

E. Lincoln Airport Authority



FISCAL YEARS 2025-2028 LINCOLN AIRPORT AUTHORITY PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

| PROJECT | PHASE | PRIORITY PROJECTS | | | | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|---|--------------|--------------------|----------------|---------|-----------------|------------|-----------------|------------|----------------|------------|------------|------------|------------|---------------------|---------------------|
| | | PRIOR FISCAL YEARS | FS | FY 2025 | FS | FY 2026 | FS | FY 2027 | FS | FY 2028 | FS | | | | |
| Snow Removal Equipment (SRE) Building | | | | | | | | | | | | | | | |
| The Lincoln Airport has purchased a number of pieces of SRE in the last few years and more are anticipated in the planning period. The existing buildings that have been used to store this equipment are essentially full and are unable to store the new future equipment. The construction of new facility to store federally-funded SRE is proposed. | | | | | | | | | | | | | | | |
| | | | 3,150.0 | FAA | | | | | | | | | | | |
| | | | 350.0 | LAA | | | | | | | | | | | |
| | TOTAL | | 3,500.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,500.0 |
| Runway 18/36 - Runway Surface Condition Sensors | | | | | | | | | | | | | | | |
| The existing runway surface condition sensors wire installed in 2014. The equipment has become unreliable and non-functioning in some cases. The project proposal includes replacement of the sensors on both Runway 18/36 and Runway 14/32. | | | | | | | | | | | | | | | |
| | | | 450.0 | FAA | | | | | | | | | | | |
| | | | 50.0 | LAA | | | | | | | | | | | |
| | TOTAL | | 500.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 |
| Runway 18/36 - Pavement Reconstruction Design | | | | | | | | | | | | | | | |
| The existing 100' wide concrete keel section continues to see spalling and degradation at the joints. This pavement was constructed in the early 1990's and is nearing the end of it's useful life. This preliminary design/design project will more accurately define the scope of work and cost. | | | | | | | | | | | | | | | |
| | | | | | 1,458.0 | FAA | | | | | | | | | |
| | | | | | 1,080.0 | OF | | | | | | | | | |
| | | | | | 162.0 | LOCAL | | | | | | | | | |
| | TOTAL | | 0.0 | | 2,700.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,700.0 |
| Runway 18/36 - Pavement Reconstruction Construction | | | | | | | | | | | | | | | |
| The existing 100' wide concrete keel section continues to see spalling and degradation at the joints, primarily due to age, ASR and exacerbated by annual freeze/thaw cycles. The increasingly urgent need for pavement rehab arose in early 2019 as maintenance efforts to mitigate FOD became more substantial. | | | | | | | | | | | | | | | |
| | | | | | 23,100.0 | FAA | 23,100.0 | FAA | | | | | | | |
| | | | | | 21,800.0 | OF | 21,800.0 | OF | | | | | | | |
| | | | | | 1,800.0 | LOCAL | 1,800.0 | LOCAL | | | | | | | |
| | TOTAL | | 0.0 | | 46,700.0 | | 46,700.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93,400.0 |
| General Aviation Development | | | | | | | | | | | | | | | |
| LNK is experiencing strong GA growth and has developed aircraft storage on almost all available hangar sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. Step 1 of this process is to accomplish necessary preliminary design, environmental assessments grading and infrastructure installations. | | | | | | | | | | | | | | | |
| | | | | | | | 1,350.0 | FAA | | | | | | | |
| | | | | | | | 150.0 | LAA | | | | | | | |
| | TOTAL | | 0.0 | | 0.0 | | 1,500.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,500.0 |
| Runway 14/32 Rehabilitation - Design | | | | | | | | | | | | | | | |
| Runway 14/32 was last rehabilitated in 2002, including a replacement of the lighting system. With both the pavement and lighting system at the end of their useful lives, we propose to do preliminary design/design phases in the project to accurately define the scope and cost of a runway rehabilitation sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. | | | | | | | | | | | | | | | |
| | | | | | | | | | 540.0 | FAA | | | | | |
| | | | | | | | | | 60.0 | LAA | | | | | |
| | TOTAL | | 0.0 | | 0.0 | | 0.0 | | 600.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 600.0 |
| Relocate Run-up Pad | | | | | | | | | | | | | | | |
| The existing run-up pad at the Lincoln Airport is located on the west side of the airfield opposite of the majority of the users. This necessitates multiple runway crossings to use and, as such, represents a safety concern. This has been also identified as a concern by the Runway Safety Action Team (RSAT). A 2014 study identified several concepts to mitigate the issue and was the preliminary step to construct a relocated pad. | | | | | | | | | | | | | | | |
| | | | | | | | | | 3,150.0 | FAA | | | | | |
| | | | | | | | | | 350.0 | LAA | | | | | |
| | TOTAL | | 0.0 | | 0.0 | | 0.0 | | 3,500.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 3,500.0 |

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|--|-------|-----------------------|-------------------|---------|----|---------|----|---------|----|---------|----|--|---------------------------|---------------------------|
| | | | FS | FY 2025 | FS | FY 2026 | FS | FY 2027 | FS | FY 2028 | FS | | | |
| Runway 14/32 Rehabilitation - Pavement and Lighting | | | | | | | | | | | | | | |
| With preliminary design/design work completed in the previous year, we would like to bid and construct a rehabilitation (monimal 5" mill & overlay, 8650' x 150') of the existing pavement. This pavement was constructed in 2002, with sealcoats applied in 2006 (LNK-34) and 2015 (LNK-51). With preliminary design completed in the previous year, we would like to bid and construct a rehabilitation of the existing lighting system. This lighting system was installed in 2002 (LNK-27), using the design standards of the time. With new design standards for light spacing and with a system age of over 20 years, would propose to replace the entire system with a new LED MIRL system, including the re-spacing of runway lights to meet current design criteria and the replacement of a 30+ year old emergency generator (serves Rwy 14/32, 17/35 and Twys A, C, E, K, N, P). | | | | | | | | | | | | | 10,080.0 | |
| TOTAL | | | | | | | | | | | | | 1,120.0 | 11,200.0 |
| Oak Creek Levee Improvements | | | | | | | | | | | | | | |
| In the years following Hurricane Katrina in 2005, the Oak Creek Levee that runs around the West and South portions of the airfield was decertified due to national changes in freeboard requirements. The proposed project would construct improvements to the existing levee system to allow for recertification. | | | | | | | | | | | | | 3,150.0 | |
| TOTAL | | | | | | | | | | | | | 350.0 | 3,500.0 |
| Terminal Ramp Rehabilitation - Phase II | | | | | | | | | | | | | | |
| As a follow-on to work done in 2014 (3-31-0050-44 & 46), this program proposed to complete Phase II of our planned Terminal Ramp rehabilitation. The timing of this project will be based on the existing pavement condition. | | | | | | | | | | | | | 3,600.0 | |
| TOTAL | | | | | | | | | | | | | 400.0 | 4,000.0 |
| Interlocal Agreement for Minimum Revenue Guarantee | | | | | | | | | | | | | | |
| Lancaster County and the City of Lincoln each pledged \$1.5 million of their American Rescue Plan Act (ARPA) funds for a total of \$3 million to an Interlocal agreement with the Lincoln Airport Authority to be used as a Minimum Revenue Guarantee (MRG) for the purpose of developing/encouraging new or expanded regularly scheduled passenger air service. The Interlocal Agreement continues through December 31, 2026. The funds will be drawn down as needed. Any unexpended funds will be returned to the City and County at the end of the agreement period. The funds are shown in FY 2023-24 but may be used in any of the fiscal years through FY 2025-26. | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | 3,000.0 OF | 3,000.0 |

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|--|---------------------------|-----------------------|-------------------|----------|----|----------|----|---------|----|---------|----|----------|---------------------------|---------------------------|--|
| | | | FS | FY 2025 | FS | FY 2026 | FS | FY 2027 | FS | FY 2028 | FS | | | | |
| Terminal Parking Garage - Solar Panel Roof Canopies | | | | | | | | | | | | | | | |
| This project proposes to install solar panel canopies over the rooftop parking spaces of the Terminal Garage. This project is intended to be funded by a discretionary grant from the Airport Terminal Program (ATP) of the Bipartisan Infrastructure Law (BIL). | | | | | | | | | | | | | | | |
| | | | 1,900.0 | | | | | | | | | | | | |
| | | | 100.0 | | | | | | | | | | | | |
| | TOTAL | 2,000.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 2,000.0 | |
| Runway 17/35 & Taxiway 'A' Sealcoat | | | | | | | | | | | | | | | |
| An asphalt mill and overlay was completed on Runway 17/35 in 2019 and on Taxiway 'A' in 2021. Per industry guidance for asphalt pavement preservation, a sealcoat, crack sealing, and minor asphalt patching should be completed approximately every 5 years. This project will help maintain the runway and taxiway pavement in a better condition and extend the life of the pavement. | | | | | | | | | | | | | | | |
| | | | | | | 720.0 | | | | | | | | | |
| | | | | | | 80.0 | | | | | | | | | |
| | TOTAL | 0.0 | | 0.0 | | 800.0 | | 0.0 | | 0.0 | | 0.0 | | 800.0 | |
| FUNDING SUMMARY | | | | | | | | | | | | | | | |
| FAA FUNDS / OTHER FEDERAL FUNDS | | | | | | | | | | | | | | | |
| FAA(Airport Improvement Program) | | | | | | | | | | | | | | | |
| | | | 5,500.0 | 24,558.0 | | 25,170.0 | | 3,690.0 | | 0.0 | | 0.0 | | 58,918.0 | |
| OF (Other Federal Funds) | | | | | | | | | | | | | | | |
| | | | 0.0 | 22,880.0 | | 21,800.0 | | 0.0 | | 0.0 | | 0.0 | | 44,680.0 | |
| | SUB-TOTAL FEDERAL FUNDING | 5,500.0 | | 47,438.0 | | 46,970.0 | | 3,690.0 | | 0.0 | | 0.0 | | 103,598.0 | |
| STATE FUNDS | | | | | | | | | | | | | | | |
| NDA (NE Dept. of Aeronautics) | | | | | | | | | | | | | | | |
| | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| | SUB-TOTAL STATE FUNDING | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| LOCAL FUNDS | | | | | | | | | | | | | | | |
| LAA (Lincoln Airport Authority) | | | | | | | | | | | | | | | |
| | | | 500.0 | 0.0 | | 230.0 | | 410.0 | | 0.0 | | 0.0 | | 1,140.0 | |
| LOCAL (Other Local Funds) | | | | | | | | | | | | | | | |
| | | | 0.0 | 1,962.0 | | 1,800.0 | | 0.0 | | 0.0 | | 0.0 | | 3,762.0 | |
| | SUB-TOTAL LOCAL FUNDING | 500.0 | | 1,962.0 | | 2,030.0 | | 410.0 | | 0.0 | | 0.0 | | 4,902.0 | |
| | TOTAL | 6,000.0 | | 49,400.0 | | 49,000.0 | | 4,100.0 | | 0.0 | | 18,700.0 | | 127,200.0 | |