Auburn California

Auburn Municipal Airport
Master Plan
2024

FINANCIAL FEASIBILITY

May 2025

Contents

Tables/Figures

Chapter 5
FINANCIAL FEASIBILITY

5.1 INTRODUCTION

This chapter outlines the strategy for implementing and funding, the recommended Master Plan concept. The concept is separated into a list of projects, known as the Capital Improvement Program (CIP), at Auburn Municipal Airport (AUN). The CIP aims to align funding with capital needs and maximize the potential for securing federal and state grant funds. Additionally, it establishes a financially prudent plan for securing local funding for improvements.
The CIP is structured for implementation through three phases of development:

- A five-year short-range period (2026-2031)
- A five-year mid-range period (2032-2037)
- A ten-year long-range period (2038-2047)

Furthermore, a final category is included for projects that are expected to be completed beyond the planning period.

The CIP identifies improvement needs and enables budgeting and financial decisions to be made with a thorough understanding of future financial implications. While the CIP will be used for preliminary programming by the Federal Aviation Administration (FAA) and the California Department of Transportation (CALTRANS), it should be noted that this analysis does not guarantee any financial commitment from federal, state, or local governments to fund the CIP.

5.2 OVERALL APPROACH

- The primary goal of the financial implementation analysis is to present comprehensive results and offer practical guidelines for aligning financial sources with the specified uses of funds. The approach for conducting this analysis involved several key steps:
  - Gathering and reviewing capital improvement plans, operating budgets, and regulatory requirements
  - Gathering Airport representative comments to gain an understanding of the existing operating and financial environment, and overall management philosophy
  - Reviewing information presented in the previous chapters of this Study
  - Reviewing the projects list, cost estimates, and development schedules presented previously and projecting the overall financial requirements for the CIP

5.3 GOVERNMENTAL ORGANZATION AND ADMINISTRATION

The City of Auburn, California, owns and operates the Airport. The Airport Director oversees the daily operations, manages the administrative and maintenance staff, and reports directly to the City.

5.4 AVIATION FORECASTS

Chapter 2 presents aviation activity forecasts approved by the FAA for this Study. These forecasts assess if current Airport facilities can safely accommodate future demand or need modification. They include total aircraft operations and guide the development and prioritization of CIP projects. Additionally, they help project capital funding sources, including AIP entitlement funds and operating revenues.

5.5 CAPITAL FUNDING SOURCES

In recent years, the Airport has effectively utilized a mix of FAA Airport Improvement Program (AIP) entitlement and discretionary grants, California Aeronautics Program funds, and cash reserves/net operating revenues to finance its capital improvements. These funding sources, along with additional capital funding options, will remain crucial for financing the Airport's Capital Improvement Program (CIP) throughout the upcoming twenty-year planning period.

5.5.1 Airport Improvement Program Grants

The Airport receives grants from the Federal Aviation Administration (FAA) to finance the eligible costs of certain capital improvements. These federal grants are allocated to airports with the National Plan of Integrated Airport Systems (NPIAS). These grant funds are awarded to airports through the Airport Improvement Program (AIP). AIP grants include AIP discretionary and supplemental grants are awarded in accordance with FAA guidelines.

On May 16, 2024, the FAA Reauthorization Act of 2024 was enacted and authorized funding for the AIP through September 30, 2028. Under current AIP authorization legislation, in California, eligible projects are funded on a 95 percent federal share and a state share of five percent. This equals 4.75% of the total cost. Finally, the local share is .25% of the total cost for general aviation airports. These percent breakdowns can be found in the funding summary below, Table. Also, under the current authorization, the Airport was entitled to receive $150,000 per year in AIP entitlement funds. The approval of AIP discretionary funding is based on a project eligibility ranking method the FAA uses to award grants, at their discretion, based on a project's priority and importance to the national air transportation system. Since the future availability of AIP discretionary and supplemental grants is not certain, it should be noted that any CIP projects which have such funds indicated as a funding source in the implementation plan may need to be delayed until the funds become available.

The implementation analysis further assumes that the current AIP program will continue to be extended through 2043 and that future program authorizations will provide substantially similar funding levels as it currently does and as it has historically provided since the program was established in 1982.

5.5.2 Bipartisan Infrastructure Law Grants

The Infrastructure Investment and Jobs Act of 2021, commonly known as the Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021. This landmark legislation allocates $25 billion to the FAA for the enhancement of airport terminals, infrastructure, and air traffic control facilities over five federal fiscal years, from 2022 to 2026.

A key component of the BIL is the Airport Terminal Program (ATP). This discretionary grant program provides $1 billion annually to modernize aging terminals, improve airport-owned towers, increase energy efficiency, and enhance accessibility. The grants are awarded through a competitive process, with a Notice of Funding Opportunity (NOFO) released each year. Notably, at least $100 million per year is earmarked for general aviation and non-hub airports like AUN. As stated AUN will have to compete with other airports to secure this funding. One of the goals of this planning process is to identify the needs at the airport which can then be used to make a case to the FAA to receive BIL funds.

5.5.3 California Aeronautics Program

Grants and loans from the California Department of Transportation (CALTRANS) Division of Aeronautics finance projects related to safety, maintenance, and capital improvements at airports, as well as the preparation of airport land use compatibility plans. All State funding programs for aviation purposes are supported by the Aeronautics Account within the State Transportation Fund. Revenues generated from excise taxes on general aviation (GA) fuel are deposited into the Aeronautics Account. These taxes generate approximately $6.0 million annually. The Aeronautics Account also receives minor contributions from document sales and earned interest.

Funding is allocated through three primary programs:

- Annual Credits
- AIP Matching Grants
- Acquisition and Development (A&D) Grants

Annual Credits provide $10,000 annually to each eligible airport. AIP Matching Grants assist with meeting the local match requirements for an AIP grant from the Federal Aviation Administration (FAA), covering up to five percent (5%) of the AIP grant amount. After allocating funds for Annual Credits and AIP Matching Grants, the remaining resources are programmed for A&D grants, which are 90 percent (90%) State grants subject to allocation by the California Transportation Commission (CTC). The total A&D funding for a single airport is capped at $500,000 annually, with certain exceptions permitted.

The Airport will continue to collaborate with CALTRANS throughout the planning period to secure funding for the Capital Improvement Program (CIP).

5.5.4 Other Federal/State Grants

Certain projects or portions of projects identified in the CIP are suitable for funding from other federal and state grant sources. This includes specific lighting and navigational aid projects, such as the addition of Runway End Identifier Lights (REIL) on Runway 7, and the relocation of the Automated Weather Observation System (AWOS) and the segmented circle, which could be funded through the FAA's Airport and Airway Trust Fund (AATF). The AATF provides funds for four major accounts, one of which is the Facilities and Equipment (F&E) fund. This fund provides funding for CIP projects which establish, replace, relocate, or improve air navigation facilities such as the projects mentioned above.

5.5.5 Local/Airport Funds

At general aviation airports like AUN, the main sources of funding are revenue generated by the airport itself and financial support from the municipality that owns the airport. This funding strategy not only covers airport improvements that aren't eligible for grants but also provides the local matching funds required for AIP programs. By relying on these sources, airports can avoid direct interest costs, making it an efficient and economical way to finance necessary enhancements.

5.6 FINANCIAL ANALYSIS AND IMPLEMENTATION FOR THE CIP

The following analysis provides the results of evaluating the financial reasonableness of implementing the Master Plan CIP during the planning period from 2024 through 2043.

5.6.1 Capital improvement Plan

The CIP outlines overall airport development objectives, breaking down individual project costs and anticipated funding. Projects within the CIP are based on needs identified in **Chapter 3** - Facility Requirements, the latest approved Airport's CIP (kept on file with the FAA), and planning and pavement maintenance projects. Several factors influenced the prioritization of these projects, including:

- The ability to meet user demand
- Enhancing efficiency and adherence to FAA design standards
- Repairing and upgrading facilities nearing the end of their useful life

Projects are also developed considering the Airport's preferences and its capability to facilitate an orderly sequence of improvements while taking economic and environmental factors into account. Projects are prioritized based on a strategic vision, forecasted demand triggers, and funding considerations. The first-phase projects are sequenced year-by-year, while the second and third-phase projects are prioritized without specific year distinctions. This flexible approach allows for adjustments in the timing and priority of projects based on AUN's evolving needs throughout the planning periods. Each project is assigned a project number, corresponding to its location on the phasing maps included later in **Figures 5-1** through **5-3** in this chapter.

5.6.2 Cost Estimates

Estimates for costs, based on current construction unit prices, have been prepared to help AUN and the FAA allocate financial resources for the identified improvement projects within the 20-year planning period. Professional engineers and architects have developed these estimates using 2025-dollar values. Contingencies, which account for unknown factors at this stage of planning, vary by project but typically range between 5 and 15 percent, depending on the project's complexity and cost. Additionally, costs for planning, environmental reviews, design, and construction management are included as necessary. These estimates are for planning purposes only and should not be interpreted as definitive construction cost estimates, which can only be determined after detailed engineering design documents are prepared. **Table 5-1** presents a summary of the schedule and provides a comparison of AIP eligible and AIP ineligible project costs.

Table 5-1: Summary of Schedule and Project Costs

Planning Periods	AIP Eligible Projects	AIP Ineligible Projects
Short Range (Within 5 Years)	$26,890,000	$16,240,000
Mid-Range (6-10 years)	$13,020,000	$17,970,000
Long Range (11-20)	$26,950,000	$615,000
Post Planning Period (20+ Years)	-	$8,000,000
***Total Project Costs**	**$69,860,000**	**$42,825,000**

Source: Auburn Municipal Airport, Mead & Hunt, 2025.
**Note: Totals may not add up due to rounding.*

5.6.3 CIP Phasing

The potential phasing of the CIP establishes a systematic priority ranking based on the Airport's development needs. The FAA prioritizes projects that currently do not meet design standards to ensure safety, security, and efficiency. High-priority projects are scheduled for the early phase, while lower-priority projects are deferred to later phases. Certain projects may span multiple years, allowing for more even distribution of capital costs and enabling AUN to implement improvements as demand arises. This phased approach facilitates project adjustments in response to economic conditions and evolving airport user needs.

Accurately predicting future airport facility demands, particularly in the latter stages of the 20-year planning period, is challenging. Hence, the focus is on the initial phase, where projections are clearer, and the program's impact is more tangible.

5.6.3.1 Short-Range Projects

Table 5-2 provides the sequencing and costs for each project placed in the first phase (i.e., 1-5 years). Short range major improvement projects include design and rehabilitation of the terminal apron, taxiways, and runways, including crack sealing and pavement rehabilitation phases. They also encompass the purchase of electric vehicles, and the construction of a new terminal building and parking areas, as well as a wildlife hazard site visit. The Airport will also undertake obstruction removal, perimeter fencing construction, and installation of runway end identifier lights. Additionally, projects include phases for environmental assessments and full design and construct for the Runway 7/25 extension.

Table 5-2: Short Range Projects

Project Number	Year	Project Description	2025 Base Year Cost
A1	2026	4,300’ Runway/Taxiway Extension Pre-design/EA	$500,000
A2	2026	Master Plan CEQA (Not Shown)	$500,000
A3	2026	Terminal Apron Reconfigure Design and Apron Rehabilitation	$1,500,000
A4	2026	Taxiway A Rehabilitation/ Connector Relocation Design	$370,000
A5	2026	Runway Rehabilitation Design	$550,000
A6	2026	Purchase 3 EV Vehicles and Install Chargers Phase 1 of 3 (Not Shown)	$100,000
A7	2026	Crack Sealing Pavement Rehabilitation Plan Phase 1 of 5 (Not Shown)	$1,720,000
A8	2026	Terminal Building Parking Area Design	$80,000
A9	2026	Wildlife Hazard Site Visit (Not Shown)	$25,000
A10	2026	Pavement Rehabilitation- East Tiedown Apron	$1,050,000
A11	2027	Pavement Rehabilitation- Southeast Hangar Row, West Tiedown Apron	$445,000
A12	2027	Taxiway A Rehabilitation/Relocation Construct- Phase 1	$2,500,000
A13	2027	Purchase 3 EV Vehicles and Install Chargers Phase 2 of 3 (Not Shown)	$100,000
A14	2027	Crack Sealing Pavement Rehabilitation Plan Phase 2 of 5 (Not Shown)	$1,400,000
A15	2027	Pavement Rehabilitation- Taxilanes West of the West Tiedown Apron (Existing Porta Port Hangar Location)	$1,600,000
A16	2028	Design 4,300' Runway/ Taxiway Extension	$900,000
A17	2028	Terminal Design	$900,000
A18	2028	Taxiway A Rehabilitation/Relocation Construct- Phase 2	$480,000
A19	2028	Purchase 3 EV Vehicles and Install Chargers Phase 3 of 3 (Not Shown)	$100,000
A20	2028	Terminal Apron Reconfigure Construct	$3,630,000
A21	2028	Obstruction Removal in Approach Surfaces for RY 7/25	$65,000
A22	2028	Crack Sealing Pavement Rehabilitation Plan Phase 3 of 5 (Not Shown)	$1,235,000
A23	2029	Construct 4,300’ Runway/ Taxiway Extension	$9,000,000
A24	2029	Terminal Construction	$11,000,000
A25	2029	Crack Sealing Pavement Rehabilitation Plan Phase 4 of 5 (Not Shown)	$1,170,000
A26	2030	Crack Sealing Pavement Rehabilitation Plan Phase 5 of 5 (Not Shown)	$940,000
A27	2030	Design and Construction Runway End Identifier Lights (REIL) Installation for Runway 7	$400,000
A28	2030	Pavement Rehabilitation- Far West Taxilane	$540,000
A29	2030	Construct Perimeter Fencing (Phase 2)	$330,000
***Short Range Projects Total**			**$43,130,000**

Source: Auburn Municipal Airport, Mead & Hunt, 2025.
**Note: Totals may not add up due to rounding*

5.6.3.2 Mid-Range Projects

Table 5-3 provides the sequencing and costs for each project contained with the second phase (i.e., 6-10 years). Major projects within this phase resurfacing Runway 7/25, creating additional runup areas at both ends of the runway, extending the East Hangar Area landside access road, and constructing solar shade hangars on the main apron tie downs. The projects also encompass the development and relocation of hangars, the construction of helicopter parking aprons, the replacement of the fuel farm, and the installation of a third phase of perimeter fencing.

Table 5-3: Mid-Range Projects

Project Number	Project Description	2025 Base Year Cost
B1	Fuel Farm Replacement	$1,000,000
B2	Construct Perimeter Fencing (Phase 3)	$130,000
B3	Construct Access Road- North of Southeast Hangar Development	$500,000
B4	Design Resurface of RY 7/25	$600,000
B5	Construct Resurface RY 7/25	$4,600,000
B6	Additional Runup Area- Runway 7 End	$1,540,000
B7	Additional Runup Area- Runway 25 End	$780,000
B8	East Hangar Area Landside Access Road Extension	$1,000,000
B9	Reconfigure Aircraft Tiedowns. Construct Solar Shade Hangars- Main Apron Tie Downs	$1,340,000
B10	Hangar Development Area- Southeast	$15,000,000
B11	Relocate Portable T Hangars	$1,000,000
B12	Helicopter Parking Apron- Southwest	$3,500,000
***Total**		**$30,990,000**

Source: Auburn Municipal Airport, Mead & Hunt, 2025.
**Note: Totals may not add up due to rounding*

5.6.3.3 Long- Range/ Post Planning Projects

Long range projects are difficult to predict accurately, but like all CIP projects, they must be included on the Airport Layout Plan (ALP) to be eligible for FAA funding. Major projects included in this phase are the rehabilitation and reconfiguration of the existing Porta-Port apron and hangar areas, improvement of the landside/airside interface by installing gates and fencing, and the relocation of the AWOS and wind cone/segmented circle. Additionally, there will be the development of hangar areas in the east and northwest regions of the airport, as well as partial taxiway and taxilane constructions in the southeast and northwest areas. **Table 5-4** provides the sequencing and costs for each project contained with the third phase (i.e., 11-20 years).

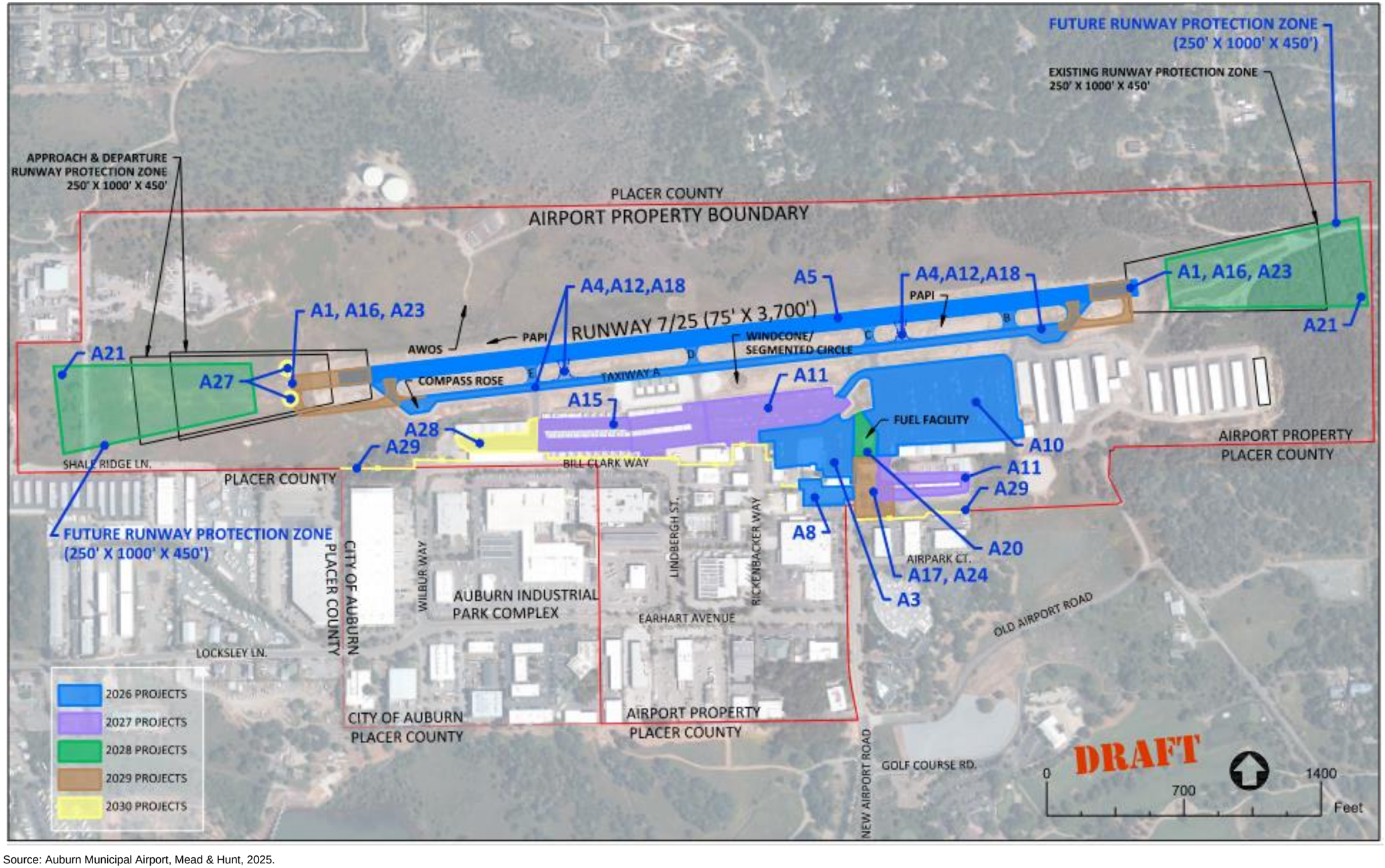
Table 5-4: Long Range/Post Planning Projects

Project Number	Project Description	2025 Base Year Cost
Long Range Projects (11-20 Years)		
C1	Partial Northwest Taxiway	$3,000,000
C2	General Aviation Development- Northwest Area	$25,000,000
C3	Rehabilitate Porta Port Apron	$1,350,000
C4	Reconfiguration of Porta Port Hangar Area	$265,000
C5	Improve Landside/Airside Interface- Install Gates and Fencing	$350,000
C6	Relocate AWOS	$350,000
C7	Relocate Wind Cone/Segmented Circle- Central	$250,000
***Long Range Projects Total**		**$30,565,000**
Post Planning Period (20+ Years)		
P1	Hangar Development Area- East	$8,000,000
***Post Planning Period Total**		**$8,000,000**
***Capital Improvement Plan Total**		**$112,685,000**

Source: Auburn Municipal Airport, Mead & Hunt, 2025.
**Note: Totals may not add up due to rounding*

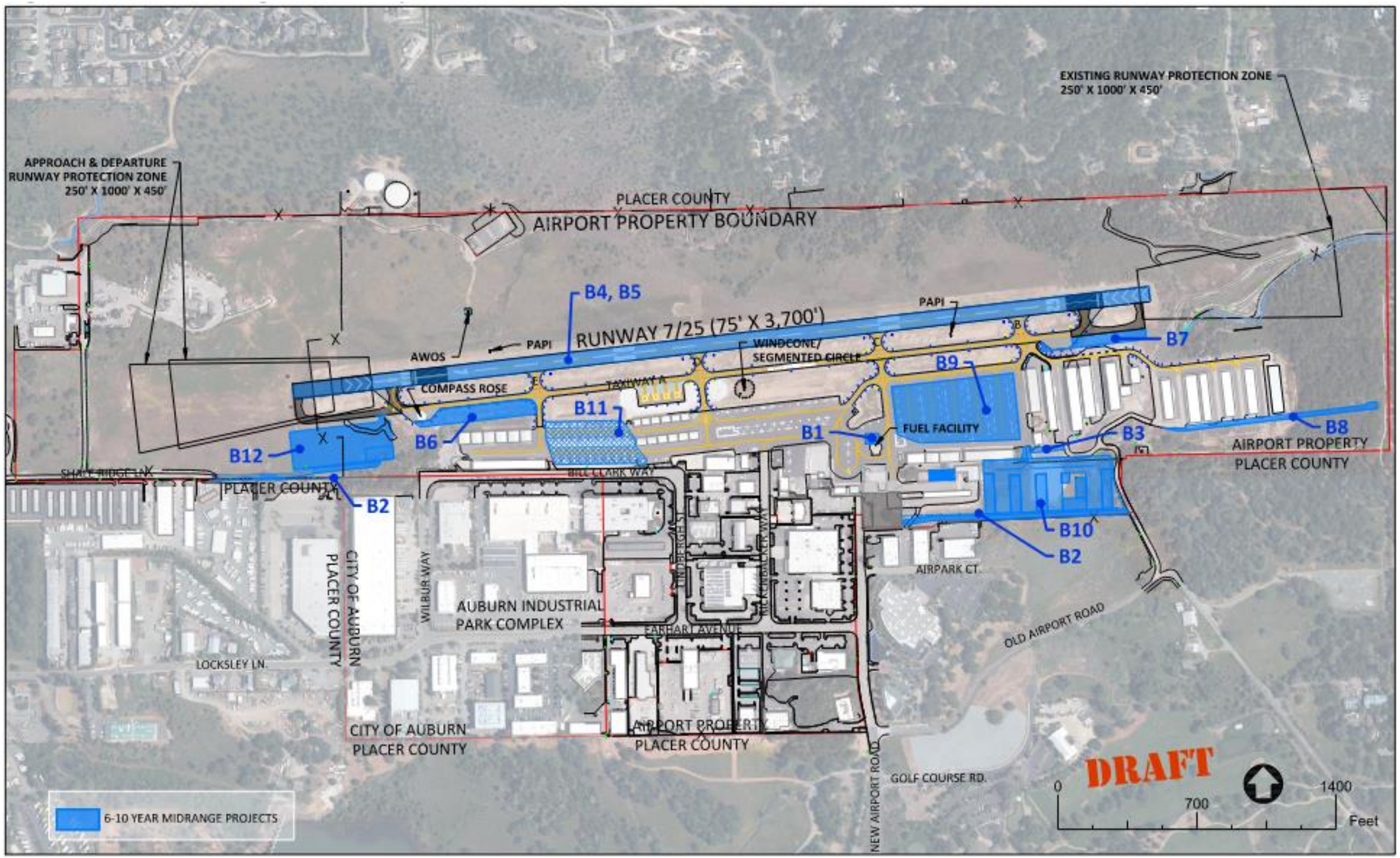
Figures 5-1 through **5-3** visually illustrate the location of all projects on the airfield.

Figure 5-1: Short-Range Phasing Map



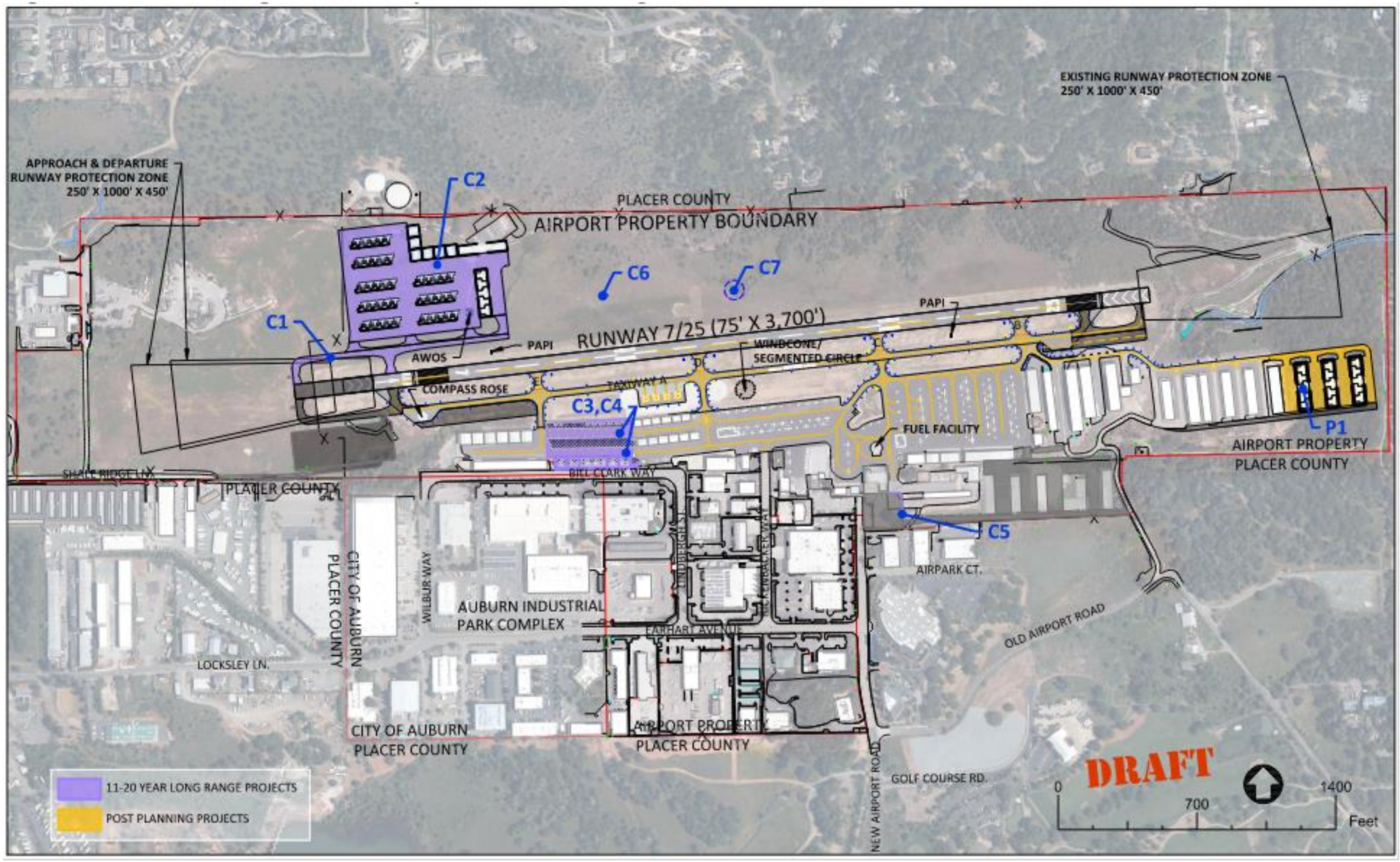
Source: Auburn Municipal Airport, Mead & Hunt, 2025.

Figure 5-2: Mid-Range Phasing Map



Source: Auburn Municipal Airport, Mead & Hunt, 2025.

Figure 5-3: Long-Range/Post Planning Phasing Map



Source: Auburn Municipal Airport, Mead & Hunt, 2025.

5.6.4 Revenues

5.6.4.1 Airport Revenues

The airport generates revenue through various streams such as ground leases, facility leases, and fuel fees. Balancing the operations and maintenance costs can be challenging for general aviation. Generating sufficient funds to cover capital expenses is often a significant hurdle, particularly for smaller general aviation airports that may rely on additional funding from local general funds for major projects.

Careful planning is essential to ensure that the airport's capital needs are met with the limited funds available. It is also crucial to continue seeking and developing new revenue sources to support the airport's operations and improvements.

5.7 FINANCIAL ANALYSIS SUMMARY

If aviation demands continue to justify necessary improvements, and the proposed developments comply with environmental standards, the projects in this Capital Improvement Plan (CIP) should be competitive for FAA discretionary funding. Nevertheless, it is unlikely that the total grant programs available will cover the entire 20-year CIP, potentially resulting in project delays. It is also important to note that this analysis is for programming purposes only and does not constitute a commitment from the FAA, CALTRANS, or the Airport Sponsor. Any improvement project must be financially viable to proceed.

Table 5-5 presents the updated Capital Improvement Plan (CIP) for AUN as detailed in this chapter. The table includes cost breakdowns based on the current federal, state, and local shares in California. The final column indicates other funding sources, which include local funding and other grant opportunities that need to be pursued to secure funding. Projects listed under the other funding column are not likely to be eligible for AIP funding.

Table 5-5: Capital Improvement Program

Project Number	Year	Project Description	2025 Total Base Year Cost	Federal	State	Local	Other
Short Range Projects (Within 5 Years)							
A1	2026	4,300’ Runway/Taxiway Extension Pre-design/EA	$500,000	$475,000	$24,000	$1,000	$0
A2	2026	Master Plan CEQA	$500,000	$475,000	$24,000	$1,300	$0
A3	2026	Terminal Apron Reconfigure Design and Apron Rehabilitation	$1,500,000	$1,425,000	$71,000	$4,000	$0
A4	2026	Taxiway A Rehabilitation/ Connector Relocation Design	$370,000	$352,000	$18,000	$1000	$0
A5	2026	Runway Rehabilitation Design	$550,000	$523,000	$26,000	$1,400	$0
A6	2026	Purchase 3 EV Vehicles and Install Chargers Phase 1 of 3	$100,000	-	-	-	$100,000
A7	2026	Crack Sealing Pavement Rehabilitation Plan Phase 1 of 5	$1,720,000	$1,634,000	$81,700	$4,000	$0
A8	2026	Terminal Building Parking Area Design	$80,000	-	-	-	$80,000
A9	2026	Wildlife Hazard Site Visit	$25,000	$24,000	$2,000	$60	$0
A10	2026	Pavement Rehabilitation- East Tiedown Apron	$1,050,000	$998,000	$50,000	$3,000	$0
A11	2027	Pavement Rehabilitation- Southeast Hangar Row, West Tiedown Apron	$445,000	$423,000	$21,000	$1,000	$0
A12	2027	Taxiway A Rehabilitation/Relocation Construct- Phase 1	$2,500,000	$2,375,000	$119,000	$6,000	$0
A13	2027	Purchase 3 EV Vehicles and Install Chargers Phase 2 of 3	$100,000	-	-	-	$100,000
A14	2027	Crack Sealing Pavement Rehabilitation Plan Phase 2 of 5	$1,400,000	$1,330,000	$66,500	$3,500	$0
A15	2027	Pavement Rehabilitation- Taxilanes West of the West Tiedown Apron (Existing Porta Port Hangar Location)	$1,600,000	$1,520,000	$76,000	$4,000	$0
A16	2028	Design 4,300' Runway/ Taxiway Extension	$900,000	$855,000	$42,750	$2,250	$0
A17	2028	Terminal Design	$900,000	-	-	-	$900,000
A18	2028	Taxiway A Rehabilitation/Relocation Construct- Phase 2	$480,000	$456,000	$22,800	$1,000	$0
A19	2028	Purchase 3 EV Vehicles and Install Chargers Phase 3 of 3	$100,000	-	-	-	$100,000
A20	2028	Terminal Apron Reconfigure Construct	$3,630,000	-	-	-	$3,630,000
A21	2028	Obstruction Removal in Approach Surfaces for RY 7/25	$65,000	$62,000	$3,000	$200	$0
A22	2028	Crack Sealing Pavement Rehabilitation Plan Phase 3 of 5	$1,235,000	$1,174,000	$59,000	$3,100	$0
A23	2029	Construct 4,300’ Runway/ Taxiway Extension	$9,000,000	$8,550,000	$428,000	$22,500	$0
A24	2029	Terminal Construction	$11,000,000	-	-	-	$11,000,000
A25	2029	Crack Sealing Pavement Rehabilitation Plan Phase 4 of 5	$1,170,000	$1,112,000	$56,000	$3,000	$0
A26	2030	Crack Sealing Pavement Rehabilitation Plan Phase 5 of 5	$940,000	$893,000	$45,000	$2,400	$0
A27	2030	Design and Construction Runway End Identifier Lights (REIL) Installation for Runway 7	$400,000	$380,000	$19,000	$1,000	$0
A28	2030	Pavement Rehabilitation- Far West Taxilane	$540,000	$513,000	$26,000	$1,500	$0
A29	2030	Construct Perimeter Fencing (Phase 2)	$330,000	-	-	-	$330,000
***Short Range Projects Total**			**$43,130,000**	**$25,549,000**	**$1,280,000**	**$67,000**	**$16,240,000**

Table 5-5: Capital Improvement Program

Project Number	Year	Project Description	2025 Total Base Year Cost	Federal	State	Local	Other
Mid-Range Projects (6-10) Years							
B1	-	Fuel Farm Replacement	$1,000,000.00	$950,000	$47,500.00	$2,500.00	-
B2	-	Construct Perimeter Fencing (Phase 3)	$130,000	-	-	-	$130,000
B3	-	Construct Access Road- North of Southeast Hangar Development	$500,000	-	-	-	$500,000
B4	-	Design Resurface of RY 7/25	$600,000	$570,000	$28,500	$1,500	-
B5	-	Construct Resurface RY 7/25	$4,600,000	$4,370,000	$218,500	$11,500	-
B6	-	Additional Runup Area- Runway 7 End	$1,540,000	$1,463,000	$73,000	$4,000	-
B7	-	Additional Runup Area- Runway 25 End	$780,000	$741,000	$37,000	$1,900	-
B8	-	East Hangar Area Landside Access Road Extension	$1,000,000	$950,000	$48,000	$3,000	-
B9	-	Reconfigure Aircraft Tiedowns. Construct Solar Shade Hangars- Main Apron Tie Downs	$1,340,000	-	-	-	$1,340,000
B10	-	Hangar Development Area- Southeast	$620,000	-	-	-	$620,000
B11	-	Relocate Portable T Hangars	$1,000,000	-	-	-	$1,000,000
B12	-	Helicopter Parking Apron- Southwest	$3,500,000	$3,325,000	$166,000	$9,000	-
***Mid-Range Projects Total**			**$30,990,000**	**$12,369,000**	**$618,500**	**$33,400**	**$17,970,000**
Long Range Projects (11-20 Years)							
C1	-	Partial Northwest Taxiway	$3,000,000	$2,850,000	$143,000	$8,000	-
C2	-	General Aviation Development- Northwest Area	$25,000,000	$23,750,000	$1,187,500	$62,500	-
C3	-	Rehabilitate Porta Port Apron	$1,350,000	$1,283,000	$64,000	$3,000	-
C4	-	Reconfiguration of Porta Port Hangar Area	$265,000	-	-	-	$265,000
C5	-	Improve Landside/Airside Interface- Install Gates and Fencing	$350,000	-	-	-	$350,000
C6	-	Relocate AWOS	$350,000	$332,500	$17,000	$800	-
C7	-	Relocate Wind Cone/Segmented Circle- Central	$250,000	$237,500	$12,000	$600	-
***Long Range Projects Total**			**$30,565,000**	**$28,453,000**	**$1,423,500**	**$74,900**	**$615,000**
Post Planning Period (20+ Years)							
P1	-	Hangar Development Area- East	$8,000,000	-	-	-	$8,000,000
***Post Planning Projects Total**			**$8,000,000**	**-**	**-**	**-**	**$8,000,000**
***Capital Improvement Plan Total**			**$112,685,000**	**$66,371,000**	**$3,322,750**	**$175,500**	**$42,825,000**

Sources: Auburn Municipal Airport, Mead & Hunt, 2025.
**Note: Totals may not add up due to rounding*