



CITY OF LA CROSSE

400 La Crosse Street
La Crosse, Wisconsin 54601
(608) 789-CITY
www.cityoflacrosse.org

LEGISLATION STAFF REPORT FOR COUNCIL

File ID Caption

Staff/Department Responsible for Legislation

Requestor of Legislation

Location, if applicable

Summary/Purpose

Background

Fiscal Impact

Staff Recommendation

NOTICE TO ALL AIR CARRIERS SERVING LA CROSSE REGIONAL AIRPORT

March 28, 2025

RE: Proposed PFC Application #12 for LSE

The City of La Crosse, Wisconsin hereby provides notice, in accordance with 14 CFR 158.23 of the Passenger Facility Charge regulation, of a consultation meeting with the air carriers serving the La Crosse Regional Airport (LSE). This meeting is intended to discuss as required by the PFC regulation, the submission of a new application (impose and use) to the FAA for extension of our Passenger Facility Charge authority at LSE. The legislation requires airline notification of potential PFC funded projects 30 to 45 days prior to the PFC meeting. In addition, the legislation requires that information on the program be conveyed to the airlines and that the airlines respond to the Airport, in writing, acknowledging receipt of the required notice.

In accordance with Federal Aviation Regulation 14 CFR Part 158.23 Passenger Facility Charges, the City will hold a consultation meeting with air carriers on Wednesday, May 7, 2025 at 10:00 a.m. Central Time, regarding the new application. The meeting will be held by video conference. Participants may attend online through the Microsoft Teams platform (website or application) using the following link: https://teams.microsoft.com/l/meetup-join/19%3ameeting_YTE3NDc1NTctYzE2Mi00MTNlWExYTQtYTkwZmE5YWVmYzNi%40thead.v2/0?context=%7b%22Tid%22%3a%229aa1ac06-452f-49ca-bcaf-f76b536be53b%22%2c%22Oid%22%3a%2279899bf5-61d6-44d0-859e-172a5bf2e595%22%7d or by calling (872) 240-8003, using Meeting ID 397 820 951#. A participant may request the Teams meeting invite via email by contacting Mr. JD Roberts at robertsj@lseairport.com. Should you have any technical difficulties connecting into the meeting, please contact Airport Administration at (608) 789-7464.

The City of La Crosse plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection to begin on February 1, 2034, with a total revenue impact of \$1,682,006. The PFC expiration date for these projects is estimated to be July 1, 2042. Future PFC projects will likely extend the expiration date.

The projects described on the following pages are the proposed projects for PFC funding. We look forward to discussing in detail, these projects at our air carrier consultation meeting on May 7, 2025.

Thank you for serving La Crosse Regional Airport.

Sincerely,

Jeffrey Tripp
Airport Director

cc: Elias Bello, FAA, Chicago ADO



**LA CROSSE REGIONAL AIRPORT
PASSENGER FACILITY CHARGE APPLICATION #12
PROJECT DESCRIPTIONS**

12-001 Rehabilitate Runway 18-36

This project included the rehabilitation of Runway 18-36 through joint sealing and panel replacement. The project also included updating the signage and painted markings redesignating Runway 3-21 to Runway 4-22. This project included the resealing approximately 165,000 linear feet of existing Runway 18-36 concrete joints, repair of approximately 100 square feet of concrete pavement, repair 40 cross stitching cracks in the runway concrete pavement, and re-mark approximately 179,000 linear feet of runway pavement markings.

This project was necessary to address concrete joints that were failing due to compression issues and address various types of pavement cracking. Due to the shift of magnetic north, Runway 3-21 needed to be redesignated to Runway 4-22 to accurately reflect its correct heading.

The total cost of this project was \$512,790. Federal funds (AIP Grant #36) provided \$428,662 toward the project. State funds provided \$42,064 of the required local match (LSE0997). PFCs are requested to provide the remaining local match of \$42,064. This project started in September 2013 and was completed in May 2014.

12-002 Construct East Entrance Road

This project included the reconstruction and realignment of 600 feet of the East Entrance Road (the north end of Fanta Reed Road). The project removed approximately 5,000 square yards of asphalt. The realigned road installed approximately 65 tons of asphalt.

The pavement was over 40 years old, badly deteriorated, and in need of reconstruction. The realignment of the roadway allowed for improved access and future aeronautical development.

The total cost of this project was \$390,461. Federal funds (AIP Grant #39) provided \$350,890 toward the project. State funds provided \$19,494 of the required local match (LSE1001). PFCs are requested to provide \$20,077 of eligible costs. This project started in September 2016 and was completed in December 2020.

12-003 Expand East Terminal Apron

This project included the expansion of the passenger Terminal Building Apron to the east. The expansion was approximately 33,000 square feet of concrete pavement.

This project as necessary to improve aircraft maneuverability and circulation around passenger boarding bridges.

The total cost of this project was \$900,325. Federal funds (AIP Grant #44) provided \$810,292 toward the project. State funds provided \$45,016 of the required local match. PFCs are requested to provide the remaining local match of \$45,017. This project started in November 2018 and was completed in August 2020.

12-004 Construct Taxiway and Reconstruct Taxilanes

This project included the construction of a taxiway and reconstruction of numerous taxilanes in asphalt totaling approximately 3,500 linear feet by 25 feet wide.

The various taxilanes in the southeast hangar area were constructed in 1966, the 1970s and 1990. The 2016 PCI values for the taxilane pavements were around 36-40. The pavement was showing much distress through alligator, block, and longitudinal/transverse cracking along with weathering/raveling and depressions. This project was necessary to extend the useful life of these taxilane pavements and eliminate the generation of FOD.

The total cost of this project was \$883,291. Federal funds (AIP Grant #44) provided \$794,962 toward the project. State funds provided \$44,165 of the required local match (LSE1011). PFCs are requested to provide the remaining local match of \$44,164. This project started in November 2019 and was completed in August 2020.

12-005 Construct Access Road

This project included the extension of the East Access Road (Fanta Reed Road) by approximately 450 feet by 24 feet of asphalt pavement.

The extension allows for better access to the aeronautical and hangar site development on the east side of the Airport.

The total cost of this project was \$895,183. Federal funds (AIP Grant #44) provided \$805,664 toward the project. State funds provided \$44,759 of the required local match (LSE1011). PFCs are requested to provide the remaining local match of \$44,760. This project started in November 2019 and was completed in August 2020.

12-006 Rehabilitate Service Roads (North and South)

This project included the reconstruction of the service road (building approaches) to the Snow Removal Equipment building on both its north and south sides. The reconstruction included approximately 30,000 square feet of asphalt pavement.

The asphaltic pavements associated with the SRE building approaches were over 50 years old with the last repairs being completed 30 years prior and were badly deteriorated. This project will

extend the useful life of those pavements and prevent FOD from being generated from the entrance and exit of snow removal equipment.

The total cost of this project was \$260,246. Federal funds (AIP Grant #44) provided \$234,221 toward the project. State funds provided \$13,012 of the required local match (LSE1011). PFCs are requested to provide the remaining local match of \$13,013. This project started in November 2019 and was completed in August 2020.

12-007 Acquire Aircraft Rescue and Firefighting (ARFF) Truck

This project included the acquisition of an Aircraft Rescue and Firefighting (ARFF) truck and rescue equipment. The diesel engine driven ARFF vehicle has a 1,500-gallon water tank capacity and a 450-lb. potassium-based dry chemical capacity. The equipment included protective clothing, forcible aircraft entry tools and auxiliary tools and equipment. The ARFF truck meets the requirements for ARFF Index B. The ARFF truck was purchased using FAA standard specifications and requirements.

The existing Oshkosh T1500 ARFF vehicle was purchased in 1997 and had exceeded its useful life of 15 years and maintenance issues were becoming more prevalent. Because functioning ARFF vehicles are required for the Airport under its FAA Part 139 Operating Certificate it was necessary to replace this ARFF vehicle, gear and tools to continue to satisfy the requirements of the ARFF index.

The total cost of this project was \$848,680. Federal funds (AIP Grant #51) provided \$749,165 toward the project. State funds provided \$49,758 (LSE1018). PFCs are requested to provide \$49,757 of eligible costs. This project started in August 2022 and was completed in December 2023.

12-008 Replace Terminal Inbound Baggage Conveyor

This project included the replacement of the inbound baggage conveyor (common use) at the passenger terminal building. The project scope included the carousel, roll up baggage belt, security doors and security interlocks. The approximate length of the system is 103 feet.

The existing inbound baggage conveyor was installed in 2006 and suffers from frequent and continuous breakdowns.

The total cost of this project was \$707,881. Federal funds (AIP Grant #52) provided \$637,093 toward the project. State funds provided \$35,394 of the required local match (LSE1021; SAP89). PFCs are requested to provide the remaining local match of \$35,394. This project started in August 2023 and was completed in January 2025.

12-009 Conduct Obstruction Study

This project includes the preparation of an Obstruction Disposition Study. This project will identify proposed mitigation for obstacles/obstructions to existing approaches and departures at the Airport. This project will only include evaluating obstructions to Runways 18-36 and 13-31; Runway 4-22 will not be included, as it is slated to be decommissioned. Major components of this project include:

- Preparation and submission of obstruction information to the FAA
- FAA airspace case determination processing of obstructions
- Identification of potential mitigation for future obstacles
- Preparation of an Obstacle Action Plan (OAP) Report for existing obstructions

This project will document existing airspace obstacle/obstruction data in FAA databases and match the outcome with the current LSE ALP/Airspace Plan. From this data, mitigation strategies will be formulated for obstructions found, the ALP/Airspace Plan will be updated, and an OAP Report will be produced.

Over 1,000 obstacles/obstructions were identified in the Airport Layout Plan (ALP) and Airspace Plan that was completed as part of the 2022 LSE Master Plan Update. This project is necessary to ensure the safety of aircraft arriving to and departing from these runways.

The total cost of this project is estimated to be \$126,721. Federal funds (AIP Grant #54) has provided \$114,049 toward the project. The State of Wisconsin is estimated to fund \$6,336 (LSE1020). PFCs are anticipated to provide the remaining costs of \$6,336. This project started in October 2023 and is estimated to be completed in March 2026.

12-010 Acquire Snow Removal Equipment (Multi-Function Unit)

This project includes the acquisition of one piece of snow removal equipment – a 4 x 4 all-wheel drive carrier vehicle, 24-foot displacement plow, and deice/anti-ice system.

This piece of equipment replaced a 1985 International F1754 unit. This piece of equipment is far past its useful life, is becoming increasingly maintenance intensive and no longer reliable. The equipment is required to comply with the Snow Removal Plan and is required for Part 139 certification.

The total cost of this project is estimated to be \$665,284. Federal funds (AIP Grant #54) provided \$598,756 toward the project. The State of Wisconsin is estimated to fund \$33,264 (LSE1020). PFCs are anticipated to provide the remaining costs of \$33,264. This started in October 2023 and is estimated to be completed in May 2025.

12-011 Acquire Snow Removal Equipment (Brooms, Loader and Bucket)

This project included the acquisition of four pieces of snow removal equipment – two tow-behind runway sweepers/brooms, a wheel loader and a tractor with loader bucket.

This project replaced two 2005 M-B Brooms that were past their useful lives, increasingly maintenance intensive, and no longer reliable. It also replaced a 2004 Case 821 loader that was past its useful life, increasingly maintenance intensive and no longer reliable. The equipment is required to comply with the Snow Removal Plan and is required for Part 139 certification.

The total cost of this project was \$1,100,178. State funds provided \$880,143 (LSE1016/SAP86 & LSE1017/SAP87). PFCs are requested to fund the remaining \$220,035 of eligible costs. This project started in November 2020 and was completed in September 2023.

12-012 Acquire Snow Removal Equipment (Rotary Blower)

This project will include the acquisition of a rotary blower. The chassis engine shall be a four stroke Tier 4 EPA compliant diesel type, six cylinders, a minimum 11.9-liter minimum displacement, developing a minimum 496 horsepower. The rotary blower head will be a two-stage unit including a helical ribbon and separate impeller to effectively feed and displace snow and/or ice. It will have a minimum capacity of 3,000 tons per hour with a casting distance measures from the blower to a point of maximum deposition under a no wind condition of 75 feet minimum. The performance specifications are based on snow with a unit weight of 25 pounds per cubic foot.

This piece of equipment will replace an existing 2009 Oshkosh H273B rotary snow blower. This piece of equipment is past its useful life, is increasingly maintenance intensive and no longer reliable. The equipment is required to comply with the Snow Removal Plan and is required for Part 139 certification.

The total cost of this project is estimated to be \$890,000. The FAA is anticipated to provide funding in the amount of \$845,500. Per the 2024 FAA Reauthorization Act, FY2025 and FY2026 grants are reimbursed at 95% for eligible projects. The State of Wisconsin is anticipated to provide funding (LSE1024; SOP91) in the amount of \$22,250. PFC's are requested to provide the remaining local match of \$22,250. The project started in December 2024 and is anticipated to be completed in December 2026.

12-013 Acquire Runway Closure Devices

This project will complete the acquisition of two runway closure devices (lighted Xs).

These devices will preserve safety when 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.

The total cost of this project is estimated to be \$72,000. The FAA is anticipated to provide funding in the amount of \$68,400. *Per the 2024 FAA Reauthorization Act, FY2025 and FY2026 grants are reimbursed at 95% for eligible projects.* The State of Wisconsin is anticipated to provide funding in the amount of \$1,800 (LSE1026). PFC's are requested to provide the remaining local match of \$1,800. The project is estimated to start in April 2025 and be completed in December 2025.

12-014 Replace Airport Rotating Beacon

This project includes the design, acquisition, and installation of a replacement rotating beacon for the Airport. The beacon will be a new high intensity LED beacon installed on the roof of a building on the southern portion of the Airport.

The existing rotating beacon is approximately 20 years old and in need of replacement. The primary gearbox has excessive wear and is starting to fail, and parts are becoming increasingly hard to acquire.

The total cost of this project is estimated to be \$17,000. The FAA is anticipated to provide funding in the amount of \$16,150. *Per the 2024 FAA Reauthorization Act, FY2025 and FY2026 grants are reimbursed at 95% for eligible projects.* The State of Wisconsin is anticipated to provide funding in the amount of \$425 (LSE1026). PFC's are requested to provide the remaining local match of \$425. The project is estimated to start in April 2025 and be completed in December 2025.

12-015 Conduct Environmental Assessment - Decommissioning Runway 04-22

This project consists of preparation of an Environmental Assessment (EA) for the decommissioning of Runway 04-22 at the Airport. This EA will be prepared in accordance with Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA (40 CFR 1500 through 1508) and other relevant CEQ guidance. Federal Aviation Administration (FAA) Order 5050.4B: National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, and FAA Order 1050.1F, Change 1: Environmental Impacts: Policies and Procedure.

An EA is required before the Airport can proceed with the decommissioning of Runway 04-22. This runway is no longer required from a capacity or crosswind runway standpoint and is not eligible to receive federal funding for continued maintenance. The FAA has requested the City decommission the runway.

The total cost of this project is estimated to be \$200,000. The FAA is anticipated to provide in the amount of \$190,000. *Per the 2024 FAA Reauthorization Act, FY2025 and FY2026 grants are reimbursed at 95% for eligible projects.* The State of Wisconsin is estimated to fund \$5,000 (LSE1025). PFCs are anticipated to provide the remaining costs of \$5,000. This project is estimated to start in October 2025 and is estimated to be completed in April 2027.

12-016 Rehabilitate ARFF Building

This project includes the design and rehabilitation of the ARFF station. The project will include rehabilitating the building envelope to eliminate water infiltration. It will also include rehabilitation of items damaged by the water including flooring, paint, electrical, and ventilation. Improvements to electrical, communications and HVAC infrastructure will also be included.

The building was originally constructed in 1995. The building has been suffering from ongoing building infiltration water leaks which have been unsuccessfully repaired several times and continues to cause damage to the interior of the building. This project is necessary to extend the useful life of the building to ensure the building continues to serve the on-going operational and safety needs at the Airport.

The total cost of this project for design and construction is estimated to be \$1,748,000. Federal funds are providing \$223,200 (AIP Grant #56 at 90%) toward the design of the project and an additional \$1,425,000 in future federal funding (at 95%) is anticipated for construction. The State of Wisconsin is estimated to fund \$49,900. PFCs are anticipated to provide the remaining local matches of \$49,900. Construction is estimated to start in June 2026 and is estimated to be completed in June 2027.

12-017 Rehabilitate Terminal Building Generator

This project includes the replacement of the terminal generator. The generator is necessary to support critical life-safety systems in the terminal to include fire alarm control panel, emergency lighting, elevators, and passenger loading bridges necessary to allow egress from the building in the event of an emergency.

The terminal generator installed in 2013 has experienced many mechanical issues and is a maintenance challenge. 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, passenger loading bridges, and other vital terminal systems.

The total cost of this project is estimated to be \$550,000. The FAA is anticipated to provide funding in the amount of \$522,500. The State of Wisconsin is anticipated to provide funding in the amount of \$13,750. PFC's are requested to provide the remaining local match of \$13,750. The project is estimated to start in July 2026 and be completed in June 2027.

12-018 Rehabilitate Terminal Outbound Baggage Handling Equipment

This project includes the replacement of the outbound baggage conveyor (common use) at the passenger terminal building. The project scope will include the carousel, roll up baggage belts, roller conveyors, security doors and security interlocks. The approximate length of the system is 80 feet bag belts and 68 feet roller conveyors.

The terminal outbound baggage conveyor was originally installed in 2005, and which is reaching the end of its useful life and is anticipated to start experiencing maintenance issues.

The total cost of this project is estimated to be \$800,000. The FAA is anticipated to provide funding in the amount of \$760,000. The State of Wisconsin is anticipated to provide funding in the amount of \$20,000. PFC's are requested to provide the remaining local match of \$20,000. The project is estimated to start in June 2026 and be completed in June 2027.

12-019 Rehabilitate Drainage Infrastructure

This project includes the design and rehabilitation of drainage infrastructure. This includes the replacement of various drainage inlets and dry wells, and regrading.

This project is necessary to address deficiencies in the drainage system based on a recent comprehensive assessment study. Some areas of infrastructure are badly deteriorated, have exceeded their useful life and need replacement. This project is necessary to ensure proper drainage and eliminate areas of ponding to avoid attracting wildlife.

The total cost of this construction project is estimated to be \$3,600,000. The FAA is anticipated to provide in the amount of \$3,420,000. The State of Wisconsin is estimated to fund \$90,000. PFCs are anticipated to provide the remaining costs of \$90,000. This project is estimated to start in April 2027 and is estimated to be completed in December 2028.

12-020 Decommission Runway 04-22 (Impose Only)

This project includes the design and decommissioning of Runway 04-22. The work includes the multi-phased demolition and disposal of existing pavements, removal of lighting, regrading, sodding, erosion control.

This runway is no longer required from a capacity or crosswind runway standpoint and is not eligible to receive federal funding for continued maintenance. The FAA has requested the City decommission the runway. Decommissioning of the runway will address various airfield geometry issues which do not meet current standards. Hot Spot 1 at the intersection of Taxiway C will be eliminated, thereby improving safety. It will also eliminate Hot Spot 2 at Taxiways B and A3.

The total cost of this project for design and construction is estimated to be \$10,500,000. The FAA is anticipated to provide funding in the amount of \$9,450,000. The State of Wisconsin is estimated to fund \$525,000. PFCs are anticipated to provide the remaining costs of \$525,000. This project is estimated to start in July 2028 and is estimated to be completed in July 2031.

12-021 Reconstruct and Rehabilitate Taxiway B (Impose Only)

This project includes the design, reconstruction, and rehabilitation of Taxiway B. The project will also include rehabilitation and relocation of connectors between Taxiway B and 13-31. Taxiway B is the full-length parallel taxiway for Runway 13-31.

This taxiway was last reconstructed in 2003 and is deteriorating due to age. The average estimated 2025 PCI value of the south pavement sections is 39, the middle pavement sections is 84, and the north pavement sections is 49. The latest PCI inspection noted pavement issues such as raveling, block cracking, weathering, longitudinal and transverse cracking, shoving and bleeding. This project will also address nonstandard geometry and bring these pavements into compliance with current FAA design standards.

The total cost of this project is estimated to be \$5,000,000. The FAA is anticipated to provide in the amount of \$4,500,000. The State of Wisconsin is estimated to fund \$250,000. PFCs are anticipated to provide the remaining costs of \$250,000. This project is estimated to start in July 2028 and is estimated to be completed in July 2030.

12-022 Rehabilitate Airfield Electrical Vault Roof

This project includes the replacement of the roof on the Airfield Electrical Vault building. This will include the replacement of the membrane and roof insulation. The square footage of the building is approximately 1,500 square feet.

This project is necessary to prevent future water damage to airfield electrical equipment located in the vault. The roof is original to the building which was constructed in 2002.

The total cost of this project is estimated to be \$50,000. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in August 2025 and is estimated to be completed in December 2025.

12-023 PFC Administration Costs

This project includes PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. This includes funds necessary to prepare, amend and close the application. Development associated with the approved projects in this application will preserve and enhance capacity and safety at the Airport. The total cost of this project is \$100,000. PFCs are anticipated to provide 100% funding for this project. This project started in January 2023 and will be complete in July 2042.

June 12, 2025

Honorable Mayor Shaundel Washington-Spivey
Common Council Members

Ladies and Gentlemen:

The Aviation Board, at its last regular meeting, approved by unanimous vote item 25-0592 – *Resolution to submit Passenger Facility Charge (PFC) Application 12 to the U.S. Department of Transportation.*

Therefore, it is respectfully requested that the Common Council approve the same.

Respectfully Submitted,



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



Aviation Board

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