



# City of La Crosse, Wisconsin

www.lseairport.com

2850 Airport Road  
La Crosse WI 54603

## Meeting Agenda - Final

### Aviation Board

Monday, March 17, 2025

4:00 PM

Grandad Room  
City Hall

#### Roll Call

#### Approval of Minutes

#### Agenda Items:

- [25-0310](#) Airport 2024 State Aid Petition Eligibility Statement update
- [25-0311](#) Transfer of Capital Equipment funds to the Operating Budget
- [25-0312](#) Approve FY2025 Airport Capital Project Requests
- [25-0313](#) FY2026-2030 Airport Capital Budget Requests.
- [25-0315](#) Air Service Program Update
- [25-0316](#) Air Service Consultant Contract Update
- [25-0317](#) Minimum Revenue Guarantee Update
- [25-0319](#) Restaurant RFP Update
- [25-0320](#) Airport Statistics Update
- [25-0321](#) Future Events/Future Agenda Requests

#### Adjournment

*Notice is further given that members of other governmental bodies may be present at the above scheduled meeting to gather information about a subject over which they have decision-making responsibility.*

#### **NOTICE TO PERSONS WITH A DISABILITY**

*Requests from persons with a disability who need assistance to participate in this meeting should call the City Clerk's office at (608) 789-7510 or send an email to ADAcityclerk@cityoflacrosse.org, with as much advance notice as possible.*



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0310

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** Report

## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members  
**Cc:** Mitch Reynolds, Mayor  
**From:** Jeff Tripp, Airport Director  
**Subject:** 2024 State Aid Petition Update

### Summary:

In October 2024, the Airport received Common Council approval via Resolution 24-1368 to submit an updated Statement of Project Intentions list to the Bureau of Aeronautics for projects contemplating federal and/or state aid during the next six years as required by Wisconsin Statutes.

The Aviation Board approved this request on October 22, 2024, with Common Council approving on November 14, 2024. The Wisconsin Department of Transportation, Bureau of Aeronautics has reviewed and provided approval of the State Aid Petition.

All requested projects were deemed eligible for federal and/or state funding. One notable item to bring to the Board's attention is the project to replace the existing fiber optic line to the terminal is eligible as a state/local project.

A rough preliminary cost estimate to upgrade the existing non-armored fiber to armored fiber to support critical terminal systems is \$500,000. The Airport is including this project in the FY2026 Capital Budget requests as an airport funding project. If state aid is provided, this project cost would be funded with \$400,000 in State Aid (80%) and \$100,000 in Airport funds (20%) of total eligible project cost.

### Requested Aviation Board Action:

None – informational update only

Respectfully Submitted,



Jeffrey S. Tripp, A.A.E.  
Airport Director

Attachment: Approved La Crosse 2024 Petition Eligibility

**WISCONSIN DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION INVESTMENT MANAGEMENT  
BUREAU OF AERONAUTICS**

**Eligibility Statement**

**for**

**Petition dated November 14, 2024**

**Submitted by:**

**City of La Crosse**

**La Crosse Regional Airport**

I. Project Background

A. Petition

The sponsor of the proposed project, City of La Crosse, petitioned the Secretary of Transportation, under Wis. Stats. §114.33(2) for Federal and/or State Aid to improve the La Crosse Regional Airport. The improvement(s) desired were requested in a petition dated November 14, 2024. The requested improvement(s) are:

1. Decommission Runway 04/22
2. Rehabilitate/Reconstruct Runway 13/31
3. Rehabilitate Aircraft Rescue Firefighting facility
4. Rehabilitate/Reconstruct Taxiway 'B'
5. Rehabilitate/Reconstruct Taxiway 'A'
6. Light/Mark/Remove Obstructions
7. Airport Drainage Improvements
8. Rehabilitate Terminal Building
9. Rehabilitate Terminal Internet Fiber Optic System
10. Rehabilitate Terminal Building Generator
11. Rehabilitate Terminal Outbound Baggage Handling Equipment
12. Rehabilitate Jet Bridges
13. Rehabilitate/Reconstruct Aprons
14. Acquire Equipment - Runway Closure Devices
15. Rehabilitate/Expand Snow Removal Equipment Storage Building
16. Construct Sand Storage Building
17. Acquire Snow Removal Equipment
18. Acquire Friction Measuring Equipment
19. Rehabilitate /Upgrade Airfield Lighting, Signage, and NAVAID
20. Rehabilitate Terminal Parking Lot
21. Acquire Land/Easements for Approaches
22. Prepare Hangar Site Development
23. Acquire Equipment - Airport Sweeper
24. Acquire Security Equipment/Install Fencing
25. Clear and Maintain Runway Approaches
26. And any necessary related work

B. Compatibility with national, state, and local plans

La Crosse Regional Airport is included in both the National Plan of Integrated Airport Systems (NPIAS) and the State Airport System Plan (SASP), making it eligible for both federal and state aid. The airport is classified as a Commercial Service airport in the NPIAS and as a Commercial Service airport in the SASP. The airport is a primary commercial service category airport for federal funding purposes. It is eligible for entitlements based on enplaned passengers.

The airport layout plan was approved on September 14, 2022. The petitioned improvements are shown on this plan.

## II. Project need assessment

### A. Existing facility

The La Crosse Regional Airport is located four miles north of the City of La Crosse on French Island in the middle of the Mississippi River. The airport occupies approximately 1,400 acres. The airport has a control tower without radar capabilities that operates from 6:00 am to 9:00 pm.

The airport has three runways, two bituminous and one concrete. Runway 18/36 is the primary runway and measures 150' wide by 8,742' long. The runway is equipped with an Instrument Landing System (ILS) and associated Approach Lighting System (ALS) which provide precision approach capabilities. Additional lighting aids located on this runway are High Intensity Runway Lighting (HIRL), Runway End Identifier Lights (REIL), Visual Approach Slope Indicators (VASI), and distance-to-go signage.

Runway 13/31 is 150' wide by 6,050' with HIRL. This runway is asphalt except for the intersection with Runway 18/36. This runway is also used by air carrier aircraft when necessary due to wind. This runway also has distance-to-go signs, VASI, and REILs. Runway 4/22 is 150' wide by 5,199' with HIRL.

Runway 4/22 is used primarily by corporate and other general aviation aircraft. FAA has requested this runway be decommissioned.

The following instrument approaches are available to the airport: ILS, NDB, or GPS RWY 18; VOR or GPS RWY 36; VOR or GPS RWY 13; GPS RWY 31; GPS RWY 4; and GPS RWY 22. There is a DME unit located on the field to assist when performing these approaches.

FAA 5010 Inspection Report dated December 31, 2023, shows 19,703 total operations including 962 air carrier, 4,060 air taxi, 14,389 general aviation, and 292 military operations. There are 73 based aircraft including 60 single engine, 5 multi-engine, and 8 jets. A Fixed Base Operator provides fuel, rental, training, and repairs.

### B. Assessment of petitioned items

#### 1. **Decommission Runway 04/22**

The FAA has requested the sponsor to decommission the runway as it is classified as an additional runway and is not required from a capacity or crosswind runway standpoint and thus is not eligible to receive federal funding for continued maintenance.

Decommissioning and removal of Runway 04/22 could provide an opportunity for solving complex airport geometry and direct access issues. If Runway 04/22 was decommissioned, Taxiway A2 would no longer be necessary and would eliminate one of the direct access issues.

Decommissioning and removal of Runway 04/22 will also reduce the chance of runway incursions related to direct access from the south GA apron via Taxiways A3 and B. Similarly, Taxiway B would only cross one runway if Runway 04/22 was decommissioned.

Decommissioning and removal of Runway 04/22 will also eliminate the Runway 04/22 and Taxiway C area identified as an area of concern by the Runway Safety Action Team (RSAT) at LSE (“Hot Spot #1) due to the runway/taxiway geometry. The FAA defines hot spots as locations on an airport movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

## **2. Rehabilitate/Reconstruct Runway 13/31**

The sponsor would like to rehabilitate or reconstruct the secondary Runway 13/31. It was last reconstructed in 2001 with 8” of asphaltic pavement over 6” of crushed aggregate base course.

The Federal Order 5100.38D states that all airfield pavements with a Pavement Condition Index (PCI) less than 55 is eligible for reconstruction and a PCI less than 70 is eligible for rehabilitation. The average 2021 PCI value of the runway is 65.

Per language contained in the 2024 FAA Reauthorization Act (Section 702(2)), FAA must expand AIP project eligibility to include “a secondary runway at a nonhub airport that is equivalent in size and type to the primary runway of such airport.”

## **3. Rehabilitate Airport Rescue Firefighting Facility**

The sponsor needs to rehabilitate the current ARFF building which was constructed in 1995 and is approaching 30 years old. The roof and walls leak water resulting in water damage requiring repairs. Rehabilitating the ARFF facility will extend the facility’s useful life and make it more energy efficient. The building HVAC and electrical systems are at or near the end of their useful life.

## **4. Rehabilitate/Reconstruct Taxiway ‘B’**

The sponsor would like to rehabilitate or reconstruct Taxiway B. It was last reconstructed in 2003 with 8” of asphaltic pavement over 6” of crushed aggregate base course.

The average 2021 PCI value of the southeastern pavement section is 49, the middle intersection pavement section is 88, and the northwestern pavement section average is 60. The Federal Order 5100.38D states that all airfield pavements with a PCI less than 55 is eligible for reconstruction and a PCI less than 70 is eligible for rehabilitation.

## **5. Rehabilitate/Reconstruct Taxiway ‘A’**

Taxiway A was last reconstructed in 2005 with 4” of asphaltic pavement over approximately 16” of crushed aggregate base course. The average 2021 PCI value of the northeastern pavement section is 64, the middle intersection pavement section is 65, and the southwestern pavement section average is 67. The Federal Order 5100.38D states that all airfield pavements with a PCI less than 55 is eligible for reconstruction and a PCI less than 70 is eligible for rehabilitation.

The sponsor would like to rehabilitate/reconstruct/reconfigure various aspects of the southern half of Taxiway A. The northern half of Taxiway A is not planned for rehabilitation due to the proposed decommissioning of Runway 22, unless it is necessary to rehabilitate/reconstruct the taxiway to provide access to a proposed east side hangar development area.

The five-way intersection of Taxiway A, A3, and B has been identified as an area of concern by the Runway Safety Action Team (RSAT) at LSE (“Hot Spot #2). AC 150/5300-13A recommends that all taxiway intersections be designed based on the three-node concept, which means that a pilot should be presented with no more than three choices at an intersection. Ideally, the options are left, right, and straight ahead. The five-way intersection currently provides four choices for pilots taxiing in any direction.

Large charter aircraft, such as the B737, will often park temporarily on the south GA apron adjacent to Taxiway A to avoid obstructing the terminal apron and remain near the fixed base operator (FBO). Similarly, air carrier diversions will park in this same area. Due to the size of the charter aircraft and group activity of air carrier aircraft, this ramp often becomes impassable and air traffic control must close Taxiway A.

Therefore, expansion of the south GA apron or relocation of Taxiway A would not only allow better staging for the large charter aircraft and diverted air carrier aircraft but could reduce or eliminate impacts to all GA aircraft that normally transit this area.

## **6. Light/Mark/Remove Obstructions**

The sponsor would like to mitigate obstructions by installing obstruction lighting when indicated and/or remove obstructions to their runway approaches and other design surfaces as determined by the Airport Layout Plan to maintain their runway approaches for Runways 18/36 and 13/31. Objects affecting Runway 04/22, which is planned to be decommissioned, will not be included.

## **7. Airport Drainage Improvements**

The sponsor conducted a comprehensive assessment of the airfield storm water drainage infrastructure condition to identify the necessary improvements to the storm water infrastructure components to improve airfield drainage and water quality.



Many of the airfield culverts, inlets, and dry wells are badly deteriorated, past their useful life, and in need of repair or replacement. There are also known areas of ponding which need to drain to prevent wildlife attractants along the Mississippi River Corridor. Some grading may be necessary to provide proper drainage.

#### **8. Rehabilitate Terminal Building**

The terminal building was last renovated in 2014. The sponsor would like to rehabilitate the terminal building roof and skylight windows due to water damage caused by leaks. Also, as various needs arise within the terminal building and items begin to exceed their useful life, the sponsor would like to rehabilitate them. These items may include such items as replacing security doors, access control systems, escalators/elevators, etc.

#### **9. Rehabilitate Terminal Internet Fiber Optic System**

The sponsor needs to replace the existing fiber optic system supporting the terminal and terminal systems to include internet, security access control systems, security camera system, and parking lot access control system. The existing system consists of unarmored fiber which suffered major failure due to wildlife chewing into the line resulting in terminal systems going down. The project will install new armored fiber.

#### **10. Rehabilitate Terminal Building Generator**

The terminal generator installed in 2018 with State and Sponsor funding has had many mechanical issues and is a maintenance challenge. Most notably, the generator requires frequent oil top off. The terminal building requires this back-up generation system to allow the airport terminal to function properly during power failures. This includes powering terminal lighting systems, security systems, access control system, airport operations, and other vital terminal systems. Previous efforts to have the manufacturer honor the warranty have been unsuccessful.

#### **11. Rehabilitate Terminal Outbound Baggage Handling Equipment**

The sponsor would like to replace the terminal outbound baggage conveyor that is used to move the passenger baggage to the airplane. It was originally installed in 2005 and is reaching the end of its useful life.

#### **12. Rehabilitate Jet Bridges**

The sponsor would like to rehabilitate or replace their existing jet loading bridges as recommended per an engineering assessment. Two of the boarding bridges were purchased in 2000 and were last rehabilitated in 2015 with federal funds. The third bridge was replaced in 2015 with federal funds. The bridges are becoming maintenance intensive and replacement parts are becoming difficult to acquire.

### **13. Rehabilitate/Reconstruct Aprons**

The sponsor would like to rehabilitate/reconstruct and apply a uniform strength to the asphaltic apron on the east side of the airport. The Federal Order 5100.38D (Change 1) states that all airfield pavements with a PCI less than 55 is eligible for reconstruction and a PCI less than 70 is eligible for rehabilitation.

The most southwestern portion of the apron was constructed in 1995 with 3” asphaltic pavement over 6” aggregate base course (2021 PCI value of 39). The apron just north of that area was reconstructed in 2007 with 4” asphaltic pavement over 8” aggregate base course (2021 PCI value of 67). The majority of the western section was reconstructed in 1999 with 4” asphaltic pavement over 12” aggregate base course (2021 PCI value of 59). The central to eastern section was reconstructed in 2000 with 4” of asphaltic pavement over 12”-17” of aggregate base course (2021 PCI average of 65). The most eastern end was reconstructed in 2003 with 8” of asphaltic pavement over 13” aggregate base course (2021 PCI value of 47).

The airport supports large civilian and military charter flights that arrive and need to park on the east side of the airport. In addition, the airport routinely hosts large charters by military transport aircraft (C-17, C-130) and VIP aircraft including Air Force One (747) and Two (757). These flights have caused some premature deterioration of the apron pavements due to their weight thus requiring the pavements to be reconstructed and strengthened.

The west side general aviation apron near the terminal building was constructed in 1994 with 2” asphaltic pavement over 6” aggregate base course. The average 2021 PCI value is 49.

### **14. Acquire Equipment - Runway Closure Devices**

The sponsor would like to acquire runway closure devices to assist in closing runways when necessary for maintenance or other emergencies. These will replace existing runway closure devices which have reached the end of their useful life.

### **15. Rehabilitate/Expand Snow Removal Equipment Storage Building**

The sponsor would like to expand their Snow Removal Equipment (SRE) Building. The existing building was built in 1991 and is approximately 22,800 S.F. It is not large enough to house all the airport’s snow removal equipment.

Based on AC 150/5220-18A, the airport requires approximately a 34,000 S.F. SRE facility to support their operations. An equipment and material storage building is needed to store their snow removal equipment, maintenance materials, hand tools, sand/salt storage, machine room, special equipment, administrative/maintenance support areas, etc.

The layout of the existing SRE building is not conducive to efficient circulation. Often the staff must move one vehicle to access another vehicle. Vehicles and

attachments are frequently stored outside or in various vacant hangars. Unfortunately, several of these older hangars have since been removed to make room for new corporate hangars. Storing vehicles outside shortens the useful life of equipment and regularly shuffling equipment is inefficient and reduces snow removal response times.

The existing building maintenance and wash bays are undersized and cannot accommodate the Airport's largest vehicles due to inadequate depth.

## **16. Construct Sand Storage Building**

If not funded and included as part of the proposed Snow Removal Building Expansion project, the sponsor would like to construct a new sand storage building. The existing building is estimated to have been constructed in the late 1980's, has reached the end of its useful life, and is in bad shape. The walls are eroding, and the foundation is failing. The existing building also needs to be removed to make room for the final phase of the corporate hangar development site. Presently the maintenance crews must go to downtown La Crosse to retrieve salt for winter maintenance on the airport roads and parking lots. A new building would include sand, salt, and urea storage for snow and ice control of airport pavements.

## **17. Acquire Snow Removal Equipment**

The airport sponsor would like to acquire a plow truck, a rotary snow blower, a tractor, and skid steer to replace existing snow removal equipment.

Based on the AC 150/5220-20 minimum equipment calculations that were approved by FAA in the airport's PFC application, the airport should have the following equipment which are eligible for federal funding:

- 3 Class III high-speed rotary snowplows (snow removal capacity of up to 2,500 tons/hour, a minimum casting distance of 100')
- 6 displacement plows (2 for each rotary snowplow)
- 4 high speed runway sweepers
- 4 truck mounted hopper spreader
- 1 liquid spreader tanker truck
- 1 front end loader with the following attachments: a 1 1/2 C.Y. sand bucket, 8-10 C.Y. snow bucket, and plow blade

The support vehicles such as sweepers and wheel loaders are needed to complete the removal of snow from all operational areas. Friction measuring equipment is also necessary to conduct pavement condition reporting.

The airport anticipates replacing the following pieces of snow removal equipment between 2026 and 2030:

- Rotary snowplows
  - 2009 Oshkosh blower H273B (PFC)

- Displacement plows with hopper spreaders
  - 2000 Oshkosh P2526 w/ solid & liquid chemical deicer
  - 2000 Oshkosh P2526
- Multi-purpose tractors w/ various plow, broom, & blower attachments
  - 2000 Bobcat Skid Steer
  - 2005 New Holland TV145
  - 2011 Oshkosh HT
  - 2014 Oshkosh HT
- Operations vehicles
  - 2012 Findlay-Irvine Griptester

### **18. Acquire Friction Measuring Equipment**

The sponsor would like to acquire friction measuring equipment to replace the existing 2012 Findlay-Irvine Griptester which is required to perform runway pavement friction measuring during winter operations.

### **19. Rehabilitate/Upgrade Airfield Lighting, Signage, and NAVAID**

The sponsor would like to install new or replace existing airfield lighting, guidance signs, and navigational aids (rotating beacon, elevated runway guard lights, distance remaining signs, segmented circle, primary and secondary windsocks) as needed to meet standards. The following airfield electrical items were replaced in 2018: Runway 18/36 and 13/31 lighting, Taxiway A (south), B, C, D, and connectors, Runway 13/31 REILs, various guidance signs, several runway guard lights, and a windcone. The rotating beacon was last replaced in 2005.

### **20. Rehabilitate Terminal Parking Lot**

The sponsor would like to reconstruct the terminal parking lot. It was originally constructed in 1990 with 3" of asphaltic pavement over 8" aggregate base course and then in 2011 the parking lot was extended to the north with 3½" of asphaltic pavement over 6" aggregate base course. The original parking lot is well over 30+ years old and badly deteriorated and needs to be reconstructed. It has many drainage issues that also need to be corrected as the flooding has advanced the pavement deterioration. It is a revenue producing parking lot.

### **21. Acquire Land/Easements for Approaches**

The sponsor would like to acquire land and/or avigation easements as necessary for approach and instrument procedure protection for runways 18/36 and 13/31.

## **22. Prepare Hangar Site Development**

The sponsor would like to construct additional hangar development sites as depicted on the ALP along with an east side hangar development area to provide more space for corporate hangars. The airport is in need for additional hangar space. A few corporations have expressed interest in locating a hangar on the airport's east side as there is not enough room in the existing hangar area for their development needs. To meet the next five years of future hangar growth, the airport needs other areas available for development. The development of these areas will aid in meeting the needs of the airport users on current waiting lists.

The sponsor would like to prepare a general development plan for aeronautical and non-aeronautical development using land currently impacted by Runway 04/22. Once that runway is decommissioned, portions of land near the northeast end of Runway 04/22 will become available for development.

## **23. Acquire Equipment - Airport Sweeper**

The sponsor would like to purchase a dedicated regenerative airport sweeper for the removal and control of debris on the airport. The airport does not currently possess a sweeper and is using snow removal broom for foreign object debris (FOD) removal which is not an effective use of that piece of equipment.

## **24. Acquire Security Equipment/Install Fencing**

The sponsor would like to install anti-dig fencing to reduce wildlife access onto the airfield and relocate fencing to allow for future development. Per their 2015 Wildlife Hazard Assessment prepared by the US Department of Agriculture, it was recommended that a 2-4 foot wide strip of fence be attached to the base of the fence at a perpendicular angle and buried under ground to prevent wildlife from traveling underneath the fence.

## **25. Clear and Maintain Runway Approaches**

The sponsor would like to clear and maintain runway approaches.

## **26. And any necessary related work**

None identified at this time.

### **III. Public hearing summary**

A Public Hearing was held on November 7<sup>th</sup>, 2024, in the Council Chambers at City Hall in La Crosse for the petitioning the state and federal governments for improvements to the La Crosse International Airport. No citizens from the public were present nor any comments received. The motion to approve the resolution was made by the council and approved on November 14, 2024.

IV. Eligibility review committee determination

A. Petitioned items

**1. Decommission Runway 04/22**

The Eligibility Review Committee determines that the decommissioning of Runway 4/22 is eligible for federal and/or state funding per the AIP Handbook, Table G-5 (a).

**2. Rehabilitate/Reconstruct Runway 13/31**

The Eligibility Review Committee determines that the Runway 13/31 rehabilitation or reconstruction eligible for federal and/or state funding per the AIP Handbook, Table G-5 (e).

**3. Rehabilitate Airport Rescue Firefighting Facility**

The Eligibility Review Committee determines that the ARFF facility rehabilitation is eligible for federal and/or state funding per the AIP Handbook, Table O-3 (a). Federal funding is limited to those allowable areas determined by the FAA Order 5100.38D. The State Aid has a statutory limit of up to \$1.25 million for a building project.

**4. Rehabilitate/Reconstruct Taxiway 'B'**

The Eligibility Review Committee determines that the Taxiway B rehabilitation or reconstruction eligible for federal and/or state funding per the AIP Handbook, Table H-4 (e).

**5. Rehabilitate/Reconstruct Taxiway 'A'**

The Eligibility Review Committee determines that the Taxiway A rehabilitation or reconstruction eligible for federal and/or state funding per the AIP Handbook, Table H-4 (e).

**6. Light/Mark/Remove Obstructions**

The Eligibility Review Committee determines that the lighting/marketing/removing of obstructions eligible for federal and/or state funding per the AIP Handbook, Table D-1 (f) for the removal and Table D-1 (g) for the obstruction lighting/marketing.

**7. Airport Drainage Improvements**

The Eligibility Review Committee determines that the airfield drainage improvements are eligible for federal and/or state funding per the AIP Handbook, Paragraph 3-68 and Table 3-42.

## **8. Rehabilitate Terminal Building**

The Eligibility Review Committee determines that the terminal building rehabilitation is eligible for federal and/or state funding per the AIP Handbook, Table N-9 (d). Federal funding is limited to those allowable areas determined by the FAA Order 5100.38D. The State Aid has a statutory limit of up to \$1.25 million for a building project.

## **9. Rehabilitate Terminal Internet Fiber Optic System**

The Eligibility Review Committee determines that the terminal internet fiber optic system is eligible for State funding.

## **10. Rehabilitate Terminal Building Generator**

The Eligibility Review Committee determines that the terminal generator is eligible for Federal and/or state funding per the AIP Handbook, Table M-1 (c).

## **11. Rehabilitate Terminal Outbound Baggage Handling Equipment**

The Eligibility Review Committee determines the terminal outbound baggage handling equipment is eligible for federal and/or state funding per AIP Handbook, Table N-2 (a) and Table N-5 (c).

## **12. Rehabilitate Jet Bridges**

The Eligibility Review Committee determines the rehabilitation and/or replacement of terminal jet bridges is eligible for federal and/or state funding per the AIP Handbook, Table N-5 (g) if the useful life of 20 years has been met.

## **13. Rehabilitate/Reconstruct Aprons**

The Eligibility Review Committee determines that the apron rehabilitation or reconstruction is eligible for federal and/or state funding per the AIP Handbook, Table I-4 (d). Federal funding is limited to those allowable areas determined by the FAA Order 5100.38D.

## **14. Acquire Equipment - Runway Closure Devices**

The Eligibility Review Committee determines that the acquisition of runway closure devices are eligible for Federal and/or state funding per the AIP Handbook, Table J-4 (j).

## **15. Rehabilitate/Expand Snow Removal Equipment Storage Building**

The Eligibility Review Committee determines that the rehabilitation/expansion of the snow removal equipment building is eligible for federal and/or state funding per the AIP Handbook, Table O-3 (c). The State Aid has a statutory limit of up to \$1.25 million for a building project.

## **16. Construct Sand Storage Building**

The Eligibility Review Committee determines that the construction of a sand storage building and the demolition of the old sand storage building is eligible for federal and/or state funding per the AIP Handbook, Table O-3 (d). The State Aid has a statutory limit of up to \$1.25 million for a building project.

## **17. Acquire Snow Removal Equipment**

The Eligibility Review Committee determines that the acquisition of snow removal equipment (SRE) after its useful life of 10 years is met is eligible for federal and/or state funding as per the FAA Advisory Circular and documented operational needs for SRE.

## **18. Acquire Friction Measuring Equipment**

The Eligibility Review Committee determines that friction measuring equipment is eligible for federal and/or state funding per the AIP Handbook, Table M-1 (e).

## **19. Rehabilitate/Upgrade Airfield Lighting, Signage, and NAVAID**

The Eligibility Review Committee determines that the airfield lighting, signage, and NAVAID upgrades are eligible for federal and/or state funding per the AIP Handbook, Tables J-4 and K-2.

## **20. Rehabilitate Terminal Parking Lot**

The Eligibility Review Committee determines that the reconstruction of the terminal parking lot is eligible for state funding.

## **21. Acquire Land/Easements for Approaches**

The Eligibility Review Committee determines that the land and aviation easement acquisition for approach and instrument procedure protection as shown on the ALP is eligible for federal and/or state funding per the AIP Handbook, Table Q-4 (d).

## **22. Prepare Hangar Site Development**

The Eligibility Review Committee determines that the hangar site development is eligible for federal and/or state funding.

## **23. Acquire Equipment - Airport Sweeper**

The Eligibility Review Committee determines that the acquisition of an airport sweeper for FOD removal is eligible for federal and/or state funding per the AIP Handbook, Table L-2 (i).



**24. Acquire Security Equipment/Install Fencing**

The Eligibility Review Committee determines that the acquisition of security equipment and install fencing is eligible for federal and/or state funding per the AIP Handbook, Table L-2 (p).

**25. Clear and Maintain Runway Approaches**

The Eligibility Review Committee determines that clearing runway approaches is eligible for federal and/or state funding one time. Maintenance of approaches is not eligible for federal and/or state funding.

**26. And any necessary related work**

None identified at this time.

B. Other conditions

The above projects, before initiation, need to be accurately shown on the approved Airport Layout Plan.

V. Endorsement

The determination(s) of the eligibility review committee are approved. It is recommended that the eligible items be programmed in accordance with priorities subject to the correction of any deficiencies identified in Wis. Admin. Code Trans §55.06.

Approved:   
Matt Malicki, Airport Engineering Section Chief,  
Bureau of Aeronautics

Date: 03-09-2025

# La Crosse Regional Airport



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La Crosse Regional Airport  
La Crosse, Wisconsin  
**ELIGIBILITY STATEMENT**  
Bureau of Aeronautics  
Wisconsin Department of Transportation



Checked By: WH  
Prepared By: WH  
Date: 11/20/2024

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# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0311

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** Resolution

## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members  
**Cc:** Mitch Reynolds, Mayor  
**From:** Jeff Tripp, Airport Director  
**Subject:** Transfer Funds from Capital Equipment to Operating Budget

### Summary:

During preparation of the FY2026-2030 Capital Budget, the Finance Department provided an update on currently funded airport capital equipment balances. The majority of projects are complete and/or are no longer needed. Closing these projects will return approximately \$1,265,611 of appropriated funds to the airport budget.

The Airport has identified a number of necessary projects to be completed in FY2025. However, these projects were not included in the approved FY2025 Capital Budget. These projects are necessary to address existing maintenance and equipment needs.

The Airport is requesting Aviation Board support for Resolution 25-0311 to approve transfer of funds from the Airport Equipment Budget to the Airport Operating Budget to provide funding for new capital projects in FY2025.

### Requested Aviation Board Action:

“I move to approve Resolution 25-0311 to transfer airport capital equipment budget funds to the airport operating budget.”

Respectfully Submitted,



Jeffrey S. Tripp, A.A.E.  
Airport Director

Attachment: Staff Report & Resolution 25-0311

**AIRPORT**  
**CAPITAL EQUIPMENT BALANCES**

**6056010-580300 EQUIPMENT AND MACHINERY**

	<u>BUDGET</u>	<u>EXPENSE</u>	<u>BALANCE</u>
19-15 SNOW EQP WASHER	25,000.00	(25,000.00)	0.00
20-38 INFO TECH EQUIPMENT	60,000.00	(67,189.38)	-7,189.38
20-158 WELDER	10,000.00	-	10,000.00
		<b>AVAILABLE</b>	<b>2,810.62</b>

**6056095-580300 EQUIPMENT AND MACHINERY**

	<u>BUDGET</u>	<u>EXPENSE</u>	<u>BALANCE</u>
RES 20-1121 FOAM TSTNG EQP	65,000.00	(65,000.00)	0.00
21-270 MOWER	15,000.00		15,000.00
22-41 SKID STEER	54,000.00	(54,000.00)	0.00
23-169 WIDE AREA MOWER	85,000.00	(66,013.11)	18,986.89
24-333 AIRFIELD DE-ICE EQUIP	85,000.00	(85,000.00)	0.00
		<b>AVAILABLE</b>	<b>33,986.89</b>

**6056010-580402 TRUCKS-HEAVY**

	<u>BUDGET</u>	<u>EXPENSE</u>	<u>BALANCE</u>
20-37 TRACTOR -TRSFR 20 CIP EQP TO 604	75,000.00	(29,497.70)	45,502.30
19-5 LOADER	40,000.00	(50,188.64)	(10,188.64)
20-39 PULL BEHIND BROOM -TRSFR 20 CIP EQP TO 604	70,000.00	(70,174.72)	(174.72)
20-40 PULL BEHIND BROOM -TRSFR 20 CIP EQP TO 604	70,000.00	(70,174.71)	(174.71)
		<b>AVAILABLE</b>	<b>34,964.23</b>

**6056046-580402 TRUCKS-HEAVY**

	<u>BUDGET</u>	<u>EXPENSE</u>	<u>BALANCE</u>
23-044 AIRFIELD PLOW TRUCK	550,000.00	-	550,000.00
		<b>AVAILABLE</b>	<b>550,000.00</b>

**6056095-580402 TRUCKS-HEAVY**

	<u>BUDGET</u>	<u>EXPENSE</u>	<u>BALANCE</u>
21-271 SALT TRUCK W/PLOW	195,000.00	(400,017.82)	(205,017.82)
22-43 AIRPORT FIRE APPARATUS	900,000.00	(51,132.97)	848,867.03
		<b>AVAILABLE</b>	<b>643,849.21</b>

Amount to return to the Airport Operating Budget: \$ 1,265,611

Resolution amending capital equipment projects at the La Crosse Regional Airport

RESOLUTION

WHEREAS, Resolution 18-1290 approved the 2019-2023 Capital Budget, Resolution 19-1053 approved the 2020-2024 Capital Budget, Resolution 20-0681 approved the 2021-2025 Capital Budget, and Resolution 21-0924 approved the 2022-2026 Capital Budget; and

WHEREAS, Capital Equipment Projects 19-15, 20-38, 20-158, 20-1121, 21-270, 22-41, 23-169, 24-333, 20-37, 19-5, 20-39, 20-40, 23-044, 21-271, and 22-43 were funded by these resolutions; and

WHEREAS, the above projects have been completed or contain funding that is no longer necessary as currently allocated.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of La Crosse that it hereby returns \$1,265,611 from the Airport Capital Budget to the Airport Operating Budget.

BE IT FURTHER RESOLVED that the Finance Department make all necessary adjustments to reflect any associated state and federal funds that will not be received by the City of La Crosse for these projects.

BE IT FURTHER RESOLVED that the Director of Finance and the Director of the La Crosse Regional Airport are hereby authorized and directed to take all necessary steps to implement this resolution.

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*I, Nikki M. Elsen, certify that this resolution was duly and officially adopted by the Common Council of the City of La Crosse on April 10, 2025.*

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*Nikki M. Elsen, WCMC, City Clerk  
City of La Crosse, Wisconsin*



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0312

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** Resolution

## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members

**Cc:** Mitch Reynolds, Mayor

**From:** Jeff Tripp, Airport Director

**Subject:** FY2025 Capital Projects Requests

### Summary:

Resolution 25-0311, if approved by Council at the April 10, 2025, council meeting, will reallocate \$1,265,611 from the Airport Capital Equipment Budget to the Airport Operating Budget.

The transfer of funds is necessary to fund additional projects and equipment acquisition in FY2025 that were not included when the budget was prepared in 2024. These projects are necessary to address existing facility maintenance and equipment needs.

The Airport is requesting Aviation Board support of Resolution 25-0312 to approve the transfer of funds from the Airport Operating Budget to the Airport Capital Budget to provide the necessary funding for the new capital projects in FY2025 (see attached).

### Requested Aviation Board Action:

“I move to approve Resolution 25-0312 to authorize the funding of new fiscal year 2025 airport capital requests requested by staff.”

Respectfully Submitted,

**Jeffrey S. Tripp**

Jeffrey S. Tripp, A.A.E.  
Airport Director

Attachment: Staff Report & Resolution 25-0312



**FY2025 Capital Requests**

**La Crosse Regional**  
AIRPORT



1



**Runway Closure Markers**

2



**Mid Ramp Asphalt Repairs**

3



**Airfield Lighting Vault Roof Rehabilitation**

4



**Large Airfield Mower Replacement**

5



**Airport Beacon Replacement**

6

**South Terminal  
Parking Lot  
Rehabilitation -  
Additional Design  
Work**



7

**Small  
Airfield  
Mower  
Replacement**



8

## Airport Operating Fund Requests

PROJECT	COST	FAA	BOA	AIRPORT
E336 - Purchase Runway Closure Markers	\$ 72,000	\$ 68,400	\$ 1,800	\$ 1,800
EXXX - Purchase Replacement Airport Beacon	\$ 17,000	\$ 16,150	\$ 425	\$ 425
P767 - Terminal Parking Lot, additional design	\$ 70,000	\$ -	\$ 56,000	\$ 14,000
PXXX - Mid Ramp Concrete Repairs	\$ 50,000	\$ -	\$ -	\$ 50,000
E163 - Purchase Large Airfield Mower	\$ 80,000	\$ -	\$ -	\$ 80,000
EXXX - Purchase Small Airfield Mower	\$ 51,500	\$ -	\$ -	\$ 51,500
PXXX - Airfield Electrical Vault Roof Repairs	\$ 50,000	\$ -	\$ -	\$ 50,000
	<b>\$ 390,500</b>	<b>\$ 84,550</b>	<b>\$ 58,225</b>	<b>\$ 247,725</b>

Resolution amending capital equipment projects at the La Crosse Regional Airport

## RESOLUTION

WHEREAS, Resolution 25-0312 approved the return of funds from capital projects completed or no longer needed to the Airport Operating Fund; and

WHEREAS, these funds are necessary to complete additional capital equipment and projects in FY2025; and

WHEREAS, these projects were not included in the approved FY2025 Capital Budget.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of La Crosse that it hereby authorize allocation of Airport Operating funds (Fund 600) to complete these additional projects.

BE IT FURTHER RESOLVED that \$1,800 be allocated to Project E336 for the purchase of replacement runway closure markers.

BE IT FURTHER RESOLVED that \$425 be allocated to Project XXX for the purchase of a replacement airport beacon.

BE IT FURTHER RESOLVED that \$14,000 be allocated to Project 767 Reconstruct Terminal Parking Lot for additional design work.

BE IT FURTHER RESOLVED that \$50,000 be allocated for Project XXX to complete concrete repairs on the Mid Ramp.

BE IT FURTHER RESOLVED that \$80,000 be allocated for Project E163 to purchase a replacement large airfield mower.

BE IT FURTHER RESOLVED that \$51,500 be allocated for Project XXX to purchase a replacement small airfield mower.

BE IT FURTHER RESOLVED that \$50,000 be allocated to Project XXX to complete repairs to the airfield electrical vault roof.

BE IT FURTHER RESOLVED that the Finance Department make all necessary adjustments to reflect any associated state and Federal funds that will not be received by the City of La Crosse for these projects.

BE IT FURTHER RESOLVED that the Director of Finance and the Director of the La Crosse Regional Airport are hereby authorized and directed to take all necessary steps to implement this resolution.

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*I, Nikki M. Elsen, certify that this resolution was duly and officially adopted by the Common Council of the City of La Crosse on April 10, 2025.*

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*Nikki M. Elsen, WCMC, City Clerk  
City of La Crosse, Wisconsin*



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0313

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** Resolution

## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members

**Cc:** Mitch Reynolds, Mayor

**From:** Jeff Tripp, Airport Director

**Subject:** 2026-2030 Airport Capital Budget Requests

### Summary:

During the annual budget process, the airport develops and updates the 5-year airport capital budget to address capital improvement projects funded through federal/state/local, state/local, or local funds and use of airport's passenger facility charge (PFC) revenues to fund the airport's share of all capital program expenditures.

A primary goal in the development of the capital program is maximizing the annual FAA entitlement funds received in the approximate amount of \$1,346,000, compete for annual FAA discretionary funds, and compete for available state aid funds.

In addition, the airport is preparing to maximize use of federal Bipartisan Infrastructure Legislation (BIL) funds provided in the approximate annual amount of \$1,346,000 annually between FY2022 through FY2026.

Because BIL funds may be partially or fully rescinded, the airport is focusing encumbering the FY2022 - 2025 funds to the extent possible to complete projects primarily in FY2026 requests. In the event BIL funds are partially or fully rescinded, future capital budgets will be modified to account for the loss of federal BIL funding.

### Requested Aviation Board Action:

"I move to approve the airport's proposed fiscal year 2026 through 2030 Airport Capital Budget project requests."

Respectfully Submitted,

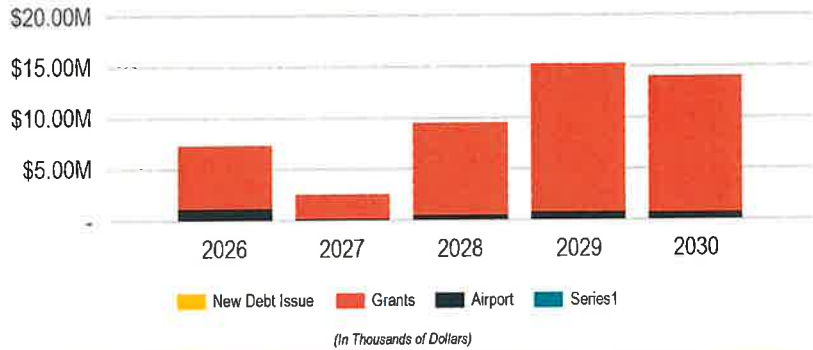


Jeffrey S. Tripp, A.A.E.  
Airport Director

**Attachments:** Proposed FY2026-2030 Airport Capital Project requests

## Airport

<b>2026 Total Funding</b>
<b>\$7,315,000</b>
<b>2026 New Borrowing</b>
<b>2026 City Funded</b>
<b>\$1,135,375</b>



### Requests

Request	2026	2027	2028	2029	2030	Total
767: Reconstruct South Terminal Parking Lots	\$2,100,000	-	-	-	-	\$2,100,000
712: Airfield Drainage Improvements	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000
1041: ARFF Building Rehabilitation	\$1,500,000	-	-	-	-	\$1,500,000
616: Terminal Outbound Baggage Replacement	\$800,000	-	-	-	-	\$800,000
1040: Terminal Emergency Generator Replacement	\$550,000	-	-	-	-	\$550,000
1038: Terminal Fiber Optic Upgrades	\$500,000	-	-	-	-	\$500,000
917: Environmental Assessment - Runway 4/22 Removal	\$190,000	-	-	-	-	\$190,000
621: Snow Removal Equipment Building Rehabilitation/Expansion	\$100,000	\$250,000	\$2,500,000	-	-	\$2,850,000
619: Prepare Development Site	-	\$170,000	-	-	-	\$170,000
1042: Runway 13/31 Rehabilitation - Rebid	-	-	\$6,000,000	-	-	\$6,000,000
769: East GA Apron Reconstruction	-	-	\$600,000	\$9,000,000	-	\$9,600,000
918: Remove Runway 4/22	-	-	\$400,000	\$5,000,000	\$5,000,000	\$10,400,000
615: Construct Connector Taxiway	-	-	-	\$1,200,000	-	\$1,200,000
711: South GA Apron Reconstruction	-	-	-	-	\$9,000,000	\$9,000,000

### Funding Sources

Source	2026	2027	2028	2029	2030	Total
<b>Grants &amp; Other Intergovernmental</b>	\$6,179,625	\$2,394,000	\$9,025,000	\$14,440,000	\$13,300,000	\$45,338,625
Federal	\$4,384,250	\$2,268,000	\$8,550,000	\$13,680,000	\$12,600,000	\$41,482,250
State	\$1,795,375	\$126,000	\$475,000	\$760,000	\$700,000	\$3,856,375
<b>Operating Funds</b>	\$1,135,375	\$126,000	\$475,000	\$760,000	\$700,000	\$3,196,375
Enterprise/Utility Funds	\$1,135,375	\$126,000	\$475,000	\$760,000	\$700,000	\$3,196,375
	<b>\$7,315,000</b>	<b>\$2,520,000</b>	<b>\$9,500,000</b>	<b>\$15,200,000</b>	<b>\$14,000,000</b>	<b>\$48,535,000</b>



**615 Construct Connector Taxiway**

(No Funding in 2026)

**Total Funding**  
**\$1,200,000**



Construct connector taxiway between Runway 13/31 and Taxiway B - NOTE of 1/10/2024, this project is being pushed to an outer year. Progress on Runway 13/31 and Taxiway B are not conducive to considering this project at this time.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Pre-Design  
Timeline: 2029  
Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
The desired outcome is a new taxiway to improve safety and flow of aircraft movement on the airfield.

How will this outcome be measured?  
Improvement of airfield geometry.

What is the methodology used to determine the budget for this project?  
Engineer estimate.

Explain why project will take more than one year to complete?  
This project may take more than one year due to the difference in the City's fiscal year and that of our State/Federal funding partners.

**Approval & Oversight:**

Has request been approved by an oversight board?  
Yes by Aviation Board on 1/18/2022 (see Legistar 22-0059)

Is this request part of an approved master plan?  
No

Does this request require regulatory/other outside approval?  
Yes, and it has not received all required approvals yet.

**Approvals Received:** No  
**Approvals Remaining:** FAA and Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

Does this request require the city to contribute funds?  
No

Does this request use donated funds?  
No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	-	\$1,080,000	-	\$1,080,000
Grants - State	-	-	-	-	\$60,000	-	\$60,000
Operating - Passenger Facility Charges	-	-	-	-	\$60,000	-	\$60,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	-	-	-	\$1,200,000	-	\$1,200,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	-	\$1,200,000	-	\$1,200,000
	-	-	-	-	\$1,200,000	-	\$1,200,000

**616 Terminal Outbound Baggage Replacement**

2026 Funding	Total Funding
<b>\$800,000</b>	<b>\$800,000</b>



Replace the existing terminal outbound baggage system to meet current and future demand.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-Design  
 Timeline: 2026 to 2029  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?

The desired outcome is a new baggage conveyor for outbound baggage that meets the current and future needs of the airport.

How will this outcome be measured?

Replace the system due to its age to improve airport performance and passengers' service quality.

What is the methodology used to determine the budget for this project?

Engineer's estimate.

Explain why project will take more than one year to complete?

Project is subject to receipt of federal/state grant funding and delivery of the system components once bid. Project will take more than one year to complete.

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?

Yes it is part of Airport Layout Plan dated 4/14/2022

Does this request require regulatory/other outside approval?

Yes, and it has not received all required approvals yet.

**Approvals Received:** No

**Approvals Remaining:** Federal Aviation Administration and Wisconsin Department of Transportation Bureau of Aeronautics.

**Outside Funding:**

Does this request require the city to contribute funds?

No

Does this request use donated funds?

No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$760,000	-	-	-	-	\$760,000
Grants - State	-	\$20,000	-	-	-	-	\$20,000
Operating - Passenger Facility Charges	-	\$20,000	-	-	-	-	\$20,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Terminal	-	\$800,000	-	-	-	-	\$800,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$800,000	-	-	-	-	\$800,000
	-	\$800,000	-	-	-	-	\$800,000

**619 Prepare Development Site**

(No Funding in 2026)

**Total Funding**  
**\$170,000**



Remove existing sand storage facility and prepare the site for future development.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Pre-Design  
Timeline: 2027 to 2028  
Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
The desired outcome is a demolished building and a prepared site for development.

How will this outcome be measured?  
Successful demolition of old building.

What is the methodology used to determine the budget for this project?  
Engineer's estimate.

Explain why project will take more than one year to complete?  
This project may take two years due to the fiscal years of our Federal and State partners differing from the fiscal year of the City.

**Approval & Oversight:**

Has request been approved by an oversight board?  
Yes by Aviation Board on 1/18/2022 (see Legistar 22-0059)

Is this request part of an approved master plan?  
Yes it is part of Airport Layout Plan

Does this request require regulatory/other outside approval?  
Yes, and it has not received all required approvals yet.

**Approvals Received:** No  
**Approvals Remaining:** Wisconsin Department of Transportation - Bureau of Aeronautics and Federal Aviation Administration

**Outside Funding:**

Does this request require the city to contribute funds?  
No

Does this request use donated funds?  
No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	\$153,000	-	-	-	\$153,000
Grants - State	-	-	\$8,500	-	-	-	\$8,500
Operating - Airport Operating Funds	-	-	\$8,500	-	-	-	\$8,500
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	-	\$170,000	-	-	-	\$170,000
<b>SPENDING PLAN:</b>							
Other	-	-	\$170,000	-	-	-	\$170,000
	-	-	\$170,000	-	-	-	\$170,000

**711** South GA Apron Reconstruction

(No Funding in 2026)

**Total Funding**  
**\$9,400,000**



Repair and reconstruct aging apron pavement on the east side of the airport. This will focus on the southern portion of the apron, from the airport fire station to the south. Design in 2024 with construction in 2025.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Pre-Planning  
Timeline: 9/2027 to 9/2028  
Department Point of Contact: Koss, Lauren

**Justification:**

What is the request's desired outcome?

The desired outcome is a rehabilitated apron, extending the useful life of the pavement.

How will this outcome be measured?

A completed apron project that meets FAA specifications.

What is the methodology used to determine the budget for this project?

Engineers estimate.

Explain why project will take more than one year to complete?

A grant is usually anticipated late in the Federal fiscal year which is too close to winter to start construction, pushing construction to late spring or summer of the next year.

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?

Yes it is part of Airport Layout Plan dated 4/14/2022

Does this request require regulatory/other outside approval?

Yes, and it has not received all required approvals yet.

**Approvals Received: No**

**Approvals Remaining:** Federal Aviation Administration and Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

Does this request require the city to contribute funds?

No

Does this request use donated funds?

No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	\$360,000	-	-	-	-	\$8,100,000	\$8,460,000
Grants - State	\$20,000	-	-	-	-	\$450,000	\$470,000
Operating - Airport Operating Funds	\$20,000	-	-	-	-	\$450,000	\$470,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	\$20,000	-	-	-	-	-	\$20,000
Airport - Runways and Taxiways	\$380,000	-	-	-	-	\$9,000,000	\$9,380,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	\$400,000	-	-	-	-	\$9,000,000	\$9,400,000
	<b>\$400,000</b>	-	-	-	-	<b>\$9,000,000</b>	<b>\$9,400,000</b>

**712 Airfield Drainage Improvements**

2026 Funding	Total Funding
<b>\$1,575,000</b>	<b>\$3,675,000</b>



Improvements to aging airfield drainage infrastructure.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-Design  
 Timeline: 2026 to 2029  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
 The desired outcome is an improved stormwater system on the airport. This includes better drainage from critical infrastructure and repairs to existing infrastructure.

How will this outcome be measured?  
 Construction meets the intent of the previously developed storm water study, completed in fall of 2023.

What is the methodology used to determine the budget for this project?  
 The budget is determined by the stormwater study completed in 2023. The budget has been increased 20% at the recommendation of the engineer. The project is split into 3 phases to account for potential federal and state funding.

Explain why project will take more than one year to complete?  
 This project is funded with federal and state money and will be completed over multiple fiscal years.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?  
 Yes it is part of Airport ALP dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.

**Approvals Received:** No  
**Approvals Remaining:** Wisconsin Department of Transportation - Bureau of Aeronautics, Federal Aviation Administration

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$1,496,250	\$1,890,000	-	-	-	\$3,386,250
Grants - State	-	\$39,375	\$105,000	-	-	-	\$144,375
Operating - Airport Operating Funds	-	\$39,375	\$105,000	-	-	-	\$144,375
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000
	-	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000

**767 Reconstruct South Terminal Parking Lots**

2026 Funding	Total Funding
<b>\$2,100,000</b>	<b>\$2,200,000</b>



Complete a multi-phase project to reconstruct the terminal's southern short & long term parking lots.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Design  
 Timeline: 07/2026 to 12/2027  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
 This project will rehabilitate the existing pavements of the short and long term parking lots at the airport terminal. Design of this project is being completed under CIP project 23-088. This project will complete the construction phase. Due to the anticipated total project cost, it is anticipated to complete the construction in two phases, subject to state aid funding availability.

How will this outcome be measured?  
 Continued serviceability of the terminal's parking lots.

What is the methodology used to determine the budget for this project?  
 Engineers estimate.

Explain why project will take more than one year to complete?  
 State funding is allocated based on its fiscal year and allocation level. This is a multi-year project to design, construct, and closeout the grant(s).

**Approval & Oversight:**

Has request been approved by an oversight board?  
 Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?  
 Yes it is part of Airport Layout Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has received all required approvals.  
**Approvals Received:** WDOT - Bureau of Aeronautics, the design phase has been funded.

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

Operating Costs	Source	FTEs	Amount	Revenue Sources	Fund	Amount
Parking Expenses	Airport	1.0	\$70,000	Parking Revenue	600 - AIRPORT	\$450,000

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - State		\$80,000	\$1,680,000	-	-	-	\$1,760,000
Operating - Airport Operating Funds		\$20,000	\$420,000	-	-	-	\$440,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Terminal	\$100,000	\$2,100,000	-	-	-	-	\$2,200,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	\$2,000,000	-	-	-	\$2,000,000
Planning/Design	-	\$100,000	-	-	-	-	\$100,000
	\$100,000	\$2,100,000	-	-	-	-	\$2,200,000

**769 East GA Apron Reconstruction**

(No Funding in 2026)

**Total Funding**  
**\$9,600,000**



Reconstruct a portion of the east General Aviation aircraft parking apron.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Conceptual  
Timeline: 01/2027 to 12/2028  
Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?

The project will result in an extended life of aircraft parking apron. 2027 funding will be for design and 2028 funding will be for construction.

How will this outcome be measured?

The desired outcome is a safe and operable parking apron.

What is the methodology used to determine the budget for this project?

Engineers estimate.

Explain why project will take more than one year to complete?

Due to our State/Federal partners having a fiscal year that is different than the City's.

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes by Aviation Board on 1/18/2022 (see Legistar 22-0059)

Is this request part of an approved master plan?

Yes it is part of Airport Layout Plan

Does this request require regulatory/other outside approval?

Yes, and it has not received all required approvals yet.

**Approvals Received:** No

**Approvals Remaining:** Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

Does this request require the city to contribute funds?

No

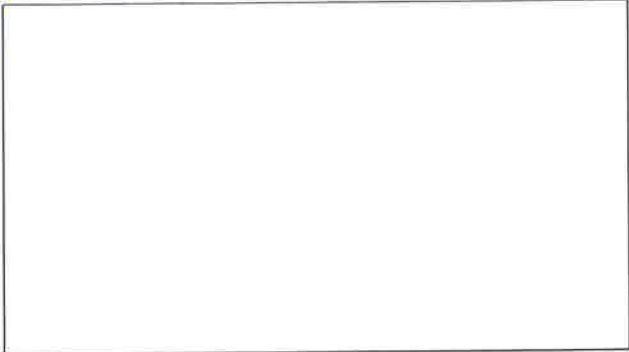
Does this request use donated funds?

No

<b>Request Budget</b>	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	\$540,000	\$8,100,000	-	\$8,640,000
Grants - State	-	-	-	\$30,000	\$450,000	-	\$480,000
Operating - Airport Operating Funds	-	-	-	\$30,000	\$450,000	-	\$480,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	-	-	\$30,000	\$450,000	-	\$480,000
Airport - Runways and Taxiways	-	-	-	\$570,000	\$8,550,000	-	\$9,120,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	-	\$9,000,000	-	\$9,000,000
Planning/Design	-	-	-	\$600,000	-	-	\$600,000
	-	-	-	\$600,000	\$9,000,000	-	\$9,600,000

**917 Environmental Assessment - Runway 4/22 Removal**

2026 Funding	Total Funding
<b>\$190,000</b>	<b>\$590,000</b>



The Federal Aviation Administration requires an Environmental Assessment to comply with the National Environmental Policy Act for removing of runways. In keeping with the La Crosse Regional Airport's 2037 Airport Master Plan, which calls for the removal of Runway 4/22, this Environmental Assessment is required to continue moving that plan forward.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Preliminary  
 Timeline: 2026 to 2028  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
 The outcome of this project will be determined by the Federal Aviation Administration which is the responsible agency for this action under the National Environmental Policy Act. An outcome will either be a Finding of No Significant Impact, a Finding of No Significant Impact with a Record of Decision, or a requirement to conduct a full Environmental Impact Statement.

How will this outcome be measured?  
 The Federal Aviation Administration is the responsible agency for this action under the National Environmental Policy Act and will determine the outcome.

What is the methodology used to determine the budget for this project?  
 Consultant estimate.

Explain why project will take more than one year to complete?  
 This project is scheduled to start in Federal Fiscal Year 2026 and typically requires up to 24 months to complete.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?  
 Yes it is part of 2037 Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has received all required approvals.

**Approvals Received: No**

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

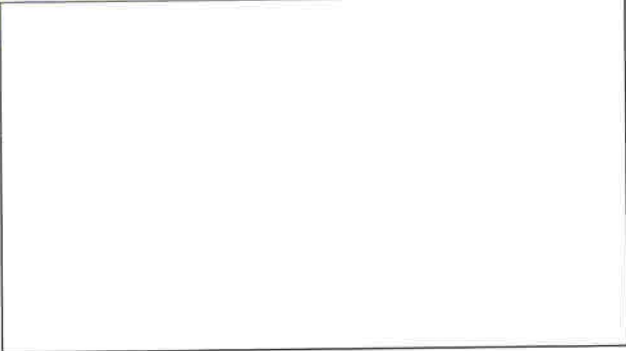
Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	\$360,000	\$180,500	-	-	-	-	\$540,500
Grants - State	\$20,000	\$4,750	-	-	-	-	\$24,750
Operating - Passenger Facility Charges	\$20,000	\$4,750	-	-	-	-	\$24,750
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	\$400,000	\$190,000	-	-	-	-	\$590,000
<b>SPENDING PLAN:</b>							
Planning/Design	\$400,000	\$190,000	-	-	-	-	\$590,000
	<b>\$400,000</b>	<b>\$190,000</b>	-	-	-	-	<b>\$590,000</b>



**918 Remove Runway 4/22**

(No Funding in 2026)

**Total Funding**  
**\$10,400,000**



Complete the environmental reviews, design and removal of Runway 4/22 pavements and associated lighting and signs. Project limits for all phases will be determined by the design, consultation with the Federal Aviation Administration, and available project funding.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Preliminary  
Timeline: 10/2028 to 12/2031  
Department Point of Contact: Tripp, Jeffrey

**Justification:** **Approval & Oversight:**

What is the request's desired outcome?  
This project is a multi-year, multi-phase project to complete the full removal of Runway 4/22 and addressing several FAA runway safety "hot spots". The exact phases will be determined by the environmental and design work under project 918.

How will this outcome be measured?  
The outcome will be measured through consultant interaction, coordination with the Wisconsin Department of Transportation - Bureau of Aeronautics, and the Federal Aviation Administration. This project will be measured by a completed scope of work.

What is the methodology used to determine the budget for this project?  
Consultant communication and similar projects at other airports. The overall project, including environmental, design and (up to) three construction phases of work, was determined by escalating similar projects at two airports in Illinois. Project costs will be updated during the design phase to further refine needed construction phase funding.

Explain why project will take more than one year to complete?  
This overall project requires the following phases: required environmental assessment (2 years), design (1 year) and 2 or 3 construction phases each taking one year, all subject to receipt of federal discretionary grant funding.

Has request been approved by an oversight board?  
Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?  
Yes it is part of 2037 Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
Yes, and it has not received all required approvals yet.

**Approvals Received:** No  
**Approvals Remaining:** Federal Aviation Administration and Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

Does this request require the city to contribute funds?  
No

Does this request use donated funds?  
No

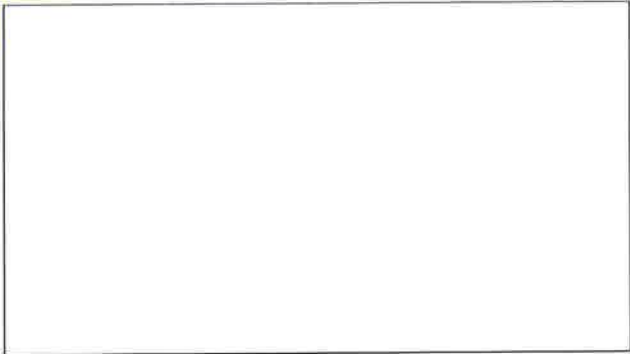
Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	\$360,000	\$4,500,000	\$4,500,000	\$9,360,000
Grants - State	-	-	-	\$20,000	\$250,000	\$250,000	\$520,000
Operating - Passenger Facility Charges	-	-	-	\$20,000	\$250,000	\$250,000	\$520,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	-	-	\$400,000	\$5,000,000	\$5,000,000	\$10,400,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	-	\$5,000,000	\$5,000,000	\$10,000,000
Planning/Design	-	-	-	\$400,000	-	-	\$400,000
	-	-	-	\$400,000	\$5,000,000	\$5,000,000	\$10,400,000

**1038 Terminal Fiber Optic Upgrades**

2026 Funding	Total Funding
<b>\$500,000</b>	<b>\$500,000</b>

Replace and upgrade the existing fiber optic line supporting the airport terminal to support internet, security access control system, security camera system, and parking lot access system.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-design  
 Timeline: 01/2026 to 12/2026  
 Department Point of Contact: Tripp, Jeffrey



**Justification:**

What is the request's desired outcome?  
 Replace and upgrade the existing fiber optic system supporting the airport terminal to support internet, security access control system, security camera system, and parking lot access system. Project will install "armored" fiber to reduce issues associated with wildlife chewing into the fiber.

How will this outcome be measured?  
 Replacement and upgrade of the fiber lines.

What is the methodology used to determine the budget for this project?  
 Engineer's estimate.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 No

Is this request part of an approved master plan?  
 No

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.

**Approvals Received:** No  
**Approvals Remaining:** State approval if project is funded as a state/local project. Otherwise, 100% airport funded.

**Outside Funding:**

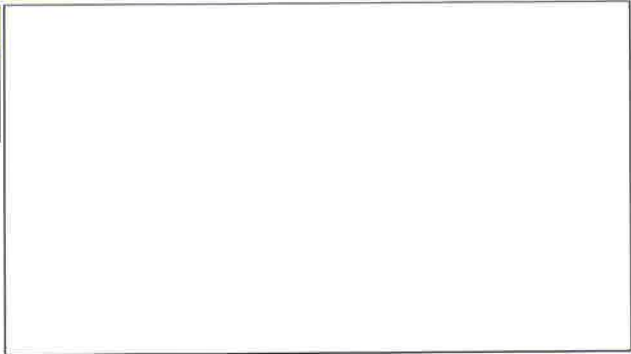
Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Operating - Airport Operating Funds	-	\$500,000	-	-	-	-	\$500,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	\$500,000	-	-	-	-	\$500,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$500,000	-	-	-	-	\$500,000
	-	\$500,000	-	-	-	-	\$500,000

**1040 Terminal Emergency Generator Replacement**

2026 Funding	Total Funding
<b>\$550,000</b>	<b>\$550,000</b>



Replace and upgrade the existing emergency generator supporting the Airport Terminal.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-design  
 Timeline: 01/2026 to 12/2027  
 Department Point of Contact: Tripp, Jeffrey

**Justification:** **Approval & Oversight:**

What is the request's desired outcome?  
 Replace and upgrade the existing emergency generator supporting the Airport Terminal and its systems to include the security access control system, parking lot operating system, security camera system, and city internet.

How will this outcome be measured?  
 Installation of the new emergency generator.

What is the methodology used to determine the budget for this project?  
 Engineer's estimate.

Explain why project will take more than one year to complete?  
 This project will overlap federal, state, and city fiscal years. Delivery time for the generator is unknown until bids are received.

Has request been approved by an oversight board?  
 No

Is this request part of an approved master plan?  
 No

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.  
**Approvals Received:** No  
**Approvals Remaining:** FAA and WDOT - BOA

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

Operating Costs	Source	FTEs	Amount
general maintenance	Airport	-	\$1,000

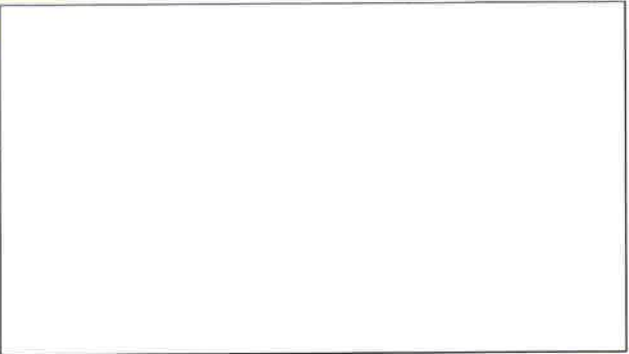
Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$522,500	-	-	-	-	\$522,500
Grants - State	-	\$13,750	-	-	-	-	\$13,750
Operating - Passenger Facility Charges	-	\$13,750	-	-	-	-	\$13,750
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Terminal	-	\$550,000	-	-	-	-	\$550,000
<b>SPENDING PLAN:</b>							
Equipment/Vehicles/Furnishings	-	\$500,000	-	-	-	-	\$500,000
Planning/Design	-	\$50,000	-	-	-	-	\$50,000
	-	\$550,000	-	-	-	-	\$550,000

**1041 ARFF Building Rehabilitation**

2026 Funding	Total Funding
<b>\$1,500,000</b>	<b>\$1,500,000</b>

This project will conduct a rehabilitation of the existing Airport Rescue & Firefighting facility located at 2841 Fanta Reed Road.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Design in progress  
 Timeline: 12/2024 to 12/2027  
 Department Point of Contact: Tripp, Jeffrey



**Justification:**

What is the request's desired outcome?  
 Complete designed rehabilitation and modernization of the existing 25-year old ARFF facility.

How will this outcome be measured?  
 Completion of the designed improvements.

What is the methodology used to determine the budget for this project?  
 Engineer's estimate.

Explain why project will take more than one year to complete?  
 This construction project will overlap city, state, and federal fiscal years for construction and project closeouts.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 No

Is this request part of an approved master plan?  
 Yes it is part of Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.  
**Approvals Received:** No  
**Approvals Remaining:** FAA, WDOT - BOA

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

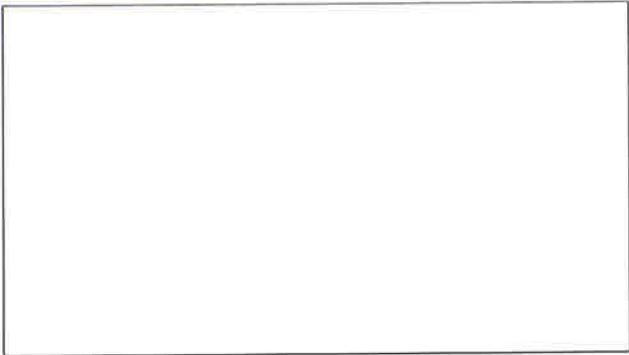
Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$1,425,000	-	-	-	-	\$1,425,000
Grants - State	-	\$37,500	-	-	-	-	\$37,500
Operating - Passenger Facility Charges	-	\$37,500	-	-	-	-	\$37,500
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	\$1,500,000	-	-	-	-	\$1,500,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$1,500,000	-	-	-	-	\$1,500,000
	-	\$1,500,000	-	-	-	-	\$1,500,000

**1042 Runway 13/31 Rehabilitation - Rebid**

(No Funding in 2026)

**Total Funding**

**\$6,000,000**



This project was designed and bid in May 2022 with bids received exceeding available federal funding. This project will update the bid documents and re-bid this pavement preservation project.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Designed.  
 Timeline: 01/2028 to 12/2028  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?

Re-bidding the runway pavement preservation project.

How will this outcome be measured?

Project is bid and completed.

What is the methodology used to determine the budget for this project?

Previous bids received.

Explain why project will take more than one year to complete?

The design and completion of the runway pavement preservation project will occur over multiple federal, state, and local fiscal years to complete including grant and project closeouts.

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes

Is this request part of an approved master plan?

Yes it is part of Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?

Yes, and it has not received all required approvals yet.

**Approvals Received:** No

**Approvals Remaining:** FAA, WDOT - BOA

**Outside Funding:**

Does this request require the city to contribute funds?

No

Does this request use donated funds?

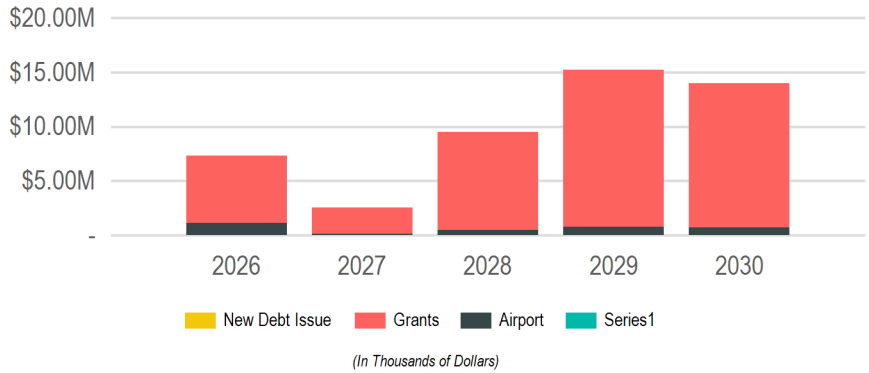
No

**Request Budget**

	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	\$5,400,000	-	-	\$5,400,000
Grants - State	-	-	-	\$300,000	-	-	\$300,000
Operating - Airport Operating Funds	-	-	-	\$300,000	-	-	\$300,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	-	-	\$6,000,000	-	-	\$6,000,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	\$5,950,000	-	-	\$5,950,000
Planning/Design	-	-	-	\$50,000	-	-	\$50,000
	-	-	-	\$6,000,000	-	-	\$6,000,000

# Airport

<b>2026 Total Funding</b>
<b>\$7,315,000</b>
<b>2026 New Borrowing</b>
<b>2026 City Funded</b>
<b>\$1,135,375</b>



## Requests

Request	2026	2027	2028	2029	2030	Total
767: Reconstruct South Terminal Parking Lots	\$2,100,000	-	-	-	-	\$2,100,000
712: Airfield Drainage Improvements	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000
1041: ARFF Building Rehabilitation	\$1,500,000	-	-	-	-	\$1,500,000
616: Terminal Outbound Baggage Replacement	\$800,000	-	-	-	-	\$800,000
1040: Terminal Emergency Generator Replacement	\$550,000	-	-	-	-	\$550,000
1038: Terminal Fiber Optic Upgrades	\$500,000	-	-	-	-	\$500,000
917: Environmental Assessment - Runway 4/22 Removal	\$190,000	-	-	-	-	\$190,000
621: Snow Removal Equipment Building Rehabilitation/Expansion	\$100,000	\$250,000	\$2,500,000	-	-	\$2,850,000
619: Prepare Development Site	-	\$170,000	-	-	-	\$170,000
1042: Runway 13/31 Rehabilitation - Rebid	-	-	\$6,000,000	-	-	\$6,000,000
769: East GA Apron Reconstruction	-	-	\$600,000	\$9,000,000	-	\$9,600,000
918: Remove Runway 4/22	-	-	\$400,000	\$5,000,000	\$5,000,000	\$10,400,000
615: Construct Connector Taxiway	-	-	-	\$1,200,000	-	\$1,200,000
711: South GA Apron Reconstruction	-	-	-	-	\$9,000,000	\$9,000,000

## Funding Sources

Source	2026	2027	2028	2029	2030	Total
<b>Grants &amp; Other Intergovernmental</b>	\$6,179,625	\$2,394,000	\$9,025,000	\$14,440,000	\$13,300,000	\$45,338,625
Federal	\$4,384,250	\$2,268,000	\$8,550,000	\$13,680,000	\$12,600,000	\$41,482,250
State	\$1,795,375	\$126,000	\$475,000	\$760,000	\$700,000	\$3,856,375
<b>Operating Funds</b>	\$1,135,375	\$126,000	\$475,000	\$760,000	\$700,000	\$3,196,375
Enterprise/Utility Funds	\$1,135,375	\$126,000	\$475,000	\$760,000	\$700,000	\$3,196,375
	<b>\$7,315,000</b>	<b>\$2,520,000</b>	<b>\$9,500,000</b>	<b>\$15,200,000</b>	<b>\$14,000,000</b>	<b>\$48,535,000</b>

**615** Construct Connector Taxiway

*(No Funding in 2026)*

**Total Funding**  
**\$1,200,000**



Construct connector taxiway between Runway 13/31 and Taxiway B - NOTE of 1/10/2024, this project is being pushed to an outer year. Progress on Runway 13/31 and Taxiway B are not conducive to considering this project at this time.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Pre-Design  
Timeline: 2029  
Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?

The desired outcome is a new taxiway to improve safety and flow of aircraft movement on the airfield.

How will this outcome be measured?

Improvement of airfield geometry.

What is the methodology used to determine the budget for this project?

Engineer estimate.

Explain why project will take more than one year to complete?

This project may take more than one year due to the difference in the City's fiscal year and that of our State/Federal funding partners.

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes by Aviation Board on 1/18/2022 (see Legistar 22-0059)

Is this request part of an approved master plan?

No

Does this request require regulatory/other outside approval?

Yes, and it has not received all required approvals yet.

Approvals Received: No

Approvals Remaining: FAA and Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

Does this request require the city to contribute funds?

No

Does this request use donated funds?

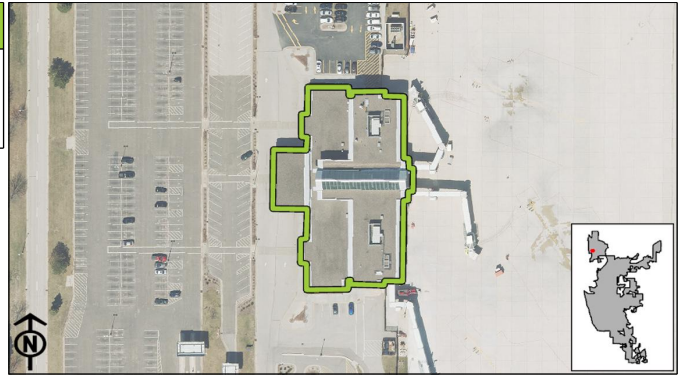
No

**Request Budget**

	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	-	\$1,080,000	-	\$1,080,000
Grants - State	-	-	-	-	\$60,000	-	\$60,000
Operating - Passenger Facility Charges	-	-	-	-	\$60,000	-	\$60,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	-	-	-	\$1,200,000	-	\$1,200,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	-	\$1,200,000	-	\$1,200,000
	-	-	-	-	\$1,200,000	-	\$1,200,000

**616 Terminal Outbound Baggage Replacement**

2026 Funding	Total Funding
<b>\$800,000</b>	<b>\$800,000</b>



Replace the existing terminal outbound baggage system to meet current and future demand.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-Design  
 Timeline: 2026 to 2029  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
 The desired outcome is a new baggage conveyor for outbound baggage that meets the current and future needs of the airport.

How will this outcome be measured?  
 Replace the system due to its age to improve airport performance and passengers' service quality.

What is the methodology used to determine the budget for this project?  
 Engineer's estimate.

Explain why project will take more than one year to complete?  
 Project is subject to receipt of federal/state grant funding and delivery of the system components once bid. Project will take more than one year to complete.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?  
 Yes it is part of Airport Layout Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.  
 Approvals Received: No  
 Approvals Remaining: Federal Aviation Administration and Wisconsin Department of Transportation Bureau of Aeronautics.

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

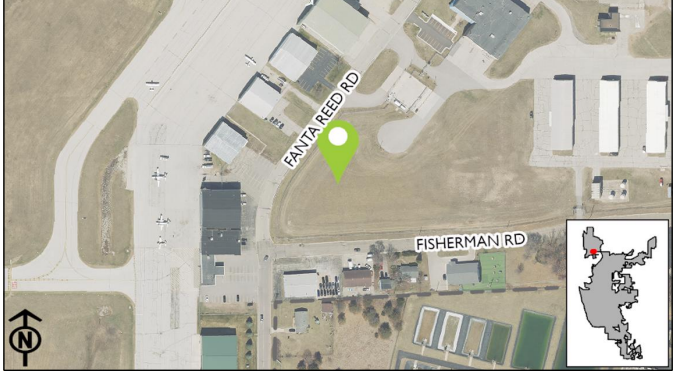
Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$760,000	-	-	-	-	\$760,000
Grants - State	-	\$20,000	-	-	-	-	\$20,000
Operating - Passenger Facility Charges	-	\$20,000	-	-	-	-	\$20,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Terminal	-	\$800,000	-	-	-	-	\$800,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$800,000	-	-	-	-	\$800,000
	-	\$800,000	-	-	-	-	\$800,000



**619** Prepare Development Site

*(No Funding in 2026)*

**Total Funding**  
**\$170,000**



Remove existing sand storage facility and prepare the site for future development.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Pre-Design  
Timeline: 2027 to 2028  
Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
The desired outcome is a demolished building and a prepared site for development.

How will this outcome be measured?  
Successful demolition of old building.

What is the methodology used to determine the budget for this project?  
Engineer's estimate.

Explain why project will take more than one year to complete?  
This project may take two years due to the fiscal years of our Federal and State partners differing from the fiscal year of the City.

**Approval & Oversight:**

Has request been approved by an oversight board?  
Yes by Aviation Board on 1/18/2022 (see Legistar 22-0059)

Is this request part of an approved master plan?  
Yes it is part of Airport Layout Plan

Does this request require regulatory/other outside approval?  
Yes, and it has not received all required approvals yet.  
Approvals Received: No  
Approvals Remaining: Wisconsin Department of Transportation - Bureau of Aeronautics and Federal Aviation Administration

**Outside Funding:**

Does this request require the city to contribute funds?  
No

Does this request use donated funds?  
No

<b>Request Budget</b>	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	\$153,000	-	-	-	\$153,000
Grants - State	-	-	\$8,500	-	-	-	\$8,500
Operating - Airport Operating Funds	-	-	\$8,500	-	-	-	\$8,500
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	-	\$170,000	-	-	-	\$170,000
<b>SPENDING PLAN:</b>							
Other	-	-	\$170,000	-	-	-	\$170,000
	-	-	\$170,000	-	-	-	\$170,000

**711** South GA Apron Reconstruction

*(No Funding in 2026)*

**Total Funding**  
**\$9,400,000**



Repair and reconstruct aging apron pavement on the east side of the airport. This will focus on the southern portion of the apron, from the airport fire station to the south. Design in 2024 with construction in 2025.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Pre-Planning  
Timeline: 9/2027 to 9/2028  
Department Point of Contact: Koss, Lauren

**Justification:**

What is the request's desired outcome?

The desired outcome is a rehabilitated apron, extending the useful life of the pavement.

How will this outcome be measured?

A completed apron project that meets FAA specifications.

What is the methodology used to determine the budget for this project?

Engineers estimate.

Explain why project will take more than one year to complete?

A grant is usually anticipated late in the Federal fiscal year which is too close to winter to start construction, pushing construction to late spring or summer of the next year.

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?

Yes it is part of Airport Layout Plan dated 4/14/2022

Does this request require regulatory/other outside approval?

Yes, and it has not received all required approvals yet.

Approvals Received: No

Approvals Remaining: Federal Aviation Administration and Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

Does this request require the city to contribute funds?

No

Does this request use donated funds?

No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	\$360,000	-	-	-	-	\$8,100,000	\$8,460,000
Grants - State	\$20,000	-	-	-	-	\$450,000	\$470,000
Operating - Airport Operating Funds	\$20,000	-	-	-	-	\$450,000	\$470,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	\$20,000	-	-	-	-	-	\$20,000
Airport - Runways and Taxiways	\$380,000	-	-	-	-	\$9,000,000	\$9,380,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	\$400,000	-	-	-	-	\$9,000,000	\$9,400,000
	<b>\$400,000</b>	-	-	-	-	<b>\$9,000,000</b>	<b>\$9,400,000</b>

**712** Airfield Drainage Improvements

2026 Funding	Total Funding
<b>\$1,575,000</b>	<b>\$3,675,000</b>



Improvements to aging airfield drainage infrastructure.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-Design  
 Timeline: 2026 to 2029  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
 The desired outcome is an improved stormwater system on the airport. This includes better drainage from critical infrastructure and repairs to existing infrastructure.

How will this outcome be measured?  
 Construction meets the intent of the previously developed storm water study, completed in fall of 2023.

What is the methodology used to determine the budget for this project?  
 The budget is determined by the stormwater study completed in 2023. The budget has been increased 20% at the recommendation of the engineer. The project is split into 3 phases to account for potential federal and state funding.

Explain why project will take more than one year to complete?  
 This project is funded with federal and state money and will be completed over multiple fiscal years.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?  
 Yes it is part of Airport ALP dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.  
 Approvals Received: No  
 Approvals Remaining: Wisconsin Department of Transportation - Bureau of Aeronautics, Federal Aviation Administration

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

Does this request use donated funds?  
 No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$1,496,250	\$1,890,000	-	-	-	\$3,386,250
Grants - State	-	\$39,375	\$105,000	-	-	-	\$144,375
Operating - Airport Operating Funds	-	\$39,375	\$105,000	-	-	-	\$144,375
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000
	-	\$1,575,000	\$2,100,000	-	-	-	\$3,675,000

**767** Reconstruct South Terminal Parking Lots

2026 Funding	Total Funding
<b>\$2,100,000</b>	<b>\$2,200,000</b>



Complete a multi-phase project to reconstruct the terminal's southern short & long term parking lots.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Design  
 Timeline: 07/2026 to 12/2027  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?

This project will rehabilitate the existing pavements of the short and long term parking lots at the airport terminal. Design of this project is being completed under CIP project 23-088. This project will complete the construction phase. Due to the anticipated total project cost, it is anticipated to complete the construction in two phases, subject to state aid funding availability.

How will this outcome be measured?

Continued serviceability of the terminal's parking lots.

What is the methodology used to determine the budget for this project?

Engineers estimate.

Explain why project will take more than one year to complete?

State funding is allocated based on its fiscal year and allocation level. This is a multi-year project to design, construct, and closeout the grant(s).

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?

Yes it is part of Airport Layout Plan dated 4/14/2022

Does this request require regulatory/other outside approval?

Yes, and it has received all required approvals.

Approvals Received: WDOT - Bureau of Aeronautics, the design phase has been funded.

**Outside Funding:**

Does this request require the city to contribute funds?

No

Does this request use donated funds?

No

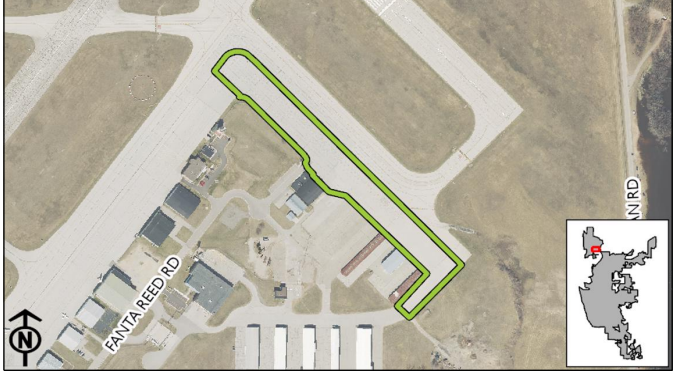
Operating Costs	Source	FTEs	Amount	Revenue Sources	Fund	Amount
Parking Expenses	Airport	1.0	\$70,000	Parking Revenue	600 - AIRPORT	\$450,000

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - State	\$80,000	\$1,680,000	-	-	-	-	\$1,760,000
Operating - Airport Operating Funds	\$20,000	\$420,000	-	-	-	-	\$440,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Terminal	\$100,000	\$2,100,000	-	-	-	-	\$2,200,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	\$2,000,000	-	-	-	\$2,000,000
Planning/Design	-	\$100,000	-	-	-	-	\$100,000
	<b>\$100,000</b>	<b>\$2,100,000</b>	-	-	-	-	<b>\$2,200,000</b>

**769** East GA Apron Reconstruction

*(No Funding in 2026)*

**Total Funding**  
**\$9,600,000**



Reconstruct a portion of the east General Aviation aircraft parking apron.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Conceptual  
Timeline: 01/2027 to 12/2028  
Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
The project will result in an extended life of aircraft parking apron. 2027 funding will be for design and 2028 funding will be for construction.

How will this outcome be measured?  
The desired outcome is a safe and operable parking apron.

What is the methodology used to determine the budget for this project?  
Engineers estimate.

Explain why project will take more than one year to complete?  
Due to our State/Federal partners having a fiscal year that is different than the City's.

**Approval & Oversight:**

Has request been approved by an oversight board?  
Yes by Aviation Board on 1/18/2022 (see Legistar 22-0059)

Is this request part of an approved master plan?  
Yes it is part of Airport Layout Plan

Does this request require regulatory/other outside approval?  
Yes, and it has not received all required approvals yet.  
Approvals Received: No  
Approvals Remaining: Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

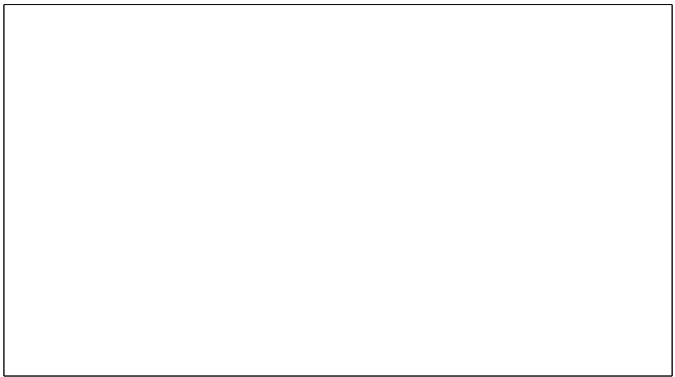
Does this request require the city to contribute funds?  
No

Does this request use donated funds?  
No

<b>Request Budget</b>	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	\$540,000	\$8,100,000	-	<b>\$8,640,000</b>
Grants - State	-	-	-	\$30,000	\$450,000	-	<b>\$480,000</b>
Operating - Airport Operating Funds	-	-	-	\$30,000	\$450,000	-	<b>\$480,000</b>
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	-	-	\$30,000	\$450,000	-	<b>\$480,000</b>
Airport - Runways and Taxiways	-	-	-	\$570,000	\$8,550,000	-	<b>\$9,120,000</b>
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	-	\$9,000,000	-	<b>\$9,000,000</b>
Planning/Design	-	-	-	\$600,000	-	-	<b>\$600,000</b>
	-	-	-	<b>\$600,000</b>	<b>\$9,000,000</b>	-	<b>\$9,600,000</b>

**917 Environmental Assessment - Runway 4/22 Removal**

2026 Funding	Total Funding
<b>\$190,000</b>	<b>\$590,000</b>



The Federal Aviation Administration requires an Environmental Assessment to comply with the National Environmental Policy Act for removing of runways. In keeping with the La Crosse Regional Airport's 2037 Airport Master Plan, which calls for the removal of Runway 4/22, this Environmental Assessment is required to continue moving that plan forward.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Preliminary  
 Timeline: 2026 to 2028  
 Department Point of Contact: Tripp, Jeffrey

**Justification: Approval & Oversight:**

What is the request's desired outcome?  
 The outcome of this project will be determined by the Federal Aviation Administration which is the responsible agency for this action under the National Environmental Policy Act. An outcome will either be a Finding of No Significant Impact, a Finding of No Significant Impact with a Record of Decision, or a requirement to conduct a full Environmental Impact Statement.

How will this outcome be measured?  
 The Federal Aviation Administration is the responsible agency for this action under the National Environmental Policy Act and will determine the outcome.

What is the methodology used to determine the budget for this project?  
 Consultant estimate.

Explain why project will take more than one year to complete?  
 This project is scheduled to start in Federal Fiscal Year 2026 and typically requires up to 24 months to complete.

Has request been approved by an oversight board?  
 Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?  
 Yes it is part of 2037 Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has received all required approvals.  
 Approvals Received: No

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

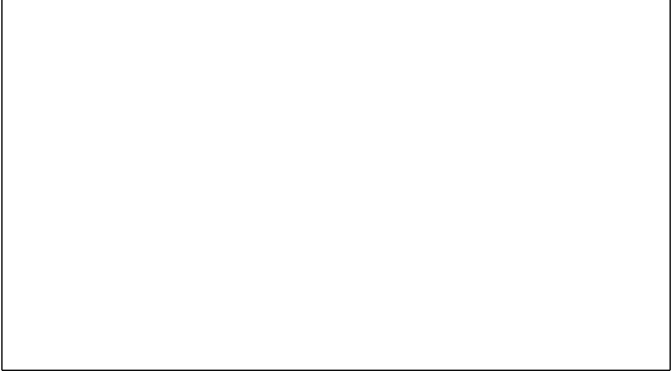
Does this request use donated funds?  
 No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	\$360,000	\$180,500	-	-	-	-	\$540,500
Grants - State	\$20,000	\$4,750	-	-	-	-	\$24,750
Operating - Passenger Facility Charges	\$20,000	\$4,750	-	-	-	-	\$24,750
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	\$400,000	\$190,000	-	-	-	-	\$590,000
<b>SPENDING PLAN:</b>							
Planning/Design	\$400,000	\$190,000	-	-	-	-	\$590,000
	<b>\$400,000</b>	<b>\$190,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$590,000</b>

**918** Remove Runway 4/22

*(No Funding in 2026)*

**Total Funding**  
**\$10,400,000**



Complete the environmental reviews, design and removal of Runway 4/22 pavements and associated lighting and signs. Project limits for all phases will be determined by the design, consultation with the Federal Aviation Administration, and available project funding.

**Requesting Department(s):** Airport  
**Request Type:** Project  
**Current Status:** Preliminary  
**Timeline:** 10/2028 to 12/2031  
**Department Point of Contact:** Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?

This project is a multi-year, multi-phase project to complete the full removal of Runway 4/22 and addressing several FAA runway safety "hot spots". The exact phases will be determined by the environmental and design work under project 918.

How will this outcome be measured?

The outcome will be measured through consultant interaction, coordination with the Wisconsin Department of Transportation - Bureau of Aeronautics, and the Federal Aviation Administration. This project will be measured by a completed scope of work.

What is the methodology used to determine the budget for this project?

Consultant communication and similar projects at other airports. The overall project, including environmental, design and (up to) three construction phases of work, was determined by escalating similar projects at two airports in Illinois. Project costs will be updated during the design phase to further refine needed construction phase funding.

Explain why project will take more than one year to complete?

This overall project requires the following phases: required environmental assessment (2 years), design (1 year) and 2 or 3 construction phases each taking one year, all subject to receipt of federal discretionary grant funding.

**Approval & Oversight:**

Has request been approved by an oversight board?

Yes by Aviation Board on 1/16/2024 (see Legistar 24-0086)

Is this request part of an approved master plan?

Yes it is part of 2037 Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?

Yes, and it has not received all required approvals yet.

Approvals Received: No

Approvals Remaining: Federal Aviation Administration and Wisconsin Department of Transportation - Bureau of Aeronautics

**Outside Funding:**

Does this request require the city to contribute funds?

No

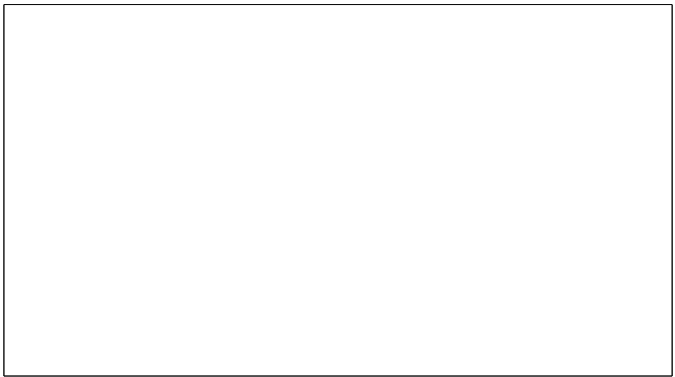
Does this request use donated funds?

No

<b>Request Budget</b>	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	\$360,000	\$4,500,000	\$4,500,000	\$9,360,000
Grants - State	-	-	-	\$20,000	\$250,000	\$250,000	\$520,000
Operating - Passenger Facility Charges	-	-	-	\$20,000	\$250,000	\$250,000	\$520,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	-	-	\$400,000	\$5,000,000	\$5,000,000	\$10,400,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	-	\$5,000,000	\$5,000,000	\$10,000,000
Planning/Design	-	-	-	\$400,000	-	-	\$400,000
	-	-	-	\$400,000	\$5,000,000	\$5,000,000	\$10,400,000

**1038 Terminal Fiber Optic Upgrades**

2026 Funding	Total Funding
<b>\$500,000</b>	<b>\$500,000</b>



Replace and upgrade the existing fiber optic line supporting the airport terminal to support internet, security access control system, security camera system, and parking lot access system.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-design  
 Timeline: 01/2026 to 12/2026  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
 Replace and upgrade the existing fiber optic system supporting the airport terminal to support internet, security access control system, security camera system, and parking lot access system. Project will install "armored" fiber to reduce issues associated with wildlife chewing into the fiber.

How will this outcome be measured?  
 Replacement and upgrade of the fiber lines.

What is the methodology used to determine the budget for this project?  
 Engineer's estimate.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 No

Is this request part of an approved master plan?  
 No

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.  
 Approvals Received: No  
 Approvals Remaining: State approval if project is funded as a state/local project. Otherwise, 100% airport funded.

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

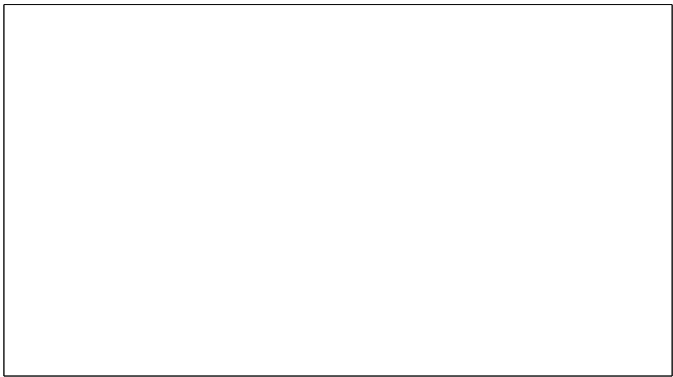
Does this request use donated funds?  
 No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Operating - Airport Operating Funds	-	\$500,000	-	-	-	-	\$500,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	\$500,000	-	-	-	-	\$500,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$500,000	-	-	-	-	\$500,000
	-	<b>\$500,000</b>	-	-	-	-	<b>\$500,000</b>



**1040** Terminal Emergency Generator Replacement

2026 Funding	Total Funding
<b>\$550,000</b>	<b>\$550,000</b>



Replace and upgrade the existing emergency generator supporting the Airport Terminal.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Pre-design  
 Timeline: 01/2026 to 12/2027  
 Department Point of Contact: Tripp, Jeffrey

**Justification:**

What is the request's desired outcome?  
 Replace and upgrade the existing emergency generator supporting the Airport Terminal and its systems to include the security access control system, parking lot operating system, security camera system, and city internet.

How will this outcome be measured?  
 Installation of the new emergency generator.

What is the methodology used to determine the budget for this project?  
 Engineer's estimate.

Explain why project will take more than one year to complete?  
 This project will overlap federal, state, and city fiscal years. Delivery time for the generator is unknown until bids are received.

**Approval & Oversight:**

Has request been approved by an oversight board?  
 No

Is this request part of an approved master plan?  
 No

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.  
 Approvals Received: No  
 Approvals Remaining: FAA and WDOT - BOA

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

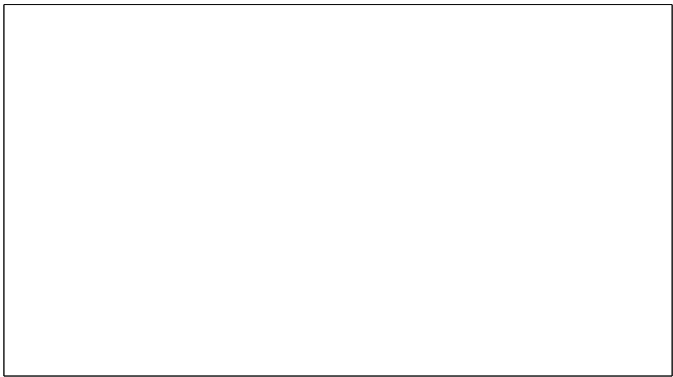
Does this request use donated funds?  
 No

Operating Costs	Source	FTEs	Amount
general maintenance	Airport	-	\$1,000

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$522,500	-	-	-	-	\$522,500
Grants - State	-	\$13,750	-	-	-	-	\$13,750
Operating - Passenger Facility Charges	-	\$13,750	-	-	-	-	\$13,750
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Terminal	-	\$550,000	-	-	-	-	\$550,000
<b>SPENDING PLAN:</b>							
Equipment/Vehicles/Furnishings	-	\$500,000	-	-	-	-	\$500,000
Planning/Design	-	\$50,000	-	-	-	-	\$50,000
	-	\$550,000	-	-	-	-	\$550,000

**1041** ARFF Building Rehabilitation

2026 Funding	Total Funding
<b>\$1,500,000</b>	<b>\$1,500,000</b>



This project will conduct a rehabilitation of the existing Airport Rescue & Firefighting facility located at 2841 Fanta Reed Road.

Requesting Department(s): Airport  
 Request Type: Project  
 Current Status: Design in progress  
 Timeline: 12/2024 to 12/2027  
 Department Point of Contact: Tripp, Jeffrey

**Justification:** **Approval & Oversight:**

What is the request's desired outcome?  
 Complete designed rehabilitation and modernization of the existing 25-year old ARFF facility.

How will this outcome be measured?  
 Completion of the designed improvements.

What is the methodology used to determine the budget for this project?  
 Engineer's estimate.

Explain why project will take more than one year to complete?  
 This construction project will overlap city, state, and federal fiscal years for construction and project closeouts.

Has request been approved by an oversight board?  
 No

Is this request part of an approved master plan?  
 Yes it is part of Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
 Yes, and it has not received all required approvals yet.  
 Approvals Received: No  
 Approvals Remaining: FAA, WDOT - BOA

**Outside Funding:**

Does this request require the city to contribute funds?  
 No

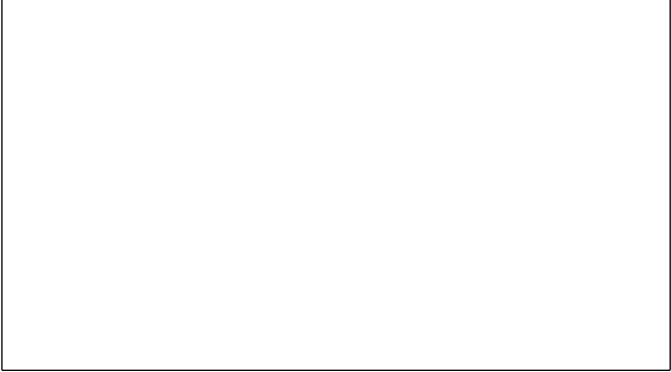
Does this request use donated funds?  
 No

Request Budget	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	\$1,425,000	-	-	-	-	\$1,425,000
Grants - State	-	\$37,500	-	-	-	-	\$37,500
Operating - Passenger Facility Charges	-	\$37,500	-	-	-	-	\$37,500
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Other Buildings	-	\$1,500,000	-	-	-	-	\$1,500,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	\$1,500,000	-	-	-	-	\$1,500,000
	-	<b>\$1,500,000</b>	-	-	-	-	<b>\$1,500,000</b>

**1042** Runway 13/31 Rehabilitation - Rebid

*(No Funding in 2026)*

**Total Funding**  
**\$6,000,000**



This project was designed and bid in May 2022 with bids received exceeding available federal funding. This project will update the bid documents and re-bid this pavement preservation project.

Requesting Department(s): Airport  
Request Type: Project  
Current Status: Designed.  
Timeline: 01/2028 to 12/2028  
Department Point of Contact: Tripp, Jeffrey

**Justification: Approval & Oversight:**

What is the request's desired outcome?  
Re-bidding the runway pavement preservation project.

How will this outcome be measured?  
Project is bid and completed.

What is the methodology used to determine the budget for this project?  
Previous bids received.

Explain why project will take more than one year to complete?  
The design and completion of the runway pavement preservation project will occur over multiple federal, state, and local fiscal years to complete including grant and project closeouts.

Has request been approved by an oversight board?  
Yes

Is this request part of an approved master plan?  
Yes it is part of Airport Master Plan dated 4/14/2022

Does this request require regulatory/other outside approval?  
Yes, and it has not received all required approvals yet.  
Approvals Received: No  
Approvals Remaining: FAA, WDOT - BOA

**Outside Funding:**

Does this request require the city to contribute funds?  
No

Does this request use donated funds?  
No

<b>Request Budget</b>	Past	2026	2027	2028	2029	2030	Total
<b>FUNDING SOURCES:</b>							
Grants - Federal	-	-	-	\$5,400,000	-	-	\$5,400,000
Grants - State	-	-	-	\$300,000	-	-	\$300,000
Operating - Airport Operating Funds	-	-	-	\$300,000	-	-	\$300,000
<b>EXPENDITURE CATEGORIES:</b>							
Airport - Runways and Taxiways	-	-	-	\$6,000,000	-	-	\$6,000,000
<b>SPENDING PLAN:</b>							
Construction/Maintenance	-	-	-	\$5,950,000	-	-	\$5,950,000
Planning/Design	-	-	-	\$50,000	-	-	\$50,000
	-	-	-	\$6,000,000	-	-	\$6,000,000





# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0315

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** General Item

**Agenda Number:**

## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members  
**Cc:** Mitch Reynolds, Mayor  
**From:** JD Roberts, Airport Business Manager  
**Subject:** Air Service Program Update

### Summary:

The following is the monthly update regarding air service initiatives operations and individual airline status updates.

- 1. Air Wisconsin** – Air Wisconsin will be ceasing providing service for American Airlines at LSE on April 4, 2025. The airline is refocusing their operations towards charter operations.
- 2. American Airlines** – With Air Wisconsin’s ceasing operations, Envoy Airlines will replace the CRJ-200 flights (50-seat) with an E170 (70-seat) aircraft. This will increase available seats per day by 20-40 per day with the ungauged aircraft. The Airport will provide notices to help highlight this change and its benefits to the traveling public.
- 3. Delta Airlines** – Excellent meeting with Delta Airlines at the last conference. They did not rule out operating mainline service out of LSE. We could also work with SkyWest (below) in an “at-risk” capacity. This would be a candidate to use our Minimum Revenue Guarantee pool for hub service restoration to MSP.
- 4. United Airlines** – United picked up the Essential Air Service contract in Eau Claire, operating 2 time per day to Chicago. We initially had discussions with them about operating to Denver in order to get our passengers west. However, this would come with a prerequisite that they compete with American to Chicago out of LSE. With them adding EAU, that likely delayed any expansion plans.
- 5. SkyWest Airlines** – SkyWest is a regional carrier, who is allowed to work with Delta in an “at-risk” capacity. That means they would be granted the ability to sell Delta tickets, and fly Delta tailed planes, but SkyWest would assume all the risk for operations. This would be another option to use our Minimum Revenue Guarantee pool for hub service restoration to MSP.

- 6. Sun Country Airlines/Landline** – The Landline Company recently notified the Airport that it would not move forward with the originally planned service to MSP in April. La Crosse is one of three airports Landline informed they would not move forward with service due to changing company decisions.

**Requested Aviation Board Action:**

None – Informational Update Only

Respectfully Submitted,



JD Roberts  
Airport Business Manager



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0316

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** General Item

**Agenda Number:**



## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members  
**Cc:** Mitch Reynolds, Mayor  
**From:** Jeff Tripp, Airport Director  
**Subject:** Air Service Consultant Update

### Summary:

Crawford, Murphy & Tilly (CMT) has been selected as LSE's air service consultant. Airport staff has negotiated the Professional Services Agreement and initial task orders with CMT:

1. Prepare the Small Community Air Service Development (SCASD) grant application to include the proposed airline and route to be requested.
  - a. Part 1 – Identify Target Carrier(s), Route(s), and Incentive in support of SCASD Grant Application
  - b. Part 2 – Assemble the SCASD Grant Application
  - c. Part 3 – Assist in Securing Support Letters
2. Air Service Incentive Program and Rates & Fees Review and Updates
3. Complete an Analysis of Catchment Data

### Requested Aviation Board Action:

"I motion to approve the Professional Service Agreement and Task Orders 1, 2, and 3 with Crawford, Murphy & Tilly."

Respectfully Submitted,



Jeffrey S. Tripp, A.A.E.  
Airport Director

Attachment: CMT Professional Services Agreement  
CMT Task Orders 1, 2, and 3



March 5, 2025

Jeffrey Tripp  
JD Roberts  
La Crosse Regional Airport

RE: Proposal for SCASD Application Development and Support  
Task: 1

Dear Jeff and JD,

The full team at Crawford, Murphy & Tilly (CMT) is excited to work with you and the La Crosse Regional Airport (LSE) team to advance your air service development goals. This task order is for work on the first scope of work item in our contract: Development of Small Community Air Service Development (SCASD) grant application to include proposed airline and route to be requested. We envision this work to broadly fall over 3 parts as detailed below.

#### **Part 1: Identify Target Carrier(s), Route(s), and Incentive in Support of SCASDP Grant Scope**

In partnership with the LSE airport team, CMT will identify the target carriers and routes that best meet the needs of the community while also having the greatest opportunity for success in the grant application. We will also identify the types of and amount of subsidies that will likely be needed, and possible structures for airport and community involvement in the subsidies.

#### **Part 2: Assemble the SCASDP Application**

CMT will develop the materials for the 20-page application for a SCASDP grant including all of the analysis necessary to make the case for the grant. The grant application will include a cover page and summary, introduction to the region, identification of air service needs and deficiencies, a project goal and plan, public-private partnerships and funding sources, discussions of previous SCASDP grant applications, and an overview of the support letters received.

#### **Part 3: Assist in Securing Support Letters**

The CMT team will assist LSE in securing letters of support from a variety of organizations to bolster the grant application. The targeted airline(s) will be the most critical letter, but we will also work with LSE to request letters from the destination airport (along with a potential commitment of incentive funds, if available), the Congressional delegation and other elected officials, and local businesses and organizations that would use the service.

While we have detailed this work in 3 parts in this task proposal, we expect the work to happen simultaneously and for all 3 parts to have significant overlap in effort. The timeline for this project will begin immediately upon acceptance from LSE, and will conclude with the submission of the official grant application to the DOT. Since the timeline for the SCASDP grant is unclear at this time, we are not

committing to specific dates other than to say that we will meet the deadline established in the DOT documents for when applications are due.

Based on our experience with prior applications, we have proposed a not to exceed budget of \$20,955 for this project. We will, of course, only bill for the actual effort put forward by the CMT team so actual billings may be lower. We anticipate that the majority of the work will be conducted by Harrison Earl, Project Manager. However, other CMT team members may assist based on their specific expertise.

<i>CMT Team Members</i>	<b>Title</b>	<b>Hourly Rate</b>
<i>Harrison Earl</i>	Project Manager	\$290
<i>Nicholas Haan</i>	ASD Principal	\$310
<i>Rachel Shulman, Kenneth Strickland</i>	ASD Director	\$290

	<b>Estimated Hours</b>	<b>Hourly Rate</b>	<b>Estimated Budget</b>
Identify target carriers, routes, and incentive. Assemble the SCASDP application, and assist in securing support letters to complete the application packet as required by DOT.	55	\$290	\$15,950
	10	\$310	\$3,100
<b>Estimated Budget</b>			<b>\$19,050</b>
10% Contingency			\$1,905
<b>Not-to-Exceed Budget</b>			<b>\$20,955</b>

If you would like to discuss our proposal or have any questions, please feel free to contact me. All of us at CMT are appreciative of the opportunity to work with LSE and we look forward to helping you create a strong SCASDP application in order to support new air service growth at LSE.

Sincerely,  
**CRAWFORD, MURPHY & TILLY, INC.**



Harrison Earl  
 Director Air Service Development



March 5, 2025

Jeffrey Tripp  
JD Roberts  
La Crosse Regional Airport

RE: Proposal for Air Service Incentive Program and Rates & Fees Review and Updates  
Task: 2

Dear Jeff and JD,

One of our first tasks with the La Crosse Regional Airport (LSE) team is to help evaluate your Air Service Incentive Program (ASIP) and your airline-specific rates and fees to ensure that they are both meeting the objectives of the airport while also being attractive to current and future airline partners. This proposal covers items 5 and 6 within our contract’s scope of work.

We have combined these items into a single task order because we believe they are closely related. Understanding the airport’s rates and fees structure is important to ensuring that the incentive program actually provides appropriate value to our airline partners. While the airport has already made significant progress in reducing airline fees and has a strong incentive program in place, we expect to review both in detail with the LSE team and propose updates that will improve each of them.

The timeline for this work will begin with a kickoff meeting shortly after accepting this task proposal and work will likely stretch over a number of weeks. While we intend for this project to be completed in a relatively quick manner, we will prioritize completing the SCASD grant application, particularly if/when the DOT releases details on the timeline for this year.

We have intentionally proposed a budget that is a little higher than we are likely to use. We expect that the work to understand the programs and suggest updates will likely be less than twenty hours of effort in total. However, since part of getting the updates adopted may involve briefings to other members of airport leadership and/or governing bodies, we have built in extra time for those possibilities. Harrison Earl will complete the majority of the work for this task, but he will leverage other CMT team members, including those outside the core Air Service Development team, to bring in expertise related to airport rates and fees.

<i>CMT Team Members</i>	<b>Title</b>	<b>Hourly Rate</b>
<i>Harrison Earl</i>	Project Manager	\$290
<i>Nicholas Haan</i>	ASD Principal	\$310
<i>Rachel Shulman, Kenneth Strickland</i>	ASD Director	\$290
<i>Other CMT Staff As Needed</i>	TBD	\$110-\$350

	Estimated Hours	Hourly Rate	Estimated Budget
Evaluate current LSE airline specific rates and fees and airport incentive program. Provide recommendations on updates that can be made to both programs to ensure they are competitive and meeting the needs of airline partners.	36	\$290	\$10,440
<b>Estimated Budget</b>			<b>\$10,440</b>
10% Contingency			\$1,044
<b>Not-to-Exceed Budget</b>			<b>\$11,484</b>

If you would like to discuss our proposal or have any questions, please feel free to contact me.

Sincerely,

**CRAWFORD, MURPHY & TILLY, INC.**



Harrison Earl  
 Director Air Service Development



March 5, 2025

Jeffrey Tripp  
JD Roberts  
La Crosse Regional Airport

RE: Proposal for Analysis of Catchment Data  
Task: 3

Dear Jeff and JD,

We look forward to working with the La Crosse Regional Airport (LSE) to perform analyses of your catchment data to support airline outreach and various projects. This task order proposal covers item 9 within our contract’s scope of work.

Because LSE has an existing subscription to Airline Data Inc.’s Catchment Analysis tools, we will leverage that subscription to download and save the data to use in our future analysis, even once the subscription expires.

The catchment analysis within this task will consist of discreet analyses that support business cases and presentations for airline meetings, the SCASD proposal, and other related projects. We are not proposing to complete an in-depth catchment study as part of this task, but rather to use the data for specific work.

The timeline for this work will begin with us downloading, saving, and formatting the catchment data in a usable format. We will begin that process as soon as this proposal is accepted. We expect to immediately perform some analysis related to Routes Americas follow-up, and to also support the SCASD application. Beyond that, we will respond to specific needs or asks from the LSE team, and so this task is expected to carry us through several months, at least.

The budget below will cover this initial set of analysis as well as securing the data for future use. Harrison Earl is likely to complete the entirety of the work for this task, though other CMT team members may assist as needed.

<i>CMT Team Members</i>	<b>Title</b>	<b>Hourly Rate</b>
<i>Harrison Earl</i>	Project Manager	\$290
<i>Nicholas Haan</i>	ASD Principal	\$310
<i>Rachel Shulman, Kenneth Strickland</i>	ASD Director	\$290

	Estimated Hours	Hourly Rate	Estimated Budget
Ongoing catchment data analysis to support various other air service development efforts.	40	\$290	\$11,600
<b>Estimated Budget</b>			<b>\$11,600</b>
10% Contingency			\$1,160
<b>Not-to-Exceed Budget</b>			<b>\$12,760</b>

If you would like to discuss our proposal or have any questions, please feel free to contact me.

Sincerely,

**CRAWFORD, MURPHY & TILLY, INC.**



Harrison Earl  
Director Air Service Development



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0317

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** General Item

**Agenda Number:**



## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members  
**Cc:** Mitch Reynolds, Mayor  
**From:** Jeff Tripp, Airport Director  
**Subject:** Airport Minimum Revenue Guarantee Update

### Summary:

Minimum Revenue Guarantees (MRGs) are a common tool used by airports to attract airlines, especially when trying to initiate new routes or increase service frequency. MRGs essentially provide a financial safety net for airlines by guaranteeing a certain level of revenue, regardless of the actual performance of the route. Here are some ways airports use MRGs to attract airlines:

1. **Route Development Incentives:** Airports may offer MRGs as part of broader route development incentives to encourage airlines to start new routes or expand existing ones. By guaranteeing a minimum level of revenue, airports can mitigate some of the financial risks associated with launching new routes, especially those that are untested or in markets with uncertain demand.
2. **Revenue Guarantees for New Markets:** When an airport identifies a new market or destination that it wants to serve, it may offer an MRG to an airline to incentivize them to be the first to launch service on that route. This can help stimulate demand and establish the viability of the new route.
3. **Service Frequency Increases:** Airports seeking to increase service frequency on existing routes may offer MRGs to airlines as an incentive to add more flights. This can be particularly beneficial for airports looking to attract additional business and leisure travelers by offering more convenient flight options.
4. **Seasonal Service:** In markets where demand fluctuates seasonally, airports may use MRGs to encourage airlines to operate seasonal routes during periods of lower demand. By guaranteeing a minimum level of revenue, airports can help offset some of the risks associated with operating flights in seasonal markets.

Overall, MRGs can be a valuable tool for airports seeking to attract airlines and stimulate air service development by providing financial incentives and mitigating some of the risks associated with launching new routes or increasing service frequency.

The LSE Air Service Working Group has established a target goal of \$1,500,000 to support air service development. The money for the \$1.5 million MRG comes from three sources:

- Applying for a Small Community Air Service Development (SCASD) Grant through the US Department of Transportation of \$750,000, if awarded.
- Public Sector contributions. La Crosse County has authorized up to \$250,000; the Airport is presenting a request to La Crosse Common Council for up to \$250,000 on March 13, 2024.
- Private Sector contributions. The Airport will be working to secure up to \$250,000 in public & private sector funding.

After every month of operations, if ticket revenue does not meet or exceed the pre-negotiated level, the MRG fund would compensate for the shortfall amount. This only happens during the two-year start-up period. Only a portion of the local funds is used during the initial drawdown of the MRG funds.

A ratio that includes primarily grant money and only a part of the local fund is used first, protecting most of the local fund. The risk of using the MRG funds exists, but we anticipate, and hope participants will get most, if not all, of their MRG contributions back after two years of service.

In addition, with participant approval, the Airport could use those funds to try and secure another airline – likely a seasonal route.

**Requested Aviation Board Action:**

None – Informational Update Only

Respectfully Submitted,



Jeffrey S. Tripp, A.A.E.  
Airport Director



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0319

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** General Item

**Agenda Number:**

## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members  
**Cc:** Mitch Reynolds, Mayor  
**From:** Jeff Tripp, Airport Director  
**Subject:** RFP Food, Beverage, and Vending Concessionaire update

### Summary:

The airport's Request for Proposals for a Food, Beverage, and Vending Concessionaire to operate in the airport terminal is in progress.

### Background:

The existing airport concession agreement for the operating of food, beverage, and vending services at the terminal expires July 31, 2025, with no option for an additional extension. The RFP has been issued with the following submission deadlines:

#### Key Dates

Sunday, March 2, 2025	RFP Advertised
Wednesday, March 19, 2025	Non-Mandatory Site Visit (2:00 PM CT)
Thursday, March 27, 2025	Final Date for Written Questions (2:00 PM CT)
Monday, March 31, 2025	Answers to Written Questions Published on Website
Thursday, April 10, 2025	Proposals Due (2:00 PM CT)
TBD	Interviews (if needed)
Monday, April 21, 2025	Aviation Board Contract Award
Thursday, May 8, 2025	City Council Contract Award
Friday, August 1, 2025	Contract Commencement Date

### Requested Aviation Board Action:

None – Informational Update Only

Respectfully Submitted,



Jeffrey S. Tripp, A.A.E.  
Airport Director



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0320

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** General Item

Enplanements (excluding charters)													TOTAL
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	6,070	6,375	7,536	7,410	7,518	7,977	7,627	8,717	7,000	7,522	7,159	6,786	87,697
2018	6,781	6,655	8,029	7,972	8,402	8,708	8,143	9,424	8,133	8,719	7,809	7,599	96,374
2019	6,139	5,056	7,844	7,242	8,870	8,935	9,345	10,078	8,000	8,513	7,586	7,697	95,305
2020	7,604	7,195	3,948	372	821	1,399	2,980	3,942	4,086	3,903	3,700	3,897	43,847
2021	3,956	3,731	5,061	5,490	7,248	8,457	8,469	8,695	7,682	7,800	7,703	6,851	81,143
2022	6,027	5,762	6,205	5,483	5,721	5,012	5,189	5,955	5,824	4,406	3,916	3,739	63,239
2023	3,875	4,246	4,911	4,227	4,322	2,810	3,261	3,289	2,799	2,586	2,786	2,345	41,457
2024	1,904	2,240	2,612	3,303	3,987	3,391	3,504	4,096	3,776	3,069	3,369	3,088	38,339
2025	3,082	2,614											5,696
	70.5%	16.7%											-7.5%

Load Factors (excluding charters) *													Avg
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	85.78%	85.69%	89.40%	87.49%	85.24%	80.98%	77.43%	86.56%	80.68%	81.18%	84.46%	72.45%	83.11%
2018	76.71%	79.80%	78.95%	84.45%	85.82%	82.07%	74.50%	82.59%	80.21%	84.98%	85.72%	82.06%	81.49%
2019	87.70%	89.01%	83.27%	83.76%	79.98%	75.91%	74.95%	81.17%	78.97%	80.08%	77.33%	79.15%	80.23%
2020	84.71%	85.65%	46.72%	9.80%	38.19%	60.30%	53.31%	55.79%	55.90%	45.70%	50.11%	49.77%	56.35%
2021	53.82%	57.17%	65.51%	68.32%	79.65%	81.02%	77.83%	83.24%	79.00%	89.90%	87.28%	85.11%	76.71%
2022	88.63%	94.06%	87.05%	87.36%	89.45%	88.71%	83.42%	86.10%	81.19%	91.58%	73.07%	76.31%	85.74%
2023	71.42%	73.77%	75.48%	67.59%	75.09%	85.05%	74.97%	75.61%	69.98%	81.84%	75.30%	70.00%	74.15%
2024	69.74%	82.66%	82.92%	77.72%	63.35%	71.06%	64.65%	79.74%	75.05%	80.30%	68.94%	82.68%	74.90%
2025	66.21%	72.53%											69.37%

Available Seats (excluding charters)													TOTAL
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	7,076	7,440	8,430	8,470	8,820	9,850	9,850	10,070	8,676	9,266	8,476	9,366	105,790
2018	8,840	8,340	10,170	9,440	9,790	10,610	10,930	11,410	10,140	10,260	9,110	9,260	118,300
2019	7,000	5,680	9,420	8,646	11,090	11,770	12,468	12,416	10,130	10,630	9,810	9,724	118,784
2020	8,976	8,400	8,450	3,794	2,150	2,320	5,590	7,066	7,310	8,540	7,384	7,830	77,810
2021	7,350	6,526	7,726	8,036	9,100	10,438	10,882	10,446	9,724	8,676	8,826	8,050	105,780
2022	6,800	6,126	7,128	6,276	6,396	5,650	6,220	6,916	7,173	4,811	5,359	4,900	73,755
2023	5,426	5,756	6,506	6,254	5,756	3,304	4,350	4,350	4,000	3,160	3,700	3,350	41,457
2024	2,730	2,710	3,150	4,250	6,294	4,772	5,420	5,137	5,031	3,822	4,887	3,735	51,938
2025	4,655	3,604											8,259
	70.5%	33.0%											25.3%

Tower Counts													TOTAL
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	707	1,122	1,163	1,322	1,755	1,954	2,023	1,995	1,846	1,811	1,563	1,129	18,390
2018	1,244	1,201	1,695	1,368	1,496	1,628	2,027	2,012	1,956	2,235	1,259	1,281	19,402
2019	1,221	855	1,765	1,464	1,721	2,121	2,643	2,320	1,764	1,748	1,095	1,322	20,039
2020	884	1,543	1,095	628	677	1,145	1,828	2,138	1,459	1,406	1,179	1,087	15,069
2021	1,051	1,035	1,662	1,636	1,635	2,696	2,568	2,015	2,165	1,954	1,565	1,276	21,258
2022	1,111	1,356	1,273	1,294	1,577	1,607	2,315	1,876	1,628	1,880	1,303	1,191	18,411
2023	808	1,207	1,514	1,598	2,205	1,694	2,238	1,968	1,501	1,796	1,224	1,021	18,774
2024	661	1,547	1,333	1,670	1,902	2,009	2,238	1,824	1,981	1,786	1,130	942	19,023
2025	1,308	1,095											
	97.9%	-29.2%											

Airport Statistics for			
	2024	2025	Same Month
	Feb	Feb	YOY Change
Car Rentals	\$240,498.15	\$224,185.49	-7%
Colgan Sales	\$60,642.83	\$48,492.28	-20%
Fuel Sales (Gallons)	53,601	46,520	-13%
Restaurant/Shop Sales	\$9,859.82	\$8,181.39	-17%
Parking Revenue**	\$26,671.68	\$30,100.00	13%

\* - Note: Load factors are estimated due to diversions/maintenance flight  
 \*\* - Note: Parking Revenue includes credit card sales only



# City of La Crosse, Wisconsin

City Hall  
400 La Crosse Street  
La Crosse, WI 54601

## Text File

File Number: 25-0321

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**Agenda Date:** 3/17/2025

**Version:** 1

**Status:** Agenda Ready

**In Control:** Aviation Board

**File Type:** General Item

**Agenda Number:**

## AVIATION BOARD BACKGROUND LETTER

**Aviation Board Meeting Date:** March 17, 2025

**To:** Chair Dickinson and Aviation Board Members  
**Cc:** Mitch Reynolds, Mayor  
**From:** Jeff Tripp, Airport Director  
**Subject:** Upcoming Events & Action Items Update

### Summary:

The Airport is providing updates to the Aviation Board of the following upcoming events and action items that are anticipated to occur over the next several months.

- Restaurant RFP – Pre-Proposal meeting Wednesday, March 19 at 2:00 PM
- Wednesday, March 19 – Airport Director is presenting to the County Policy Board at 4:30 PM with an emphasis on the air service program.
- Wisconsin Bureau of Aeronautics is hosting an Airports Seminar in Stevens Point April 8-9 combining BOA's annual Airport Operations and Land Use seminar with BOA's annual Airport Engineers Workshop.
- Restaurant RFP – Proposals are due by 2 PM Thursday, April 10.
- WAMA legislative day at the State Capitol will be held Tuesday, April 15.
- 2025 Airport Sponsor Workshop. The Airport is scheduled to meet with FAA and BOA on Tuesday, April 15 to discuss airport capital project needs, ensure the airport is aware of the various funding opportunities available, and establish a plan for maximizing those funds at the airport.
- WAMA Fall Conference, La Crosse Center, October 20 - 22

### Requested Aviation Board Action:

None – Informational Update Only

Respectfully Submitted,



Jeffrey S. Tripp, A.A.E.  
Airport Director