



**ENGLAND  
AUTHORITY**

**PROPOSED ANNUAL BUDGET  
FOR FISCAL YEAR 2016 - 2017**

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**ENGLAND AUTHORITY  
BOARD OF COMMISSIONERS  
FISCAL YEAR 2016 - 2017**

**RAPIDES PARISH**

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DENNIS FRAZIER  
SCOTT LINZAY

**CITY OF ALEXANDRIA**

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**CITY OF PINEVILLE**

BRADY BAUDIN

**TOWNS**

RICHARD BUSHNELL, VICE CHAIRMAN

**CHAMBER OF COMMERCE**

MIKE JOHNSON, CHAIRMAN  
CHARLES S. WEEMS III



**ENGLAND**  
INDUSTRIAL AIRPARK & COMMUNITY

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ENGLAND  
AUTHORITY

June 10, 2016

Jon W. Grafton  
*Executive Director*

Mr. Mike Johnson, Chairman  
and Members of the Board of Commissioners  
England Economic and Industrial Development District  
Alexandria, LA 71303-5636

*Commissioners:*

RAPIDES PARISH  
William Barron  
Dennis Frazier  
Scott Linzay

Mr. Johnson and Members of the Board:

CITY OF  
ALEXANDRIA  
Curman Gaines  
Bart Jones

In accordance with the Louisiana Local Government Budget Act (Title 30 Chapter 9 of the Louisiana Revised Statutes of 1950), the proposed balanced operating and capital budget for fiscal year 2016/2017 is hereby respectfully submitted.

CITY OF  
PINEVILLE  
Brady Baudin

The Authority's FY 2015/2016 has been a positive year for England Airpark in spite of challenging economic conditions. Financial budget goals were met for 2015/2016. The Authority received a clean financial audit opinion for the 2014/2015 year. England Airpark's Alexandria International Airport received another satisfactory Part 139 inspection from the Federal Aviation Administration. Numerous strategic projects are underway that will help create a positive future for England Airpark and Alexandria International Airport.

TOWNS  
Richard Bushnell

CHAMBER OF  
COMMERCE  
Mike Johnson  
Charles Weems

In addition to the above, England Airpark also received other honors: England Airpark was named one of the "Best Small Markets in the Southwest for the Aerospace Industry" and "Top Ten Sites for large manufacturing in the South". England also won the 2015 Award of Excellence from the Louisiana Chapter of the American Society of Architects for the gateway and roundabout improvements.

**AWARDS:**

Wildlife Habitat Council  
Reuse Award OakWing Project

DOT  
F.A.A./DBE Award

E.P.A./DEQ  
Ready for Reuse Award

F.A.A.  
SWR Airport Safety Award

In 2015/16 the Authority continued significant capital actions to develop the Airpark for future growth. A highlight of the actions is listed below:

N.A.I.D.  
Facility of the Year

Office of Secretary  
of Defense Award for  
Base Redevelopment

F.A.A.  
LA Airport of the Year

N.A.I.D.  
Excellence Marketing Award

N.A.C.O.  
Achievement Award

1. Continued to improve the land conditions off of Runway 14. This allows final grading of land to allow maintenance, reuse and airfield development. This not only increases the margin of safety for the airport but also lays the foundation for future runway extensions.
2. Continued acquisition of property for the Part 150 Noise Program through the \$7 million grant received from the FAA.
3. Award and execution of the contract for removal of trees and brush from nearly 400 acres on the west side of the Airpark which poses a wildlife hazard to airport operations.

4. Execution of construction of the rental car project access road with all associated utilities. Just recently the new road was named in honor of Mr. H. K. Stanley.
5. Continued a process of systematic roof replacement/repair to preserve and protect important building inventory.
6. Awarded the largest segment of the comprehensive reconstruction of the airfield electrical system, airfield signage and lighting.
7. Awarded contract for new emergency response/structural pumper truck in the amount of \$320,000.
8. Awarded a Phase 1 contract in the amount of \$6.5 million for substantial replacement of the North Ramp.
9. Awarded contract for the design of England West Side Improvements which is commonly known as the Megasite. Working with numerous partners, unrolled the development effort and began marketing the property nationally and internationally.
10. Awarded Phase 1 contract for the milling, asphalt overlay and restriping of a large number of Airpark streets.

England Airpark's continued progress in 2015/16 is not defined alone in concrete and steel. Other steps taken in 2015/16:

1. The LED certification of the East 2 Industrial Site. This completes our portfolio of certified industrial sites: East 1; East 2; West 1 and West 2.
2. The creation of the East 3 industrial site. This site will not be certified due to its small size but is a quality addition to our portfolio.
3. Collaborated with Louisiana Department of Economic Development to present England Airpark to numerous major prospects; marketed the Airpark/AEX at MRO show, NBAA and Heli-Expo; hosted nationally recognized site selectors to view the property.
4. Held the largest England Airpark Economic Development Forum, attracting numerous elected officials, economic developers and private businesses for the purpose of promoting Economic Development in our region.
5. Supported Ft. Polk Progress in the Airpark's efforts to retain Louisiana's largest employer and England Airpark's largest tenant.
6. Continued to develop the England Airpark web site to be a robust center of information for developers and travelers. An example of this relevance is the availability of specific Airpark information to Louisiana Department of Economic Development international advocates for their proposals to foreign prospects.
7. Coordinated with our partners to aggressively market the Megasite. The England Airpark Megasite is the largest certified site in the State of Louisiana. Produced and distributed marketing materials to roll out this major effort.
8. At the writing of this letter, working with the Governor Edwards, Legislative Delegation and LED to retain Megasite funding in the light of constrained state finances. With the Legislature now in its

second special session, \$13.1 million has been budgeted for the Megasite project.

9. Implemented a comprehensive review of AEX Passenger Facility Charge program for the airport and how future projects would be funded by said funds. Engaged nationally recognized consultant and developed path forward with board.
10. Implemented a comprehensive review of AEX Customer Facility Charge for the airport and how future projects would be funded by said funds. Engaged nationally recognized consultant and developed path forward with board. Said actions resulting in increased revenues and support for Phase 2 Rental Car Maintenance Center.

Since its existence, the England Authority has been privileged to play a part in the location or expansion of a number of businesses in our area. While there was turnover in 2015/16, new redevelopment partners were secured to move the Airpark forward. We welcomed Linetec, PHI, King Entertainment and Rapides Sheriff's Office to the Airpark.

I would like to take a moment to point out one of our special renewals this year; our renewal with the JRTC ISB. This relationship, on solid ground since 1993, has been expanded and updated to meet the needs of Army. Recently, the largest rotation containing over 7,000 persons utilized England Airpark. We are honored to work with Ft. Polk and the over 30,000 soldiers a year that pass thru England Airpark.

England Airpark's mission is to promote economic growth. Every day we work to fulfill that mission. England Airpark has ongoing capital improvement program of over \$72 million. This investment results not only in better Airpark and AEX infrastructure but in hundreds of direct and indirect jobs associated with these projects. Capital construction has been ongoing during a time of constrained construction budgets by other state and federal agencies.

The benefits of success at England spread far and wide in the community. In the eight parish area, direct and indirect wage income is spent resulting in state and local sales and income taxes. Businesses performing said work remit appropriate local and state taxes.

We are pleased that other Cenla public and private entities benefit from utility sales, tax revenues, service fees and business transactions from the economic redevelopment of England Airpark. Since 1994, England Airpark has spent over \$190 million with local companies in Rapides Parish. That is our mission, promote economic growth.

England Airpark not only increases the economic pie, it also reduces the tax burden of Rapides Parish. We note, by operating a commercial airfield in a self-supporting manner, we have eliminated \$13 million in property tax payments, since 1997, from Rapides Parish property taxpayers.

At the same time, the England Economic and Industrial Development District does not burden any public or private entity in Central Louisiana for the cost of public services at England Airpark. England pays to maintain the streets and grounds. England pays to provide the required critical airside/landside fire and police protection. England pays to maintain drainage arteries large and small. England pays for the small but important things such as landscaping, street lighting, spraying for mosquitoes and street banners. That is why England Airpark has been called an economic engine for Central Louisiana.

As a reminder to the public, absent a tax base, the England Authority must raise its business incentive, operating and capital funds by leases, revenue generating business activities and capital grants. For the 2016/17 year, the Operating Budget totals \$8,849,558 and the capital budget totals \$72,283,351.

Thus, the staff will continue to aggressively work to lease property for not only the good of the Airpark, but the good of the community at large. We will also advocate the conservation of financial resources that will allow us to take advantage of exciting economic development opportunities as they become apparent.

Public thanks and accolades need to be given to the England Authority's volunteer Board of Commissioners who serves diligently and faithfully in the best interests of the community. This ten member board serves without compensation to chart the course of England Airpark. Their commitment for a better future for Central Louisiana is evident in their commitment of personal time, resources and reputation.

Additional thanks should be extended to the EEIDD appointing authorities for their support throughout the years. Our thanks are also extended to our public and private redevelopment partners for their role in supporting our efforts on a daily basis. Finally, appreciation and thanks is extended to the Central Louisiana State and Congressional delegation. In Washington and in Baton Rouge, these elected representatives have always supported our efforts to grow Central Louisiana.

Finally, I would like to thank the lessees, employees and contractors that have helped the England Authority develop what many have called a national model for base reuse.

## **STRATEGIC REVIEW**

Strategically, England Airpark has managed to move forward through the economic downturn and the slow recovery. As national and state conditions appear to moderate and in some areas improve, England Airpark continues to make the investments that will attract the attention of quality redevelopment partners for our community. The investments in improving AEX infrastructure, developing four certified sites and protecting critical assets lay a foundation for future opportunities.

The national economy appears to continue to be growing at roughly 2% rate per year. As has been the norm recently, the first quarter of 2016 was close to a quarterly contraction of GDP. National job growth, per month, has been declining over the last three months. The latest numbers show a concerning growth of only 35,000 jobs. Yet, the national unemployment rate for May 2016 hovers around 4.7%. At the same time, the percentage of adult population in the workforce is at historic lows.

Louisiana's economy is being shaped by these same forces. This year the wild card of falling oil prices increased financial stress upon the state. The unemployment rate for the State of Louisiana which was 4.5% in April 2014; 6% in April 2015; is now 5.8%. While some oil specific areas of the state exceed 7%. But with large economic wins announced, one hopes that this is a transient spike due to the oil price dip. The State of Louisiana is not where it would like to be in the fiscal arena. The Legislature, just out of regular session and in its second special session of 2016, grappled with budget issues of constrained revenue, major programmatic changes and constrained capital outlay bonding capacity.

Statewide, the economy is diverging into two sectors: the areas south of I-10 and the area north of I-10. The southern area of the state is growing from New Orleans to Lake Charles due to three major factors: the rejuvenation and restructuring of the New Orleans based economy supercharged by tens of billions of dollars of Post-Katrina, BP and Coastal Restoration money; the surge in deep water drilling and associated marine support activities; and the multi-billion dollar chemical plant/export facilities investment due to the new availability of cheap natural gas. Please note that the areas strongly tied to the oil industry have seen a devastating loss of thousands of jobs in the last two years. At present, the unemployment rate of Lafayette is 1.2% above that of Alexandria. The area above I-10 continues to grow based on traditional wins and losses in manufacturing, service industries and agriculture. While big economic development wins in the area above I-10 are counted in 10's of millions of dollars in capital expenditure, below I-10 projects above 1 billion dollars in capital expenditure are regularly announced.

Central Louisiana continued to move forward by maximizing and coordinating its assets. Large speculative projects such as Revolution Aluminum and Sundrop Fuels continue to make slow progress and enjoy the support of our economic development community. If realized, the two projects would result in \$6 billion in capital investment in our area. England plays an important role in both projects and their future success. Sundrop Fuel occupies England Special District 2. Revolution Aluminum has expressed interest in using FTZ 261 to support their business activity.

In 2015/16 significant grant funds were secured from numerous programs for infrastructure rehabilitation and improvement that directly impact the local economy. Two examples of this stimulation are:



England was awarded \$7 million in additional funds for the 150 program. These funds were pumped directly into the local economy by the purchasing of illiquid assets (housing).

England was awarded \$6.5 million for Phase 1 of the North Ramp Project. Combined with Phase 2, that will be awarded in the 16/17 year, this \$10 million heavy construction project pumps money directly into labor and materials of local contractors and vendors.

Air travel continues to evolve and change at a rapid pace. I would remind the reader that our nation has now completed the end of the "great consolidation" with the mergers of Delta/Northwest, Continental/United and American/U.S. Airways. AEX is fortunate to retain access to our major hubs: Dallas, Houston, and Atlanta. This consolidation has reordered the commercial air world for domestic transport. An example, Southwest Airlines in many markets is no longer the lowest cost air carrier, in many cases it is the reborn legacy carriers.

Unfortunately, ticket prices continue to remain elevated even with the significant reduction of fuel costs. A new phenomenon of low gasoline prices vs. continued higher air fares have encouraged many travelers to drive to medium distance destinations.

The elimination of the 35 passenger RJ has been completed. The elimination of the 50 passenger RJ is proceeding at a fast pace. Central Louisiana and AEX will face the challenge of continuing to grow enplanements to support the 70 passenger RJ. Delta has introduced this aircraft into the AEX market on an intermittent basis.

A continued challenge to commercial flight is the revised federal regulations regarding flight crew rest. The regulations reduced the amount of time the flight crew can spend in the cockpit. The reduction of those hours leaves airlines short in number of flight crews to work scheduled routes. This has continued to be a challenge and is impacting regional carrier flights on a daily basis. In addition, the federal government has drastically revised its regulations on number of hours required by pilots operating commercial aircraft. This has created a significant pilot shortage for regional carriers such as those which serve AEX. That shortage is expected to increase in the near future. This will result in the airlines eliminating flights because of manpower shortage. It is another challenge to AEX that is beyond our control.

It is absolutely vital that we continue every effort to grow the use of AEX. We all agree that failure to have access to reasonably priced, convenient air service would cripple our commercial community and impact our chance for economic growth.

If we fail to meet the challenge of filling the larger aircraft it will result in declining service, higher ticket prices and loss of service. Our continued marketing, focus on customer service, outreach to regional markets and

support of the full manning of Ft. Polk are all important to protecting and growing service at AEX.

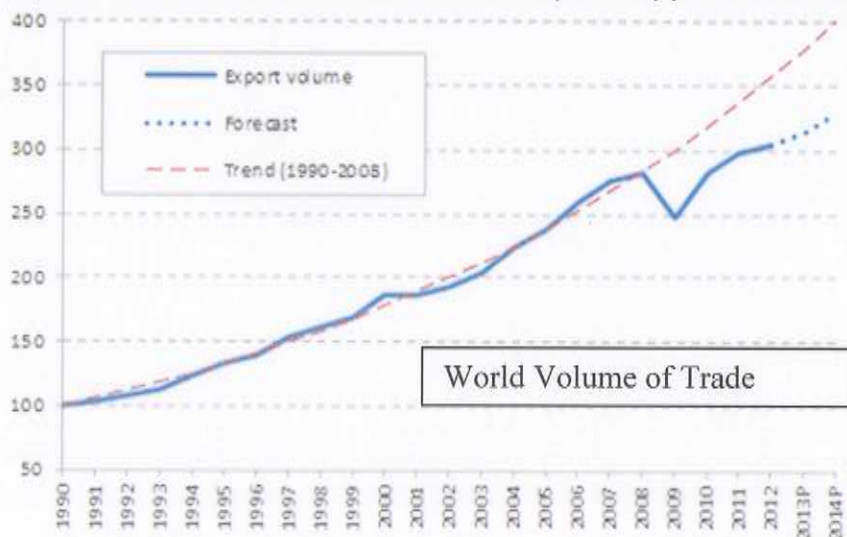
With budget pressures constant, the England Authority must continue to operate in a conservative, prudent manner to invest in infrastructure and husband cash for unexpected crises or to take advantage of bold opportunities. It is important to continue to execute the Master Plan to create the type of Airpark quality of life environment that will entice strong businesses to locate at this facility.

England Airpark continues to believe in the future of a greater and stronger Central Louisiana. We are obligated to prepare a facility to support that future. While this is an annual budget, one should always remember that this facility has been in operation for over 60 years and will foreseeably be operating 100 years from now. The concrete that we are pouring on the airfield today is expected to last to 2066.

In general, how will we tack our small ship of state? We are going to follow our master plan with perseverance and patience. Each project and action will build on the next to create a final condition matching the expectations of the board adopted Master Plan.

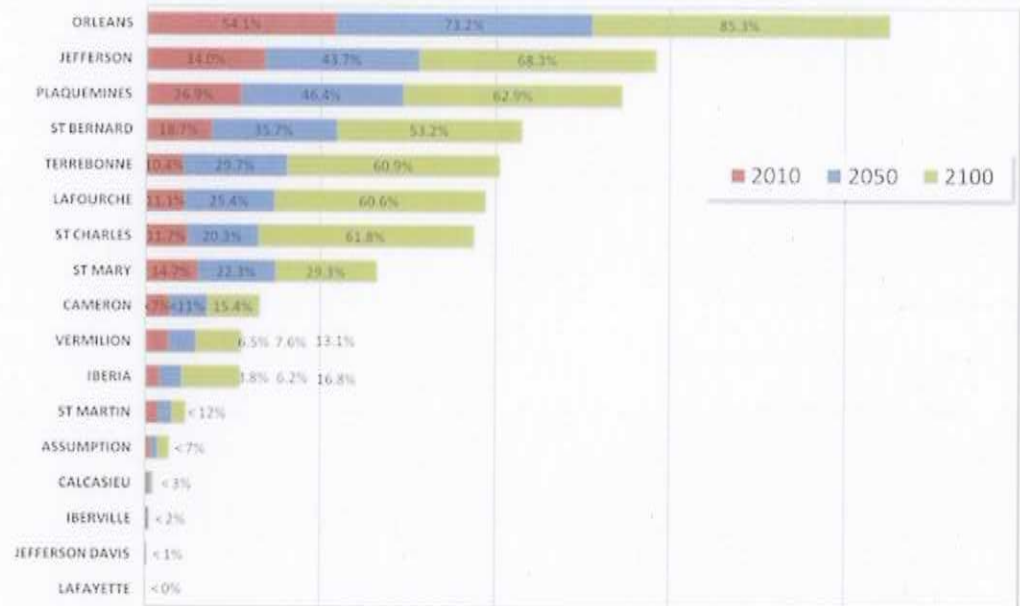
We will continue to incorporate the following macro trends into our long term plan of action:

1. **Globalization:** Worldwide trade continues to increase at a staggering rate. With the exponential increase of global communication links and rising of global incomes, world trade will directly result in community growth. An international capable multi-modal transportation facility is an invaluable asset. England Airpark and Alexandria International airport supports that function.



- Louisiana Coastal Loss:** Our environment is always changing. Whether by land subsidence or sea level rise, or a combination of both, the Louisiana coast will change. Even with a proposed \$65 billion dollar program, the coast will change. The question is how much and at what point will industry and population move further north to the Central Louisiana area. England Airpark and AEX will only increase in importance in storm evacuation and recovery as the coast is altered. When that movement takes place, Central Louisiana must have the infrastructure in place to take advantage of the opportunity.

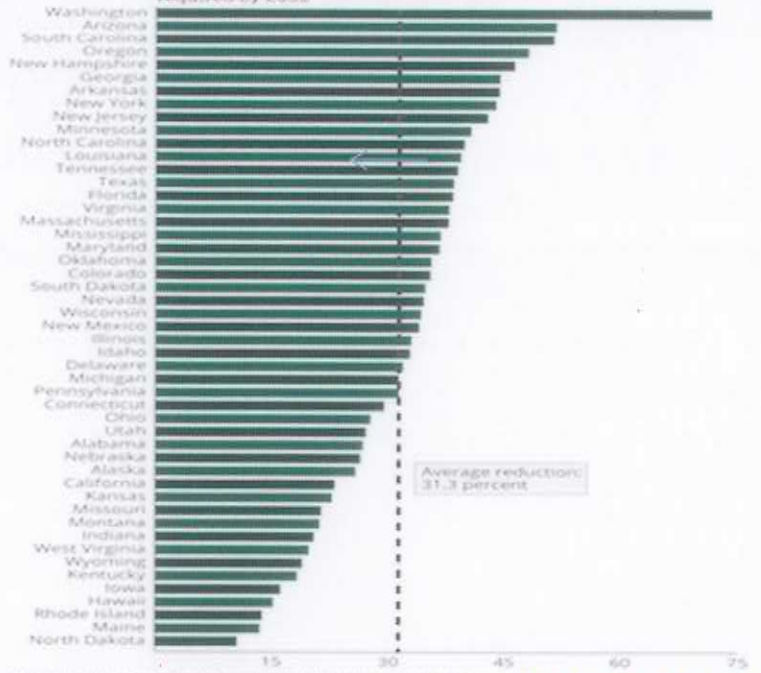
Percent Land Below Sea Level by Parish Through 2100



- Federal Carbon Regulations:** The federal government continues on its march to implement carbon control mechanisms. Following the traditions of past regulatory regimes, major sources are proposed to be controlled, then intermediate sources, then minor sources and finally non-point sources. This route has been followed in major water, wastewater, solid waste and air pollution regulations since the 1960's. As such, we can ultimately expect impact to our transportation, utility and building systems. Costs imposed either directly or indirectly will change where business will locate, the way business functions and people live. Louisiana is above the national average for scheduled carbon reduction. Following past practices the state can expect the carrot and stick approach. From a state perspective, where will the burden of complying be placed and how will those costs be spread. It is conceivable that communities will have distinct advantages based on the compliance, costs or rewards associated with this effort.

### How much does each state have to clean up?

Percentage cut in carbon intensity below 2012 levels required by 2030

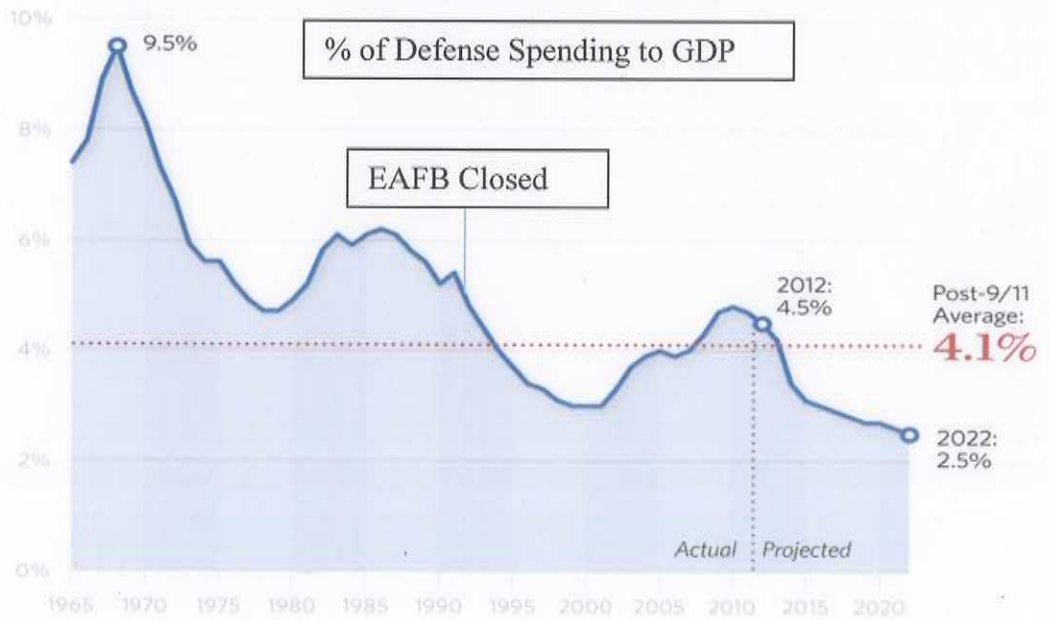


\*Alaska not included because no greenhouse gas emissions that state will be affected

Source: EPA Global Warming Solutions Plan

CLIMATE DESK

- Trend of Declining Defense Expenditures.** As a percent of Gross Domestic Product defense spending peaked during WW II. Since that time it has been on a declining trend with upticks during crisis periods. With Central Louisiana and England Airpark being defense oriented with major installations at Ft. Polk and Camp Beauregard, a 2% GDP indicates challenging conditions unless an area is a national asset or offers cost efficient infrastructure, contract or service support.



Each of these macro trends will play an important role in the development of the Airpark and our community over the next 25 years. Of course, there are a hundred other issues ranging from FEMA flood maps to work force development that will shape our destiny.

Once again, we would like to thank the board for your commitment of time, as a public service, so that future generations will have an opportunity for a better life. Thank you for your service. Your staff is committed to the same vision and pledges to work closely with you to implement this financial plan for the year 2015/2016.

## **WORK PLAN FOR 2016/2017**

By its nature, a public agency budget is the work plan for the fiscal year. The budget obligates financial resources to achieve the items that are called out in the document. Those items track the adopted plans of the institution. This plan is organized around the projects pursued by the Authority.

1. **Street Life Extension Program:** During this year, we will complete Phase 1 of a comprehensive street rehabilitation program. This will be 100% funded by the Authority. In 1995, the Airpark performed major sealing and overlay program on asphalt streets at the Airpark. Since that time, the only major street renovation has been associated with the James L. Meyer Terminal Project. This was by design considering the large amount of construction and demolition occurring in the "Old Town" area. In addition to large amounts of striping, overlay and painting, minor repair work will be performed on the Vandenburg Bridge. No additional funds are being added for the 2016/17 year.
2. **Building Demolition:** No specific buildings are targeted for the 2016/17 year. No additional funds have been added to this project.
3. **Rental Car Facility:** The airport rental car business at AEX is a large operation. Modern airports create a central maintenance facility for rental car companies to share. This project will create a central exterior maintenance and staging facility for AEX. The project is funded by CFC fees collected on rental car contracts and advanced cash by the England Authority. Engineering began in 2013/14 on Phase 1. Construction began in 2014/15 of Phase 1 with award of contract to Womack Construction. Phase 1 is fully funded. Phase 1 will be completed by July 2016. Phase 2 of this project will be the construction of the maintenance facility. The Board has just revised the CFC fees to fund the Phase 2 project and repay England for cash advanced to this project. An additional \$464,211 has been added to the project line item from expected CFC collections. Ultimately, all funds advanced by the England Authority on this project will be repaid to the Authority by CFC collections.
4. **Roof Replacements:** This activity is for the ongoing replacement of roofs of various buildings located on the Airpark that are in need

of major repairs, conservation or replacement. An additional \$359,900 has been added to this line item to continue the protection of building assets from failed roofing systems. This will be an ongoing activity.

5. **Westside Development:** This line item supports continued efforts to advance growth on the Westside of the Airpark. This development was adopted for the Airpark Master Plan. The Airpark owns 700 acres which has been designated as West 1. That site has been certified by the State of Louisiana. Options for an additional 865 acres adjoining the site have been obtained thus creating the England Airpark MegaSite. The site has been certified by the State of Louisiana. It is the largest certified site in the state. The 2015/16 budget reflects funding for this project with the addition of \$11.8 million of State Capital Outlay funding and the corresponding match by the England Authority for said funds. The estimate used by the State was pre-engineering estimate. After engineers were engaged a more accurate construction number was determined. An additional \$1,391,568 is added to the 2016/17 budget to reflect the increased contribution by the State in constructing this project. England is presently paying for all engineering out of cash match to this project. State capital outlay funds will only be used for construction. The use of the funds will be targeted to installation of basic infrastructure on the Megasite.
6. **Warehouse – Phase I:** The England Airpark Master Plan calls for the construction of additional warehouse space to meet the projected needs of the Airpark. Funds are included in the budget to begin preparing for the design and construction of Phase 1. The line item contains \$200,000 of funds from State Capital Outlay and the corresponding match by England. At this time there are insufficient funds to move this project forward.
7. **Signage:** This project is funded in the amount of \$40,000 to replace existing inherited Air Force traffic/sign poles and signage with traffic/sign poles and signage that correspond with Master Plan. The style is exhibited in the light fixtures installed on the England/Frank Andrews Gateway. The signage project will be implemented at the conclusion of the road rehabilitation project.
8. **Roundabout Project:** This project is funded in the amount of \$75,000 to select, create, purchase and install appropriate public art piece in the center of the Roundabout. The center of the Roundabout was designed for a significant piece of public art. Budget constraints prohibited the implementation of the plan at the time of construction. No additional funds are added to the project.
9. **Bucket Truck:** England funded and purchased a small utility bucket truck during the 2015/16 budget year. No additional funds are added to this project. The project is complete.
10. **Community Center Improvements:** The England Airpark Community Center is leased approximately 60 times per year. During the 2015/16 budget year \$53,210 was funded to replace flooring and remove associated asbestos. During discussion of this item the Board decided to take a more in depth review of the needs

of the facility. To accomplish this project program review, the architectural firm of BH&B was engaged. At the Board meeting of May 2016 a suggested draft program of work was presented by BH&B. An additional \$441,503 was added to this project line item to support the Boards effort to decide on a course of action.

11. **Terminal Refurbishment:** The James L. Meyer Terminal is entering its tenth year. Since opening, over 3 million persons have passed through this facility. \$50,000 was programmed for this line item in the 2015/16 budget year. An additional \$225,000 has been programmed into this project for the 2016/17 year. Primary expenditures from this project line item will be relighting the terminal with LED technology and replacement of furniture. This will be an ongoing line item that will address major repair and improvement issues at the terminal and control tower.
12. **Terminal Ramp Rehabilitation:** The terminal ramp rehabilitation project will, for the first time since installation, receive comprehensive joint/crack seal. This project has been programmed for \$194,444 for this fiscal year. The project will be funded by a combination of FAA and DOT Aviation Trust Fund monies. No additional funds have been added to this project.
13. **Master Plan Land Purchase:** Property has been identified that is necessary for the public purposes of Airpark redevelopment. No new funds have been added for the 2015/16 fiscal year.
14. **Master Drainage Rehabilitation:** Airfield drainage is important for the maintenance of the runway and taxiway structures. The drainage system at AEX is in need of rehabilitation. This is Phase 1 of a multi-phase project to address the issues. The project will be funded by a combination of FAA and DOT Aviation Trust Fund monies. No new funds are being programmed for this fiscal year.
15. **Noise Program:** This is a complicated multi-year program of property purchase, construction and demolition. An additional \$7,777,780 has been added to this fiscal year for program continuation. The funding is 90% FAA and 10% aviation trust fund. This program is estimated to continue for approximately three more years with the pace governed by funds made available by the FAA. Failure to receive grant funds from the FAA results in the program being stopped. With the additional funds programmed this year, this program has brought over \$63 million to our community.
16. **North Apron Rehabilitation:** Federal and state funds have been secured to rehabilitate various parts of the North Apron. Some of this pavement is approaching 70 years old. Phase 1 of this project, \$7,345,374 was funded in the 2015/16 fiscal year. An additional \$2,777,778 is added to the budget this year to reflect the full funding of Phase 2. This will consist of complete concrete replacement.
17. **PFC Application:** This project will support filing a new PFC application with the FAA to support needed airfield work. No new funds are added to this project.
18. **ARFF Vehicle:** The England Authority secured FAA and the State of Louisiana funds to acquire a new ARFF vehicle in the 2014/15

fiscal year. The vehicle has been received and is in service. No new funds are programmed for this project.

19. **Emergency Response Vehicle:** One of the emergency response vehicles for the Fire Department is now reaching 20 years of age. This response vehicle responds to airside and landside emergencies. Funding for replacement was contained in the 2015/16 budget. The vehicle is on order. Delivery is expected in January of 2017. While this is paid for out of England funds we will be seeking full or partial reimbursement from the Aviation Trust Fund. No new funds have been added to this line item.
20. **Runway 14/32 Rehabilitation:** \$1.3 million of federal and state funds will be used to perform joint/crack seal and panel replacement program on the primary runway. \$200,000 in additional funds has been added to this project. The project is ongoing at this time.
21. **Taxiway E Rehabilitation:** This project provides joint/crack seal for taxiway which bridges two runways. This project has been programmed for \$250,000 for this fiscal year. The project will be funded by a combination of FAA and DOT Aviation Trust Fund monies. No new funds are added for this project.
22. **Runway 14/32 – 18/36 Extension:** Per the Master Plan, the England Authority began the process of moving to extend Runway 14/32 from 9,300 feet to 12,000 feet. \$3 million of funding has been received by the State to begin the engineering for this project which is underway. During 2013/14 year however, it was determined that it would be more efficient to extend runway 18/36 prior to extending runway 14/32. The State is in agreement with this new strategy. During the prior fiscal year, work was redirected to concentrate on Runway 18/36. This will be a multiyear strategic project for the England Authority. It will serve national commercial, defense and disaster relief efforts. No new funding has been added to this project
23. **Taxiway A-Phase 1:** This line item is receiving no additional funds. The line item remains open due to failure of some of the work performed. Contractor, engineer and materials provider settled with England for rework of the failing areas. This project is completed. No new funds added.
24. **Taxiway A-Phase 2:** This continues the work on Taxiway A that is necessary for the safety and efficiency of this taxiway. \$277,778 has been added to fund this project. FAA and State Aviation Trust Fund will be used to fund this needed improvement.
25. **Property Acquisition for Obstacle Removal:** Funds for this project are to be used for the purchase and procurement of property located at the end of runway 18 so that the Authority may remove or trim trees located in this area so that they do not interfere with air operations.
26. **Airfield Electrical Rehabilitation:** Funds have been awarded by the State of Louisiana and the FAA for the redesign and replacement of the electrical systems, lighting and signage located on the AEX airfield. The necessity of this project has been



reinforced by the court rulings regarding previous work contracted regarding this matter. This is a complex multiyear project with construction funding coming from the FAA and the State of Louisiana. The engineering began in fiscal year 2014. No new funds are being added this year.

27. **Terminal Security Plan Update:** Funds from the State of Louisiana have been secured to help the England Authority in updating and revising of the Airport Security Plan and infrastructure. The revision is required for the transition to move to a higher level of security for our terminal building brought about by the usage of larger aircraft at AEX. This project is ongoing. No new funds are programmed for this project.
28. **Wildlife Hazard Removal – Phase I:** The wildlife hazard removal commenced as a result of the wildlife assessment that was performed concerning AEX. To help with the removal of hazardous wildlife from around the airfield, we have secured funds to be used for the clearing of wooded areas in close proximity to the runways and taxiways of AEX on the west and south side of airfield. Contracts have been let for clearing of wooded areas. All wetlands have been mitigated. All surveys are underway. No new funds are programmed for this project.
29. **Thermoplast Hold Lines & Markings:** Funds from the State of Louisiana have been secured to apply Thermoplast to taxiway hold lines and taxiway surface location designations. Thermoplast lasts 7 to 10 times longer than paint which in turn saves money and relieves ongoing paint maintenance in the areas Thermoplast is applied. No new funds are programmed for this project.
30. **Rehab Taxiway B:** Federal and State Aviation Trust funds will be used for joint, crack seal program. The contract is let. \$183,639 in new funds is programmed for this project.
31. **Dump Truck:** The Airpark inherited a 1980 dump truck from the Air Force. This truck is used on a regular basis to make safety repairs on the Airfield along with general improvements on the Airpark. After numerous rebuilds and replacements we have reached the end with this piece of equipment. Funding of \$70,000 has been added to this project to purchase a new piece of equipment.
32. **South End of Runway 18/36-Mill and Overlay:** In 1996 we overlayed this area of Runway 18/36. The life span of that improvement has come to an end. \$2,700,000 has been added to fund this project. FAA funds and State Aviation Trust Funds will be used to fund this needed improvement.
33. **Emergency Access Road Improvements:** For security, emergency response and general operations, AEX has a perimeter road around the fenced airfield. This "road", more like a path, has been constructed by England personnel over the last 20 years with recycled asphalt, crushed concrete and other "free" materials. The FAA has agreed to fund thru its Military Airport Program the construction of a true perimeter road. \$4,444,444 has been added

to fund this project. FAA funds and State Aviation Trust Funds will be used to fund this needed improvement.

34. **DBE Program:** To meet Board policies on disadvantaged business program in compliance with FAA requirements. Contract is in place. Funding is 100% England Authority.
35. **Debt Service PFC Bonds:** Bonds were issued for the construction of the new commercial terminal. The bonds are supported by a \$4.50 passenger facility charge on airline tickets. The PFC revenue received is dedicated to the payment of the annual debt service of this bond issue. The bonds were recently refinanced to take advantage of lower interest rates. The bonds will be retired by April 2018.

## **OVERVIEW/ASSUMPTIONS**

In keeping with the Authority's overall goal of promoting and developing the economic potential of the district, this proposed budget continues all existing activities intended to achieve this goal. The proposed FY 2016/2017 budget was developed on the basis of the following major assumptions.

- 1) No major grant funds are received for operating purposes. A minimal state grant will be received for reimbursements of airfield operating costs.
- 2) Lease revenue will increase by \$292,718 or 3.80% in FY 2016/2017.
- 3) A capital budget is programmed which moves the Authority forward to invest in necessary landside/airside capital improvements.
- 4) The Authority will once again, for operating budget purposes, be self-sufficient in budget year 2016/2017.

More detailed budget assumptions are contained later in this package.

## **POLICY**

The Authority, over the long-term, faces significant expenditures of capital funds to maintain, improve and expand the existing Airpark facility. In addition, the Authority's position to rely on self-generated revenues increases the risk to the operating budget above that which is normally experienced by governmental entities. This budget package continues the fund balance policy that addresses the goal of capital funding and provides protection for the operating budget from economic downturn.

## **OPERATING REVENUES**

The revenues necessary to support FY 2016/2017 activities are projected to be received from the lease contracts and other associated revenue sources. Total operating revenues are expected to increase \$315,858 or 3.88%, from the previous year's budget due to the addition of new building leases in FY 2016/2017.

## **OPERATING EXPENDITURES**

The FY 2016/2017 annual operating budget is scheduled to increase compared to the prior year by 6.45%; up \$536,171 from \$8,313,387 for FY 2015/2016 to \$8,849,558 in the coming fiscal year. This increase is primarily due to employee raises and an increase of the operating transfer from the General Fund to the Capital Projects Fund.

This FY 2016/2017 budget includes a transfer from the General Fund to the Capital Projects Fund of \$1,119,905 which is 12.7% of the total budgeted operating expenditures of the Authority. This transfer exemplifies the dedication of the Authority to the upkeep and improvement of existing and future infrastructure of this facility. Without this transfer to the capital projects fund, the total operating expenditures of the Authority for the FY 2016/2017 would increase by 2.89% as compared to the previous year's budget.

Administrative Division costs, without the transfer to Capital Projects, will increase 0.88% compared to the prior year. Operations Division costs will have a small increase of 3.57%. Airpark Development Division costs will have a minor decrease of 0.59%.

For the 2015/2016 budget year, the HVAC Technician I position was budgeted for six months. This position was filled in May 2016. In the 2016/2017 budget three new positions are being included – one General Maintenance Technician in Landside and in Airside, one General Maintenance and Repair Technician and a Wildlife Management/Airfield Maintenance person in the Airside. These new positions are being included to keep up the growing maintenance demands of the Airpark and the wildlife management required by the FAA.

There is a 3% pay raise incorporated in this proposed budget for all employees effective July 1, 2016.

## **CAPITAL BUDGET**

FY 2015/2016 budget balances will carry over and remain in force during FY 2016/2017 for funding of infrastructure improvements previously approved by the Board. Estimated carry-over balances are presented for your information in the budget. These estimated balances will be adjusted to actual once the audit for FY 2015/2016 is completed.

## **BUDGET STRUCTURE/BUDGET BASIS**

Under the proposed FY 2016/2017 budget, the anticipated financial transactions of the Authority are budgeted to be recorded in Governmental Funds as follows. Governmental funds are used to account for all of the Authority's general activities and are budgeted based on the modified accrual basis of accounting.

1. General Fund

The General Fund is the general operating fund of the Authority and is used to account for general operations associated with a public entity that are not required to be accounted for in another fund. This fund is used to account for the activities of appointed officials, administrative staff, general administrative costs, operating costs and economic development.

2. Capital Projects Fund

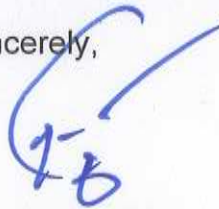
The Capital Projects Fund accounts for financial resources to be used for the planning/feasibility studies, acquisition, construction, or improvement of major capital facilities or infrastructure.

**SUMMARY**

In closing, I am pleased to present the proposed annual operating and capital budgets for fiscal year 2015/2016. This budget continues our nationally recognized effort of being self-supporting and generating significant capital funds for the improvement of the Airpark infrastructure. It rewards our employee team that makes the Airpark success possible. It provides the services and environment that England Airpark tenants, visitors and general public expect at this facility.

We will continue to work closely with the Board as England Airpark continues to make the most of the resources available in order to promote and develop the economic potential of Central Louisiana.

Sincerely,



Jon W. Grafton  
Executive Director

JWG:kjb

**STATE OF LOUISIANA  
PARISH OF RAPIDES**

In the Name and by the Authority of  
The England Economic and Industrial Development District

**RESOLUTION**

**A RESOLUTION ADOPTING THE OPERATING AND CAPITAL BUDGETS FOR THE ENGLAND ECONOMIC AND INDUSTRIAL DEVELOPMENT DISTRICT FOR FISCAL YEAR 2016/2017; APPROPRIATING FUNDS FOR THE OPERATING AND CAPITAL BUDGET FOR THE FISCAL YEAR 2016/2017; CARRYING OVER CAPITAL FUNDS FROM PRIOR FISCAL YEAR 2015/2016 AND OTHER MATTERS WITH RESPECT THERETO.**

**WHEREAS**, the Executive Director has submitted to the Board of Commissioners on June 10, 2016, operating and capital budgets for the 2016/2017 fiscal year of the England Economic and Industrial Development District,

**WHEREAS**, a Public Hearing has been held on June 23, 2016, for public comment and input on the operating and capital budgets as proposed for the 2016/2017 fiscal year,

**WHEREAS**, the England Authority Finance Committee received said budget on June 23, 2016 and forwarded the proposed budgets to the full board, now therefore,

**BE IT RESOLVED**, by the Board of Commissioners of the England Economic and Industrial Development District, in legal session convened, that the Board hereby adopts and fully appropriates the 2016/2017 operating and capital budgets for the England Economic and Industrial Development District as evidenced in the Executive Director's proposed budget;

**BE IT FURTHER RESOLVED**, that a copy of said adopted budget is made a part hereof and shall be on file in the administrative office of the England Economic and Industrial Development District;

**BE IT FURTHER RESOLVED**, that the implementation of said budget shall be on July 1, 2016;

**BE IT FURTHER RESOLVED**, in accordance with LA. RS. 39:1310 that the adopted budget and any duly authorized amendments thereto, shall constitute the authority of the Executive Director of the England Economic and Industrial Development District to incur liabilities and authorize expenditures from the respective budgeted funds during the fiscal year 2016/2017;

**BE IT FURTHER RESOLVED**, that the Board of Commissioners reserves sole authority for budgetary line item transfers between Cost Center expenditure accounts and among all revenue line item accounts, as expressed through Board adopted budget amendment resolution;

**BE IT FURTHER RESOLVED**, that the Executive Director has authority to make budgetary line item transfers within budgeted Cost Center expenditure accounts;

**BE IT FURTHER RESOLVED**, that the adopted appropriations and estimated revenues for all capital budget projects shall be adjusted by the actual 2015/2016 fiscal year end budgetary carryover balance as established in conformity with Generally Accepted Accounting Principles and Governmental Accounting Standards;

**BE IT FURTHER RESOLVED**, an appropriation for a capital expenditure shall carry over at the close of the fiscal year and continue in force until the purpose for which it was made has been accomplished or abandoned;

**BE IT FURTHER RESOLVED**, that the FY 2016/2017 authorized and approved number of employees for the England Economic and Industrial Development District is hereby indicated in detail in the budget document and that there shall be no transfer, creation, or deletion of the budgeted personnel slots without formal board action; the Board of Commissioners reserves sole authority for establishing the maximum annual salary for each authorized position and does hereby set in the budget document the maximum annual salary for each authorized position;

**BE IT FURTHER RESOLVED**, that future surpluses shall be distributed in the following manner:

1. An operating reserve of 25% of the annual operating budget without regards to operating transfers shall be maintained,
2. Any remaining fund balance shall be assigned to the Capital Projects Fund;

**BE IT FURTHER RESOLVED**, that the Executive Director is hereby authorized and directed to secure property to meet Airport Master Plan goals concerning land acquisition;

**BE IT FURTHER RESOLVED**, that 2016/2017 rents and fees for the various uses and services shall be set as follows;

1. 2 bedroom houses – \$605.00 per month,
2. 3 bedroom houses – \$665.00 per month,
3. 4 bedroom houses – \$740.00 per month,
4. 3 bedroom apartments – \$600.00 per month,
5. 4 bedroom apartments – \$625.00 per month,
6. Alexandria International Airport parking - \$1.00 per hour with a maximum of \$8.00 for a 24 hour period. First hour free
7. Landing fees - \$1.08 per 1,000 pounds of gross aircraft weight signatory, \$1.35 per 1,000 pounds of gross aircraft weight non-signatory
8. Community Center - \$700.00 per day, plus a \$100.00 refundable damage deposit
9. T-Hangars - \$185 per month; \$200 per month; \$220 per month
10. Customer Facility Charge (CFC) - \$6.00 per rental car transaction day

**BE IT FURTHER RESOLVED**, that the Executive Director and Legal Counsel are hereby authorized and directed to execute all documents accepting financial awards offered as grants from the Federal Aviation Administration and the Louisiana Department of Transportation, Aviation Division; the Executive Director shall notify the Board at the next subsequent board meeting of the grant award and the pertinent information regarding the award.

**BE IT FURTHER RESOLVED**, that all resolutions or parts of resolution in conflict herewith are hereby repealed.

**STATE OF LOUISIANA**

**PARISH OF RAPIDES**

I, Curman Gaines, do hereby certify that I am the duly qualified and acting Secretary of the England Economic and Industrial Development District of the Parish of Rapides, Louisiana governing body of the England Economic and Industrial Development District.

I further certify that the above and foregoing constitutes a true and correct copy of a resolution for the minutes of a regular meeting of the England Economic and Industrial Development District held June 23, 2016, as said minutes and resolution are officially of record in my possession,

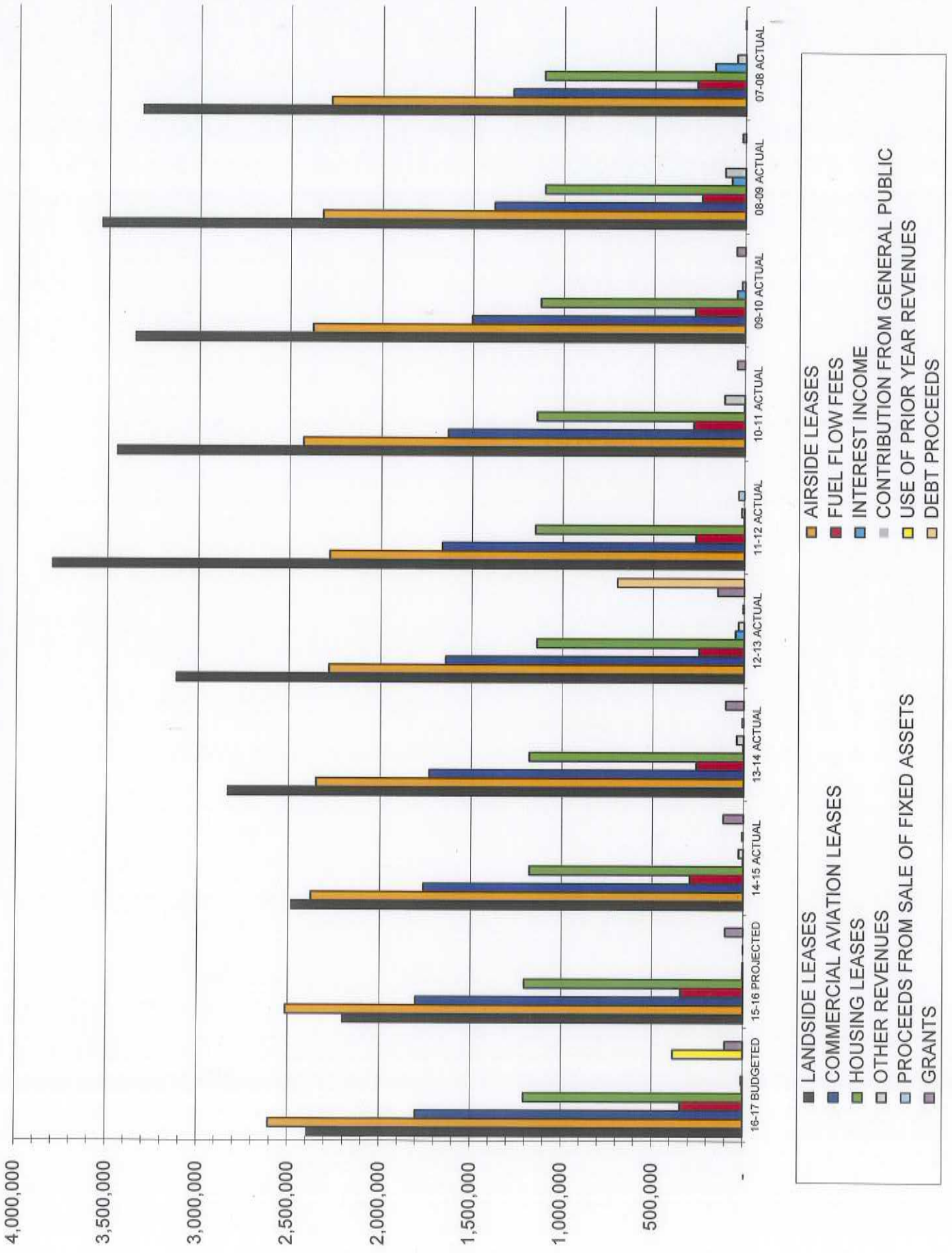
IN WITNESS THEREOF, I have hereunto subscribed my official signature.

\_\_\_\_\_  
**Curman Gaines, Secretary**

\_\_\_\_\_  
**Mike Johnson, Chairman**

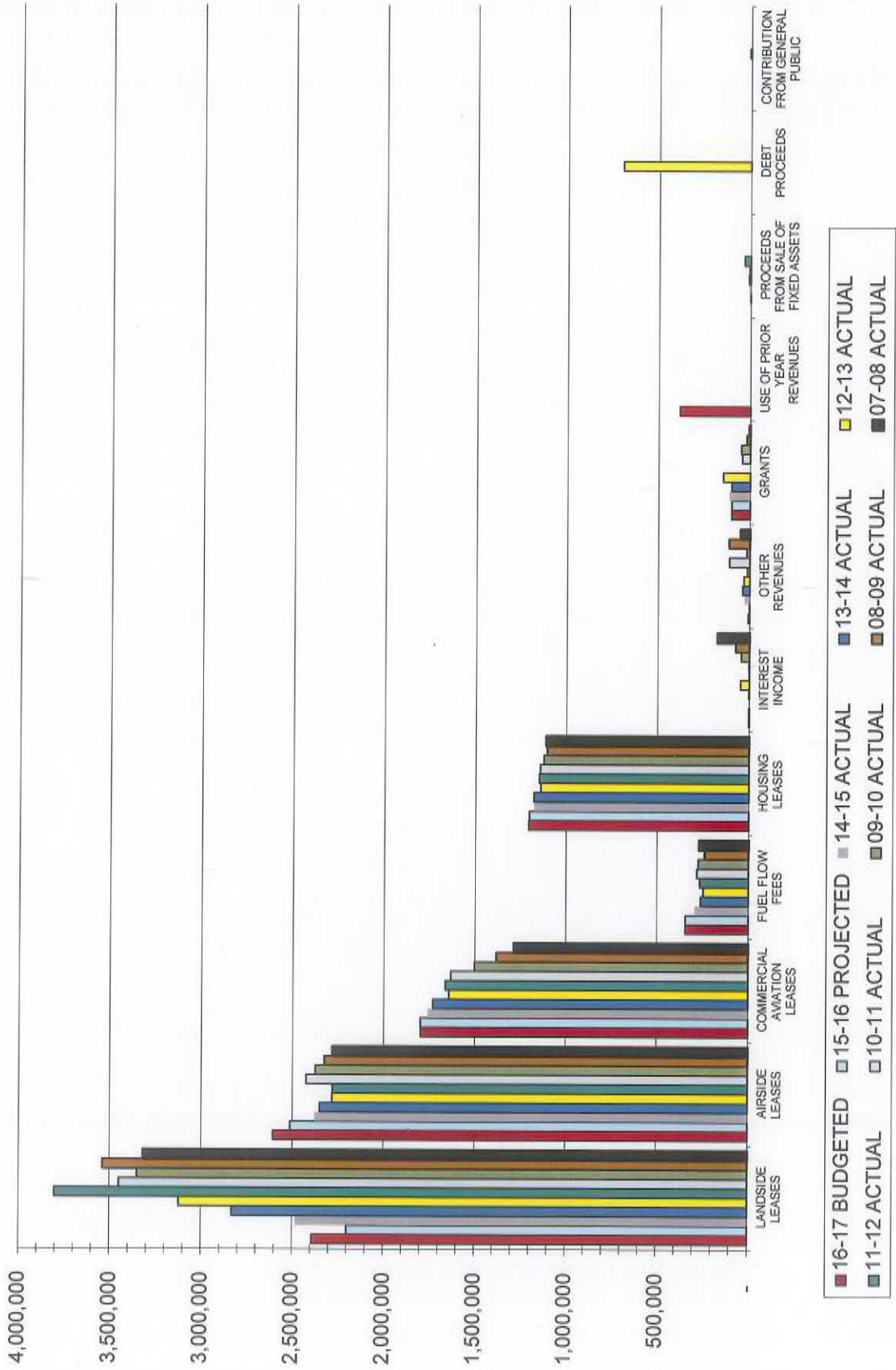
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**Jon W. Grafton, Executive Director**

# TEN YEAR TREND OPERATING REVENUES - BY YEAR

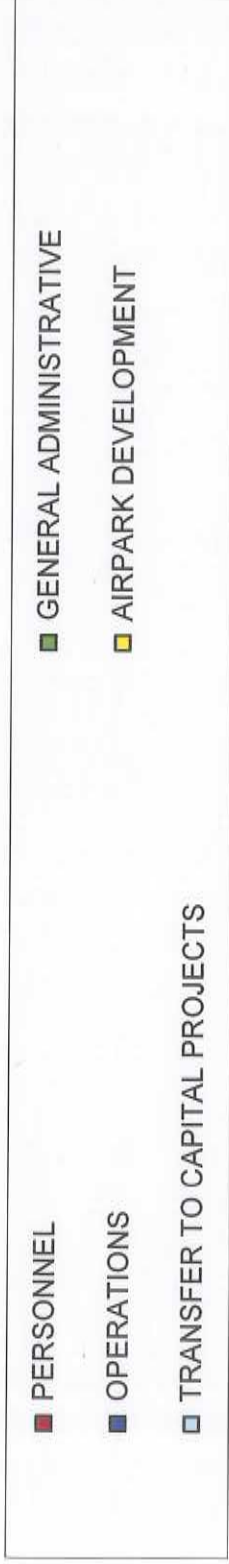
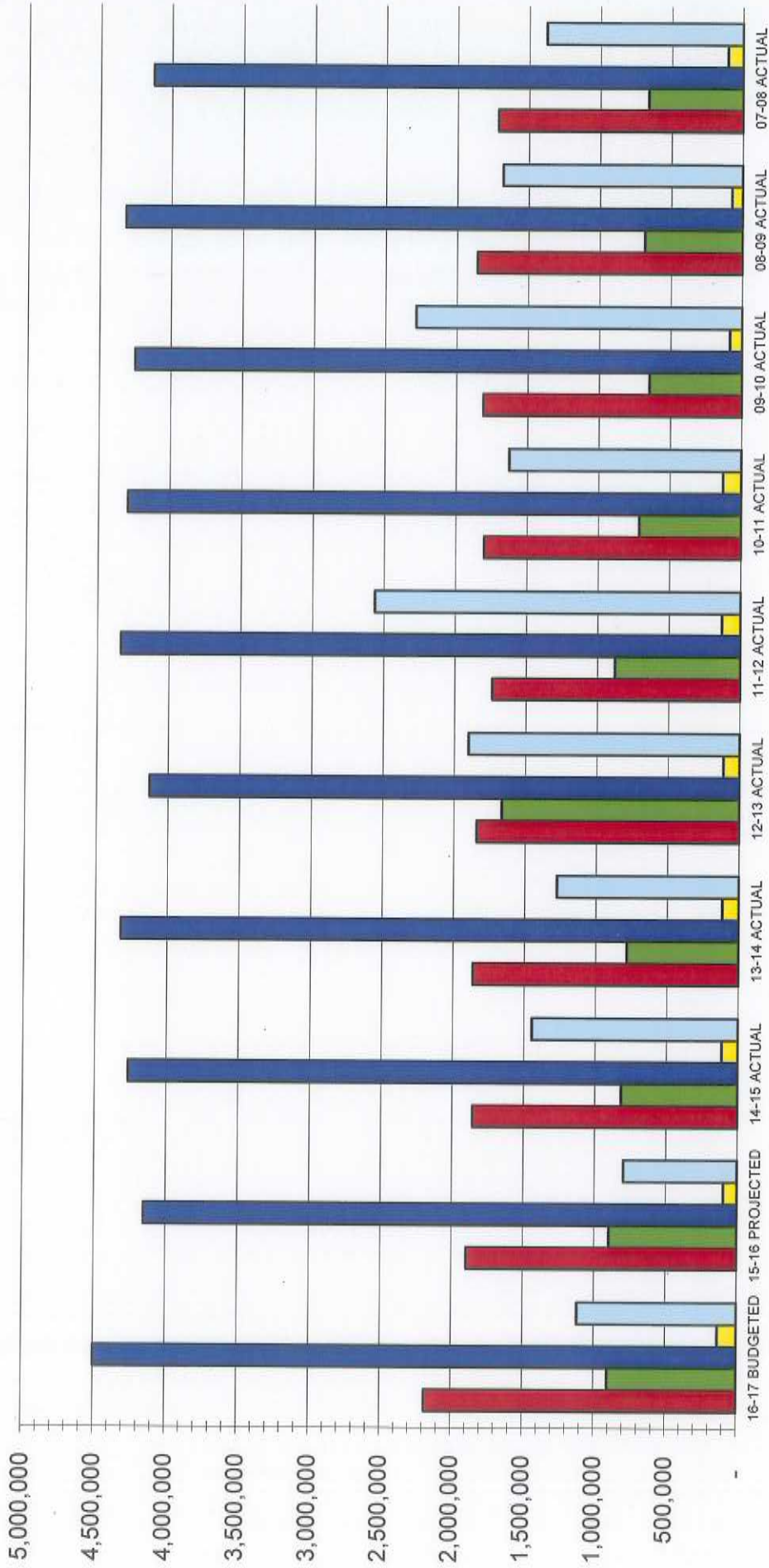




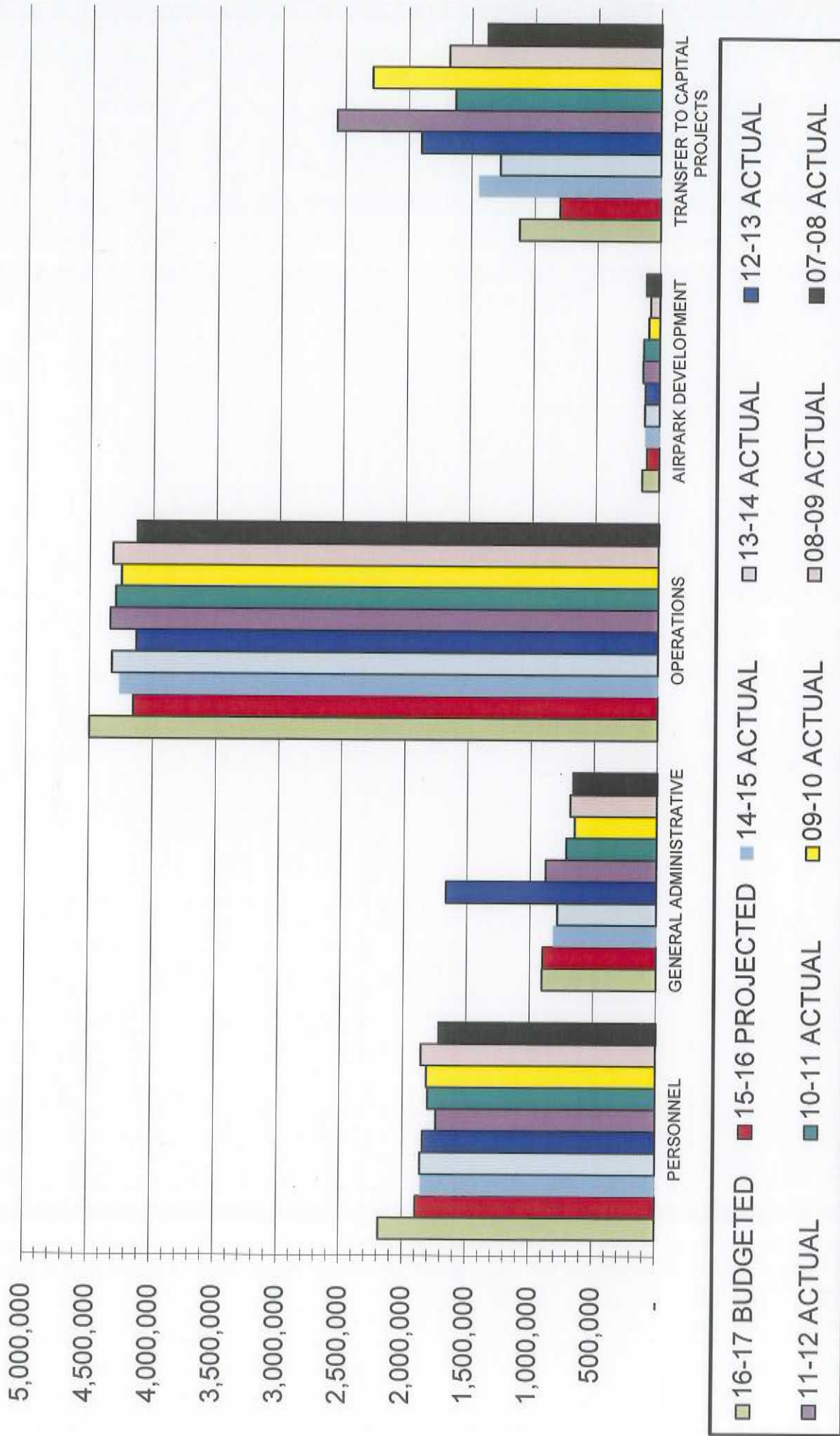
# TEN YEAR TREND OPERATING REVENUES - BY SOURCE



# TEN YEAR TREND OPERATING EXPENDITURES - BY YEAR

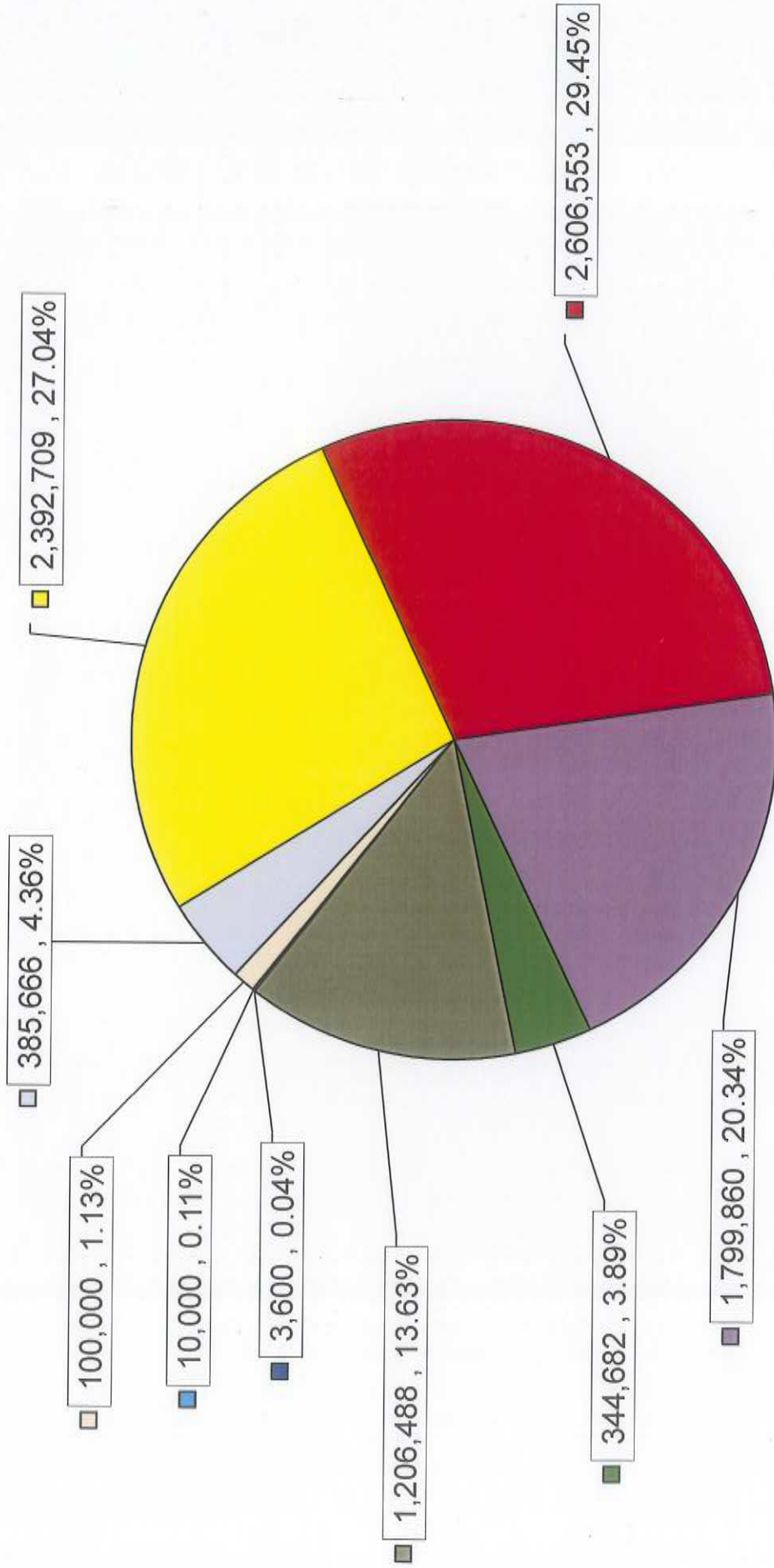


# TEN YEAR TREND OPERATING EXPENDITURES - BY SOURCE



# 2016 - 2017 OPERATING BUDGET REVENUES

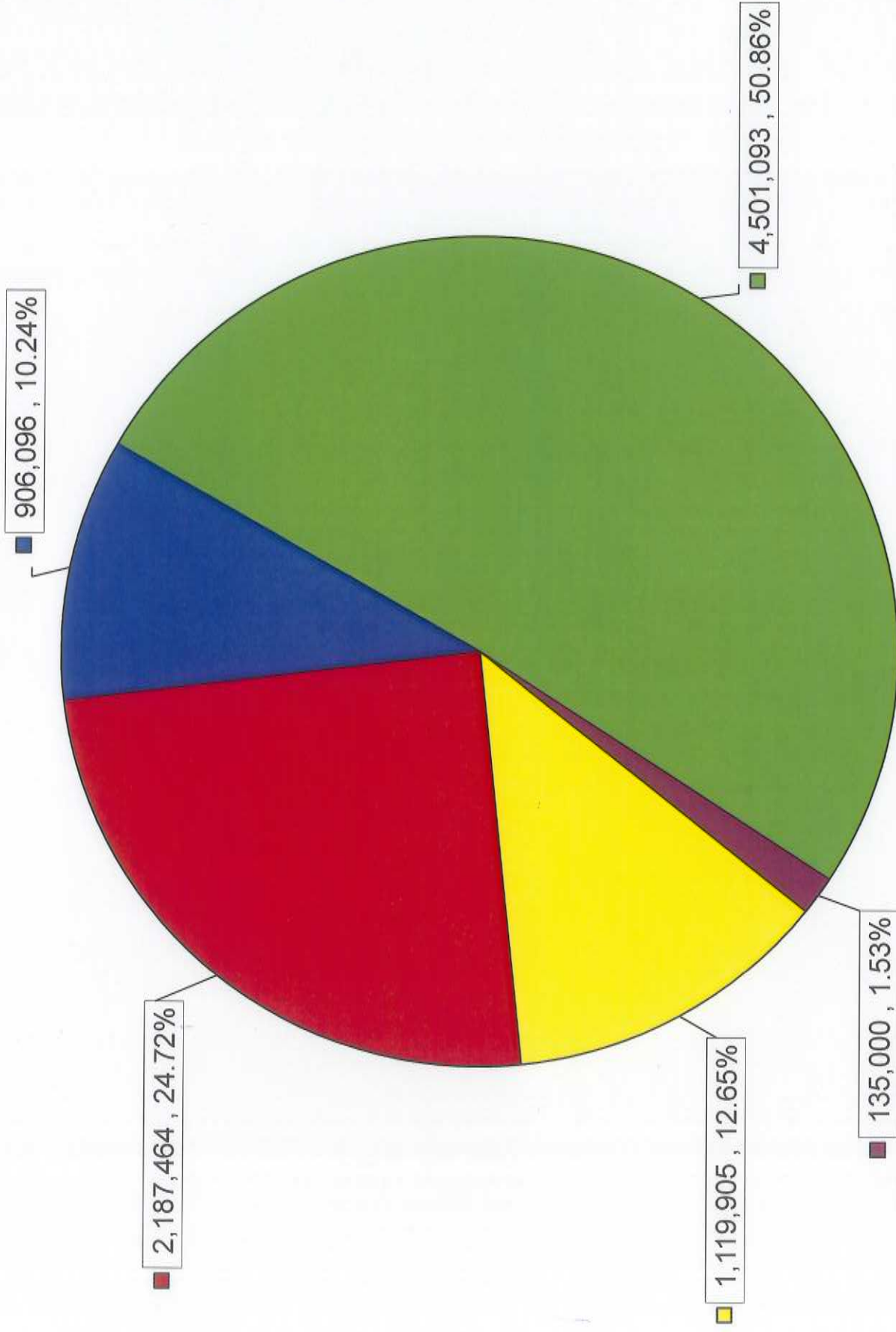
TOTAL REVENUES - \$8,849,558



- LANDSIDE LEASES
- AIRSIDE LEASES
- LANDSIDE LEASES
- FUEL FLOW FEES
- HOUSING LEASES
- GRANTS
- OTHER REVENUES
- COMMERCIAL AVIATION LEASES
- INTEREST INCOME
- USE OF PRIOR YEAR REVENUES

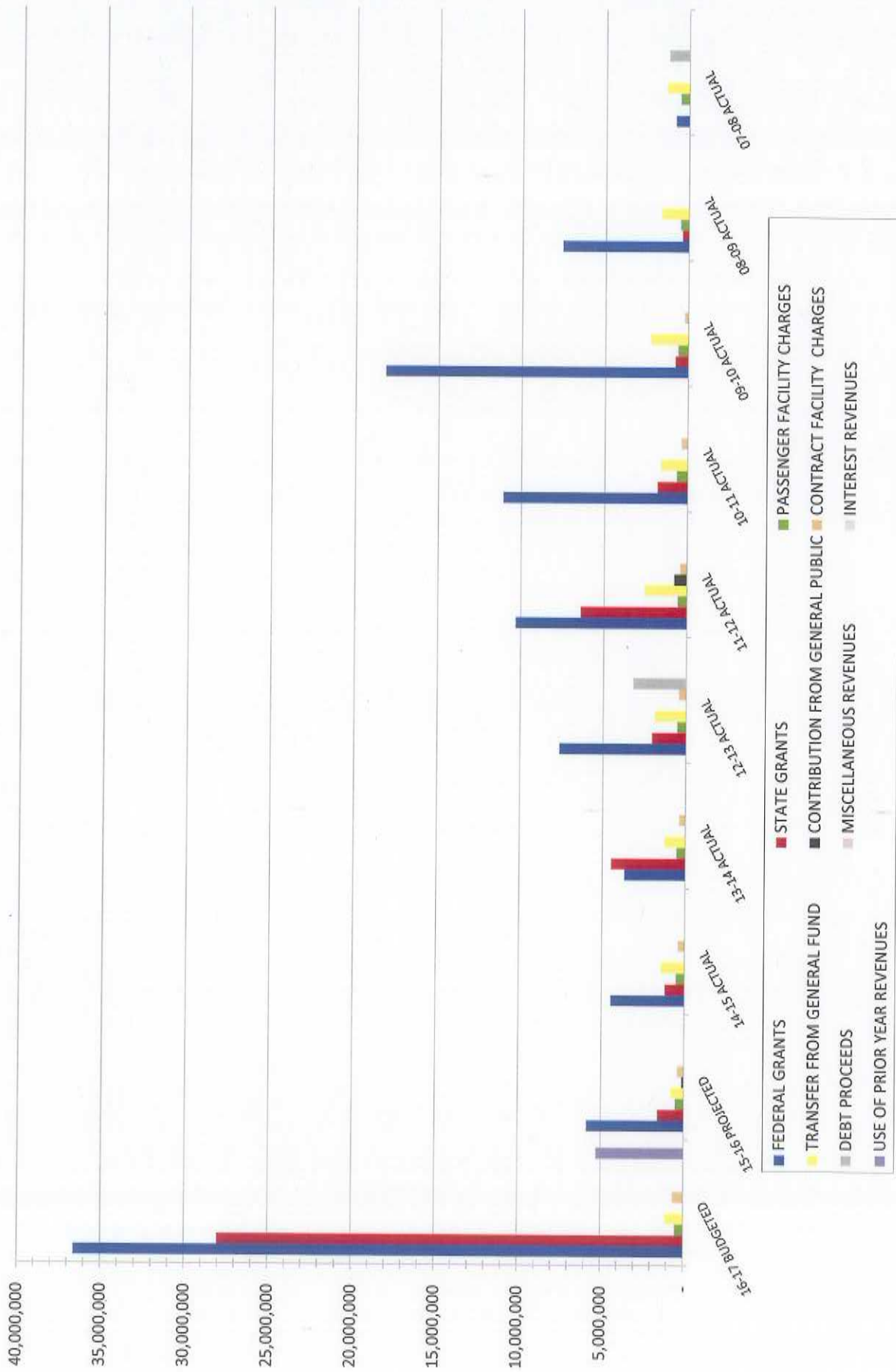
# 2016 - 2017 OPERATING BUDGET EXPENDITURES

TOTAL EXPENDITURES - \$ 8,849,558

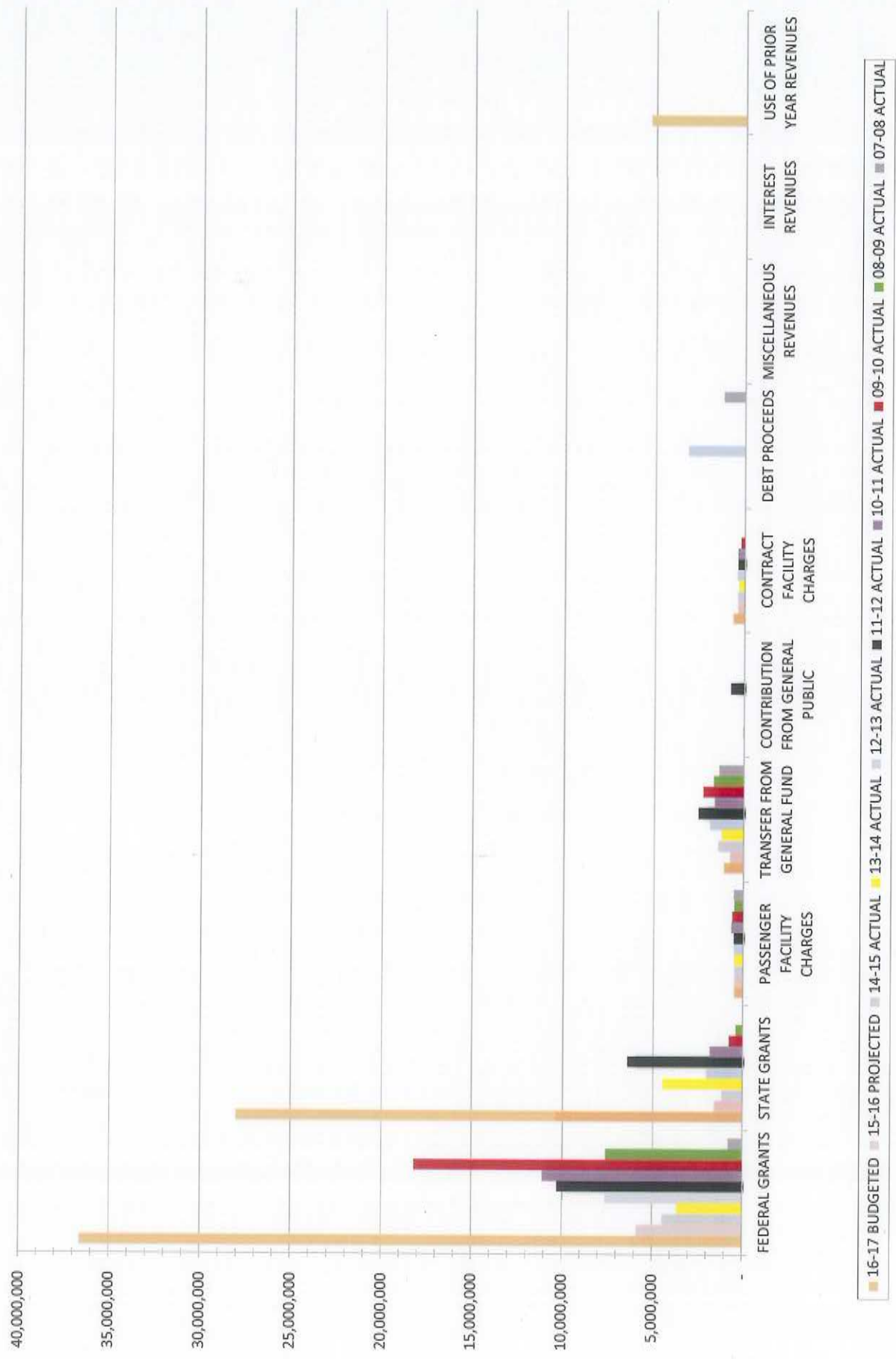


- PERSONNEL
- OPERATIONS
- TRANSFER TO CAPITAL PROJECTS
- GENERAL ADMINISTRATIVE
- AIRPARK DEVELOPMENT

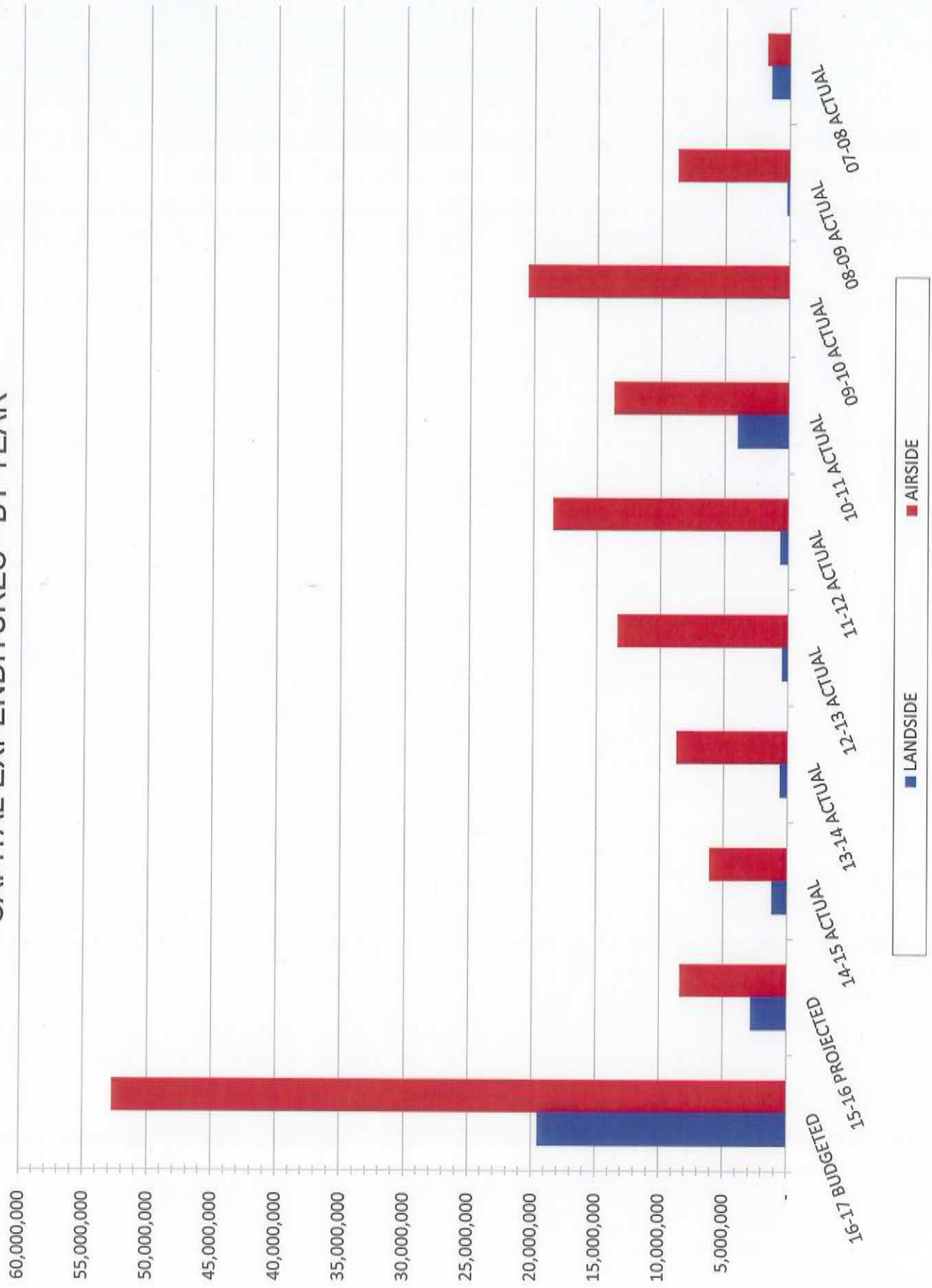
# TEN YEAR TREND CAPITAL REVENUES - BY YEAR



# TEN YEAR TREND CAPITAL REVENUES - BY SOURCE

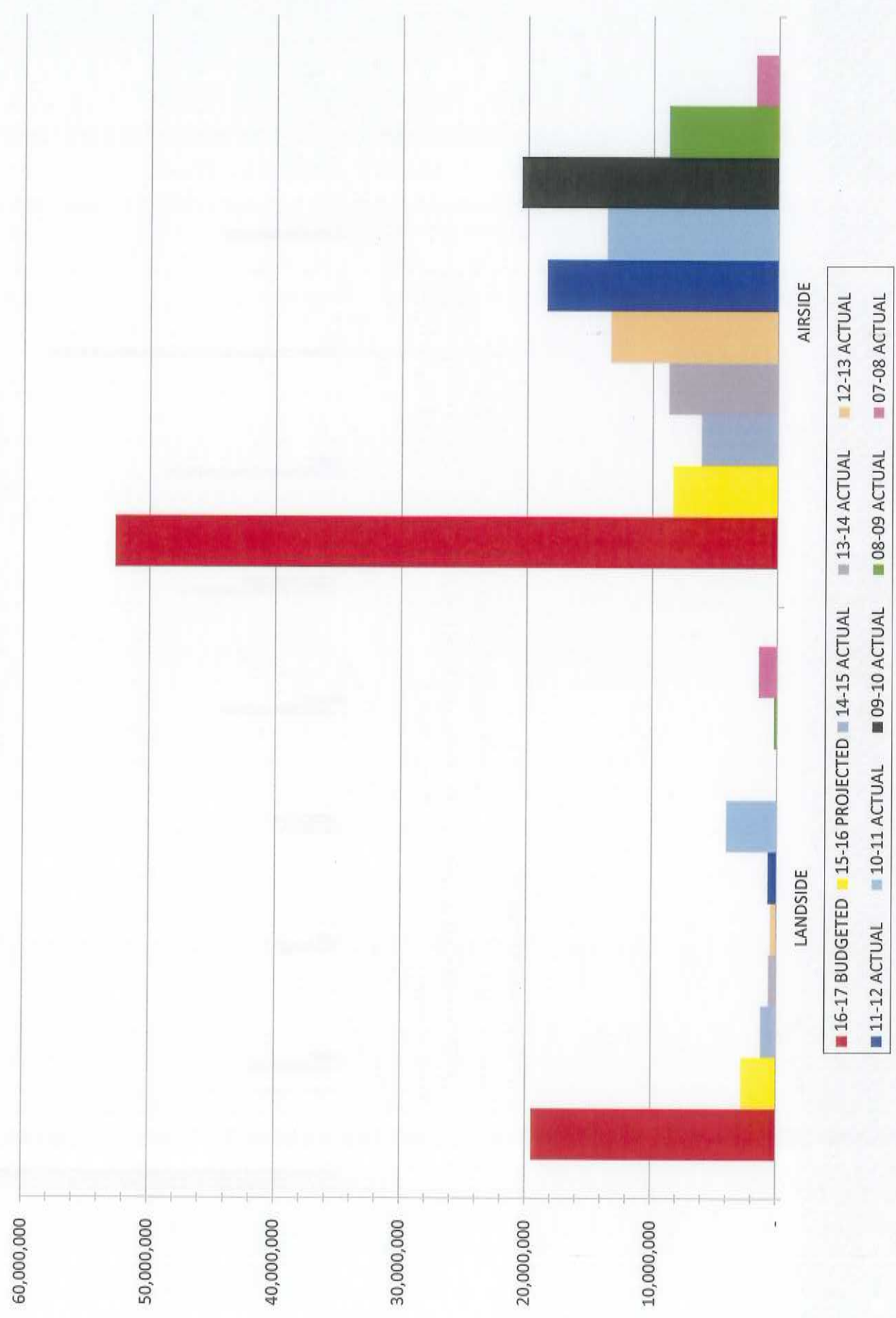


# TEN YEAR TREND CAPITAL EXPENDITURES - BY YEAR





# TEN YEAR TREND CAPITAL EXPENDITURES - BY SOURCE



**ENGLAND AUTHORITY  
PROPOSED ANNUAL BUDGET  
FISCAL YEAR 2016 - 2017**

DESCRIPTION	BUDGET FY 2014/2015	BUDGET FY 2015/2016	PROJECTED FY 2015/2016	FY 2016/2017 PROPOSED BUDGET
<b>BUDGET SUMMARY</b>				
<b>GENERAL FUND</b>				
<b>REVENUES:</b>				
LEASE REVENUE	\$ 7,791,113	\$ 7,712,892	\$ 7,721,923	\$ 8,005,610
FUEL FLOW FEES	299,830	327,632	344,682	344,682
MISCELLANEOUS REVENUE	27,400	2,000	3,072	10,000
STATE GRANTS	100,000	100,000	100,000	100,000
INTEREST REVENUE	3,730	3,200	3,613	3,600
PROCEEDS FROM SALE OF FIXED ASSETS	-	2,310	2,310	-
USE OF PRIOR YEAR REVENUES	433,018	165,353	-	385,666
TOTAL REVENUES	<u>\$ 8,655,091</u>	<u>\$ 8,313,387</u>	<u>\$ 8,175,600</u>	<u>\$ 8,849,558</u>
<b>EXPENDITURES:</b>				
<b>ADMINISTRATION</b>				
SALARY & FRINGE	\$ 593,364	\$ 612,858	\$ 609,097	\$ 621,426
GENERAL ADMINISTRATIVE	846,350	901,339	899,513	906,096
TRANSFER TO CAPITAL PROJECTS	1,446,034	800,551	800,551	1,119,905
<b>OPERATIONS</b>				
SALARY & FRINGE	1,140,926	1,205,423	1,170,905	1,444,480
GENERAL ADMINISTRATIVE	1,314,050	1,336,771	1,148,993	1,276,200
LANDSIDE OPERATIONS	308,138	362,810	316,491	400,030
VEHICLE MAINTENANCE	175,833	179,000	144,521	156,000
PUBLIC SAFETY	843,269	867,790	858,383	879,800
TENANT FACILITY MAINTENANCE	421,000	410,000	307,962	401,000
AIR OPERATIONS	1,346,544	1,378,757	1,377,590	1,388,063
<b>AIRPARK DEVELOPMENT</b>				
SALARY & FRINGE	111,583	123,088	115,181	121,558
AIRPARK DEVELOPMENT-MARKETING	108,000	135,000	97,967	135,000
TOTAL EXPENDITURES	<u>\$ 8,655,091</u>	<u>\$ 8,313,387</u>	<u>\$ 7,847,154</u>	<u>\$ 8,849,558</u>
<b>CAPITAL PROJECTS FUND</b>				
<b>REVENUES:</b>				
FEDERAL GRANTS	\$ 17,253,121	\$ 27,246,688	\$ 5,876,556	\$ 36,634,979
STATE GRANTS	8,071,133	25,267,339	1,608,729	28,043,153
PASSENGER FACILITY CHARGES	541,000	520,000	520,000	520,000
TRANSFER FROM GENERAL FUND	1,446,034	800,551	800,551	1,119,905
CONTRACT FACILITY CHARGES	423,000	417,000	417,000	664,211
INTEREST REVENUES	132	130	130	130
CONTRIBUTION FROM GENERAL PUBLIC	-	124,000	124,000	-
USE OF PRIOR YEAR REVENUES	6,591,297	7,270,087	-	5,300,973
TOTAL REVENUES	<u>\$ 34,325,717</u>	<u>\$ 61,645,795</u>	<u>\$ 9,346,966</u>	<u>\$ 72,283,351</u>
<b>PROJECTS:</b>				
LANDSIDE	\$ 7,365,647	\$ 19,727,631	\$ 2,843,060	\$ 19,527,091
AIRSIDE	26,960,070	41,918,164	8,397,691	52,756,260
UNAPPROPRIATED	-	-	-	-
TOTAL EXPENDITURES	<u>\$ 34,325,717</u>	<u>\$ 61,645,795</u>	<u>\$ 11,240,751</u>	<u>\$ 72,283,351</u>
<b>TOTAL BUDGETED PERSONNEL POSITIONS</b>	<b>26</b>	<b>25</b>	<b>25</b>	<b>28</b>

NOTE: This summary is presented for informational purposes only and does not reflect the proposed budget in accordance with Generally Accepted Accounting Principles (GAAP) and requirements of the Governmental Accounting Standards Board (GASB). The detail line item budget contained herein is the proposed budget in accordance with GAAP and GASB requirements.

ENGLAND AUTHORITY  
 PROPOSED ANNUAL BUDGET  
 FISCAL YEAR 2016 - 2017

<b>FUND BALANCE ANALYSIS</b>	<b>PROJECTED FY 2015/2016</b>	<b>PROJECTED FY 2016/2017</b>
<b>GENERAL FUND</b>		
ESTIMATED BEGINNING FUND BALANCE	\$ 1,989,633	\$ 2,318,079
TOTAL REVENUE	8,175,600	8,463,892
TOTAL EXPENDITURES	<u>7,847,154</u>	<u>8,849,558</u>
EXCESS REVENUE (EXPENDITURES)	<u>328,446</u>	<u>(385,666)</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 2,318,079</u>	<u>\$ 1,932,413</u>
UNDESIGNATED:	\$ -	\$ -
DESIGNATED FOR:		
CAPITAL IMPROVEMENTS	385,666	-
OPERATING RESERVE	<u>1,932,413</u>	<u>1,932,413</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 2,318,079</u>	<u>\$ 1,932,413</u>
<b>CAPITAL PROJECTS FUND</b>		
ESTIMATED BEGINNING FUND BALANCE	\$ 7,194,758	\$ 5,300,973
TOTAL REVENUE	9,346,966	66,982,378
TOTAL EXPENDITURES	<u>11,240,751</u>	<u>72,283,351</u>
EXCESS REVENUE (EXPENDITURES)	<u>(1,893,785)</u>	<u>(5,300,973)</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 5,300,973</u>	<u>\$ -</u>
<b>TOTAL ALL FUNDS</b>		
ESTIMATED BEGINNING FUND BALANCE	\$ 9,184,391	\$ 7,619,052
TOTAL REVENUE	17,522,566	75,446,270
TOTAL EXPENDITURES	<u>19,087,905</u>	<u>81,132,909</u>
EXCESS REVENUE (EXPENDITURES)	<u>(1,565,339)</u>	<u>(5,686,639)</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 7,619,052</u>	<u>\$ 1,932,413</u>

**ENGLAND AUTHORITY  
PROPOSED ANNUAL BUDGET  
FISCAL YEAR 2016 - 2017  
SUMMARY OF PERSONNEL POSITIONS/SALARY**

DIVISION/ POSITION	2014-2015 ANNUAL SALARY	2015-2016 CURRENT ANNUAL SALARY	2016-2017 PROPOSED ANNUAL SALARY
<b>EXECUTIVE DIVISION</b>			
EXECUTIVE DIRECTOR	\$ 117,468	\$ 117,468	\$ 120,992
EXECUTIVE ADMINISTRATIVE ASSISTANT	<u>51,941</u>	<u>53,500</u>	<u>55,105</u>
TOTAL EXECUTIVE DIVISION	\$ 169,409	\$ 170,968	\$ 176,097
<b>ADMINISTRATION DIVISION</b>			
FINANCE MANAGER	\$ 95,524	\$ 98,390	\$ 101,342
FINANCE & PURCHASING ASSISTANT	51,941	53,500	55,104
ACCOUNTING TECHNICIAN (2)	78,724	81,086	83,518
ADMINISTRATIVE TECHNICIAN (2)	<u>71,644</u>	<u>73,792</u>	<u>76,006</u>
TOTAL ADMINISTRATION DIVISION	\$ 297,833	\$ 306,768	\$ 315,970
<b>OPERATIONS DIVISION</b>			
DIRECTOR OF OPERATIONS/DEPUTY DIRECTOR	\$ 104,672	\$ 104,672	\$ 107,812
OPERATIONS ADMINISTRATIVE ASSISTANT	48,717	50,179	51,684
LANDSIDE MAINTENANCE SUPERINTENDENT	61,494	63,338	65,239
HVAC TECHNICIAN	102,450	52,762	54,344
HVAC TECHNICIAN I ASSISTANT	40,000	41,200	42,848
GENERAL MAINTENANCE AND REPAIR TECHNICIAN (2)	102,450	105,524	108,689
GENERAL MAINTENANCE TECHNICIAN (2)	39,404	40,586	83,606
VEHICLE MAINTENANCE ASSISTANT	42,389	43,661	44,970
AIRPORT MANAGER	95,524	98,390	101,342
TERMINAL SUPERINTENDENT	61,494	63,338	65,239
AIRFIELD MAINTENANCE SUPERINTENDENT	61,494	63,338	65,239
AIRFIELD MAINTENANCE TECHNICIAN (3)	153,675	158,286	163,033
GENERAL MAINTENANCE AND REPAIR TECHNICIAN	-	-	54,344
WILDLIFE MANAGEMENT/GENERAL MAINTENANCE	-	-	41,803
CUSTODIAN	<u>28,418</u>	<u>29,271</u>	<u>30,149</u>
TOTAL OPERATIONS DIVISION	\$ 942,181	\$ 914,545	\$ 1,080,341
<b>AIRPARK DEVELOPMENT</b>			
AIRPARK DEVELOPMENT MANAGER	<u>\$ 95,524</u>	<u>\$ 98,390</u>	<u>\$ 101,342</u>
TOTAL ECONOMIC DEVELOPMENT	<u>\$ 95,524</u>	<u>\$ 98,390</u>	<u>\$ 101,342</u>
TOTAL SALARIES	\$ 1,504,947	\$ 1,490,671	\$ 1,673,750
TOTAL FRINGE	<u>424,893</u>	<u>428,548</u>	<u>535,568</u>
TOTAL PERSONNEL COST	<u>\$ 1,929,840</u>	<u>\$ 1,919,219</u>	<u>\$ 2,209,318</u>
TOTAL BUDGETED PERSONNEL POSITIONS	26	25	28

# GENERAL FUND



**PROPOSED ANNUAL OPERATING BUDGET  
FISCAL YEAR 2016 - 2017  
GENERAL FUND - REVENUES**

ACCOUNT TITLE	BUDGET FY 2014/2015	BUDGET FY 2015/2016	PROJECTED FY 2015/2016	FY 2016/2017 PROPOSED BUDGET
<b>REVENUES:</b>				
LEASES/FEES:				
LANDSIDE COMMERCIAL LEASES	\$ 2,419,205	\$ 2,138,266	\$ 2,148,254	\$ 2,336,209
AIRSIDE COMMERCIAL LEASES	2,378,296	2,513,838	2,514,408	2,606,553
COMMERCIAL AVIATION LEASES	65,829	65,830	72,101	72,101
CAR RENTAL REVENUES	747,999	769,345	772,902	772,902
PARKING REVENUES	769,639	730,371	721,199	720,000
ATM MACHINE REVENUES	1,605	2,388	2,195	2,195
LANDING FEES	173,199	249,903	232,662	232,662
COMMERCIAL LEASE LATE FEES	10,240	10,000	13,969	11,500
HOUSING LEASES: ENGLAND ESTATES	892,333	905,436	897,135	900,488
HOUSING LEASES: ENGLAND VILLAGE	258,077	269,865	281,196	280,000
HOUSING LEASE LATE FEES	27,291	23,000	26,092	26,000
SPECIAL USE LEASES	47,400	34,650	39,810	45,000
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
TOTAL LEASE REVENUE	\$ 7,791,113	\$ 7,712,892	\$ 7,721,923	\$ 8,005,610
OTHER:				
FUEL FLOW FEES	\$ 299,830	\$ 327,632	\$ 344,682	\$ 344,682
MISCELLANEOUS REVENUE	27,400	2,000	3,072	10,000
STATE GRANTS	100,000	100,000	100,000	100,000
INTEREST REVENUE	3,730	3,200	3,613	3,600
PROCEEDS FROM SALE OF FIXED ASSETS	-	2,310	2,310	-
USE OF PRIOR YEAR REVENUE	433,018	165,353	-	385,666
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
TOTAL OTHER	\$ 863,978	\$ 600,495	\$ 453,677	\$ 843,948
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
TOTAL REVENUES	\$ 8,655,091	\$ 8,313,387	\$ 8,175,600	\$ 8,849,558

ENGLAND AUTHORITY  
 PROPOSED ANNUAL OPERATING BUDGET  
 FISCAL YEAR 2016 - 2017  
 GENERAL FUND - ADMINISTRATION

ACCOUNT TITLE	BUDGET FY 2014/2015	BUDGET FY 2015/2016	PROJECTED FY 2015/2016	FY 2016/2017 PROPOSED BUDGET
<b>EXPENDITURES:</b>				
SALARY:				
EXECUTIVE DIRECTOR	\$ 117,920	\$ 118,824	\$ 118,372	\$ 121,458
EXECUTIVE ADMINISTRATIVE ASSISTANT	52,141	54,117	53,911	55,316
FINANCE MANAGER	95,892	99,525	99,147	101,731
FINANCE & PURCHASING ASSISTANT	52,141	54,117	53,911	55,316
ACCOUNTING TECHNICIANS	79,544	74,644	81,711	83,839
ADMINISTRATIVE TECHNICIANS	71,918	82,021	74,360	76,299
TOTAL SALARY	\$ 469,556	\$ 483,248	\$ 481,412	\$ 493,959
FRINGE:				
FRINGE	123,808	129,610	127,685	127,467
TOTAL SALARY & FRINGE	\$ 593,364	\$ 612,858	\$ 609,097	\$ 621,426
GENERAL ADMINISTRATIVE:				
AUDIT - CONTRACT	\$ 23,000	\$ 23,000	\$ 23,000	\$ 23,500
LEGAL - CONTRACT	60,000	96,370	96,317	95,000
CONTRACT SERVICES	34,000	36,605	36,605	35,000
PHYSICAL/DRUG TESTING - CONTRACT	1,800	2,300	2,516	2,300
INSURANCE	366,400	376,827	373,144	376,000
TELEPHONE/DATA	28,250	31,000	34,105	32,100
ADVERTISING	7,500	8,000	6,968	8,000
TRAVEL	29,400	30,000	25,071	26,000
DUES & SUBSCRIPTIONS	10,350	10,980	10,527	10,200
TRAINING	7,000	7,000	9,754	7,500
OFFICE SUPPLIES AND EXPENSE	13,500	13,500	14,348	13,500
OFFICE EQUIPMENT	1,000	1,000	1,000	1,000
PRINTING	1,500	1,000	634	1,000
POSTAGE	4,000	5,000	4,601	5,000
BANK CHARGES	41,000	48,245	47,749	47,750
PROVISION FOR DOUBTFUL ACCOUNTS	4,416	5,073	5,073	12,226
OPERATING RESERVE	50,000	50,000	50,000	50,000
COMPUTER EQUIPMENT/SOFTWARE	15,181	5,000	7,662	12,300
DEBT SERVICE - 2013 BONDS (REFINANCING BONDS)	148,053	150,439	150,439	147,720
TOTAL GENERAL ADMINISTRATIVE	\$ 846,350	\$ 901,339	\$ 899,513	\$ 906,096
TRANSFER TO CAPITAL PROJECTS FUND	\$ 1,446,034	\$ 800,551	\$ 800,551	\$ 1,119,905
TOTAL TRANSFER TO CAPITAL PROJECTS FUND	\$ 1,446,034	\$ 800,551	\$ 800,551	\$ 1,119,905
TOTAL COST CENTER/ADMINISTRATIVE	\$ 2,885,748	\$ 2,314,748	\$ 2,309,161	\$ 2,647,427

ENGLAND AUTHORITY  
 PROPOSED ANNUAL OPERATING BUDGET  
 FISCAL YEAR 2016 - 2017  
 GENERAL FUND: OPERATIONS

ACCOUNT TITLE	BUDGET FY 2014/2015	BUDGET FY 2015/2016	PROJECTED FY 2015/2016	FY 2016/2017 PROPOSED BUDGET
<b>EXPENDITURES:</b>				
SALARY:				
DIRECTOR OF OPERATIONS/DEPUTY DIRECTOR	\$ 105,075	\$ 105,880	\$ 105,478	\$ 108,227
OPERATIONS ADMINISTRATIVE ASSISTANT	48,905	50,758	50,565	51,883
LANDSIDE MAINTENANCE SUPERINTENDENT	61,730	64,069	63,826	65,490
GENERAL MAINTENANCE & REPAIR TECHNICIANS	102,844	107,990	108,656	109,107
GENERAL MAINTENANCE TECHNICIANS	33,955	41,054	32,940	83,928
HVAC TECHNICIAN	68,957	54,347	54,423	54,553
HVAC TECHNICIAN I ASSISTANT	-	20,677	9,454	43,013
VEHICLE MAINTENANCE ASSISTANT	42,552	44,164	44,154	45,143
AIRPORT OPERATIONS MANAGER	95,892	99,525	99,147	101,731
TERMINAL SUPERINTENDENT	61,730	64,069	63,826	65,490
AIRFIELD MAINTENANCE SUPERINTENDENT	61,730	64,069	63,826	65,490
AIRFIELD MAINTENANCE TECHNICIANS	155,741	161,785	162,546	163,661
GENERAL MAINTENANCE & REPAIR TECHNICIAN	-	-	-	54,553
WILDLIFE MANAGEMENT/AIRFIELD MAINTENANCE CUSTODIAN	-	-	-	41,964
	<u>28,528</u>	<u>29,609</u>	<u>29,581</u>	<u>30,265</u>
TOTAL SALARY	\$ 867,639	\$ 907,996	\$ 888,422	\$ 1,084,498
FRINGE:				
FRINGE	<u>273,287</u>	<u>297,427</u>	<u>282,483</u>	<u>359,982</u>
TOTAL SALARY & FRINGE	\$ 1,140,926	\$ 1,205,423	\$ 1,170,905	\$ 1,444,480
GENERAL ADMINISTRATIVE:				
UTILITIES	\$ 876,400	\$ 847,941	\$ 724,821	\$ 779,000
CONTRACT LABOR	355,000	399,675	340,795	390,000
HERITAGE PARK MAINTENANCE	5,000	30,000	30,000	30,000
TELEPHONE	20,750	20,600	17,071	20,600
OFFICE SUPPLIES	5,000	4,500	3,111	4,600
POSTAGE	1,900	2,100	1,240	2,000
CONTINGENCY	50,000	31,955	31,955	50,000
TOTAL GENERAL ADMINISTRATIVE	\$ 1,314,050	\$ 1,336,771	\$ 1,148,993	\$ 1,276,200
LANDSIDE OPERATIONS:				
WASTE COLLECTION	\$ 78,018	\$ 80,000	\$ 77,872	\$ 80,000
BUILDING MAINTENANCE	7,000	7,000	7,000	5,000
HOUSING BUILDING MAINTENANCE	50,000	50,000	37,667	50,000
CUSTODIAL SERVICES	27,120	27,120	27,120	27,730
PEST CONTROL	32,000	35,250	35,596	35,000
FIRE SYSTEM MAINTENANCE	7,500	7,500	5,514	7,000
GROUNDS MAINTENANCE	15,000	21,000	21,304	21,000
PAVEMENT REPAIR & MAINTENANCE	2,000	6,000	6,000	5,000
STREET LIGHT MAINTENANCE	3,000	4,000	4,317	4,000
UNDERGROUND UTILITY SYSTEMS MAINT	2,000	2,000	2,000	1,000
EQUIPMENT MAINTENANCE	2,000	3,440	2,897	2,300
EQUIPMENT RENTAL	500	1,000	1,000	1,000
HAZARDOUS MATERIAL REMOVAL	2,000	1,000	1,000	1,000
OPERATING SUPPLIES	50,000	60,000	29,704	55,000
AIRPARK VISUALS	5,000	15,000	15,000	10,000
CAPITAL EQUIPMENT	25,000	42,500	42,500	95,000
TOTAL LANDSIDE OPERATIONS	\$ 308,138	\$ 362,810	\$ 316,491	\$ 400,030



ENGLAND AUTHORITY  
 PROPOSED ANNUAL OPERATING BUDGET  
 FISCAL YEAR 2016 - 2017  
 GENERAL FUND: OPERATIONS

ACCOUNT TITLE	BUDGET FY 2014/2015	BUDGET FY 2015/2016	PROJECTED FY 2015/2016	FY 2016/2017 PROPOSED BUDGET
VEHICLE MAINTENANCE:				
VEHICLE OIL & GAS	\$ 85,000	\$ 80,000	\$ 49,431	\$ 60,000
VEHICLE - REPAIR & MAINTENANCE	34,833	40,000	34,659	40,000
LAWN EQUIPMENT - REPAIR & MAINTENANCE	24,000	29,000	19,881	25,000
FIRE TRUCK - REPAIR & MAINTENANCE	<u>32,000</u>	<u>30,000</u>	<u>40,550</u>	<u>31,000</u>
TOTAL VEHICLE MAINTENANCE	\$ 175,833	\$ 179,000	\$ 144,521	\$ 156,000
PUBLIC SAFETY:				
FIRE PROTECTION - STRUCTURAL SECURITY	\$ 454,819	\$ 466,458	\$ 468,168	\$ 478,468
	<u>388,450</u>	<u>401,332</u>	<u>390,215</u>	<u>401,332</u>
TOTAL PUBLIC SAFETY	\$ 843,269	\$ 867,790	\$ 858,383	\$ 879,800
TENANT FACILITY MAINTENANCE:				
TENANT SERVICES - OTHER	\$ 100,000	\$ 100,000	\$ 61,028	\$ 100,000
TENANT SERVICES - ISB	10,000	9,000	2,885	10,000
TENANT SERVICES - COMMUNITY CENTER	20,000	9,000	3,364	9,000
TENANT SERVICES - GOLF COURSE	289,000	290,000	238,685	280,000
TENANT SERVICES - REIMBURSABLE	<u>2,000</u>	<u>2,000</u>	<u>2,000</u>	<u>2,000</u>
TOTAL TENANT FACILITY MAINTENANCE	\$ 421,000	\$ 410,000	\$ 307,962	\$ 401,000
AIR OPERATIONS:				
CONTRACT LABOR	\$ 146,500	\$ 137,470	\$ 132,071	\$ 80,235
EQUIPMENT MAINTENANCE	20,000	20,000	15,386	21,000
NAVAID MAINTENANCE	7,291	3,000	3,000	3,000
FIRE PROTECTION - ARFF	682,228	699,687	702,253	717,703
TERMINAL OPERATIONS	232,525	253,000	262,747	265,000
PARKING LOT OPERATIONS	118,000	119,000	117,500	119,125
OPERATING SUPPLIES	60,000	69,700	65,712	60,000
FIRE DEPARTMENT OPERATIONS	20,000	34,400	36,421	27,000
CAPITAL EQUIPMENT	<u>60,000</u>	<u>42,500</u>	<u>42,500</u>	<u>95,000</u>
TOTAL AIR OPERATIONS	\$ 1,346,544	\$ 1,378,757	\$ 1,377,590	\$ 1,388,063
TOTAL AIRPARK OPERATIONS	\$ 3,094,784	\$ 3,198,357	\$ 3,004,947	\$ 3,224,893
TOTAL COST CENTER/OPERATIONS	\$ 5,549,760	\$ 5,740,551	\$ 5,324,845	\$ 5,945,573

ENGLAND AUTHORITY  
 PROPOSED ANNUAL OPERATING BUDGET  
 FISCAL YEAR 2016 - 2017  
 GENERAL FUND: AIRPARK DEVELOPMENT

ACCOUNT TITLE	BUDGET FY 2014/2015	BUDGET FY 2015/2016	PROJECTED FY 2015/2016	FY 2016/2017 PROPOSED BUDGET
<b>EXPENDITURES:</b>				
SALARY:				
AIRPARK DEVELOPMENT MANAGER	\$ 90,692	\$ 99,525	\$ 97,741	\$ 101,731
TOTAL SALARY	\$ 90,692	\$ 99,525	\$ 97,741	\$ 101,731
FRINGE:				
FRINGE	\$ 20,891	\$ 23,563	\$ 17,440	\$ 19,827
TOTAL SALARY & FRINGE	\$ 111,583	\$ 123,088	\$ 115,181	\$ 121,558
AIRPARK DEVELOPMENT/MARKETING:				
AIRPARK MARKETING	\$ 60,000	\$ 75,000	\$ 63,256	\$ 75,000
AIRPORT MARKETING	48,000	60,000	34,711	60,000
TOTAL AIRPARK DEVELOPMENT/MARKETING	\$ 108,000	\$ 135,000	\$ 97,967	\$ 135,000
TOTAL COST CENTER/ AIRPARK DEVELOPMENT	\$ 219,583	\$ 258,088	\$ 213,148	\$ 256,558
TOTAL GENERAL FUND	\$ 8,655,091	\$ 8,313,387	\$ 7,847,154	\$ 8,849,558

# CAPITAL PROJECTS



ENGLAND AUTHORITY  
 PROPOSED ANNUAL CAPITAL BUDGET  
 FISCAL YEAR 2016 - 2017  
 CAPITAL PROJECTS FUND

ACCOUNT TITLE	BUDGET FY 2015/2016	CURRENT YEAR REVENUES & EXPENDITURES	ESTIMATED BUDGET CARRYOVER	PROPOSED BUDGET ADJUSTMENTS	PROPOSED BUDGET CHANGES	FY 2016/2017 PROPOSED BUDGET
<b>REVENUES:</b>						
<b>FEDERAL GRANTS:</b>						
2015 FEDERAL A-I-P MONEY	\$ 28,548	\$ -	\$ 28,548	\$ -	\$ -	\$ 28,548
2016 FEDERAL A-I-P MONEY	1,765,275	243	1,765,032	-	-	1,765,032
2017 FEDERAL A-I-P MONEY	-	-	-	-	1,765,275	1,765,275
FEDERAL GRANT - RUNWAY 14/32 REHABILITATION	591,100	75,006	516,094	(428)	-	515,666
FEDERAL GRANT - NOISE MITIGATION #4	315,377	141,287	174,090	-	-	174,090
FEDERAL GRANT - NOISE MITIGATION #5	3,447,850	732,730	2,715,120	-	-	2,715,120
FEDERAL GRANT - NOISE MITIGATION #6	5,948,436	1,643,499	4,304,937	-	-	4,304,937
FEDERAL GRANT - NOISE MITIGATION #7	7,000,000	457,379	6,542,621	-	-	6,542,621
FEDERAL GRANT - NOISE MITIGATION #8	-	-	-	-	7,000,000	7,000,000
FEDERAL GRANT - NORTH APRON REHAB	6,610,837	1,962,132	4,648,705	-	2,500,000	7,148,705
FEDERAL GRANT - AIRFIELD ELECTRICAL REHAB	1,394,847	730,300	664,547	-	-	664,547
FEDERAL GRANT - TAXIWAY B REHABILITATION	144,418	133,980	10,438	-	-	10,438
FEDERAL GRANT - EMERGENCY ACCESS ROAD IMPROVEMENT	-	-	-	-	4,000,000	4,000,000
TOTAL FEDERAL GRANTS	\$ 27,246,688	\$ 5,876,556	\$ 21,370,132	\$ (428)	\$ 15,265,275	\$ 36,634,979
<b>STATE GRANTS:</b>						
STATE GRANT - NOISE MITIGATION	\$ 1,838,510	\$ 322,268	\$ 1,516,242	\$ (1)	\$ 777,778	\$ 2,294,019
STATE GRANT - RUNWAY 14/32 REHABILITATION	65,680	8,337	57,343	(48)	20,000	77,295
STATE GRANT - RUNWAY 14/32 EXTENSION	1,270,622	40,158	1,230,464	(9,163)	-	1,221,301
STATE GRANT - NORTH APRON REHAB	734,537	218,013	516,524	-	277,778	794,302
STATE GRANT - RUNWAY PROPERTY ACQ-OBSTACLE REMOVAL	46,786	-	46,786	-	-	46,786
STATE GRANT - ARFF VEHICLE	767	191	576	-	-	576
STATE GRANT - REHAB AIRFIELD ELECTRICAL	8,014,190	155,256	7,858,934	-	-	7,858,934
STATE GRANT - TAXIWAY A REHAB - PHASE II	-	-	-	-	27,778	27,778
STATE GRANT - TERMINAL SECURITY UPDATE	3,394	-	3,394	-	-	3,394
STATE GRANT - WILDLIFE HAZARD REMOVAL	1,158,553	793,089	365,464	-	-	365,464
STATE GRANT - THERMOPLAST HOLD LINES & MARKINGS	2,441	-	2,441	(2,441)	-	-
STATE GRANT - TAXIWAY B REHAB	20,047	14,886	5,161	-	18,364	23,525
STATE GRANT - WAREHOUSE BUILDING	194,000	-	194,000	-	-	194,000
STATE GRANT - CERTIFICATION OF EAST 2	66,450	56,504	9,946	(9,946)	-	-
STATE GRANT - MASTER DRAINAGE REHAB - PHASE I	6,918	27	6,891	-	-	6,891
STATE GRANT - WESTSIDE DEVELOPMENT	11,800,000	-	11,800,000	-	1,310,000	13,110,000
STATE GRANT - TERMINAL RAMP REHAB	19,444	-	19,444	-	-	19,444
STATE GRANT - MILL & OVERLAY OF SOUTH END OF RUNWAY 1	-	-	-	-	1,530,000	1,530,000
STATE GRANT - REHAB TAXIWAY E	25,000	-	25,000	-	-	25,000
STATE GRANT - EMERGENCY ACCESS ROAD IMPROVEMENTS	-	-	-	-	444,444	444,444
TOTAL STATE GRANTS	\$ 25,267,339	\$ 1,608,729	\$ 23,658,610	\$ (21,599)	\$ 4,406,142	\$ 28,043,153
<b>PASSENGER FACILITY CHARGES:</b>						
PASSENGER FACILITY CHARGES	\$ 520,000	\$ 520,000	\$ -	\$ -	\$ 520,000	\$ 520,000
TOTAL PASSENGER FACILITY CHARGES	\$ 520,000	\$ 520,000	\$ -	\$ -	\$ 520,000	\$ 520,000
<b>OTHER:</b>						
TRANSFER FROM GENERAL FUND	\$ 800,551	\$ 800,551	\$ -	\$ -	\$ 1,119,905	\$ 1,119,905
CONTRACT FACILITY CHARGES	417,000	417,000	-	-	664,211	664,211
INTEREST REVENUES	130	130	-	-	130	130
CONTRIBUTION FROM GENERAL PUBLIC	124,000	124,000	-	-	-	-
USE OF PRIOR YEAR REVENUES	7,270,087	-	7,270,087	(1,969,114)	-	5,300,973
TOTAL OTHER	\$ 8,611,768	\$ 1,341,681	\$ 7,270,087	\$ (1,969,114)	\$ 1,784,246	\$ 7,085,219
TOTAL REVENUE	\$ 61,645,795	\$ 9,346,966	\$ 52,298,829	\$ (1,991,141)	\$ 21,975,663	\$ 72,283,351

ENGLAND AUTHORITY  
 PROPOSED ANNUAL CAPITAL BUDGET  
 FISCAL YEAR 2016 - 2017  
 CAPITAL PROJECTS FUND

ACCOUNT TITLE	BUDGET FY 2015/2016	CURRENT YEAR REVENUES & EXPENDITURES	ESTIMATED BUDGET CARRYOVER	PROPOSED BUDGET ADJUSTMENTS	PROPOSED BUDGET CHANGES	FY 2016/2017 PROPOSED BUDGET
<b>PROJECTS:</b>						
<b>LANDSIDE:</b>						
STREET LIFE EXTENSION PROGRAM	\$ 1,646,652	\$ 42,024	\$ 1,604,628	\$ -	\$ -	\$ 1,604,628
BUILDING DEMOLITION	200,000	117,600	82,400	-	-	82,400
ROUNDBOUT PROJECT	75,000	-	75,000	-	-	75,000
RENTAL CAR FACILITY	3,073,060	1,831,894	1,241,166	-	464,211	1,705,377
ROOF REPLACEMENTS	437,053	327,575	109,478	-	359,900	469,378
WESTSIDE DEVELOPMENT	13,744,234	429,271	13,314,963	-	1,391,568	14,706,531
WAREHOUSE - PHASE I	292,167	19,250	272,917	-	-	272,917
CERTIFICATION OF EAST 2	90,000	75,338	14,662	(14,662)	-	-
SIGNAGE	40,000	-	40,000	-	-	40,000
BUCKET TRUCK	76,255	-	76,255	-	-	76,255
COMMUNITY CENTER IMPROVEMENTS	53,210	108	53,102	-	441,503	494,605
TOTAL LANDSIDE PROJECTS	<u>\$ 19,727,631</u>	<u>\$ 2,843,060</u>	<u>\$ 16,884,571</u>	<u>\$ (14,662)</u>	<u>\$ 2,657,182</u>	<u>\$ 19,527,091</u>
<b>AIRSIDE:</b>						
TERMINAL REFURBISHMENT	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 225,000	\$ 275,000
TERMINAL RAMP REHAB	194,444	-	194,444	-	-	194,444
MASTER PLAN LAND PURCHASE	47,257	-	47,257	-	-	47,257
MASTER DRAINAGE REHAB - PHASE I	69,174	270	68,904	-	-	68,904
NOISE STUDY/COMPATIBILITY PROGRAM	18,550,173	3,297,166	15,253,007	2	7,777,778	23,030,787
NORTH APRON REHAB	7,345,374	2,180,145	5,165,229	-	2,777,778	7,943,007
PFC APPLICATION	37,270	-	37,270	-	-	37,270
ARFF VEHICLE	767	191	576	-	-	576
EMERGENCY RESPONSE VEHICLE	325,000	19,047	305,953	-	-	305,953
RUNWAY 14/32 REHABILITATION	656,780	83,819	572,961	-	200,000	772,961
REHAB TAXIWAY E	250,000	-	250,000	-	-	250,000
RUNWAY 14/32 EXTENSION	1,294,527	49,320	1,245,207	-	-	1,245,207
REHAB TAXIWAY A - PHASE I	152,120	136,908	15,212	-	-	15,212
REHAB TAXIWAY A - PHASE II	-	-	-	-	277,778	277,778
PROPERTY ACQUISITION FOR OBSTACLE REMOVAL	46,786	-	46,786	-	-	46,786
AIRFIELD ELECTRICAL REHAB	10,793,704	974,656	9,819,048	-	-	9,819,048
TERMINAL SECURITY PLAN UPDATE	20,513	-	20,513	(16,621)	-	3,892
WILDLIFE HAZARD REMOVAL - PHASE I	1,167,155	793,089	374,066	120	-	374,186
THERMOPLAST HOLD LINES & MARKINGS	2,441	-	2,441	(2,441)	-	-
REHAB TAXIWAY B	200,465	148,866	51,599	-	183,639	235,238
FLAIL MOWER	122,719	122,719	-	-	-	-
DUMP TRUCK 475100	-	-	-	-	70,000	70,000
MILL & OVERLAY OF SOUTH END OF RUNWAY 18/36 475101	-	-	-	-	2,700,000	2,700,000
EMERGENCY ACCESS ROAD IMPROVEMENTS 475102	-	-	-	-	4,444,444	4,444,444
DBE PROGRAM	31,250	31,250	-	-	31,250	31,250
DEBT SERVICE - PFC BONDS	560,245	560,245	-	-	567,060	567,060
TOTAL AIRSIDE PROJECTS	<u>\$ 41,918,164</u>	<u>\$ 8,397,691</u>	<u>\$ 33,520,473</u>	<u>\$ (18,940)</u>	<u>\$ 19,254,727</u>	<u>\$ 52,756,260</u>
TOTALS PROJECTS	<u>\$ 61,645,795</u>	<u>\$ 11,240,751</u>	<u>\$ 50,405,044</u>	<u>\$ (33,602)</u>	<u>\$ 21,911,909</u>	<u>\$ 72,283,351</u>
<b>OTHER:</b>						
UNAPPROPRIATED	\$ -	\$ -	\$ 1,893,785	\$ (1,957,539)	\$ 63,754	\$ -
TOTAL OTHER	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,893,785</u>	<u>\$ (1,957,539)</u>	<u>\$ 63,754</u>	<u>\$ -</u>
TOTAL FUND	<u>\$ 61,645,795</u>	<u>\$ 11,240,751</u>	<u>\$ 52,298,829</u>	<u>\$ (1,991,141)</u>	<u>\$ 21,975,663</u>	<u>\$ 72,283,351</u>

ENGLAND AUTHORITY  
 PROPOSED ANNUAL CAPITAL BUDGET  
 FISCAL YEAR 2016 - 2017  
 UNOBLIGATED FUNDS STATEMENT

ACCOUNT TITLE	BUDGET FY 2015/2016	CURRENT YEAR EXPENDITURES	CURRENT YEAR OBLIGATIONS	PROPOSED BUDGET CHANGES	UNOBLIGATED BALANCE
PROJECTS:					
LANDSIDE:					
STREET LIFE EXTENSION PROGRAM	\$ 1,646,652	\$ 42,024	\$ 751,676	\$ -	\$ 852,952
BUILDING DEMOLITION	200,000	117,600	3,000	-	79,400
ROUNDBOUT PROJECT	75,000	-	-	-	75,000
RENTAL CAR FACILITY	3,073,060	1,831,894	735,511	464,211	969,866
ROOF REPLACEMENTS	437,053	327,575	56,277	359,900	413,101
WESTSIDE DEVELOPMENT	13,744,234	429,271	1,596,531	1,391,568	13,110,000
WAREHOUSE - PHASE I	292,167	19,250	19,250	-	253,667
SIGNAGE	40,000	-	-	-	40,000
BUCKET TRUCK	76,255	-	74,412	-	1,843
COMMUNITY CENTER IMPROVEMENTS	53,210	108	-	441,503	494,605
TOTAL LANDSIDE PROJECTS	\$ 19,637,631	\$ 2,767,722	\$ 3,236,657	\$ 2,657,182	\$ 16,290,434
AIRSIDE:					
TERMINAL REFURBISHMENT	\$ 50,000	\$ -	\$ -	\$ 225,000	\$ 275,000
TERMINAL RAMP REHAB	194,444	-	-	-	194,444
MASTER PLAN LAND PURCHASE	47,257	-	-	-	47,257
MASTER DRAINAGE REHAB - PHASE I	69,174	270	-	-	68,904
NOISE STUDY/COMPATIBILITY PROGRAM	18,550,173	3,297,166	3,193,664	7,777,780	19,837,123
NORTH APRON REHAB	7,345,374	2,180,145	5,150,253	2,777,778	2,792,754
PFC APPLICATION	37,270	-	37,270	-	-
ARFF VEHICLE	767	191	-	-	576
EMERGENCY RESPONSE VEHICLE	325,000	19,047	268,701	-	37,252
RUNWAY 14/32 REHABILITATION	656,780	83,819	573,889	200,000	199,072
REHAB TAXIWAY E	250,000	-	-	-	250,000
RUNWAY 14/32 EXTENSION	1,294,527	49,320	818	-	1,244,389
REHAB TAXIWAY A - PHASE I	152,120	136,908	15,212	-	-
REHAB TAXIWAY A - PHASE II	-	-	-	277,778	277,778
PROPERTY ACQUISITION FOR OBSTACLE REMOVAL	46,786	-	-	-	46,786
AIRFIELD ELECTRICAL REHAB	10,793,704	974,656	9,754,211	-	64,837
TERMINAL SECURITY PLAN UPDATE	20,513	-	3,892	(16,621)	-
WILDLIFE HAZARD REMOVAL - PHASE I	1,167,155	793,089	374,186	120	-
THERMOPLAST HOLD LINES & MARKINGS	2,441	-	-	(2,441)	-
REHAB TAXIWAY B	200,465	148,866	3,000	183,639	232,238
DUMP TRUCK	-	-	-	70,000	70,000
MILL & OVERLAY OF SOUTH END OF RUNWAY 18/36	-	-	-	2,700,000	2,700,000
EMERGENCY ACCESS ROAD IMPROVEMENTS	-	-	-	4,444,444	4,444,444
DBE PROGRAM	31,250	31,250	31,250	31,250	-
DEBT SERVICE - PFC BONDS	560,245	560,245	567,060	567,060	-
TOTAL AIRSIDE PROJECTS	\$ 41,795,445	\$ 8,274,972	\$ 19,973,406	\$ 19,235,787	\$ 32,782,854
TOTALS PROJECTS	\$ 61,433,076	\$ 11,042,694	\$ 23,210,063	\$ 21,892,969	\$ 49,073,288

ENGLAND AUTHORITY  
 PROPOSED ANNUAL CAPITAL BUDGET  
 FISCAL YEAR 2016 - 2017  
 FUNDING SOURCES BREAKDOWN

PROJECT	FEDERAL GRANTS	A-I-P FUNDS	STATE GRANTS	PFC FUNDS	EEIDD CFC FUNDS	ENGLAND AUTHORITY FUND BALANCE	TOTAL
<b>LANDSIDE:</b>							
STREET LIFE EXTENSION PROGRAM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,604,628	\$ 1,604,628
BUILDING DEMOLITION	-	-	-	-	-	82,400	82,400
ROUNDBOUT PROJECT	-	-	-	-	-	75,000	75,000
RENTAL CAR FACILITY	-	-	-	-	464,211	1,241,166	1,705,377
ROOF REPLACEMENTS	-	-	-	-	-	469,378	469,378
WESTSIDE DEVELOPMENT	-	-	13,110,000	-	-	1,596,531	14,706,531
WAREHOUSE - PHASE I	-	-	194,000	-	-	78,917	272,917
SIGNAGE	-	-	-	-	-	40,000	40,000
BUCKET TRUCK	-	-	-	-	-	76,255	76,255
COMMUNITY CENTER IMPROVEMENTS	-	-	-	-	-	494,605	494,605
<b>TOTAL LANDSIDE PROJECTS</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,304,000</b>	<b>\$ -</b>	<b>\$ 464,211</b>	<b>\$ 5,758,880</b>	<b>\$ 19,527,091</b>
<b>AIRSIDE:</b>							
TERMINAL REFURBISHMENT	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 75,000	\$ 275,000
TERMINAL RAMP REHAB	-	175,000.00	19,444.00	-	-	-	194,444
MASTER PLAN LAND PURCHASE	-	-	-	-	-	47,257	47,257
MASTER DRAINAGE REHAB - PHASE I	-	62,013	6,891	-	-	-	68,904
NOISE STUDY/COMPATIBILITY PROGRAM	20,736,768	-	2,294,019	-	-	-	23,030,787
NORTH APRON REHAB	7,142,671	6,034	794,302	-	-	-	7,943,007
PFC APPLICATION	-	-	-	-	-	37,270	37,270
ARFF VEHICLE	-	-	576	-	-	-	576
EMERGENCY RESPONSE VEHICLE	-	-	-	-	-	305,953	305,953
RUNWAY 14/32 REHABILITATION	-	695,666	77,295	-	-	-	772,961
REHAB TAXIWAY E	-	225,000	25,000	-	-	-	250,000
RUNWAY 14/32 EXTENSION	-	-	1,221,301	-	-	23,906	1,245,207
REHAB TAXIWAY A - PHASE I	-	-	-	-	-	15,212	15,212
REHAB TAXIWAY A - PHASE II	-	250,000	27,778	-	-	-	277,778
PROPERTY ACQUISITION FOR OBSTACLE REMOVAL	-	-	46,786	-	-	-	46,786
AIRFIELD ELECTRICAL REHAB	-	1,960,114	7,858,934	-	-	-	9,819,048
TERMINAL SECURITY PLAN UPDATE	-	-	3,394	-	-	498	3,892
WILDLIFE HAZARD REMOVAL - PHASE I	-	-	365,464	-	-	8,722	374,186
REHAB TAXIWAY B	-	211,713	23,525	-	-	-	235,238
DUMP TRUCK	-	-	-	-	-	70,000	70,000
MILL & OVERLAY OF SOUTH END OF RUNWAY 18/36	-	1,170,000	1,530,000	-	-	-	2,700,000
EMERGENCY ACCESS ROAD IMPROVEMENTS	4,000,000	-	444,444	-	-	-	4,444,444
DBE PROGRAM	-	-	-	-	-	31,250	31,250
DEBT SERVICE - PFC BONDS	-	-	-	520,000	-	47,060	567,060
<b>TOTAL AIRSIDE PROJECTS</b>	<b>\$ 31,879,439</b>	<b>\$ 4,755,540</b>	<b>\$ 14,739,153</b>	<b>\$ 520,000</b>	<b>\$ 200,000</b>	<b>\$ 662,128</b>	<b>\$ 52,756,260</b>
<b>TOTAL PROJECTS</b>	<b>\$ 31,879,439</b>	<b>\$ 4,755,540</b>	<b>\$ 28,043,153</b>	<b>\$ 520,000</b>	<b>\$ 664,211</b>	<b>\$ 6,421,008</b>	<b>\$ 72,283,351</b>