1999 and 2000. The 2009 budget for R&M Revenue Control equipment is \$22,166.00 monthly and \$265,992.00 annually. The goal is to reduce maintenance costs associated with older equipment and increase the functionality of the database while ultimately enhancing customer service. Currently, \$21,060.00 of that annual budget is PM work completed monthly by Signature Control Systems. The remaining projected expense is budgeted for parts and labor to replace and/or repair this older equipment. The approximate net savings is estimated at \$144,932.00 for 2010 leaving a budget of \$150,000.00 for parts and labor to replace and/or repair the older equipment until all new equipment is fully installed. The new equipment will be installed in phases to ensure that it is fully operational as stated and maintain the customer service levels expected. In addition, the normal warranty received with new parking equipment is one year parts and labor. The approximate net savings for 2011 is also estimated at \$244,932.00. The total net savings to the Airport could be estimated to be \$389,684.00 over a two year period. There is no separate breakdown for LCK and therefore the savings listed in this section include LCK.

Alternatives Considered None.

Pending Action None.

Comments Carl Walker Company is familiar with the operation and equipment used at CMH. They were hired in 2007 to determine if pay on foot technology would be a cost effective and customer service enhancement to their parking experience. It was determined at this time that this would be a cost effective and a customer service enhancement to LCK. We are planning to use them in the development of the specifications for the RFP and then coordinating with procurement on the details of the contract documents.

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

12028 - LCK Master Plan & ALP Update; AOS

Priority: 3—Can be Deferred

Project Manager: Mark Kelby

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Airfield - Misc.

Description This project involves conducting an aeronautical survey, per FAA Advisory Circular 150/5300-18B, to all four runway approaches at Rickenbacker International Airport. Information will be compiled and submitted to the FAA for planning and aeronautical purposes.

This project also involves preparation of an as-built Airport Layout Plan (ALP) Update to reflect construction and demolition projects that have occurred since the last ALP update.

Justification A periodic obstruction survey is necessary to determine hazards to aerial flight within the protected airspace of the airport. It is also used for planning purposes and to develop flight procedures. As a result of a June 2011 certification inspection, the FAA recommended an update to the airports obstruction survey, since the last one was conducted in 1997.

An approved ALP is necessary to receive financial assistance under the terms of the Airport and Airway Improvement Act of 1982 (AIP) as amended, and to be able to receive Passenger Facility Charge funding: United States Code (USC) 47107(a) requires in part, a current ALP approved by both the sponsor and FAA prior to the approval of an airport development project; USC 47107(a)(16) requires that the airport sponsor maintain an ALP that ensures the safety, utility and efficiency of the airport; and grant assurance 29 requires that the sponsor keep the ALP up to date at all times. An ALP remains current for a five-year period, or longer, unless major changes at the airport are made or planned.

Alternatives Considered NONE

Pending Action

Comments

14030 - LCK ATC Audio Recorders

Priority: 2—Important

Project Manager: Dave Wall

Project Status: Active

P&E Proj. Mgr.

Program Name Noise

Project Type Noise

Description This project includes the upgrade of the existing ANOMS system. Typical enhancements include updated software packages and computer hardware replacements. These enhancements will keep the current ANOMS system state-of-the-art.

Justification Implementation of this project will reinforce the Airport Authority's commitment to reducing the aircraft noise impact on the communities surrounding Rickenbacker. Implementation of this project will also allow efficient returns on noise related issues surrounding Rickenbacker.

Alternatives Considered By not performing the project and continuing using the processes in place, data and information can be incomplete, which can lead to delays responding back to community members surrounding Rickenbacker.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

14033 - CCTV Digital Migration LCK

Priority: 1 – Critical

Project Manager: Kristina Baker

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Security

Description As a continuation of Project #13021 (2013-2014), this project will replace and connect LCK cameras in the terminal building, airfield, and parking area to the new CMH digital video network to allow monitoring in the airport Communications Center.

Justification Once the digital CCTV network and software changes (Project 13021) are initiated, conversion of these cameras from analog to digital will provide a high-quality, seamless, easily-managed system.

Alternatives Considered Maintain analog cameras, existing cabling, and interface equipment. However video quality would continue to degrade and Public Safety's efficiency would be significantly reduced.

Pending Action

Comments

15011 - Runway Vacuum

Priority: 2–Important

Project Manager: Jay Stowe

Project Status: Planned

P&E Proj. Mgr.

Program Name Vehicle Replacement

Project Type Equipment

Description This project will replace a 2007 GMC/Schwarze road/ramp sweeper.

Justification Vacuum body & the carriage head needs replaced as it is worn out due to being 11 years old.

The cost to replace these parts could exceed \$25,000 or more & have a long downtime. This vacuum sweeper has exceeded its life expectancy of 10 years. Both the front & back engines have high hours & the high cost of repairs are not worth the investment. This vacuum sweeper is used in extreme conditions sweeping sand off runways, taxiways & construction projects. It is necessary for the cleaning of ramps & runway areas of debris harmful to the operation of aircraft.

Alternatives Considered Keep the 2007 vacuum sweeper & keep putting money into it for repairs & use snowbrooms to sweep taxiways when vacuum truck is down (which broom cores are costly).

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

15014 - LCK Runway 5R ALSF-2 Retrofit

Priority: 2-Important

Project Manager: Joe Herrmann

Project Status: Active

P&E Proj. Mgr.

Program Name None
Project Type Airfield - Misc.
Description Retrofit the Runway 5R Approach Lighting System (ALSF-2) lighting bulbs and fixtures.
Justification Existing infrastructure is over 20 years old. Current system parts availability is becoming a problem, resulting in unreliable operational service.
Alternatives Considered Operate without an ALSF-2 system. We would not be able to offer Category II ILS approaches if we do not have an ALSF-2 system.
Pending Action
Comments

15020 - LCK Air Cargo Term 2 Roof Replacemnt

Priority: 2-Important

Project Manager: Connie Tursic

Project Status: Planned

P&E Proj. Mgr.

Program Name Facility Improvement
Project Type Landside Misc.
Description Long range planning for roof improvements needed to maintain CRAA's LCK Air Cargo Terminal 2 asset.
Justification Protect and maintain CRAA assets.
Alternatives Considered None
Pending Action
Comments

15021 - Rickenbacker Terminal Renovations

Priority: 2-Important

Project Manager: Dale Raun

Project Status: Active

P&E Proj. Mgr.

Program Name Facility Improvement
Project Type Terminal - Misc.
Description Renovations to the Rickenbacker Terminal include but are not limited to refinishing underside of exposed roof decking, refinishing entrance canopy, HVAC, replacing hot water heater, parking lot rehabilitation.
Justification The Terminal is currently 10 years old. The facility is in good working order but some of the components and systems are showing wear. The appearance of the facility and reliability of the systems are critical to the passenger experience.
Alternatives Considered None
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

15024 - Air Cargo Terminal 5 **Priority: 2-Important**
Project Manager: Eric Hensley **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Airfield
Description Construction of an cargo multi-tenant, cross-dock facility of approximately 100,000 square feet adjacent to Air Cargo Terminal #4 on Ramp #3. The facility will be used to attract businesses conducting air cargo related trade and distribution as well as those requiring close proximity to U.S. Customs and the Foreign Trade Zone. The project will also include truck and vehicle parking with lighting on the landside and access to useable Ramp #3 pavements on the airside.

Project approval is necessary to initiate project and commence activities. Size of facility and location are subject to change pending consensus of final site layout.
Justification Air Cargo Terminal #4 was constructed in 2008 and is now fully leased, leaving a need for marketable Air Cargo facilities at the airport with smaller, leasable size floor space.
Alternatives Considered A smaller (~48,000 sf) facility was considered. However, given the anticipated demand, a larger facility was proposed.
Pending Action
Comments

15027 - LCK Jetbridge Replacement **Priority: 1 – Critical**
Project Manager: Dale Raun **Project Status: Active**
P&E Proj. Mgr.

Program Name Facility Improvement
Project Type Terminal - Misc.
Description Remove and scrap LCK jetbridge # 1. Purchase refurbished bridge and 6' walkway from Amerbridge and have installed at LCK # 1 position. Add new Ground Power Unit (GPU) and PCAir units to bridge. Upgrade all electrical needed for proper operation. GPU and PCAir to be installed using a VALE grant that will be reimbursable from the FAA at 90% of cost.
Refurbish LCK Jetbridge # 2 on site. remove old GPU and PCAir units that do not work. Add new Ground Power Unit (GPU) and PCAir units to bridge. Upgrade all electrical needed for proper operation. GPU and PCAir to be installed using a VALE grant that will be reimbursable from the FAA at 90% of cost.
Estimated adds under VALE grant : \$513,000 reimbursible @ 90% =\$461,700.00
Justification The Jetbridge on Gate # 1 is in very poor condition and is not usable. It needs to be replaced asap. That bridge was an old bridge to start with when it was moved to the new terminal from CHM back when that terminal first opened up. By swapping jetbridges around from CMH to LCK and different locations at CMH we are eliminating excess spending and utilizing existing assets that are currently in good condtion.
Alternatives Considered Refurbish the existing LCK # 1 bridge. The existing bridge is not salvageable.
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

15053 - George Page Jr. Road Reconstruction

Priority: 1 – Critical

Project Manager: Paul Ryan

Project Status: Active

P&E Proj. Mgr. Dave Gotschall

<i>Program Name</i>	None
<i>Project Type</i>	Landside Misc.
<i>Description</i>	Reconstruction will be from the new Entrance Road to Air Cargo Terminal #5 to and including improvements at the intersection of Port Road. The existing pavement will be demolished, reconstructed with asphalt, and marked in accordance with jurisdictional standards.
<i>Justification</i>	This road is necessary to serve the long term utilization of Air Cargo Terminal #5 and the cargo import/export initiative.
<i>Alternatives Considered</i>	N/A
<i>Pending Action</i>	N/A
<i>Comments</i>	N/A

15057 - Purchase of Airnet Building

Priority: 1 – Critical

Project Manager: Alex Beaver

Project Status: Active

P&E Proj. Mgr.

<i>Program Name</i>	Real Estate Development
<i>Project Type</i>	Landside Misc.
<i>Description</i>	Pursuing the ownership of the LCK Airnet Building via Auction.
<i>Justification</i>	Airnet building could be purchased below market value and be a substantial cheaper alternative than constructing a new FBO building at LCK.
<i>Alternatives Considered</i>	Building a new FBO facility. Purchase price less than the cost of building new. Revenue potential from third party leasing. Speed to market.
<i>Pending Action</i>	
<i>Comments</i>	

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

16017 - Wireless System Upgrade - LCK

Priority: 2-Important

Project Manager: Tim Ault

Project Status: Active

P&E Proj. Mgr.

Program Name Facility Improvement

Project Type Landside Misc.

Description The wireless system at LCK reached end of life in 2011. The current Motorola system is being replaced with an Aruba solution in the CMH terminal. This project will expand the Aruba solution and provide wireless access to customers and CRAA associates in the buildings at LCK.

Justification The demand for wireless services continues to increase for our customers and CRAA associates. Aruba provides an industry leading solution that will allow us to offer a high quality complimentary wireless experience to our customers. The data collected from our wireless system will provide analytics that will be leveraged by BD&C to improve the customer experience and drive concessions revenue. Wireless service in the terminal and buildings at LCK will support increased productivity for associates.

Alternatives Considered The scope of the project for LCK was limited to only those building that currently have connectivity. By removing buildings from the scope, we would be required to continue supporting the old Motorola system at LCK. The number of access points (AP's) for each building could be reduced but this would negatively impact the areas being serviced.

Pending Action

Comments

16031 - PARCS - LCK - 2016

Priority: 2-Important

Project Manager: Robert Beggerow

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Landside

Description PARCS Service provider, 3M, is exiting the PARCS market and will only provide 2 years of support for the EFMS software. The software has proven unreliable in processing transactions and now requires ongoing monitoring and manual intervention. Existing hardware at all parking facilities must be removed and new hardware and software will be required.

Justification Parking is the number one revenue source to the Authority. Approximately 85% of the revenue collected for parking is paid by credit card. It is the responsibility of the Authority to ensure that the hardware and software used to collect this revenue is reliable and compliant with all standards as set forth by the credit card industry. If those standards are not met and a breach of credit card information occurs, the fees assessed are significant and the damage to the reputation of CRAA is possible.

Alternatives Considered Keep the current system with the uncertainty of reliability of credit card processing, PCI Compliance standards and associated hardware and software updates. Purchasing a fully functional and supported system that will be supported, warranted, for the expected life cycle of 10 years.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

17010 - Repl LCK NAVAIDS:All Mark 10 Typ Eqp **Priority: 2-Important**
Project Manager: Joe Herrmann **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Airfield
Description Replace Mark 10 type NAVAIID equipment with similar functionality current model Mark 20A equipment. This will include the RWY 23L ILS system glideslope & localizer equipment.
Justification This equipment is necessary to serve LCK's commercial and military aircraft operators. Current equipment is inadequate and at end of useful life.
Alternatives Considered Considered relocating equipment from other runway, however, doing so would compromise operational capabilities and potentially send the wrong message to our customers, as well as federal funding partners.
Pending Action
Comments

17012 - Tandem Axle Plow/Spreader Truck **Priority: 2-Important**
Project Manager: Jay Stowe **Project Status: Active**
P&E Proj. Mgr.

Program Name Vehicle Replacement
Project Type Equipment
Description 5 Ton Dump Truck w/Plow
Justification This purchase will be to replace a 1993 5 ton dump truck w/plow in 2017. The dump truck that is to be replaced is 24 years old & exceeds its life expectancy & reliability. Parts availability is generally 20 years, so parts are getting hard to replace & when found are costly. Looking for parts causes long down times. This dump truck is used all year, for construction projects, sanding & plowing streets & parking lots & hauling when needed.
Alternatives Considered Keep the 1993 5 ton Dump Truck & contend with long down times & high costs
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

17013 - Runway Deicer Truck **Priority: 2-Important**
Project Manager: Jay Stowe **Project Status: Planned**
P&E Proj. Mgr.

Program Name Vehicle Replacement
Project Type Equipment
Description Deicer Truck with stainless steel tank

Justification The 1990 deicer truck exceeds its life expectancy of 20 years. At the time of purchasing, the deicer truck will be 27 years old & manufacturer's obligation for reliability & parts availability is twenty years. Due to high mileage, high hours & age, deicer truck is costly to maintain.

Alternatives Considered Keep the 1990 deicer truck & pay high maintenance costs with long downtimes.

Pending Action

Comments

17014 - Pickup Trucks **Priority: 2-Important**
Project Manager: Jay Stowe **Project Status: Active**
P&E Proj. Mgr.

Program Name Vehicle Replacement
Project Type Equipment
Description Three Pickup Trucks in 2017
 Two Pickup Trucks in 2019

Justification Oldest of pickups that LCK has is 1996. The range of age of pickups is 1996 to 2002. Due to age, high mileage, wear & tear & engine hours, vehicles are becoming costly to maintain. Transmissions have been changed in two of the 2002 pickups & in truck 59, which is a 2002, has been changed twice. Since there are few pickup trucks in our fleet, down time is costly to production. These trucks have extended their life expectancy of 10 years.
 Purchase three pickup trucks in 2017 to replace a 1996 & two 1997.
 Purchase two pickup trucks in 2019 to replace two 2001.

Alternatives Considered Keep the pickup trucks we have & contend with high maintenance costs & long downtimes.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

17020 - Twy Rehab & MOS Phase 1A & 1B Impr.

Priority: 1 – Critical

Project Manager: Eric Hensley

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Airfield

Description Construct improvements that impact Taxiway A, B, C, D, E, G that are necessary to eliminate existing B747-8 Modification of Standard components. Specifically, the taxiways will be modified to accommodate Taxiway Design Group 5 standards (75 feet wide + 30 foot shoulders in straight away sections and flared filets). Intersecting taxiway (B, C, D, E, G) filets will be reconstructed and the taxiway pavement (including shoulders and object free area on the ramp side) will be rehabilitated (asphalt mill and overlay) from Taxiway B down to D. Concrete joint material will be replaced on Taxiway C North, E North, G North and along Taxiway A from D down to G., including the TOFA adjoining Ramp #2 and #3. The two deteriorated portions of Runway 5L-23R will be rehabilitated (asphalt mill and overlay) and the concrete joints will be replaced within the first 900 feet of Runway 23R. New taxiway LED edge lights and airport directional signage will be installed along with new conduit and cable and the regulators in the Vault will be replaced. Scan Sensor System pucks will be replaced and new pavement markings will be installed.

Justification In order for the Boeing 747-8 to operate at Rickenbacker without Modification of Standards, these improvements must be made. The FAA advised CRAA in a letter dated 6/11/13 that conditional approval to operate the Boeing 747-8 was granted, contingent upon making the improvements to Taxiway A and intersecting taxiways by Fiscal Year 2018.

Alternatives Considered Constructing the airport to meet Taxiway Design Group 7 was considered, but is cost prohibitive until critical aircraft operations exceed 500 operations annually.

Pending Action

Comments

17032 - Rickenbacker FBO and Admin Facility

Priority: 1 – Critical

Project Manager: Charlie Goodwin

Project Status: Active

P&E Proj. Mgr.

Program Name Facility Improvement

Project Type Landside

Description ?Since the operations staff took over Fixed Base Operations at LCK, the FBO operation has been in need of a facility that is both operationally functional and can serve customer needs with an "outward facing" facility catering to passenger customers and flight crews.

Additionally, the proposed facility is large enough to accommodate CRAA staff assigned to LCK and provide non-aeronautical revenue through leased space.

Justification Organizational Effectiveness and Excellence- by providing operationally functional facilities for both FBO and resident staff, appropriately sized and designed for their daily functions while eliminating obsolete facilities. Strengthen Financial Health and Economic Growth- by creating/expanding both aeronautical and non-aeronautical revenue sources. Exceeding Expectations- by providing inviting facilities for customer and clients.

Alternatives Considered A stand alone FBO and ADMIN facility was considered, but proved not to be financially feasible. Status quo is always an option, however, current FBO facilities are operationally insufficient, there is no area for customer service, and building 440 is functionally obsolete and having infrastructure problems.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

18000 - Updt Pvmt Mgt Prog 18/19 (Grant-Dep)

Priority: 2-Important

Project Manager: Dave Gotschall

Project Status: Planned

P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield - Misc.
Description The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.
Justification The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2015/2016.
Alternatives Considered None.
Pending Action None.
Comments Updated cost estimate to complete PMP update by Dave G Oct 28, 2015.

18005 - Prchse (2) 3-YD Articulating Loaders

Priority: 2-Important

Project Manager: Jay Stowe

Project Status: Planned

P&E Proj. Mgr.

Program Name Vehicle Replacement
Project Type Equipment
Description This project involves replacing one articulating loader in 2018 & one in 2020.
Justification L-90 Michigan Loader is a 1990 model & the Case Loader is a 2002 model with high engine hours. Both will have exceeded manufacturer's life expectancy of 10 years if used all year round. Manufacturer's obligations for parts availability & reliability are generally ten years.
One is to be purchased in 2018 & one in 2020. They are both used year round for construction projects, loading snow removal chemicals & used for snow removal with ramp hog attachments to clean ramps at LCK.
Alternatives Considered Continue using & repairing present 1990 & 2002 loaders & risk not being able to meet expectations of construction & snow removal goals.
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

18006 - LCK NAVAIDS: Rwy 23L MALSR Retrofit

Priority: 2-Important

Project Manager: Joe Herrmann

Project Status: Planned

P&E Proj. Mgr.

Program Name None
Project Type Airfield
Description Retrofit the existing RWY 23L approach lighting system (MALSR) bulbs and fixtures.
Justification Equipment will be at end of useful life.
Alternatives Considered xx
Pending Action
Comments

18007 - Tractors w/ Attachments & Batwings

Priority: 2-Important

Project Manager: Jay Stowe

Project Status: Planned

P&E Proj. Mgr.

Program Name Vehicle Replacement
Project Type Equipment
Description Replace a total of four 7130 John Deere Tractors w/attachments & three 20' batwings.
 One 7130 JD Tractor w/ attachments to be purchased in 2018
 One 7130 JD Tractor w/attachments & 20' batwing to be purchased in 2021, 2022 & 2023
Justification Replace the 1999 6410 tractor in 2018 with 7130 tractor with attachments. The 1999 will be 19 years old with high engine hours & mileage at the time of purchase & will exceed its life expectancy. In 2021 to 2023 the tractors w/attachments will be 13, 14 & 15 years old. Maintenance costs will rise due to high engine hours. Tractors are used to mow landside areas which are approximately 558 acres, airside fields which are approximately 786 acres & to remove snow w/Loader & snow blade attachment. Batwings will be beyond useful service life.
Alternatives Considered Keep current tractors & batwings which would cause high costs in maintenance & extensive down times.
Pending Action
Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Rickenbacker International Airport

18012 - 2018 LCK Vehicle Replacements (2)

Priority: 2-Important

Project Manager: Jay Stowe

Project Status: Planned

P&E Proj. Mgr.

<i>Program Name</i>	Vehicle Replacement
<i>Project Type</i>	Equipment
<i>Description</i>	This project will replace two aging LCK vehicles(BT#15268 & BT#15183) currently being utilized by the FBO Department and the Fleet Supervisor. The vehicles being replaced will be disposed of through the auction process.
<i>Justification</i>	Replacing these older declining condition vehicles of our internal customers will increase the external customer service experience. Less downtime and more reliability will also assist in the financials.
<i>Alternatives Considered</i>	Alternatives would be to continue to utilize the older poor condition vehicles and risk possible breakdowns and costly repairs.
<i>Pending Action</i>	
<i>Comments</i>	

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Intermodal & Industrial Development

05065 - Rail Spur to Industrial Dev Facility **Priority: 1 – Critical**
Project Manager: Eric Hensley **Project Status: Active**
P&E Proj. Mgr.

Program Name Intermodal Industrial Development
Project Type Landside
Description This project is to construct a main rail spur of approximately 2,000 feet from the existing Norfolk Southern North-South main railway line west of the area to the planned rail campus within the Rickenbacker Global Logistics Park (RGLP).
Schedule for Construction is dependent upon the availability of funding.
Justification The rail spur will provide tremendous savings by providing an additional cost effective and efficient means of freight transportation. The rail spur is an important part of the larger transportation infrastructure development effort at LCK, focused around the Rickenbacker Intermodal Facility. This is a joint community effort managed by the Greater Columbus Area Chamber of Commerce and the CRAA, targeting the creation of an advanced logistics/freight distribution hub consisting of rail/truck intermodal service and direct rail and air access. Direct rail access is important given the proximity of developable property in very close proximity to the railroad mainline. The rail spur will be located on land that is of limited value for aviation purposes, but is ideal for rail facilities.
Alternatives Considered The existing (old Air Force) Rail Spur is being considered as an alternative crossing of Canal Rd.
Pending Action NEPA is required before detailed design is complete.
Comments A federal earmark has been secured in the amount of \$490,000. This funding will initially be used for NEPA and design, with any balance likely used for construction.

15054 - Purchase of LCK Golf Course **Priority: 1 – Critical**
Project Manager: Alex Beaver **Project Status: Active**
P&E Proj. Mgr.

Program Name Real Estate Development
Project Type Landside
Description Acquiring Rickenbacker golf course. The project consists of due diligence for approximately 201 acres of land adjacent to the partnership's intermodal and air cargo campuses and Rickenbacker Global Logistics Park.
Justification Property was in foreclosure, land was being sold for a very low price/acre by comparison to surrounding real estate, and it rounds out the property (exact prices and details can be obtained from Robin Holderman).
Alternatives Considered xx
Pending Action Various surveys and tests; boring, asbestos, zoning, ALTA/ASCM survey, cultural resources, wetland assessment, geotechnical investigation.
Comments Per Alex Beaver and Robin Holderman.

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Intermodal & Industrial Development

17033 - Purchase 1200 Vause Road

Priority: 1 – Critical

Project Manager: Alex Beaver

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Landside Misc.

Description The 1200 Vause Road property is strategically located near the southwest corner of the Rail Campus in the Rickenbacker Global Logistics Park. The acquisition of the 1200 Vause Road property will allow a future building at the south end of the Rail Campus to be expanded by approximately 234,000 square feet.

Justification ?Procurement of this land allows for expansion of the Global Logistics Park, which is a potential revenue generating proposition and adds to the regions overall economic growth and capacity.

Alternatives Considered There are no alternatives. This property is adjacent to the GLP and necessary to make the property contiguous ? for future development.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Bolton Field Airport

14034 - CCTV Digital Migration - TZR

Priority: 1 – Critical

Project Manager: Kristina Baker

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Security

Description As a continuation of Project #13021 (2013-2014), this project will replace and connect TZR cameras in the terminal building, airfield, and parking area to the new CMH digital video network to allow monitoring in the airport Communications Center.

Justification Once the digital CCTV network and software changes (Project 13021) are initiated, conversion of these cameras from analog to digital will provide a high-quality, seamless, easily-managed system.

Alternatives Considered Maintain analog cameras, existing cabling, and interface equipment. However video quality would continue to degrade and Public Safety's efficiency would be significantly reduced.

Pending Action

Comments

14041 - Wayfinding Signage Prgm Updates TZR

Priority: 2–Important

Project Manager: Derrick Mills

Project Status: Active

P&E Proj. Mgr.

Program Name Customer Service

Project Type Landside

Description

Justification There's a solid business case to implement this comprehensive project. Wayfinding signage is critical to the safe and efficient direction of customers in and at our facilities. This project is simply 1) a review and update of the current signage program standards to ensure correct, accurate, and appropriate signage is consistently in place across interior and exterior spaces at all of our facilities' campuses, and 2) the consistent implementation of new or modified interior and exterior signs to ensure alignment with the updated signage standards.

Interior and exterior wayfinding signage is a critical communications tool for thousands of customers at all three CRAA airports each day - reviewing, updating, and evolving our existing successful signage program is essential to ensuring that tool remains accurate, consistent, and relevant.

The result of this work will ensure consistent and logical interior wayfinding messaging at Port Columbus International Airport that is in alignment with TMP improvements; proper interior and exterior communication of CRAA's new brand identity; new exterior monument type signage at Sawyer/Hamilton and Bridgeway/Johnstown intersections; and an updated wayfinding signage standards manual that will continue to serve as the guide for future interior and exterior signage changes at all three CRAA airports.

Alternatives Considered Status quo/no action - not recommended - for the reasons detailed in Business Case/Justification, it is not recommended to take no action.

Address each project driver independently - not recommended - updating existing signs and/or installing new signs individually for each driver, or otherwise piecemeal fashion, is not cost effective and will likely yield inconsistent design, placement, brand presentation, and protracted implementation. Efficiencies gained by approaching in a comprehensive manner will be tangible and produce the best result.

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Bolton Field Airport

16008 - Runway 4-22 Rehabilitation

Priority: 2-Important

Project Manager: Bart Powell

Project Status: Active

P&E Proj. Mgr.

Program Name Pavement Management

Project Type Airfield

Description This project will mill the top 1/2" of the surface and place 2" of the new asphalt on the runway and all the taxiway connectors (approximately 47,936SY), remove and replace approximately 19,167SY of full-depth asphalt pavement (+/- 5"), remove Taxiway A3, and replace all runway edge lighting cables. (updated by DG 12/12/16)

Justification The pavement will be approximately 17 years old when this project is expected to be executed and will have served its useful life. A mill and replace will restore the surface and allow the pavement to be safely utilized by aircraft for an additional 15-20 years.

Alternatives Considered None

Pending Action

Comments Oct 28, 2015: Added cost of bridges over ditches (\$360,000). Set funding split at 50.88% FAA Discretionary, 39.12% FAA Entitlements, and 10% Capital Reserves. Dave G. Bridges removed June 2016. DG

17028 - Bolton Terminal Chiller Replacement

Priority: 2-Important

Project Manager: Jason Compton

Project Status: Active

P&E Proj. Mgr.

Program Name None

Project Type Equipment

Description The chiller that provides cooling for the terminal at Bolton Field is failing. This is the original unit from 1971 and has required a 40% increase in maintenance hours in 2016.

Justification ?This project increases our ability to control the environment in the terminal at TZR. This would reduce the amount of work orders plus increase overall efficiency at the terminal building. By eliminating the use of R-22 refrigerant we are also reducing the amount of hydro chlorofluorocarbon emissions. This project is also part of a 4 year plan we are developing to replace all critical HVAC components still utilizing R-22.

Alternatives Considered None

Pending Action

Comments

Columbus Regional Airport Authority
Project Description / Justification Report by Project Number
Bolton Field Airport

17036 - Replace Runway 4 MALSR **Priority: 2-Important**
Project Manager: Bart Powell **Project Status: Active**
P&E Proj. Mgr.

Program Name None
Project Type Airfield
Description The MALSR is owned by the FAA. The FAA is not planning to replace the current system for 30 years because it's a general aviation airport and is not high on their priority list. The system is old and parts are difficult to obtain. The FAA would provide new equipment at no cost. CRAA would design and install the new system provided by the FAA. Project execution is dependent upon receiving a State/ODOT Office of Aviation grant.
Justification The replacement will continue Bolton Field to provide a high level of customer service and operational excellence. Pilots will be able to continue to utilize Bolton Field safely during instrument approach conditions.
Alternatives Considered The only other option would be to not replace the system and abandon it once it is completely unserviceable.
Pending Action
Comments

18001 - Updt Pvmt Mgt Prog 18/19 (Grant-Dep) **Priority: 2-Important**
Project Manager: Dave Gotschall **Project Status: Planned**
P&E Proj. Mgr.

Program Name Pavement Management
Project Type Airfield - Misc.
Description The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.
Justification The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2015/2016.
Alternatives Considered None.
Pending Action None.
Comments Updated cost estimate to complete PMP update by Dave G Oct 28, 2015.