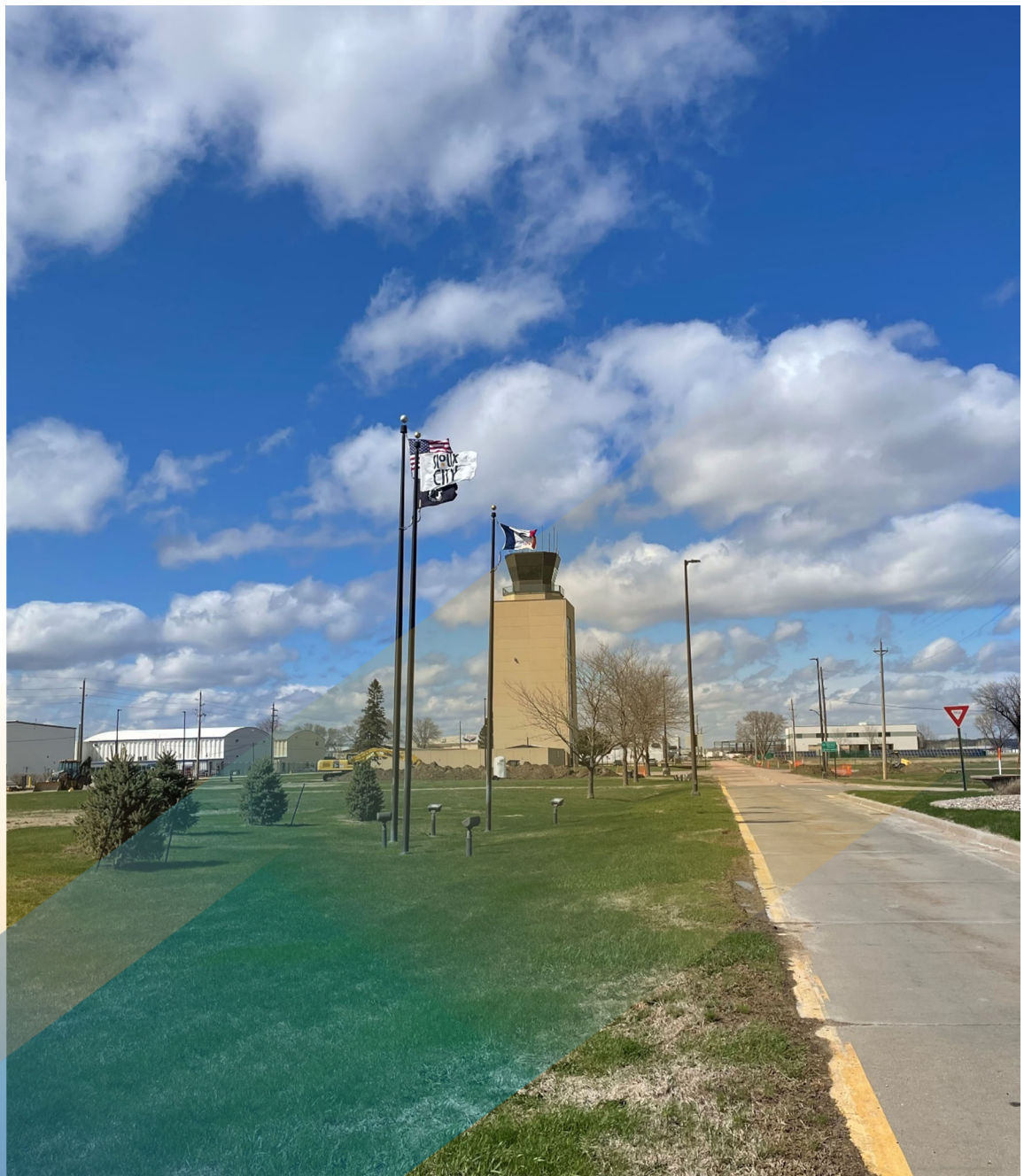




December 2024

Financial Feasibility and Implementation Plan





Chapter 5

Financial Feasibility and Implementation Plan

Version 2.0
Sioux Gateway Airport
Sioux City, IA
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Prepared by RS&H, Inc. at the
direction of the Sioux Gateway Airport Board of
Trustees.

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5 Financial Feasibility and Implementation Plan

5.1 Introduction

The preceding chapters of this Master Plan identified an aviation demand forecast, and the future facilities needed to meet that forecast demand, as well as the facilities needed to maintain and improve airport safety. This chapter presents an implementation and funding plan for these infrastructure improvements, and begins with an overview of the development process, recent funding levels and outlook for future funding from federal, state, and local sources. Funding from federal and state sources, specifically the Federal Aviation Administration (FAA) and Iowa Department of Transportation (DOT), together with local funding sources comprise a substantial portion of capital funding for Airport improvements. The plan presented in this chapter relies upon trends and outlooks from funding sources, and is organized as follows:

This chapter is organized to provide:

- » Overview of project implementation process.
- » Current approved 5-year Capital Improvement Plan (CIP) (projects prior to this Master Plan).
- » Description of historical and projected funding, along with relevant airport financial data
- » Updated 20-year CIP, including cost estimates.
- » A phasing plan for the 5-year, 10-year, and 20-year planning activity levels, including detailed project descriptions and the underlying rationale.
- » Evaluates the feasibility of funding the updated 20-year CIP.

The updated 20-year CIP includes rough order-of-magnitude (ROM) costs based on reasonable design and construction estimations, and projects are phased into near, mid-term, and long-term periods to guide decision-making and development in a manner that aligns with activity demand. This chapter concludes with an assessment of the feasibility of funding the projects included in the CIP.

5.1.1 Implementation Process

Implementing airport infrastructure improvement projects often begin years before construction starts. The major implementation steps for a complex, federally funded Airport Improvement Program (AIP) project are shown in **Figure 5-1**, illustrating that work should commence a minimum of five years prior to the actual need for the facility. This lead-in time is usually very helpful for coordination with the FAA and/or DOT regarding funding, environmental entitlement, and other regulatory compliance requirements, as well as time to complete site or facility design and construction.

Figure 5-1 Typical Steps to Complete an Airport Project

- Typical Steps Four Years Prior to Construction**
- Identify the project in the approved Airport Layout Plan and consult with FAA Airports District Office (ADO)
- Submit 5-year CIP (*by February 1st*)
- Validate project justification and funding eligibility and identify funding sources
- Determine probable level of environmental review (*planning may need to begin much earlier if EIS required*)
- Determine if ALP and/or Exhibit 'A' need updating
- Identify required flight procedure modifications and need for aeronautical survey
- Coordinate with local officials and airport users on project plans
- Typical Steps Three Years Prior to Construction**
- Refine project scope, cost estimates, and funding sources
- Determine if a Benefit/Cost Analysis or if FAA Letter of Intent (LOI) are necessary
- Determine if a reimbursable agreement is necessary for affected navigational aids (NAVAIDs)
- Initiate aeronautical survey as required
- Begin purchase or assembly of all necessary land for the project
- Typical Steps Two Years Prior to Construction**
- Refine project scope
- Solicit professional design services
- Prepare preliminary design, site planning, and cost estimates
- Initiate reimbursable agreements and coordinate any NAVAID requirements with the FAA
- Complete aeronautical survey and submit requests for new/modified flight procedures with the FAA
- Submit a request for airspace review of projects under non-rulemaking authority (NRA)
- Begin Benefit/Cost Analysis if determined to be necessary (*projects seeking over \$5M discretionary*)
- Initiate environmental assessment or categorical exclusion documentation
- Coordinate with local officials and airport users on refined project scope and schedule
- Typical Steps One Year Prior to Construction**
- Complete airspace study
- Complete project scope of work
- Complete environmental documentation
- Complete 90 percent design, plans, and specifications after FAA environmental findings are made
- Refine and update cost estimates
- Execute reimbursable agreements to support NAVAIDs, if relevant
- Prepare and coordinate Construction Safety Phasing Plan
- Initiate Safety Management Systems (SMS) process
- Secure all necessary local funding
- Secure environmental and other necessary permits

(Figure continued next page)

- Submit Benefit/Cost Analysis *(by March 1st)*
- Coordinate Safety Risk Management Panel with FAA-ATO or FAA-ARP, as necessary
- Finalize construction bidding, grant application, and grant acceptance schedules

Year of Construction

- Complete 100 percent design, plans, and specifications
- Complete FAA environmental documentation for the current fiscal year *(by January 15th)*
- Advertise and secure bids according to ADO schedule
- Submit grant applications *(by May 1st, if discretionary funds expected bid by April 1st)*
- Accept federal grants *(within 30 days of offer)*
- Coordinate with local officials and airport users on the progress and schedule
- Issue notice-to-proceed
- Monitor environmental mitigation requirements during construction
- Provide weekly inspection reports

After Construction

- Submit final report and provide final test results *(within 60 days of construction end)*
- Close any accepted federal grants *(within 90 days of project acceptance)*
- Monitor environmental mitigation measures
- Submit final As-Built ALP and Exhibit 'A'

Note: Dates shown reference the process within the Federal Fiscal Year (FFY).

Source: Federal Aviation Administration - "Steps to AIP Funding for Your Airport Project: Quick Reference Guide", March 2016.

5.1.2 NEPA Implementation Process

The environmental entitlement for projects within each development phase, which involves obtaining necessary approvals and permits in compliance with applicable federal rules and regulations, will need to be completed in advance of the design and construction to allow for project completion. FAA Order 1050.1F, Policies and Procedures for Considering Environmental Impacts, and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airports, require the evaluation of airport development projects as they relate to specific environmental impact categories.

Environmental Assessments (EAs) and Environmental Impact Statements (EISs) represent the most rigorous forms of environmental analysis, requiring a comprehensive assessment of impact categories in accordance with FAA Orders 1050.1F and 5050.4B. In contrast, Categorical Exclusions (CATEXs) demand evaluations of exceptional circumstances to confirm that projects which usually have minimal environmental impacts, do not warrant more extensive analysis in EAs or EISs.

The only environmental documentation listed in the updated 20-year CIP, as detailed in **Section 5.4, Airport Development Phasing and Funding Plan**, includes two EAs in the long-term period, linked to the proposed relocation of the Airport Traffic Control Tower and Air National Guard or cargo development on the south side of the airfield, situated along and north of Sully Road. Review of other projects at the planning-level during the preparation of the CIP

determined that the threshold of “extraordinary circumstances” as defined in FAA Order 1050 1F will not be met; therefore, it is anticipated that environmental work to advance projects will not require more than CATEX documentation. Costs shown for projects in the CIP include CATEX documentation as part of the respective design efforts for each project.

As projects advance through the planning period, it is possible that additional projects could be found to have an extraordinary circumstance (such as impacts to more than 0.5 acres of wetlands, threatened or endangered species, or known cultural resources), which necessitates an EA. It's important to highlight that the final determination regarding the type of NEPA document required for each project, as well as its scope, rests with the FAA and will not occur until a detailed scope for is developed as the need for the project draws nearer.

5.2 Current FAA-Approved Capital Improvement Plan

The City maintains a CIP for projects at the Airport, which are aimed at maintaining and improving the safe and efficient operations of airport infrastructure. depicts the most current CIP for fiscal year (FY) 2022 to FY 2028 (as of February 2024), which amounts to approximately \$92.6 million in capital projects. Funding for airport projects is coordinated with the FAA annually.

As shown, the current approved CIP includes procurement of three pieces of snow removal equipment, pavement maintenance/crack sealing for the terminal apron, construction of a new taxilane associated with the North Hangar, reconstruction of South Apron in two phases, reconstruction of Runway 13-31 in two phases, and reconstruction of Taxiways A and D.

An essential outcome of any master plan is an update for an airport’s 20-year CIP. The updated CIP incorporates near-term programmed projects and funding plans, leveraging the existing mechanisms for implementation and funding.

FINANCIAL FEASIBILITY AND IMPLEMENTATION PLAN

Table 5-1 Current FAA-Approved Capital Improvement Plan (2022-2028)

FFY ¹	Project Description	Federal	State & IANG ²	Infrastructure	Total
Current FAA Approved CIP ³					
2022	Acquire Snow Removal Equipment - Blower	\$625,922	\$84,423	\$0	\$710,345
2022	Terminal Apron Pavement Seal Surface/Pavement Joints	\$0	\$100,000	\$1,000,000	\$1,100,000
2023	Update Airport Master Plan or Study	\$0	\$100,960	\$998,640	\$1,099,600
2023	North Hangar - New Taxilane Construct	\$1,265,000	\$335,000	\$0	\$1,600,000
2024	Acquire Snow Removal Equipment - Plow	\$609,000	\$141,000	\$0	\$750,000
2024	Runway Pavement Seal Surface/Pavement Joints	\$500,000	\$50,000	\$0	\$550,000
2024	South Reconstruct Apron Phase 1	\$3,725,000	\$525,000	\$1,000,000	\$5,250,000
2025	South Reconstruct Apron Phase 2	\$3,187,500	\$375,000	\$187,500	\$3,750,000
2025	Reconstruct Runway Phase 1	\$8,375,000	\$22,500,000	\$1,625,000	\$32,500,000
2026	Reconstruct Runway Phase 2	\$8,375,000	\$22,500,000	\$1,625,000	\$32,500,000
2027	Reconstruct Taxiway A	\$3,000,000	\$3,500,000	\$0	\$6,500,000
2026	Acquire Snow Removal Equipment - Broom	\$0	\$80,000	\$720,000	\$800,000
2028	Taxiway D Reconstruction	\$3,600,000	\$400,000	\$0	\$4,000,000
2028	Acquire Passenger/Handicap Passenger Lift Device	\$1,350,000	\$150,000	\$0	\$1,500,000
Totals		\$34,612,422	\$50,841,383	\$7,156,140	\$92,609,945

Notes:

1) Federal Fiscal Year

2) Iowa Air National Guard

3) Costs shown are rounded and in 2024 dollars.

Source: Airport Records; RS&H Analysis, 2024

5.3 Airport Funding Outlook

Generally, airports require funding from outside sources to meet capital development needs. This means that most often, Federal, state, local, and private or other third-party funding streams combine with airport funds to build funding to levels adequate to undertake capital improvement projects. Federal funding sources, notably AIP grants, can be subject to modifications by Congress or oversight by other entities controlling those funds. At the state level, many states contribute grant funding to support local airport programs. Locally, funding sources often include airport sponsor funds, bond proceeds from local general issues or airport-specific revenues, and private money for on-airport tenant facilities.

This section explores and assesses historical and anticipated funding levels from federal, state and local sources, which provides background for development of the CIP and implementation plan.

5.3.1 Federal Funding Outlook

The primary federal sources of funding available to the City for projects at SUX are grants from the FAA's AIP, the 2021 Bipartisan Infrastructure Law (BIL), and revenues generated from participation in the FAA's Passenger Facility Charge program (PFCs). By receiving federal funding for capital improvement projects, the City has an obligation to adhere to federal grant assurance requirements. These assurances obligate the Port Authority to comply with applicable federal law and guidance under the Code of Federal Regulations (CFR) Title 14, FAA Advisory Circulars, FAA Orders, and FAA Memos.

5.3.1.1 Airport Improvement Program

Federal funding is accessible to airports through the AIP based on the airport category designated in the National Plan of Integrated Airport Systems (NPIAS) and the priority of the improvement as determined within the national priority ranking system. In the NPIAS classification, SUX is categorized as a primary non-hub airport. This classification identifies commercial service airports with annual passenger boardings ranging between 2,500 and a maximum of 10,000.

Primary non-hub airports receive entitlement funds that must be used within three fiscal years immediately following the year the funds were originally allocated. Based on its NPIAS categorization and percent share of national passenger levels, recent SUX entitlement funding has been approximately \$1.3 million per fiscal year.

Likewise, discretionary grants are offered through the AIP depending on the availability of funds and the FAA's assessment of need and priority ranking. Discretionary funding is based on a project's ranking in the National Priority List, as determined by the process found in FAA Order 5100.39A, *Airports Capital Improvement Plan*.

Between 2015-2021, SUX has obtained discretionary funding for several projects. Noteworthy awards include \$11.8 million in 2018 for the reconstruction of Runway 18-36 (formerly 17-35), \$2.4 million in 2019 for reconstruction of a portion of Taxiway C, and \$6.5 million in 2021 for runway safety area improvements for Runway 13-31.

5.3.1.2 Bipartisan Infrastructure Law

In November 2021, the Bipartisan Infrastructure Law (BIL) was signed by the President of the United States that included a reserve for airport development to be invested in various projects, including runways, taxiways, safety, and sustainability initiatives, as well as terminal, airport-transit connections, and roadway projects. The distribution of these funds is overseen by the FAA's Office of Airports (ARP). These investments are intended to enhance and improve the overall capabilities and facilities of airports across the country. The BIL includes three funding allocations for airports, two of which are available to the City for development at SUX, the Airport Improvement Grant and the Airport Terminal Program. The third funding allocation was reserved for FAA internal use for the rehabilitation and development of FAA-owned facilities. BIL funding sources are available for the five-year duration of federal fiscal years 2022 through 2026.

5.3.1.3 Airport Improvement Grant

The Airport Improvement Grant, or AIG, allocates \$15 billion (or \$3 billion per year from 2022-2026) across all airports currently within the NPIAS, employing a comparable process and methodology to the AIP based on airport classification and passenger activity levels. The City received allocations of \$1,030,552 in AIG funds for FY 2022, \$1,030,186 in FY 2023, and \$1,017,642 in FY 2024. The Airport anticipates receiving similar amounts for FY 2025 - 2026. These funds will supplement the AIP entitlement and other potential discretionary grants awarded to the Airport, adopting the same use and eligibility parameters as AIP funding, but with added eligibility for Passenger Facility Charge (detailed in **Section 5.3.1.5, Passenger Facility Charges**) use. The funds allocated through the BIL will remain available for obligation until the conclusion of the fourth fiscal year following their distribution. If any funds remain unobligated by the fifth fiscal year, they are recovered and repurposed for competitive grants. This ensures that the allocated funds are effectively used for infrastructure projects within the specified time frame, and any unused funds are redirected towards other deserving projects through a competitive grant process.

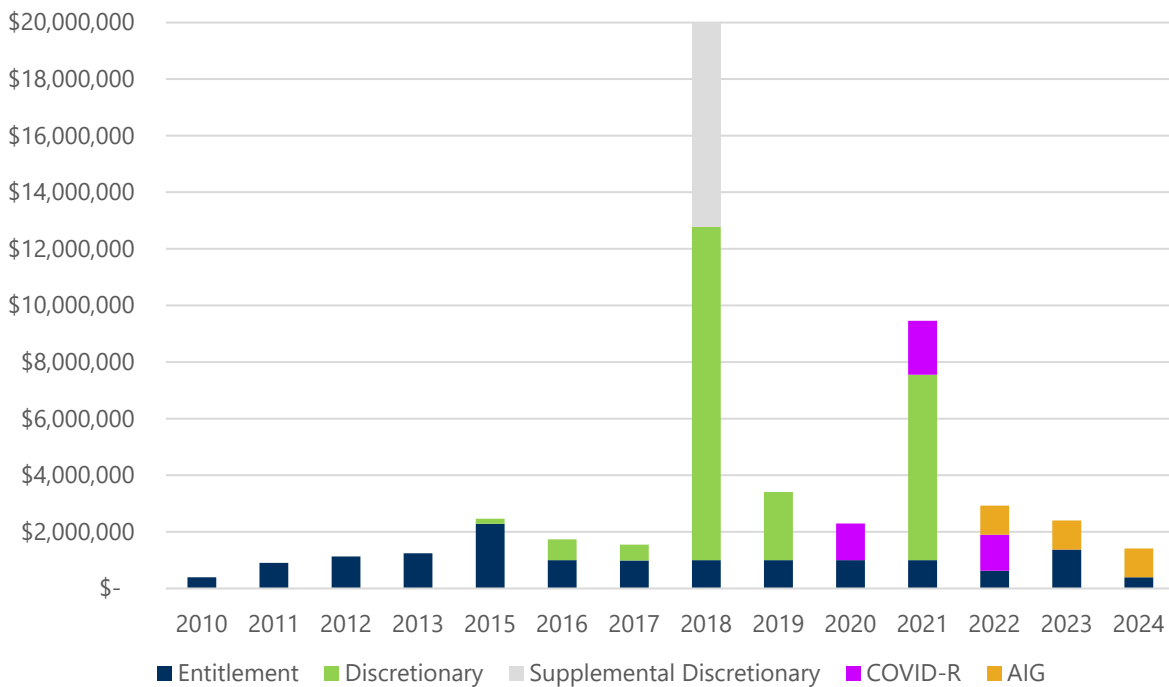
5.3.1.4 Airport Terminal Program

The Airport Terminal Program (ATP) allocates \$5 billion (or \$1 billion per year from 2022-2026) in supplemental discretionary funding opportunities reserved specifically for the use in development and/or improvement of airport passenger terminal facilities. The ATP requires a unique application process and maintains the same eligibility use scenarios as AIP, but with a greater federal share of project costs based on airport classification. The window for applications

in each fiscal year begins with a Notice of Funding Opportunity (NOFO) and at the time of this writing, ATP grants have been awarded for FY2022 - FY 2025 had been awarded, with SUX receiving an award for \$1.5 million for the acquisition and installation of a new passenger boarding bridge. A NOFO for FY 2026 ATP grants is anticipated for July 2025.

Figure 5-2 illustrates funding levels from FAA entitlement, discretionary, COVID and BIL AIG sources for 2010-2024.

Figure 5-2 Federal Grant Funds at SUX



Source: FAA; RS&H Analysis, 2024

As shown, Entitlement grant funding is a steady and somewhat predictable source of funding for SUX since it follows a percentage share of national passenger levels. Discretionary grants are competitive, where the FAA determines grant awards at the project level based upon a project’s ranking and assessment of need.

Based on its NPIAS categorization and percent share of national passenger levels, recent SUX entitlement funding has been approximately \$1.3 million per fiscal year.

In 2018, SUX was awarded nearly \$11.8 million in discretionary, and more than \$7.1 million in supplemental discretionary funds, which, when combined with entitlement funds pushed 2018 federal funding to nearly \$20 million, which was used for the reconstruction of Runway 13-31. The AIP Supplemental Appropriation of 2018-2020 provided an additional \$1 billion in discretionary grants in two rounds with a priority for projects for certain non-primary NPIAS

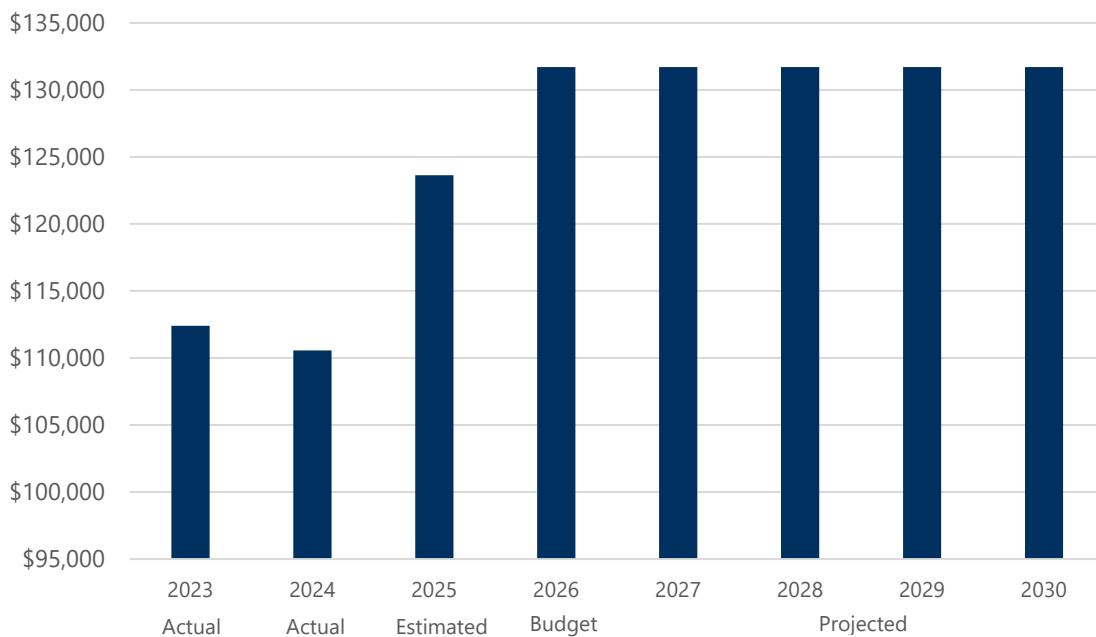
airports not within a not located within a Metropolitan or Micropolitan Statistical Area or primary Small and Nonhub airports.¹

5.3.1.5 Passenger Facility Charges

In addition to AIP funds, SUX is authorized by the FAA to collect PFCs to support eligible projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Under the PFC program, SUX has the authorization to collect \$4.50 per enplaned passenger and per flight segment. For a one-way trip, a maximum of two PFCs can be charged, and for a round trip, up to four PFCs can be charged, with a total cap of \$18.00. These fees are collected by air carriers during ticket sales and are subsequently remitted to the airport, with a handling fee of \$0.11 per collected PFC deducted.

SUX has participated in the FAA PFC program since 1993, with the latest application expected to expire in October 2044 based on current enplanement levels. The Airport’s collection authority under the PFC program is more than \$8.3 million for approved projects. **Figure 5-3** illustrates recent actual and projected PFC revenues, the latter of which is budgeted at around \$132,000 annually. The City utilizes PFC revenues for Airport debt service.

Figure 5-3 PFC Revenues at SUX



Source: Airport Records, 2024

¹ FAA, Airport Improvement Program (AIP) 2018-2020 Supplemental Appropriation, https://www.faa.gov/airports/aip/aip_supplemental_appropriation/2018, Accessed: October 2024.

5.3.2 State Funding Outlook

The DOT provides funding for airports via two primary Aviation Bureau funding programs, the state Airport Improvement Program (Iowa AIP) and vertical infrastructure programs. Applications for most AIP and vertical infrastructure grants are accepted annually, and project selection and allocations for the programs are approved annually by the Iowa Transportation Commission. There is funding for Immediate Safety Enhancement grants to address operational emergencies and certain obstruction mitigations, as well as wildlife hazard mitigation, which are accepted on an ongoing basis, subject to available funding.

The Iowa AIP is financed by the State Aviation Fund, which supports projects aimed at improving aviation safety, planning, and airport development across Iowa. Funded projects encompass the construction and improvement of runways, taxiways, and aprons; fuel systems; navigational aids; aviation weather system maintenance; runway markings; windsocks; emergency repairs; land-use planning; air service enhancement; and efforts to reduce wildlife and obstruction-related risks at airports. Iowa AIP grants are categorized as follows:

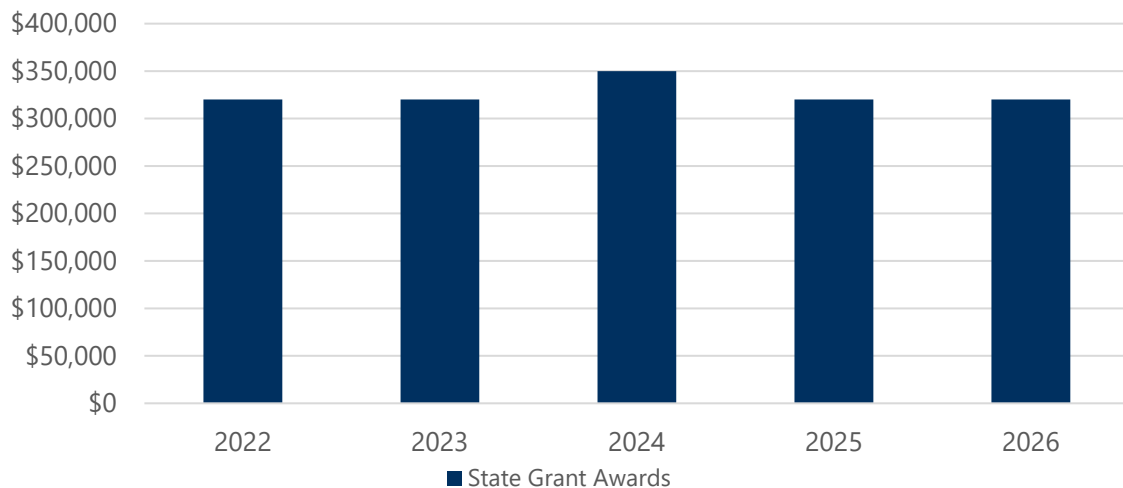
- » Airport Development and Security: Public-owned airport sponsors may apply for grants to assist in the preservation and development of the airfield and related infrastructure. Eligible projects are funded up to 85 percent and generally include planning and improvements related to enhancing airport safety, capacity, security and environmental concerns.
- » Air Service Development (ASD): Grant funds are targeted to attract and retain air service. Eligible projects may be funded up to 80 percent when funding is available.
- » Immediate Safety Enhancement: The Immediate Safety Enhancement (ISE) program assists airports when infrastructure repairs and equipment replacement cannot wait for the annual application process for other aviation grants. ISE grants pay for 70% of a project, up to a maximum of \$10,000.
- » Airport Wildlife Hazard Mitigation: The Airport Wildlife Mitigation grants provide assistance to airport sponsors in mitigating and removing wildlife from airports to reduce the potential for wildlife strikes with aircraft.
- » Land Use Planning and Zoning: Land Use Planning and Zoning grants are for airport sponsors, cities, and counties to enact airport zoning that protects compatible land use near airports.

The Aviation Bureau also offers vertical infrastructure programs for commercial and general aviation airports for development and maintenance of airport facilities such as terminals, maintenance buildings, and hangars projects at both general aviation and commercial service

airports throughout the state. These programs are primarily funded by the Rebuild Iowa Infrastructure Fund.

Figure 5-4 illustrates recent and anticipated funding levels from the Iowa DOT for the 2022-2026 period. As shown, grant funding from Iowa DOT has been a steady and predictable source of funding for the Airport.

Figure 5-4 State Grants at SUX



Source: Airport Records; RS&H Analysis, 2024

5.3.3 Local Funding Outlook

At SUX, revenues from airport operations primarily stem from rental and lease payments for land, facilities and crops, which has been around 60 percent of annual operating revenues since FY 2022. Revenue from activities related to scheduled passenger service such as passenger parking, fuel flowage, landing fees, and concessions comprises nearly 20 percent of airport revenues. The last major component of airport operating revenues is grant funds, which have included CARES Act (Coronavirus Aid, Relief, and Economic Security) funds, CRRSSA (Coronavirus Response and Relief Supplemental Appropriations Act), and other COVID relief funds ranging from \$366,000 in FY 2022 and nearly \$560,000 in FY 2024. The Airport budgets for around \$450,000 annually in grant funds.

Concerning expenses, the most significant annual operating expense is related to operating the airfield, which requires 40-60 percent of the annual budget. The next largest expenses for the Airport are Administration costs and operation of the Terminal Building, which are budgeted for about 15 percent each annually. Other components of SUX operating expenses include maintenance of properties, parking, and hangar facilities.

Table 5-2 shows recent historical revenues and expenses, estimated FY 2025 performance, FY 2026 Budget, and the City’s projection of operating financial performance through FY 2030.

Table 5-2 Airport Revenues and Expenses (Historical and Projected)

	Historical			Estimated	Budget	Projected			
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Revenues									
Parking Revenues	\$206,567	\$178,278	\$224,767	\$207,300	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000
Landing Fees	\$37,675	\$42,253	\$50,019	\$53,404	\$42,600	\$42,600	\$42,600	\$42,600	\$42,600
Fuel Flowage	\$101,661	\$96,143	\$95,315	\$75,816	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000
Air Guard	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100
Rentals and Leases	\$1,056,599	\$849,583	\$1,530,107	\$1,208,256	\$1,239,461	\$1,258,053	\$1,276,924	\$1,296,078	\$1,315,519
Concessions & Commissions	\$134,167	\$151,153	\$162,913	\$146,996	\$159,171	\$162,354	\$165,602	\$168,914	\$172,292
Crop Income	\$263,107	\$282,354	\$306,927	\$300,027	\$300,027	\$300,027	\$300,027	\$300,027	\$300,027
Miscellaneous	\$112,113	\$59,253	\$62,145	\$18,840	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000
Grants	\$365,973	\$419,942	\$558,735	\$448,000	\$448,000	\$448,000	\$448,000	\$448,000	\$448,000
Total Revenues	\$2,277,962	\$2,079,059	\$2,991,028	\$2,458,739	\$2,487,359	\$2,509,134	\$2,531,252	\$2,553,718	\$2,576,538
Expenditures									
Administration	\$1,113,767	\$317,138	\$405,215	\$454,566	\$495,925	\$510,803	\$526,127	\$541,911	\$558,168
Landing Field	\$1,299,819	\$1,661,046	\$1,614,642	\$1,667,471	\$1,805,972	\$1,860,151	\$1,915,956	\$1,973,434	\$2,032,637
Hangar Area	\$58,751	\$126,823	\$75,429	\$69,590	\$73,418	\$75,621	\$77,889	\$80,226	\$82,633
Terminal Building	\$399,531	\$391,646	\$479,618	\$470,418	\$458,455	\$472,209	\$486,375	\$500,966	\$515,995
Residential Properties	\$167,688	\$90,157	\$48,504	\$172,024	\$173,182	\$178,377	\$183,729	\$189,241	\$194,918
Commercial Properties	\$20,844	\$35,242	\$9,462	\$14,881	\$15,327	\$15,787	\$16,260	\$16,748	\$17,251
Farm	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$0	\$0
Parking	\$146,101	\$172,267	\$159,427	\$168,767	\$309	\$318	\$328	\$338	\$348
Restaurant	\$3,466	\$1,042	\$6,817	\$11,507	\$189,734	\$195,426	\$201,289	\$207,327	\$213,547
Transfer Out to Capital	\$0	\$0	\$925,554	\$50,000	\$0	\$0	\$0	\$0	\$0
Transfer Out	\$0	\$9,242	\$1,211,456	\$127,571	\$131,398	\$135,340	\$139,400	\$143,582	\$147,890
Total Expenditures	\$3,209,967	\$2,804,602	\$4,936,124	\$3,207,095	\$3,343,720	\$3,444,032	\$3,547,353	\$3,653,773	\$3,763,386
Net of Revenues over Expenditures	(\$932,005)	(\$725,543)	(\$1,945,097)	(\$748,356)	(\$856,361)	(\$934,897)	(\$1,016,100)	(\$1,100,055)	(\$1,186,849)
Transfer In - Subsidy	\$1,264,220	\$1,235,960	\$2,881,493	\$2,214,798	\$2,078,014	\$2,468,732	\$2,798,810	\$2,893,219	\$3,001,079

Source: Airport Records; RS&H Analysis, 2024

As shown in **Table 5-2**, Airport operating and capital expenditures are funded through airline fees and ticket sales generated, and in recent years, significant proceeds from the sale of property. The largest capital projects for the Airport are typically runway reconstruction projects.

Looking beyond FY 2030, Airport financial performance could improve as documented in the approved Aviation Activity Forecast of this Master Plan, which would impact growth in Parking Revenues, Landing Fees, Fuel Flowage, and Concessions and Commissions.

It is anticipated that the Airport will continue to operate in a deficit annually and require City subsidy to cover expenses and fund capital improvements.

5.3.3.1 Customer Facility Charges

Collections from Customer Facility Charges (CFC) constitute another source of revenue available for airports. Unlike PFCs, CFCs don't require approval from the FAA or any other Federal agency. Instead, CFCs are negotiated and implemented contractually between the airport and rental car companies, and CFC revenues are designated primarily for funding rental car facilities, associated infrastructure, and their operational expenses.

CFCs are most appropriate at airports where parking facilities are needed, and passenger activity is high enough to generate significant revenue to justify and pay the capital expense. At the time of this Master Plan, the City does not have CFCs in place at SUX.

5.3.3.2 Debt

A review of the Airport's existing debt service schedule indicates that \$5,373,810 outstanding bond payments will be defeased in 2034. The Airport applies PFC revenues to the debt schedule based upon annual PFC collections, which vary based upon enplanements. **Table 5-3** presents a summary of recent historical debt service payments, transfers to debt from PFC revenue account, and proposed additional debt service. Also shown is the Debt Coverage Ratio (DCR) for SUX for the planning period. The DCR is a metric of net revenues to annual debt service, which assesses debt capacity and the ability of operating income to cover debt service payments. DCR is an integral metric used by lenders to evaluate creditworthiness.

Importantly, the Airport benefits from the City's strong overall financial performance, which has been assigned "stable" (Aa2) and "very strong" ratings from Moody's and Standard & Poor's (AA), respectively for the City's most recent General Obligation and Taxable General Obligation Bonds. The City budget indicates proposed additional debt to cover Airport capital program costs will begin in 2025, increasing annual debt obligations that year and to about \$1.6 million in FY 2030. The Airport's DCR

Table 5-3 Airport Debt Coverage Ratio (Historical and Projected)

	Historical			Estimated	Budget	Projected			
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Debt Service									
Debt Service	\$1,192,913	\$1,067,884	\$1,090,523	\$1,035,318	\$1,156,334	\$1,036,677	\$845,833	\$664,800	\$529,706
Transfer In from PFC	-\$262,782	-\$264,961	-\$261,162	-\$256,927	-\$252,322	-\$248,060	-\$104,067	\$0	\$0
Proposed Additional Debt Service	\$0	\$0	\$0	\$206,080	\$316,800	\$571,440	\$812,766	\$956,621	\$1,054,292
Total Debt Service	\$930,131	\$802,923	\$829,361	\$984,471	\$1,220,812	\$1,360,057	\$1,554,532	\$1,621,421	\$1,583,998
Income After Subsidy									
Net of Revenues over Expenditures	(932,005)	(725,543)	(1,945,097)	(748,356)	(856,361)	(934,897)	(1,016,100)	(1,100,055)	(1,186,849)
Transfer In - Subsidy	\$1,264,220	\$1,235,960	\$2,881,493	\$2,214,798	\$2,078,014	\$2,468,732	\$2,798,810	\$2,893,219	\$3,001,079
Net Revenue After Subsidy	\$332,215	\$510,417	\$936,396	\$1,466,442	\$1,221,653	\$1,533,835	\$1,782,710	\$1,793,164	\$1,814,230
Debt Coverage Ratio (DCR)	0.36	0.64	1.13	1.49	1.00	1.13	1.15	1.11	1.15

Source: Airport Records; RS&H Analysis, 2024

5.3.4 Airport Funding Outlook Summary

Based on the overview of funding sources outlined in this section, and under the assumption that no significant changes to FAA or state funding programs, SUX can anticipate current levels of funding to be available through the planning period. The funding outlook for SUX from federal and state sources is shown in **Table 5-4**.

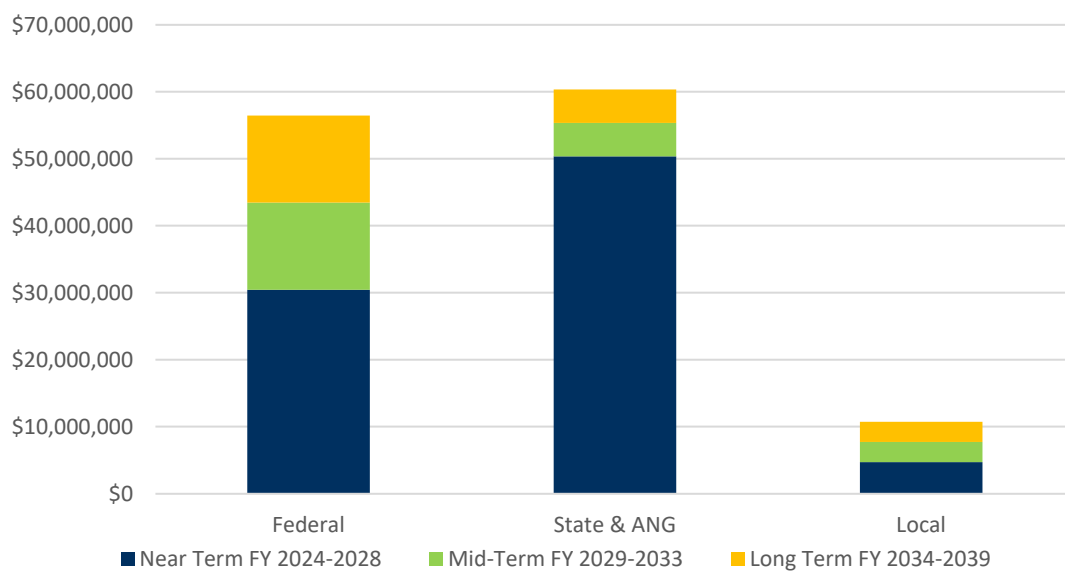
Table 5-4 Anticipated Funding Outlook by Source

Funding Source	Near-Term (PAL 1)	Mid-Term (PAL 2)	Long-Term (PAL 3)	Total
	FY 2025-2029	FY 2030-2034	FY 2035-2044	
Federal	\$30,439,275	\$13,000,000	\$13,000,000	\$56,439,275
State & IANG	\$50,339,483	\$5,000,000	\$5,000,000	\$60,339,483
Local / Infrastructure	\$4,715,520	\$3,000,000	\$3,000,000	\$10,715,520
Total	\$85,494,278	\$21,000,000	\$21,000,000	\$127,494,278

Note: Includes BIL AIG allocations. The BIL funding program concludes with FY 2026 allocations.
 Source: FAA; Airport Financial Records; RS&H Analysis, 2024.

Under this baseline outlook, a program of about \$130 million for the 20-year planning period may be feasible if funding levels stay on trend. This outlook includes a reduction to reflect that major projects, like the reconstruction of Runway 13-31 in FY 2025-2026 (which includes \$45 million from the state and Iowa Air National Guard (IANG) and \$20 million in FAA discretionary funds), occur infrequently. **Figure 5-5** illustrates funding levels by source per period.

Figure 5-5 Anticipated Funding Levels by Period



Source: Airport Records; RS&H Analysis, 2024

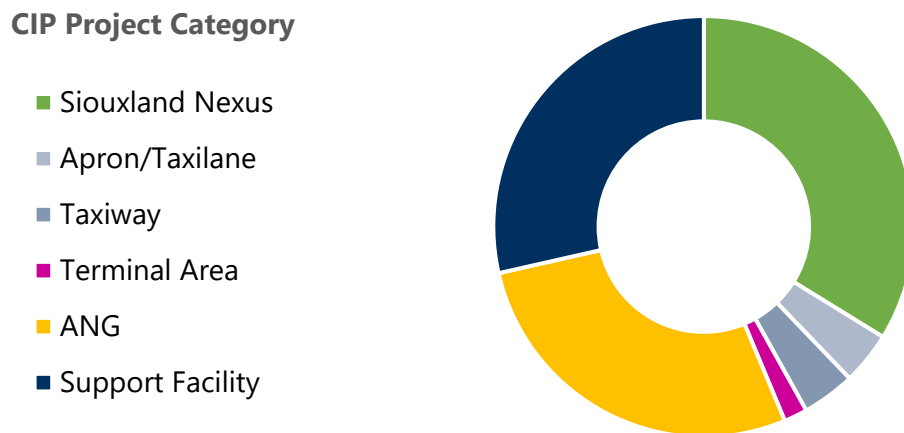
5.4 Airport Development Phasing and Funding Plan

This section outlines an airport development phasing and funding plan over near-, mid-, and long-term phases. Each phase presents detailed project descriptions, enabling projects, trigger points, and key implementation steps necessary to accomplish the objectives of the airport. The near-term development phase (PAL 1) recommends projects over the first five years of the twenty-year master planning horizon (2025-2029), the mid-term development phase (PAL 2) completes years six through ten of the planning horizon (2030-2034), and long-term (PAL 3) capital improvement projects include those which are expected to occur within the last ten years (2035-2044) of the master planning horizon. A summary of the CIP project list by programmed term and budget year along with estimated costs is shown in **Table 5-5**.

The planning-level cost estimates provided for each project are ROM calculations that consider the gross areas of the project and multiply them by a realistic unit cost factor. ROM estimates provide an approximation of costs and are valuable in the early planning stages to gauge the financial implications of the proposed projects. As the projects progress, more detailed and accurate cost estimates will be developed to refine the budgeting and funding requirements. An illustration of airfield capital projects included within the airport’s CIP is provided at the conclusion of this chapter in **Figure 5-11**.

The following subsections offer descriptions of the projects outlined in the updated 20-year CIP. These projects are strategically organized according to the airport's priority, their capacity to enable further developments, and the accessibility of funding. **Figure 5-6** illustrates the SUX 20-Year Capital Program by category, showing where on the airport investments are being made.

Figure 5-6 SUX 20-Year Capital Program by Project Category



Source: Airport Records, RS&H Analysis, 2024

Table 5-5 Capital Improvement Program

Year	No.	Project	Total Project Cost	FAA Participation			Total Federal	Local Share	Local Ineligible	State	ANG	Private
				Entitlement	Discretionary	BIL						
PAL 1 (2025-2029)												
2025	1	South General Aviation Apron Reconstruction	\$3,990,000	\$1,900,000	\$1,700,975	\$0	\$3,600,975	\$189,525	\$199,500	\$0	\$0	\$0
2025	2	Passenger Boarding Bridge Replacement	\$1,646,806	\$0	\$1,564,466	\$0	\$1,564,466	\$82,340	\$0	\$0	\$0	\$0
2026	3	Runway 13-31 Reconstruction (Siouxland Nexus Ph. A)	\$91,821,949	\$0	\$20,000,000	\$0	\$20,000,000	\$1,052,632	\$0	\$0	\$70,769,317	\$0
2026	4	North General Aviation Apron Rehabilitation	\$1,434,000	\$1,294,185	\$0	\$0	\$1,294,185	\$0	\$0	\$139,815	\$0	\$0
2026	5	Gate '1'/IANG Entry Control Point Relocation	\$14,070,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,070,000	\$0
2027	6	Runway 13-31 Extension (Siouxland Nexus Ph. B)	\$61,260,296	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,260,296	\$0
2027	7	T-Hangar Apron/Taxilane Expansion (Ph. I)	\$1,925,400	\$1,300,000	\$0	\$346,217	\$1,646,217	\$182,913	\$0	\$96,270	\$0	\$0
2027	8	T-Hangar Development (Ph. I)	\$3,680,400	\$0	\$0	\$2,981,124	\$2,981,124	\$184,020	\$385,256	\$130,000	\$0	\$0
2028	9	IANG Apron Reconstruction (Siouxland Nexus Ph. C)	\$50,339,333	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,339,333	\$0
2028	10	Conventional Hangar Apron/Taxilane (Ph. I)	\$5,646,000	\$1,300,000	\$3,527,330	\$0	\$4,827,330	\$536,370	\$132,300	\$150,000	\$0	\$0
2028	11	Conventional Hangar Development (Ph. I)	\$41,097,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,097,000
2029	12	Warm-Up/Holding Pad (Siouxland Nexus (Ph. D)	\$14,025,939	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,025,939	\$0
2029	13	Aircraft Maintenance Hangar	\$17,128,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,128,800
2029	14	Maintenance/SRE Building Expansion (Ph. I)	\$8,313,600	\$1,300,000	\$3,189,344	\$0	\$4,489,344	\$498,816	\$3,175,440	\$150,000	\$0	\$0
Total PAL 1			\$316,400,000	\$7,100,000	\$30,000,000	\$3,400,000	\$40,500,000	\$2,800,000	\$3,900,000	\$700,000	\$210,500,000	\$58,300,000
PAL 2 (2030-2034)												
2030	15	IANG Fuel Cell Hangar Relocation	\$64,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,350,000	\$0
2030	16	Terminal Auto Parking Improvements	\$4,387,500	\$0	\$0	\$0	\$0	\$4,387,500	\$0	\$0	\$0	\$0
2031	17	IANG Maintenance Hangar Relocation	\$81,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,900,000	\$0
2031	18	Terminal Reconfiguration/Expansion	\$7,927,500	\$2,600,000	\$2,037,588	\$0	\$4,637,588	\$515,288	\$2,644,625	\$130,000	\$0	\$0
2032	19	Terminal Apron Improvements	\$615,000	\$525,825	\$0	\$0	\$525,825	\$58,425	\$30,750	\$0	\$0	\$0
2032	20	North Apron Taxiway Improvements	\$3,247,500	\$774,175	\$2,148,575	\$0	\$2,922,750	\$324,750	\$0	\$0	\$0	\$0
2033	21	Conventional Hangar Apron/Taxilane (Ph. II)	\$5,295,000	\$1,300,000	\$3,227,225	\$0	\$4,527,225	\$503,025	\$114,750	\$150,000	\$0	\$0
2033	22	Conventional Hangar Development (Ph. II)	\$23,430,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,430,000
2034	23	T-Hangar Apron/Taxilane Expansion (Ph. II)	\$1,925,400	\$1,300,000	\$346,217	\$0	\$1,646,217	\$182,913	\$0	\$96,270	\$0	\$0
2034	24	T-Hangar Development (Ph. II)	\$3,680,400	\$0	\$0	\$0	\$0	\$0	\$3,550,400	\$130,000	\$0	\$0
Total PAL 2			\$196,800,000	\$6,500,000	\$7,800,000	\$0	\$14,300,000	\$6,000,000	\$6,400,000	\$600,000	\$146,300,000	\$23,500,000

(Table continued next page)

Year	No.	Project	Total Project Cost	FAA Participation			Total Federal	Local Share	Local Ineligible	State	ANG	Private
				Entitlement	Discretionary	BIL						
PAL 3 (2035-2044)												
2035	25	Taxiway E Realignment	\$3,247,500	\$1,300,000	\$1,622,750	\$0	\$2,922,750	\$324,750	\$0	\$0	\$0	\$0
2036	26	Electrical Vault Relocation	\$907,500	\$735,075	\$0	\$0	\$735,075	\$81,675	\$0	\$90,750	\$0	\$0
2037	27	Maintenance/SRE Building Expansion (Ph. II)	\$14,947,500	\$1,300,000	\$6,771,650	\$0	\$8,071,650	\$896,850	\$5,829,000	\$150,000	\$0	\$0
2038	28	T-Hangar Apron/Taxilane Expansion (Phase III)	\$9,039,000	\$1,300,000	\$6,428,345	\$0	\$7,728,345	\$858,705	\$301,950	\$150,000	\$0	\$0
2038	29	T-Hangar Development (Ph. III)	\$9,156,000	\$0	\$0	\$0	\$0	\$0	\$9,026,000	\$130,000	\$0	\$0
2039	30	Airport Traffic Control Tower (ATCT) Relocation - EA	\$250,000	\$0	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0
2040	31	Airport Traffic Control Tower (ATCT) Relocation	\$81,900,000	\$0	\$81,900,000	\$0	\$81,900,000	\$0	\$0	\$0	\$0	\$0
2040	32	Taxiway M Reconfiguration	\$5,295,000	\$1,300,000	\$3,465,500	\$0	\$4,765,500	\$379,500	\$0	\$150,000	\$0	\$0
2041	33	Cargo/IANG Development - EA	\$250,000	\$225,000	\$0	\$0	\$225,000	\$25,000	\$0	\$0	\$0	\$0
2042	34	Cargo/IANG Development	\$15,795,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,795,000
2042	35	Taxiway D Relocation	\$6,757,500	\$1,300,000	\$4,781,750	\$0	\$6,081,750	\$525,750	\$0	\$150,000	\$0	\$0
2043	36	Airport Rescue and Fire Fighting (ARFF) Relocation	\$9,536,250	\$1,115,050	\$1,030,606	\$0	\$2,145,656	\$88,406	\$0	\$150,000	\$7,152,188	\$0
2043	37	Segmented Circle	\$205,500	\$184,950	\$0	\$0	\$184,950	\$20,550	\$0	\$0	\$0	\$0
2044	38	Master Plan Update	\$1,500,000	\$1,300,000	\$50,000	\$0	\$1,350,000	\$150,000	\$0	\$0	\$0	\$0
Total PAL 3			\$158,800,000	\$10,100,000	\$106,400,000	\$0	\$116,500,000	\$3,400,000	\$15,200,000	\$1,000,000	\$7,200,000	\$15,800,000
Total Program (2025-2044)			\$672,000,000	\$23,700,000	\$144,200,000	\$3,400,000	\$171,300,000	\$12,200,000	\$25,500,000	\$2,300,000	\$364,000,000	\$97,600,000

Note: Totals shown are rounded for each PAL period and the 20-year program.

Source: Airport Records, RS&H Analysis, 2024.

5.4.1 Near-Term Development Projects (PAL 1)

Near-term capital improvements encompass development projects slated to commence within the upcoming five-year period (FY 2025 to FY 2029). These projects are phased strategically, and based upon priority, their capacity to enable further advancements, and funding availability.

Near-term programmed development at SUX is shown as projects 1-14 in the following list and on **Figure 5-7** at the conclusion of this subsection.

1) South General Aviation Apron Reconstruction

Rehabilitation of the south general aviation asphalt apron. The project includes the removal of excess apron pavement and reconfiguration of aircraft parking.

2) Passenger Boarding Bridge Replacement

Replacement of the existing passenger boarding bridge at Gate 1.

3) Runway 13-31 Reconstruction (Siouxland Nexus Ph. A)

Reconstruction of the existing runway pavement to accommodate 185th Air Refueling Wing (ARW) missions at maximum takeoff weight. Runway 13-31 is used regularly by the 185th ARW's permanently assigned KC-135 fleet and as a regional safety divert for Air Force assets within a 250,000 square mile area.

4) North General Aviation Apron Rehabilitation

Rehabilitation of the north general aviation concrete apron. The project is anticipated to include joint resealing, crack routing/filling, and isolated panel replacement.

5) Gate '1'/IANG Entry Control Point Relocation

The 185th ARW intends to relocate its primary Entry Control Point (ECP) from its current location within the IANG boundary, as it fails to meet current guard queuing and setback requirements.

6) Runway 13-31 Extension (Siouxland Nexus Ph. B)

Extension to 10,000' critical to the mission of the 185th ARW mission. Runway 13-31 is used regularly by the 185th ARW's permanently assigned KC-135 fleet and as a regional safety divert for Air Force assets within a 250,000 square mile area.

7) T-Hangar Apron/Taxilane Expansion (Ph. I)

Phase 1 expansion of existing T-Hangar apron to accommodate construction of new T-Hangars.

8) T-Hangar Development (Ph. I)

Construction of new airport-owned T-Hangars to further increase aircraft storage capacity.

9) IANG Apron Reconstruction (Siouxland Nexus Ph. C)

The military parking apron supports the 185th ARW's 8 assigned KC-135s and transient military aircraft.

10) Conventional Hangar Apron/Taxilane (Ph. I)

Construction of a new public use apron on the north airfield to support the continued need for large aircraft storage development opportunities at SUX.

11) Conventional Hangar Development (Ph. I)

Development of six new conventional hangars for single and multiple large aircraft storage in the north airfield.

12) Warm-Up/Holding Pad (Siouxland Nexus (Ph. D)

The warm-up and holding pad is required for military refueling aircraft operating on commercial airfields.

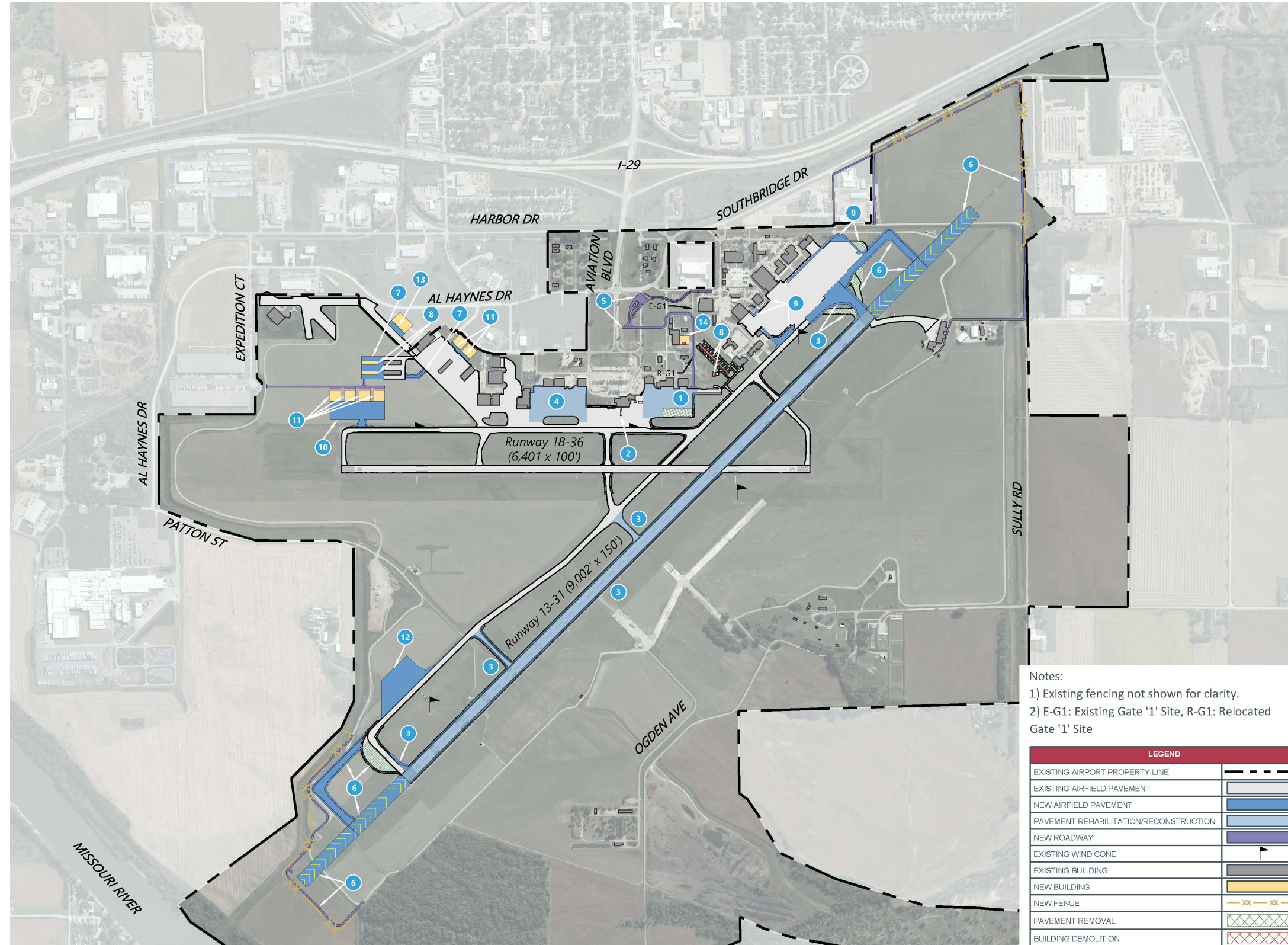
13) Aircraft Maintenance Hangar

Construction of a new hangar sufficient for large aircraft MRO operations.

14) Maintenance/SRE Building Expansion (Ph. I)

Expand the existing Airfield Maintenance and SRE Storage facility to house all current and prospective equipment needs.

Figure 5-7 Near-Term Development Plan

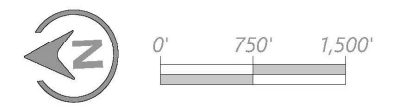


Sioux Gateway Airport / Brigadier General Bud Day Field Development Phasing Plan

- NEAR-TERM PROJECTS (2025-2029)**
- 1) South General Aviation Apron Reconstruction
 - 2) Passenger Boarding Bridge Replacement
 - 3) Runway 13-31 Reconstruction (Siouxland Nexus Ph. A)
 - 4) North General Aviation Apron Rehabilitation
 - 5) Gate '1'/IANG Entry Control Point Relocation
 - 6) Runway 13-31 Extension (Siouxland Nexus Ph. B)
 - 7) T-Hangar Apron/Taxilane Expansion (Ph. I)
 - 8) T-Hangar Development (Ph. I)
 - 9) IANG Apron Reconstruction (Siouxland Nexus Ph. C)
 - 10) Conventional Hangar Apron/Taxilane (Ph. I)
 - 11) Conventional Hangar Development (Ph. I)
 - 12) Warm-Up/Holding Pad (Siouxland Nexus Ph. D)
 - 13) Aircraft Maintenance Hangar
 - 14) Maintenance/SRE Building Expansion (Ph. I)

Notes:
 1) Existing fencing not shown for clarity.
 2) E-G1: Existing Gate '1' Site, R-G1: Relocated Gate '1' Site

LEGEND	
EXISTING AIRPORT PROPERTY LINE	---
EXISTING AIRFIELD PAVEMENT	Light Blue
NEW AIRFIELD PAVEMENT	Dark Blue
PAVEMENT REHABILITATION/RECONSTRUCTION	Medium Blue
NEW ROADWAY	Dark Purple
EXISTING WIND CONE	Black Arrow
EXISTING BUILDING	Grey
NEW BUILDING	Yellow
NEW FENCE	XX XX
PAVEMENT REMOVAL	Green X's
BUILDING DEMOLITION	Red X's



Source: RS&H, 2024

5.4.2 Mid-Term Development Projects (PAL 2)

Mid-term capital improvements encompass development projects slated to begin during the second five-year period of the planning phase (FY 2030 to FY 2034). Mid-term projects are phased to reflect priority, include projects that enable further developments, and consider funding availability. Implementation of these projects is planned based on demand, with each project allocated to a specific year according to enabling projects and expected funding.

The mid-term programmed development at SUX is shown in the following list as projects 15-24 and on **Figure 5-8** at the conclusion of this subsection.

15) IANG Fuel Cell Hangar Relocation

Relocation of the existing Fuel Cell Hangar located on the 185th ARW base tied to HS 2.

16) Terminal Auto Parking Improvements

Expand the existing long-term terminal parking lot to enable continued future terminal expansion and support forecasted growth.

17) IANG Maintenance Hangar Relocation

Relocation of the existing Maintenance Hangar located on the 185th ARW base tied to HS 2.

18) Terminal Reconfiguration/Expansion

Expansion of the passenger terminal facility to accommodate the needs of the aviation forecast. Reconfiguration of the terminal apron also factors in this growth and rectifies a current nonstandard airspace conflict for aircraft parking.

19) Terminal Apron Improvements

Enhancement of airfield safety through the installation of an island between terminal apron and Taxiway C. Alleviates direct access from apron to runway.

20) North Apron Taxiway Improvements

Relocation of the apron connector at the intersection of Taxiways C and E preceding future airfield improvements and safety enhancements.

21) Conventional Hangar Apron/Taxilane (Ph. II)

Phase 2 of the construction of new public use aprons on the north airfield to support the continued need of large aircraft storage development opportunities at SUX.

22) Conventional Hangar Development (Ph. II)

Development of four new conventional hangars for single and multiple large aircraft storage in the north airfield.

23) T-Hangar Apron/Taxilane Expansion (Ph. II)

Phase 2 expansion of existing T-Hangar apron to accommodate continued construction of new T-Hangars.

24) T-Hangar Development (Ph. II)

Phase 2 construction of new airport-owned T-Hangars to further increase aircraft storage capacity.

Figure 5-8 Mid-Term Development Plan



Sioux Gateway Airport / Brigadier General Bud Day Field Development Phasing Plan

NEAR-TERM PROJECTS (2025-2029)

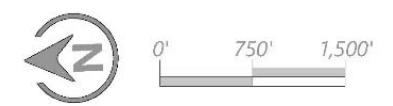
- 1) South General Aviation Apron Reconstruction
- 2) Passenger Boarding Bridge Replacement
- 3) Runway 13-31 Reconstruction (Siouxland Nexus Ph. A)
- 4) North General Aviation Apron Rehabilitation
- 5) Gate '1'/IANG Entry Control Point Relocation
- 6) Runway 13-31 Extension (Siouxland Nexus Ph. B)
- 7) T-Hangar Apron/Taxilane Expansion (Ph. I)
- 8) T-Hangar Development (Ph. I)
- 9) IANG Apron Reconstruction (Siouxland Nexus Ph. C)
- 10) Conventional Hangar Apron/Taxilane (Ph. I)
- 11) Conventional Hangar Development (Ph. I)
- 12) Warm-Up/Holding Pad (Siouxland Nexus Ph. D)
- 13) Aircraft Maintenance Hangar
- 14) Maintenance/SRE Building Expansion (Ph. I)

MID-TERM PROJECTS (2030-2034)

- 15) IANG Fuel Cell Hangar Relocation
- 16) Terminal Auto Parking Improvements
- 17) IANG Maintenance Hangar Relocation
- 18) Terminal Reconfiguration/Expansion
- 19) Terminal Apron Improvements
- 20) North Apron Taxiway Improvements
- 21) Conventional Hangar Apron/Taxilane (Ph. II)
- 22) Conventional Hangar Development (Ph. II)
- 23) T-Hangar Apron/Taxilane Expansion (Ph. II)
- 24) T-Hangar Development (Ph. II)

Notes:
 1) Existing fencing not shown for clarity.
 2) R-G1: Relocated Gate '1' Site

LEGEND	
EXISTING AIRPORT PROPERTY LINE	--- --
EXISTING AIRFIELD PAVEMENT	▬
NEW AIRFIELD PAVEMENT	▬
NEW ROADWAY	▬
EXISTING WIND CONE	▲
EXISTING BUILDING	▬
NEW BUILDING	▬
PAVEMENT REMOVAL	▬
BUILDING DEMOLITION	▬
COMPLETED PROJECT	▬



Source: RS&H, 2024

5.4.3 Long-Term Development Projects (PAL 3)

Long-term capital improvements encompass development projects projected to initiate during the final ten years of the planning period (FY 2035 to FY 2044). Long-term projects include anticipated second, and third phases of expansions to facilities like the Maintenance/SRE facility, T-hangars, some airfield pavement realignment and reconfigurations once existing pavement approaches the end of useful life, cargo development, and relocation of the ATCT and ARFF facilities, among other projects.

The long-term programmed development at SUX is shown in the following list as projects 25-38 and on **Figure 5-9** at the conclusion of this subsection.

25) Taxiway E Realignment

Realign Taxiway E to create perpendicular intersections with Runway 18-36 and Taxiway C in accordance with FAA design standards.

26) Electrical Vault Relocation

Relocation of the airfield electrical vault to a new location of less utility to airport development and able to accommodate growth.

27) Maintenance/SRE Building Expansion (Ph. II)

Continued expansion to the existing Airfield Maintenance and SRE Storage facility on the west side of Parkman Run to accommodate growth.

28) T-Hangar Apron/Taxilane Expansion (Ph. III)

Phase 3 expansion of existing T-Hangar apron to accommodate continued construction of new T-Hangars.

29) T-Hangar Development (Ph. III)

Phase 3 construction of new airport-owned T-Hangars to further increase aircraft storage capacity.

30) Airport Traffic Control Tower (ATCT) Relocation – EA

Conduct an environmental assessment to analyze, document, and present the anticipated impacts to the airport and surrounding community through the relocation of the ATCT to another site on the airfield.

31) Airport Traffic Control Tower (ATCT) Relocation

Relocation of the ATCT to an area of the airfield better suited for ATC activity and facility upgrades/expansion.

32) Taxiway M Reconfiguration

Reconfigure Taxiway M to alleviate nonstandard safety concerns and promote continued growth south of Runway 13-31.

33) Cargo/IANG Development – EA

Environmental analysis of the perceived impacts of future development south of Runway 13-31 contiguous to an existing 185th ARW operation.

34) Cargo/IANG Development

Future development south of Runway 13-31 contiguous to an existing 185th ARW operation.

35) Taxiway D Relocation

Relocate the middle segment of Taxiway D to the north to alleviate current nonstandard safety concerns but maintain airfield accessibility.

36) Aircraft Rescue and Fire Fighting (ARFF) Relocation

Relocation of the ARFF facility to alleviate LoS issues on the airfield, maintain airport and IANG safety requirements, and enable future growth opportunities.

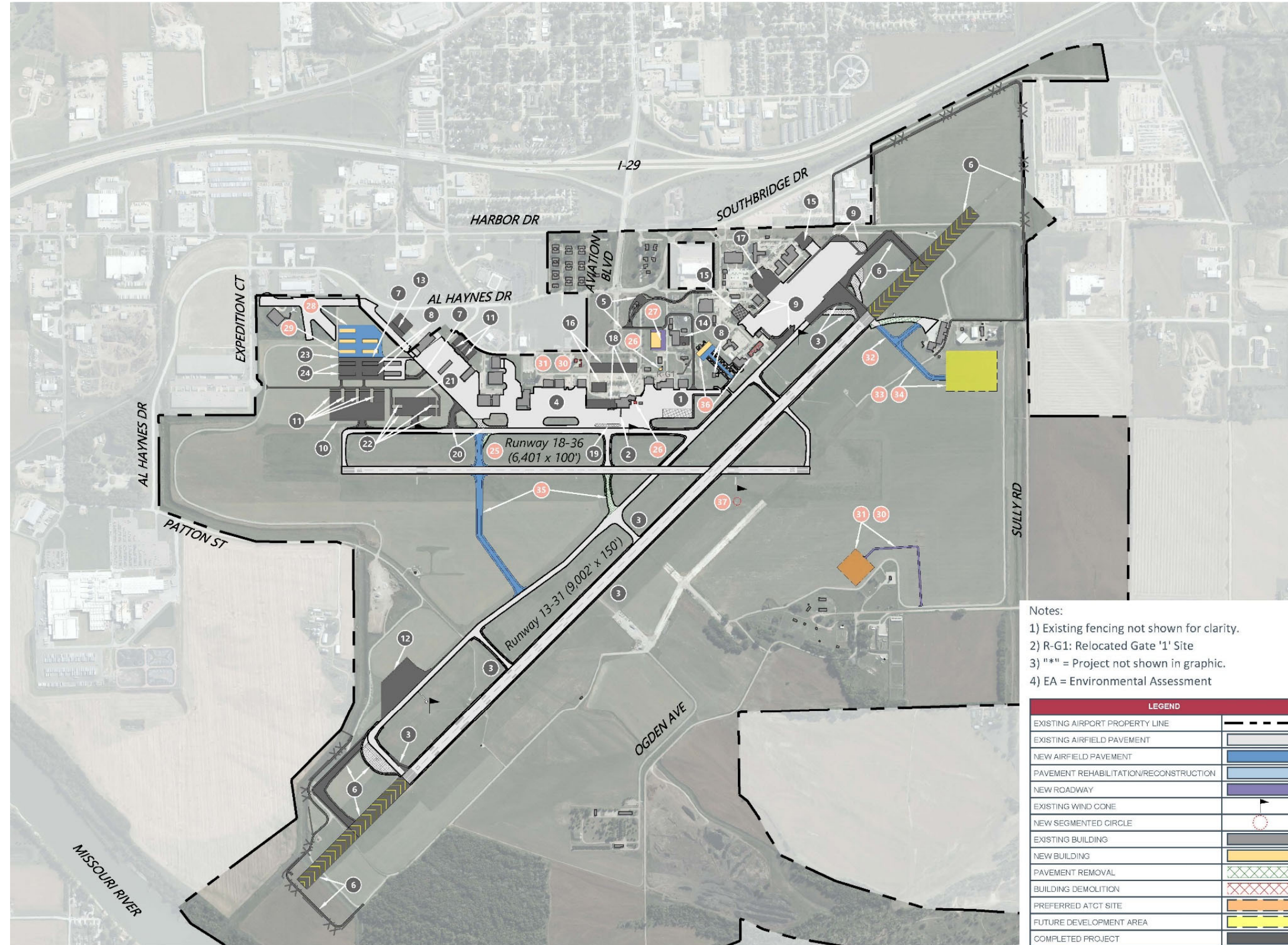
37) Segmented Circle

Installation of a new segmented circle to aid VFR operations in accordance with 14 CFR Part 139, Certification of Airports.

38) Master Plan Update

Update Airport Master Plan and Airport Layout Plan.

Figure 5-9 Long-Term Development Plan



Sioux Gateway Airport / Brigadier General Bud Day Field Development Phasing Plan

NEAR-TERM PROJECTS (2025-2029)

- 1 South General Aviation Apron Reconstruction
- 2 Passenger Boarding Bridge Replacement
- 3 Runway 13-31 Reconstruction (Siouxland Nexus Ph. A)
- 4 North General Aviation Apron Rehabilitation
- 5 Gate '1'/IANG Entry Control Point Relocation
- 6 Runway 13-31 Extension (Siouxland Nexus Ph. B)
- 7 T-Hangar Apron/Taxilane Expansion (Ph. I)
- 8 T-Hangar Development (Ph. I)
- 9 IANG Apron Reconstruction (Siouxland Nexus Ph. C)
- 10 Conventional Hangar Apron/Taxilane (Ph. I)
- 11 Conventional Hangar Development (Ph. I)
- 12 Warm-Up/Holding Pad (Siouxland Nexus Ph. D)
- 13 Aircraft Maintenance Hangar
- 14 Maintenance/SRE Building Expansion (Ph. I)

MID-TERM PROJECTS (2030-2034)

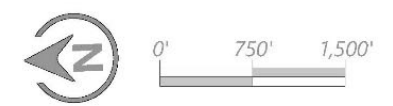
- 15 IANG Fuel Cell Hangar Relocation
- 16 Terminal Auto Parking Improvements
- 17 IANG Maintenance Hangar Relocation
- 18 Terminal Reconfiguration/Expansion
- 19 Terminal Apron Improvements
- 20 North Apron Taxiway Improvements
- 21 Conventional Hangar Apron/Taxilane (Ph. II)
- 22 Conventional Hangar Development (Ph. II)
- 23 T-Hangar Apron/Taxilane Expansion (Ph. II)
- 24 T-Hangar Development (Ph. II)

LONG-TERM PROJECTS (2035-2044)

- 25 Taxiway E Realignment
- 26 Electrical Vault Relocation
- 27 Maintenance/SRE Building Expansion (Ph. II)
- 28 T-Hangar Apron/Taxilane Expansion (Ph. III)
- 29 T-Hangar Development (Ph. III)
- 30 Airport Traffic Control Tower (ATCT) Relocation - EA
- 31 Airport Traffic Control Tower (ATCT) Relocation
- 32 Taxiway M Reconfiguration
- 33 Cargo/IANG Development - EA
- 34 Cargo/IANG Development
- 35 Taxiway D Relocation
- 36 Aircraft Rescue and Fire Fighting (ARFF) Relocation
- 37 Segmented Circle
- 38 Master Plan Update*

Notes:
 1) Existing fencing not shown for clarity.
 2) R-G1: Relocated Gate '1' Site
 3) "*" = Project not shown in graphic.
 4) EA = Environmental Assessment

LEGEND	
EXISTING AIRPORT PROPERTY LINE	---
EXISTING AIRFIELD PAVEMENT	Light Gray
NEW AIRFIELD PAVEMENT	Blue
PAVEMENT REHABILITATION/RECONSTRUCTION	Light Blue
NEW ROADWAY	Dark Blue
EXISTING WIND CONE	Black Triangle
NEW SEGMENTED CIRCLE	White Circle with Dashed Border
EXISTING BUILDING	Dark Gray
NEW BUILDING	Yellow
PAVEMENT REMOVAL	Green Hatched
BUILDING DEMOLITION	Red Hatched
PREFERRED ATCT SITE	Orange
FUTURE DEVELOPMENT AREA	Yellow with Dashed Border
COMPLETED PROJECT	Black



Source: RS&H, 2024

5.5 CIP Funding Need

A summary of CIP funding needs by planning periods and funding sources is presented in **Table 5-6**. The total SUX 20-year CIP amounts to nearly \$672 million. More than half of the 20-year CIP costs are projects funded by the IANG, which is about \$364 million (54 percent).

Table 5-6 Anticipated Funding by Source

Funding Source	Near-Term (PAL 1)	Mid-Term (PAL 2)	Long-Term (PAL 3)	Total
	FY 2025-2029	FY 2030-2034	FY 2035-2044	
Entitlement	\$7,100,000	\$6,500,000	\$10,100,000	\$23,700,000
Discretionary	\$30,000,000	\$7,800,000	\$106,400,000	\$144,200,000
BIL AIG	\$3,400,000	\$0	\$0	\$3,400,000
State Match	\$700,000	\$600,000	\$1,000,000	\$2,300,000
Local Share	\$2,800,000	\$6,000,000	\$3,400,000	\$12,200,000
Local Ineligible	\$3,900,000	\$6,400,000	\$15,200,000	\$25,500,000
IANG	\$210,500,000	\$146,300,000	\$7,200,000	\$364,000,000
Private	\$58,300,000	\$23,500,000	\$15,800,000	\$97,600,000
Total	\$316,700,000	\$197,100,000	\$159,100,000	\$672,900,000

Source: FAA; Airport Financial Records; RS&H Analysis, 2023

Notes: BIL funding concludes with FY 2026 allocations.

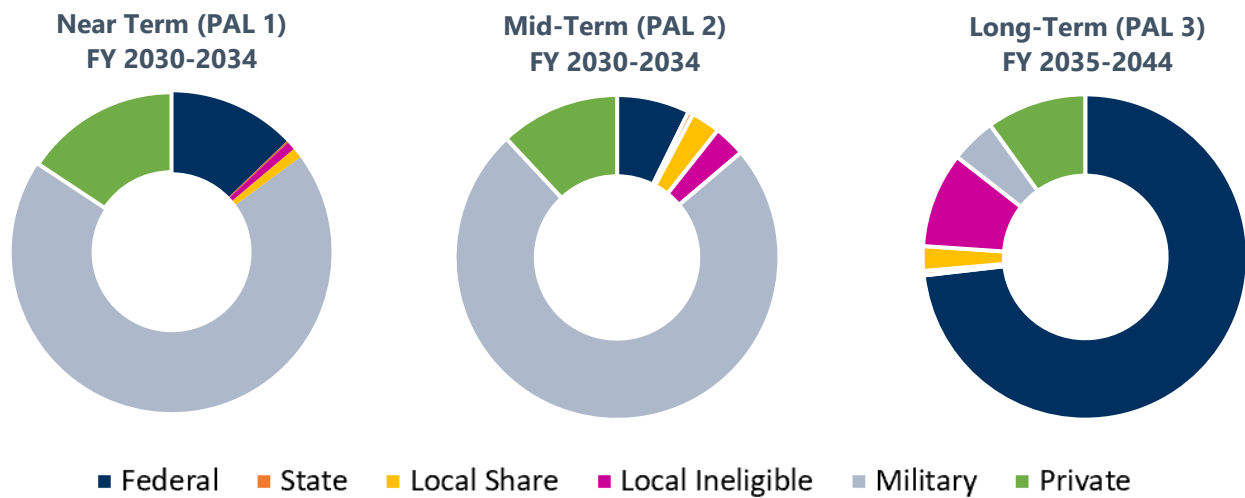
As described in **Chapter 4, Identification and Evaluation of Development Alternatives**, the Siouxland Nexus program is a large expansion for the SUX airfield and facilities development plan. The Siouxland Nexus program is a collaboration between the City of Sioux City, the Airport, the IANG and the U.S. DoD, and is in the engineering design phase at the time of this Master Plan. The four projects included in Siouxland Nexus program described in this section ensure that the IANG's facilities and primary runway 13-31 are fully mission-capable and take center stage at the Airport in the near-term period.

The funding needed for Siouxland Nexus and Gate 1/IANG Relocation projects in the PAL 1 period surpasses 66 percent of the funding required for the near term. In the PAL 2 period, two additional IANG projects *not included in Siouxland Nexus* are to be implemented (IANG Fuel Cell Hangar Relocation and IANG Maintenance Hangar Relocation) and represent 74 percent of the funding need for that period.

Implementation of the CIP also requires substantial funding from federal programs, which accounts for over \$171 million (25 percent). This includes \$20 million in funding along with IANG portion and Local share to aid in reconstruction costs of Runway 13-31.

Figure 5-10 illustrates how the share of funding for CIP projects evolves for each period, where Siouxland Nexus / IANG projects dominate the near and mid-term periods, and Federal funds are a larger part of long-term funding needs due to the anticipated relocation of the ATCT. Local share is the portion of local funds for AIP-eligible projects, and Local ineligible represents the remaining project costs not covered by federal funds or part of the Local share formula. State grant funds are programmed to offset Local ineligible funds. Private funding support is anticipated for hangar facilities in each period.

Figure 5-10 Funding Need by Term



Source: FAA; Airport Financial Records; RS&H Analysis, 2024

5.6 Funding Availability and Financial Feasibility

The 20-Year CIP for Sioux Gateway Airport represents an ambitious program that will position the Airport to address much-needed improvements to airfield pavements, the terminal building, airside/landside access and parking, and support facilities like hangars, maintenance, and SRE facilities, including long-term projects like the ATCT relocation and cargo development. This program amounts to nearly \$672 million over 20 years, and is being driven primarily by the Siouxland Nexus and IANG projects for the first 10 years, which accounts for \$364million (54 percent) funded by the IANG.

Implementation of the 20-year program will require continued support from federal, State, and local sources as follows:

- » **Federal AIP Funds** – As described in **Section 5.3.1 Federal Funding Outlook**, SUX has received about \$14.4 million in Entitlement funds and \$29.4 million in Discretionary² grants since 2010. The average annual AIP funding support amounts to about \$1.3 million and \$1.6 million for Entitlement and Discretionary grant funds since 2010, respectively. Looking ahead for the 20-year planning period, Entitlement funds are programmed for 20 projects, which is allocated prior to estimating the amount of funds from Discretionary grants and BIL program (through 2029). The outlook for entitlement funding need over the planning period is about \$23.7 million, which is less than \$1.2 million annually and is feasible considering historical grant levels and assumes that passenger activity remains steady throughout the period.

The 20-year CIP program identifies a need for Discretionary grants need to implement 18 projects for a total of about \$144.2 million, which is about \$7.2 million annually. However, this need includes \$20 million for reconstruction of Runway 13-31 in the near term and nearly \$82 million for relocation of the ATCT in the long-term. Without these two major projects, the average annual need for Discretionary grant funds is about \$2.1 million. This level of AIP Discretionary funding is feasible considering historical trends. While the runway and ATCT projects are costly, they are critical components to ensure the long-term operational safety and efficiency at the Airport.

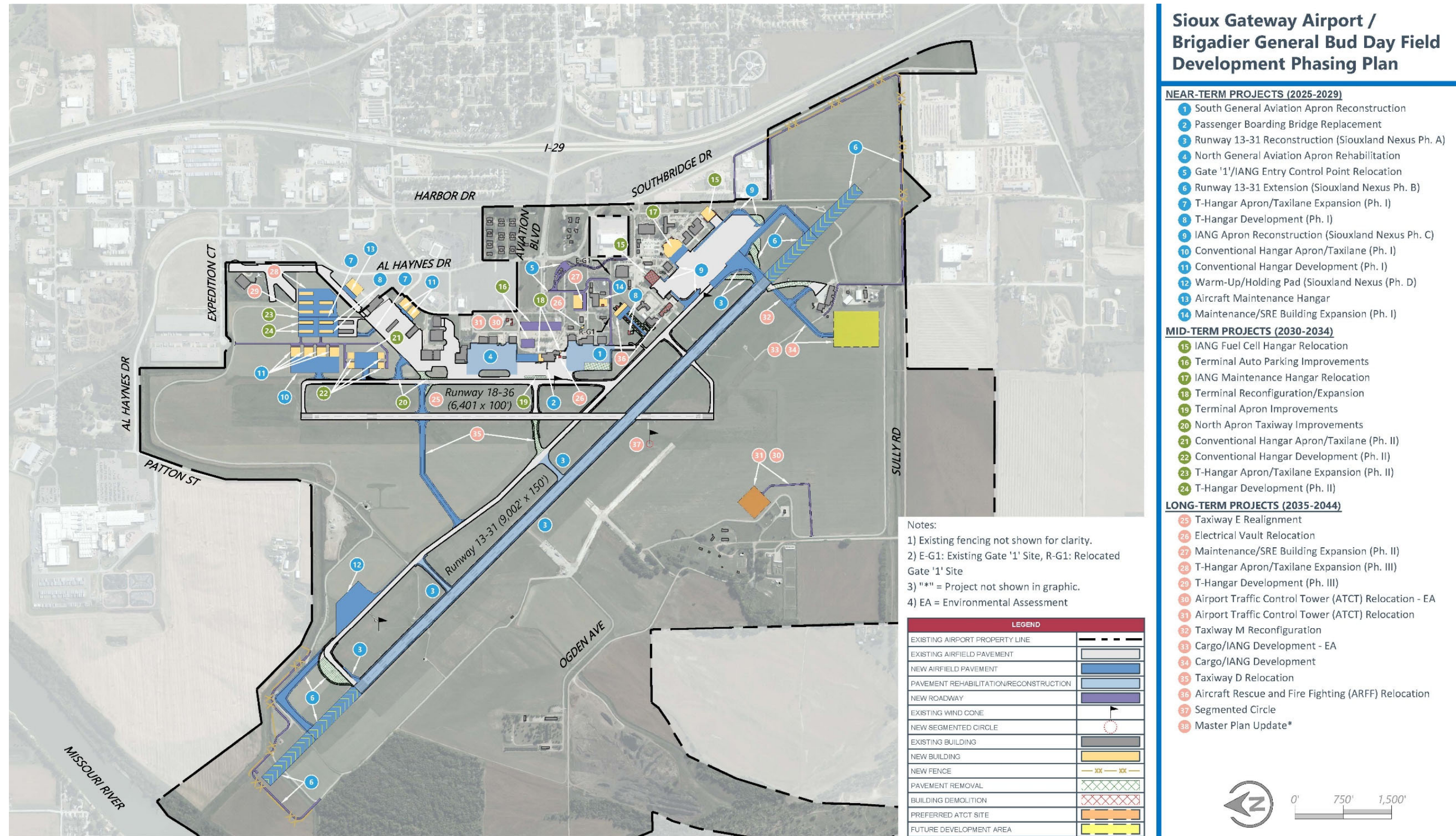
- » **BIL Program Funds** – The CIP anticipates just over \$1 million annually in BIL AIG allocations for 2024-2026 and are programmed to fund Phase I of T-hangar apron and taxilane expansion and the construction of T-hangar facilities.
- » **Local Funds** – The City supports operational expenses at SUX through annual interfund transfers and general obligation bond revenues for capital projects. The CIP indicates a total need for nearly \$38 million in local funds, both for local match share of AIP-eligible projects (\$12.2 million) and the remaining portions of eligible projects and other, ineligible projects (\$25.5 million) for the 20-year period. Therefore, implementing the CIP will require about \$1.9 million in bond proceeds annually.
- » **State Funds** – As described in **Section 5.3.2 State Funding Outlook**, Iowa DOT Aviation Bureau provides grant support via the Iowa AIP and vertical infrastructure programs, which amounts to about \$326,000 annually for SUX. The 20-year CIP anticipates the use of these DOT grant funds for hangar facilities, expansion of the maintenance/SRE facility, terminal auto parking, terminal reconfiguration/expansion projects.

² Includes over \$7 million in supplemental discretionary grant for reconstruction of Runway 17-35 in 2018.

- » **Private Funds** – The 20-year CIP for SUX identifies that private funds will be necessary for support facilities such as conventional hangars and an aircraft maintenance hangar in the near term, a second phase of conventional hangars in the mid-term, and cargo development in the long-term period. These types of improvements are typically dependent on the timing and phasing of market demand.

If adequate funding is not available, certain projects may need to be deferred to later years.

Figure 5-11 Comprehensive Development Phasing Plan



Source: RS&H, 2024