

Siskiyou County Airport ALP Update with Narrative Report

County Board of Supervisors Briefing

August 2025



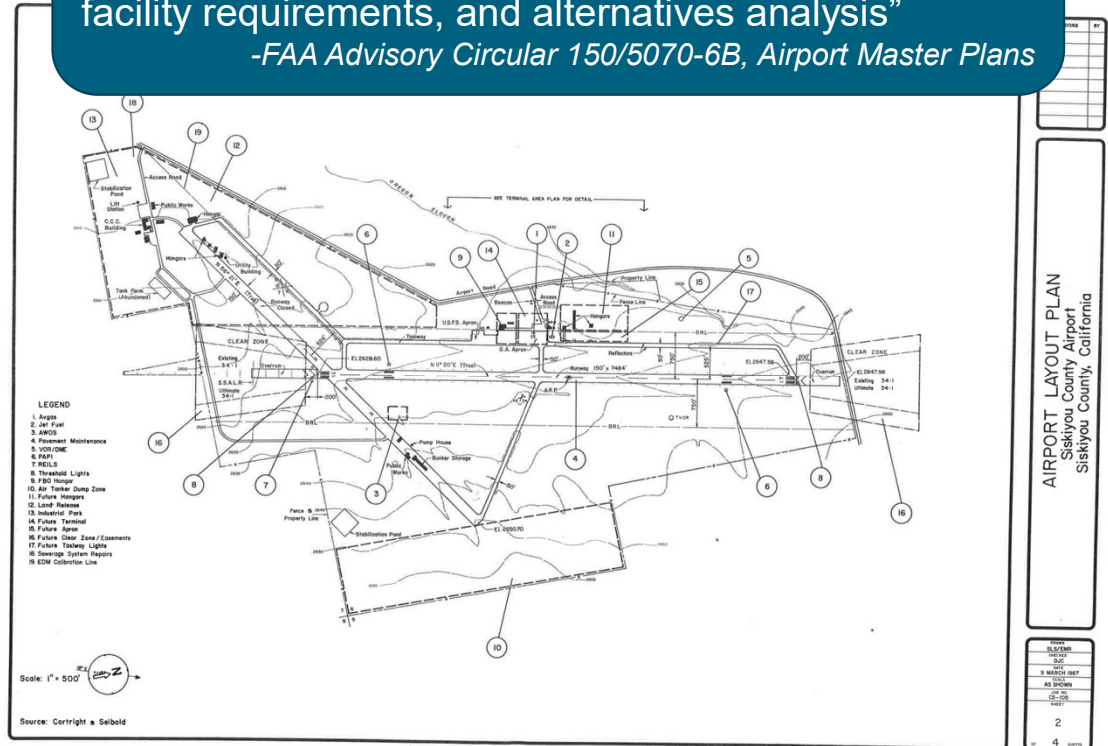
Kimley»Horn
Expect More. Experience Better.



Project Purpose

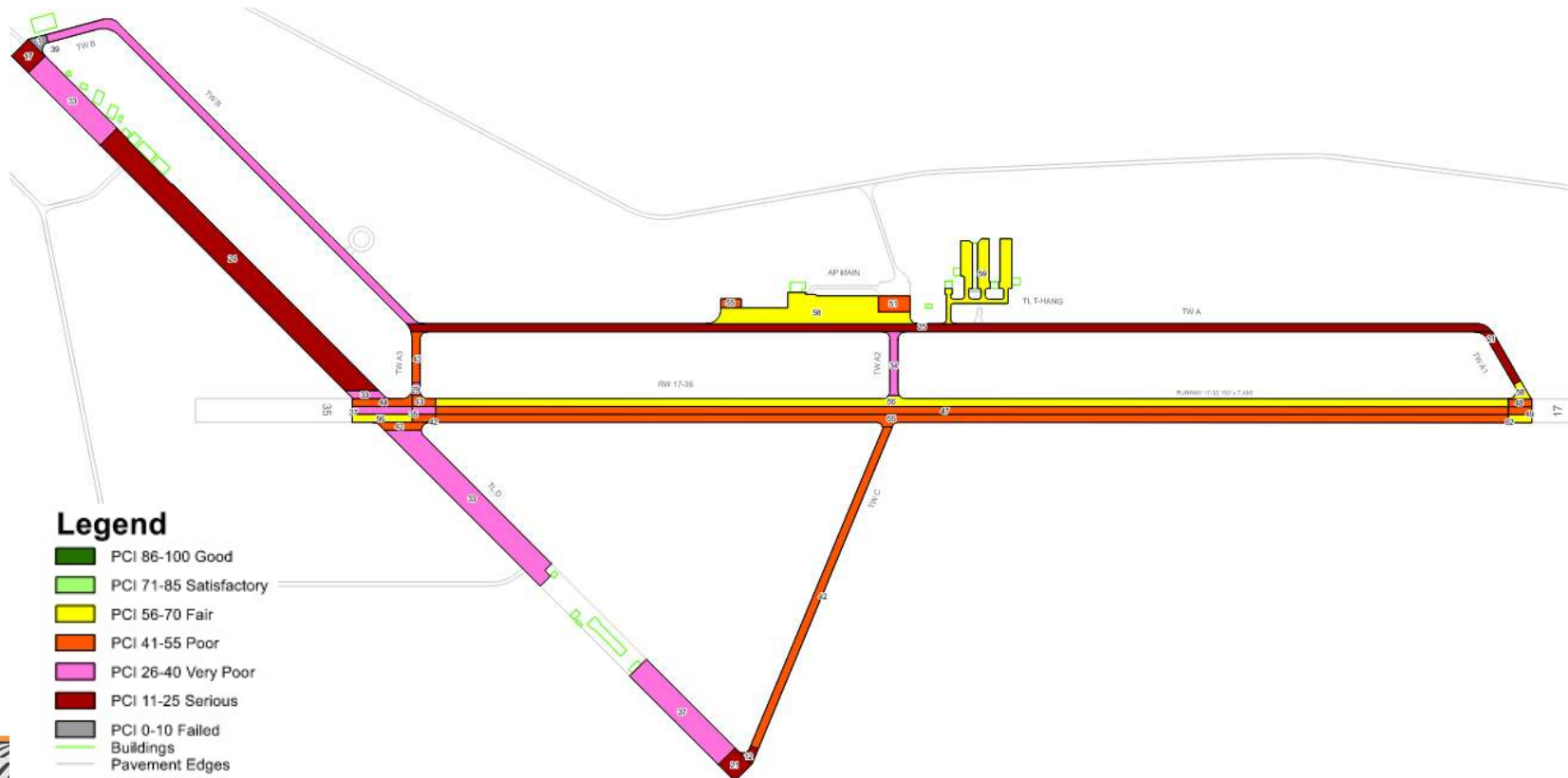
- Current Master Plan and ALP is 1987
- Keeping the ALP current is a legal requirement for airports that receive federal funding assistance
- Proposed development must be shown on an approved ALP to be eligible for FAA AIP grant assistance
- ALP Narrative Report documents what is depicted on the ALP
- **Living document, it can and will change!**

“The ALP depicts existing airport facilities and proposed developments as determined from the planners’ review of the aviation activity forecasts, facility requirements, and alternatives analysis”
-FAA Advisory Circular 150/5070-6B, Airport Master Plans



Siskiyou County ALP
 Update

2022 Pavement Condition Index



Siskiyou County ALP
Update

2022 Pavement Condition Index Con't.



- Different pavement types
- Pavement layer separation
 - Delamination
- SIY Airport Pavement Management Program
 - Conducted 2023



Critical Aircraft Determination

- **Critical Aircraft Existing and Future**
 - **King Air**
 - More than 500 combined annual operations
 - Design Codes: B – II | TDG 2A
- **“Ultimate” Critical Aircraft**
 - Fire Fighting C-130H
 - 50 Annual Operations
 - Military C-27J Spartan
 - 202 Annual Operations by 2042
 - 252 combined annual operations by 2042
 - Existing operations are estimated at 175 annual operations
 - Design Codes: C - IV | TDG 2B



There is limited data available at the Airport to make a compelling case to the FAA for any larger critical aircraft.

“Anticipated” forecast is driven by government entities: Military, U.S. Forest Service and CalFire operations. The FAA funds civil aeronautical uses, therefore, these operations do not influence FAA airport funding decisions.



Critical Aircraft Runway Requirements

- King Air Beechcraft Family
 - FAA funding full length
 - 4,100' runway length for optimal takeoff
- Lockheed C-130
 - FAA not funding full length
 - Optimal takeoff – 7,100'
 - Balanced takeoff – 6,100'
 - Minimum takeoff – 4,200'

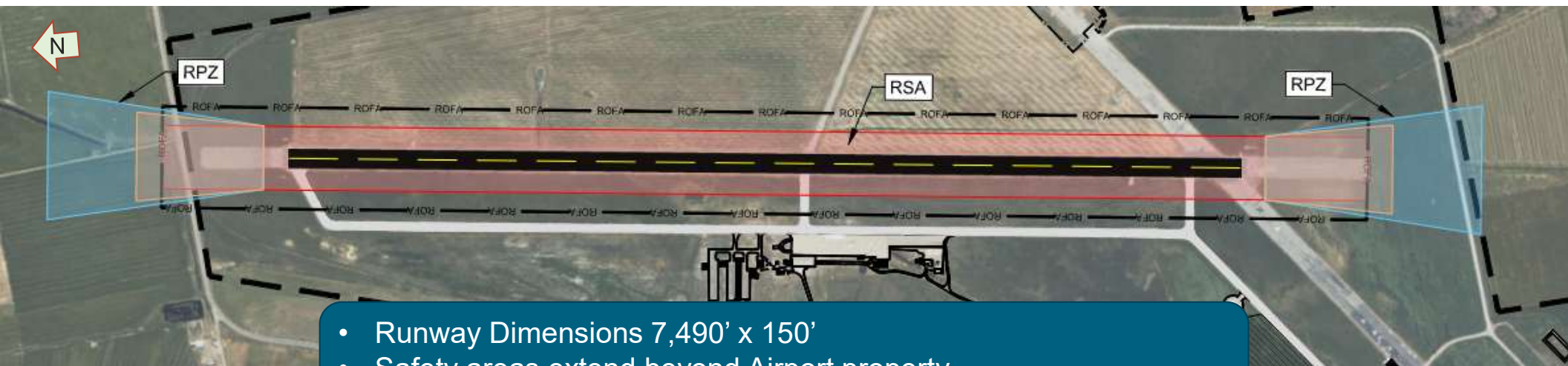


Opinions of Probable Costs

- **Costs for a Full-Depth Reclamation (FDR)**
 - No Pavement Demolition
- Raw Material Costs
- Hard Costs
 - Geotechnical, utility, FDR stabilization (40%)
 - Construction mobilization (10%)
 - Phasing (6%)
 - General construction adjustment (10%)
- Soft Costs
 - Owners project management/design (12%)
 - Engineer design fee (11%)
 - Contingency/testing/quality controls (11%)
- Inflation



Existing Runway - 7,490' x 150'

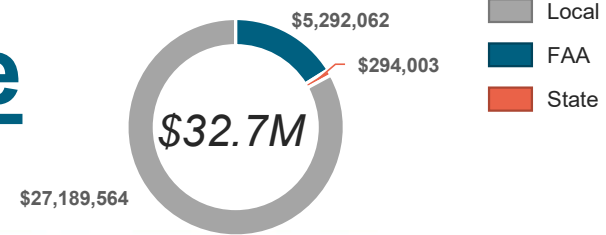


- Runway Dimensions 7,490' x 150'
- Safety areas extend beyond Airport property
- Oversized for existing operations



Runway Option 0 – No Change

7,490' x 150'



- Retains existing length
- Shifts south for safety area compliance
- Supports all aircraft that use SIY and are forecast to use SIY
- **FAA funds ~18% of the anticipated runway project amount**



Runway Option 0 – 7,490' x 150'

Raw Pavement Costs	Subtotal Construction Costs	Total Construction Costs	Total Project Costs with Contingency	Total Cost with Inflation	Total Project Cost	Anticipated 20 Year Maintenance
\$13,080,770	\$20,406,001	\$22,446,601	\$30,302,912	\$32,775,629	\$32,775,629	+ \$1,526,193

Total Project Costs

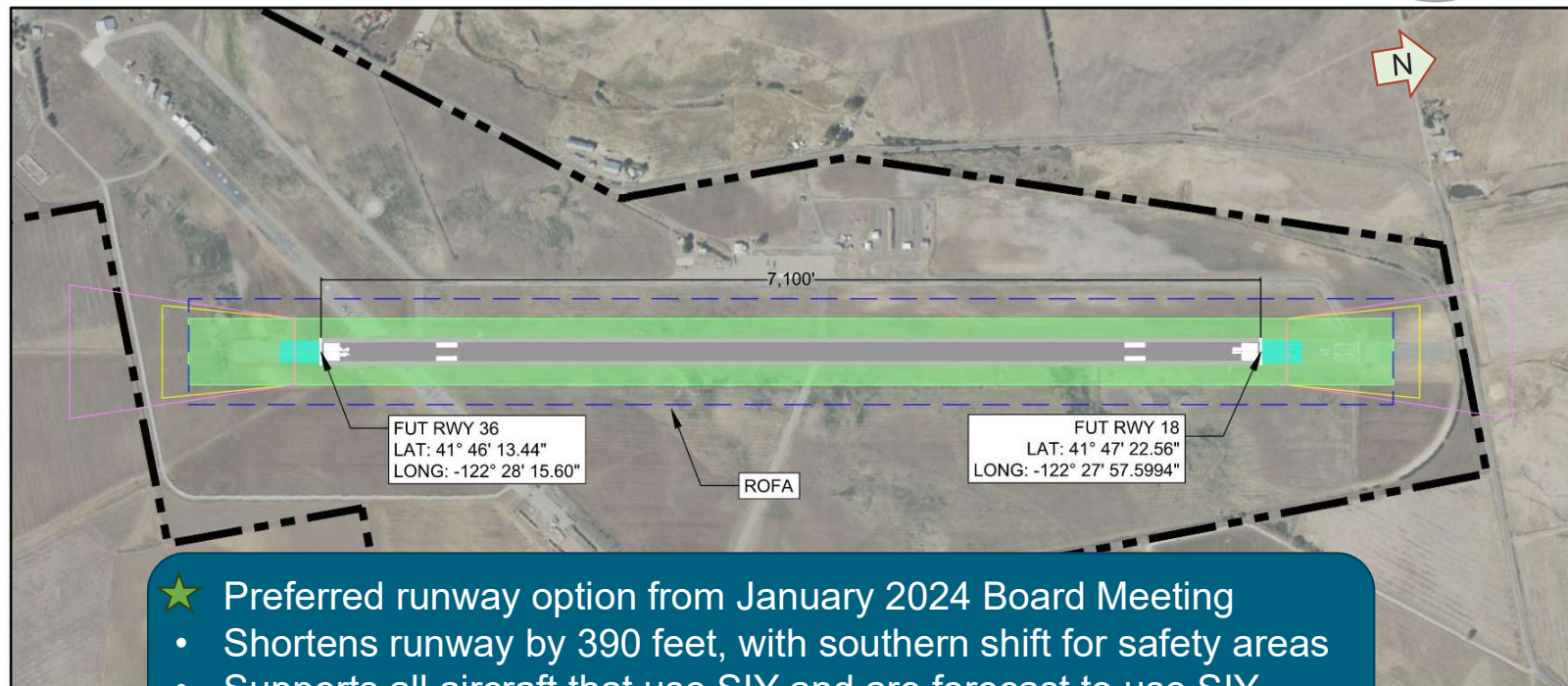
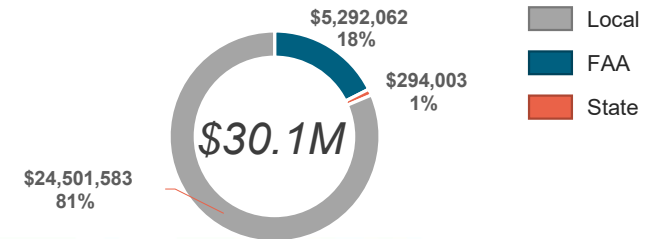
FAA Share	State Share	Local Share
\$ 5,292,062	\$ 294,003	\$ 27,189,564

\$32.7 M



Runway Option 1

7,100' x 150'



- ★ Preferred runway option from January 2024 Board Meeting
- Shortens runway by 390 feet, with southern shift for safety areas
- Supports all aircraft that use SIY and are forecast to use SIY
- **FAA funds ~18% of the anticipated runway project amount**



Runway Option 1 – 7,100' x 150'



Raw Pavement Costs	Subtotal Construction Costs	Total Construction Costs	Total Project Costs with Contingency	Total Cost with Inflation	Total Project Cost	Anticipated 20 Year Maintenance
\$12,488,315	\$19,481,772	\$21,429,949	\$28,930,431	\$30,087,649	\$30,087,649	+ \$1,465,470

Total Project Costs

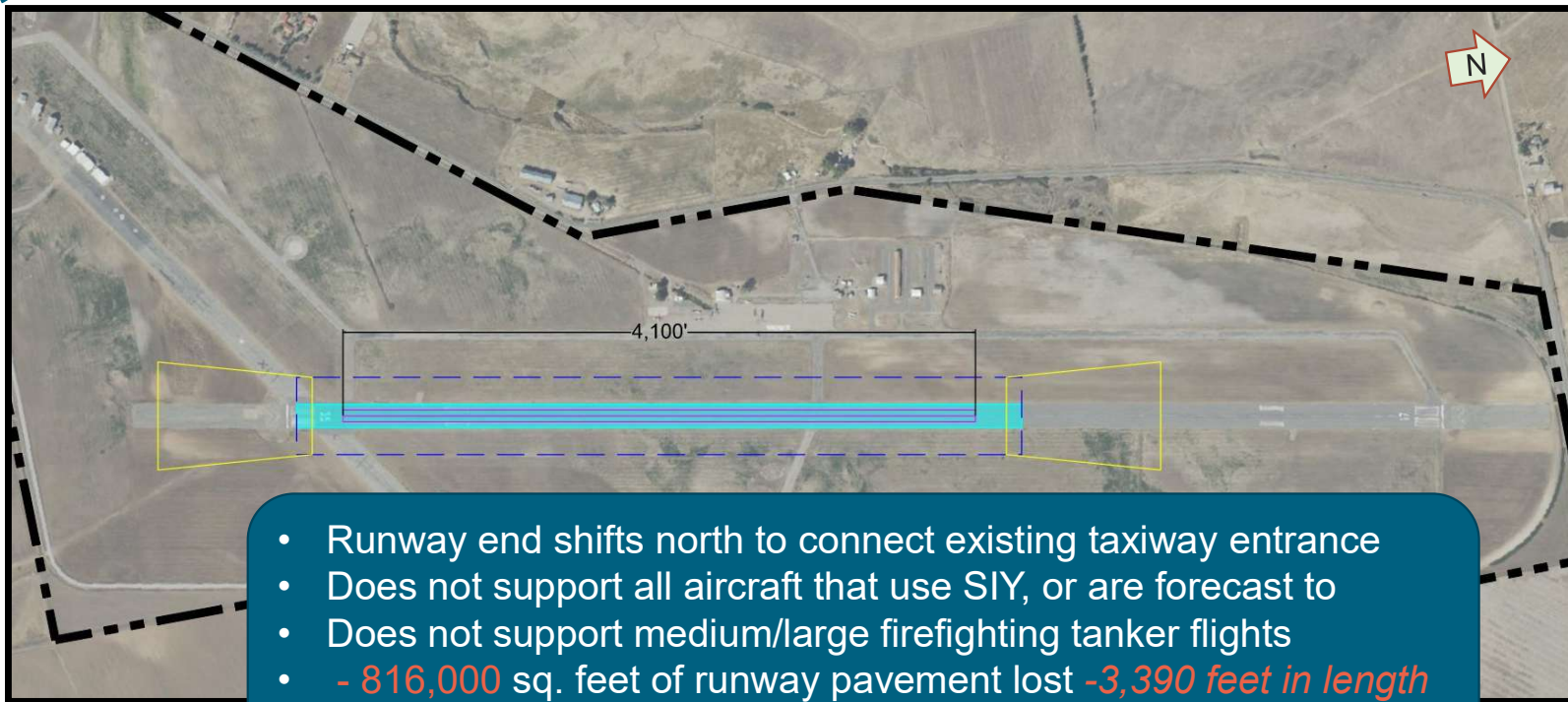
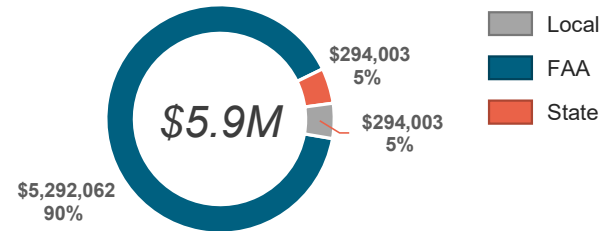
FAA Share	State Share	Local Share
\$ 5,292,062	\$ 294,003	\$ 24,501,583

\$30.1M

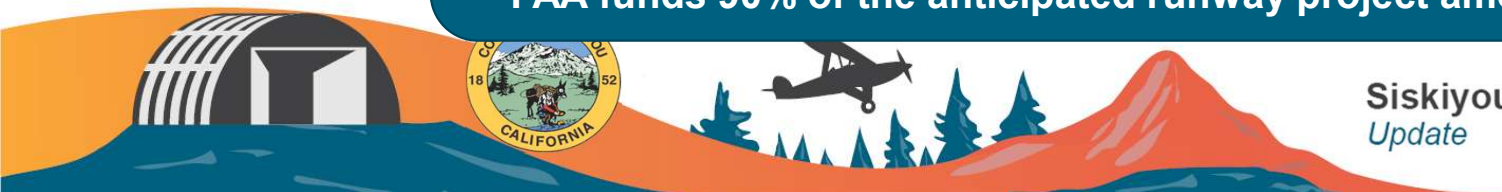


Runway Option 2

4,100' x 75'



- Runway end shifts north to connect existing taxiway entrance
- Does not support all aircraft that use SIY, or are forecast to
- Does not support medium/large firefighting tanker flights
- - 816,000 sq. feet of runway pavement lost -3,390 feet in length
- **FAA funds 90% of the anticipated runway project amount**



Runway Option 2 – 4,100' x 75'

Raw Pavement Costs	Subtotal Construction Costs	Total Construction Costs	Total Project Costs with Contingency	Total Cost with Inflation	Total Project Cost	Anticipated 20 Year Maintenance
\$2,440,608	\$3,807,348	\$4,188,083	\$5,653,912	\$5,880,069	\$5,880,069	+ \$398,370

Total Project Costs

FAA Share	State Share	Local Share
\$5,292,062	\$294,003	\$294,003

\$5.9M



Funding Sources

- The FAA's national budget has not kept up with costs
- Remained relatively the same since the late 1990s
- State match funding is subject to availability of funds
 - Limited to \$150,000
- Unpredictable funding bills
 - BIL funding
- Runway funding issues with even the biggest airports
- **Have projects planned and shovel ready**



FAA Funding Information

- FAA Reauthorization Act of 2024 – funding through Federal Fiscal Year (FFY) 2028
 - AIP Grant funding is \$4B a year
- 3,287 airports in the National Plan of Integrated Airport Systems (NPIAS)
 - 5,175 runways
 - \$67.5B in AIP eligible development need between FFY 2025 and FFY 2029
- If all AIP Grant money was spent equally on each runway in the NPIAS, each runway would only get \$773,195.58 annually or about \$3M in total through FFY 2028
 - But AIP formulas do not allow this



Thank You for Your Time

