

EXHIBIT B
SANTA FE MUNICIPAL AIRPORT
PASSENGER FACILITY CHARGE (PFC)
PROJECT DESCRIPTIONS
NOTICE OF INTENT #1

I. COLLECT PFC'S FOR THE FOLLOWING PROJECTS:

The City of Santa Fe intends to “impose and use” a new PFC (\$4.50) for the following projects at the Santa Fe Municipal Airport.

A. EXISTING PROJECTS (FAA FUNDED)

1. Resurface Runway 2-20

Project Description: The objective of this project is to enable the airport to resurface the primary runway at the airport. This runway is over 30 years old, yet performing adequately but the surface porous friction course is raveling. The pavement structure is believed to be sound, but old. Heavier aircraft are now using the airport and the airport believes that this runway should be resurfaced with some structural benefit before any catastrophic failures occur. The intent is to mill the top three inches of asphalt and replace it with three new inches of asphalt and a grooved surface (porous friction course no longer allowed). The current pavement PCI rating is 69 but the PCN is 36, meaning strong, but surface issues. The FAA issued a Categorical Exclusion determination for this project on July 19, 2016. The FAA also issued a design grant for this project in FY 2016 (AIP #45). Construction is anticipated in FY 2017.

The PFC will be used for the airport's 3.125% match on FAA and State grants.



Runway 2-20 Layout



Runway 2-20 Ground View

Total Project Cost: \$5,000,000

Total PFC Collection: \$156,250 (Impose and Use)

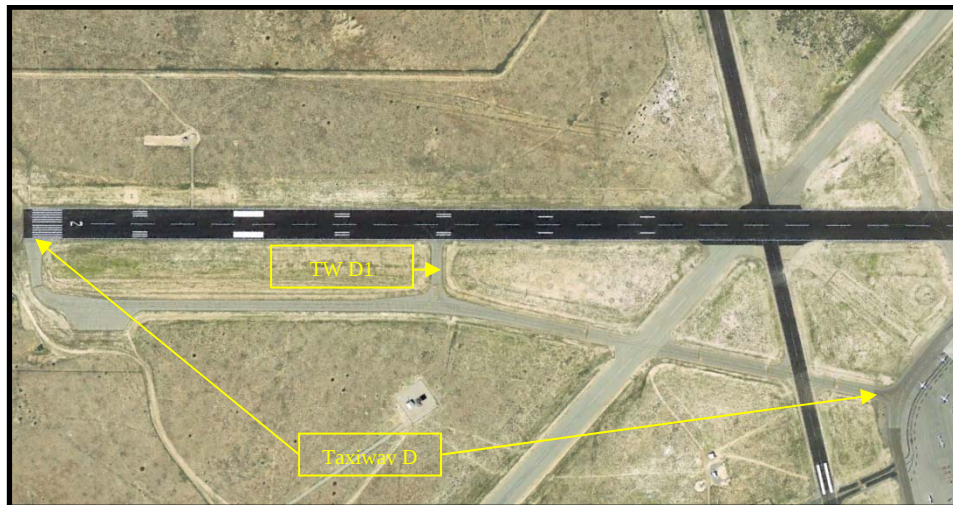
2. Taxiway D Reconstruction (Phase I)

Project Description: The objective of this project is to extend the life of Taxiway D which is parallel to Runway 2-20. **Phase I includes only the portion of Taxiway D from the threshold of Runway 2 to Taxiway D1.** Taxiway D is heavily used by the airlines (ERJ-145's and CRJ-700's) and even heavier corporate jets (G-V, G-VI and Global Express). Currently the pavement surface is cracked, oxidized and rutted. Many repairs have been made to this pavement rutting and cracking by City crews and contractors. Taxiway D was fully reconstructed and relocated in a project in 1997, through AIP Grant number 12. The design of this taxiway was for G-III aircraft and never envisioned the G-IV, G-V and Global Express traffic that now use the airport. The design also never envisioned the ERJ traffic that has come to the airport in the past five years nor the new 75 passenger aircraft that are to replace 50 passenger aircraft in the near future.

The current PCI rating of this pavement is a 52. This definitively shows a need for reconstruction and /or resurfacing. The project is expected to involve removal of existing pavement, re-compaction of base materials, and then placement of a new surface with some additional thickness for the heavier aircraft. The intent of this project is to pulverize the top 10" of asphalt and base course, re-compact this blended material as base course and then place a new asphalt surface, five-inch thickness on top.

The FAA issued a Categorical Exclusion determination for this project on July 14, 2016. The FAA also issued a design grant for this project in FY 2016 (AIP #44). Construction is anticipated in FY 2017.

The PFC will be used for the airport's 3.125% match on FAA and State grants.



Taxiway D Site Plan



Pavement Condition

Total Project Cost: \$2,600,000

Total PFC Collection: \$81,250 (Impose and Use)

3. Snow Removal Equipment

Project Description: The objective of this project is to acquire equipment to replace one existing Oshkosh snow plow, and supplement a second Oshkosh snow plow at the airport. One of the snow plows was purchased in approximately 1990 under AIP Grant Number 4 and the second in 1992 under AIP Grant number 8. Both are now eligible for replacement under AIP. One of the two plows is now inoperable and cannot cost effectively be repaired. Neither purchase included sweeper attachments or brooms. The current airport policy is to plow when there is more than one inch of snow. Any lesser depth could cause pavement damage, damage to blades, or damage to in-pavement lights. This has caused issues with commercial airline operations as several flights have been cancelled or diverted due to that final inch. A new Snow Removal vehicle with a sweeper attachment would enable the airport maintenance staff to sweep the final one inch of ice and snow off the runways without damaging the pavement, equipment, or flush mounted lights. Currently snow plow blades only remove material when over one inch in thickness on the pavement. The new Snow Removal vehicle will also have a blade attachment.

The FAA issued a Categorical Exclusion determination for this project on March 21, 2016. The FAA also issued a design grant for this project in FY 2016 (AIP #43).

The PFC will be used for the airport's 3.125% match on FAA and State grants.



Example of Desired Snow Sweeper

Total Project Cost: \$970,000

Total PFC Collection: \$30,313 (Impose and use)

4. Friction Testing Equipment

Project Description: The airport wishes to pursue the purchase of a runway friction measuring device, or decelerometer. In order to maintain winter month commercial service traffic, it is necessary for the airport to report braking action to the air traffic control tower, so that the ATCT can then report to the arriving aircraft. Without such equipment, airlines have diverted several times in the past, even if actual surface conditions would have allowed the arrival.

The airport desires to obtain a rather simple testing machine that can be used in any airport vehicle and a new specialized vehicle will not be required. The equipment purchased will be one of those on FAA's approved equipment list. The FAA issued a design grant for this project in FY 2016 (AIP #43).

The PFC will be used for the airport's 3.125% match on FAA and State grants.



Example of Desired Decelerometer

Total Project Cost: \$30,000

Total PFC Collection: \$938 (Impose and use)

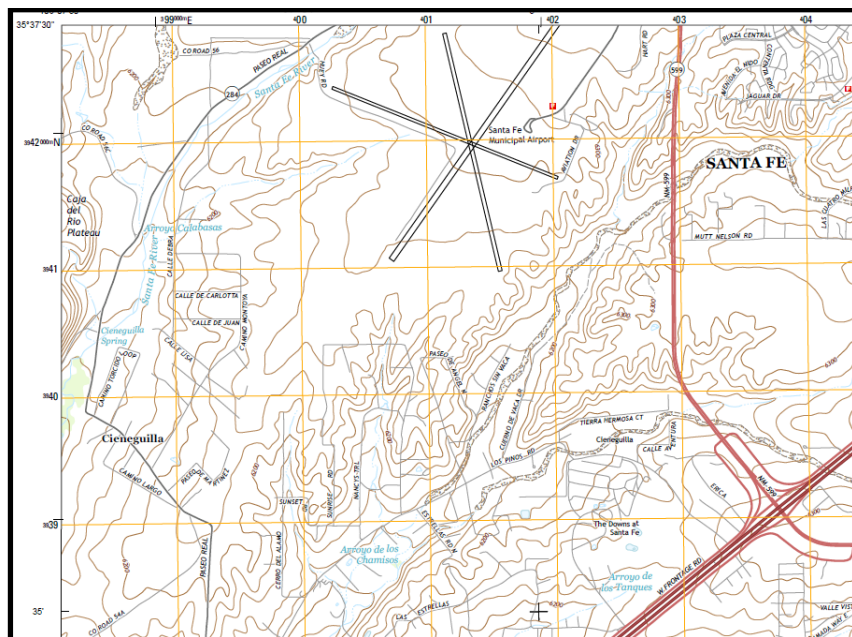
5. Drainage Study

Project Description: The objective of this project is to complete a comprehensive drainage master plan, a comprehensive analysis of drainage areas, flow rates, structure sizing and preliminary design of needed improvements such as pipes, ponds and channels. The will enable the airport to identify all drainage outfalls from the airport to offsite properties, and to quantify those flows. The plan will identify all storm drain infrastructure needed so that these elements can be included into future runway, taxiway and apron designs. With the EPA looking at treatment of storm drainage runoff, the study will also identify sites and methods to reduce sediment and debris discharge to adjacent waterways. This study will work hand-in-hand with the SWPPP required at the airport.

No water enters the airport from offsite areas. The airport exports virtually all runoff to adjacent properties. While the watershed areas are small, the handling and treatment of the storm water are critical to construction projects and EPA compliance. While SAF is far below the limits of treating de-icing agents and a de-ice pad is not required, the plan will make recommendations for De-icing locations from an operations view and from a treatment view.

The FAA issued a design grant for this project in FY 2016 (AIP #46).

The PFC will be used for the airport's 3.125% match on FAA and State grants.



Santa Fe Airport Topography

Total Project Cost: \$192,577

Total PFC Collection: \$6,018 (Impose and use)

B. OTHER/FUTURE PROJECTS (AIRPORT FUNDED)

6. Terminal Building Expansion/Relocation Study

Project Description: The objective of this project is to reimburse the Airport Sponsor (City of Santa Fe) \$50,000 for the preparation of a study to address the future expansion or relocation of the existing Terminal Building. The current Airport Master Plan identified two (2) alternatives to address future passenger activity. This study evaluated the expansion of the existing Terminal Building, as well as the potential to completely relocate and develop a new Terminal Building. The final recommendation of this study was to relocate and build a new Terminal Building. No FAA grant funding was used for this project.

The PFC will be used to reimburse the airport's cost for these projects.

Total Project Cost: \$50,000

Total PFC Collection: \$50,000 (Impose and use)

7. Terminal Building Relocation Environmental Assessment

Project Description: The objective of this project is to prepare an Environmental Assessment (EA) for the new Terminal Building relocation and construction. \$200,000 of PFC revenues will be used to reimburse the City's cost for the preparation of the EA. No FAA grant funding for this project is anticipated.

The PFC will be used to reimburse the airport's cost for these projects.

Total Project Cost: \$200,000

Total PFC Collection: \$200,000 (Impose and use)

C. PFC SPONSOR ADMINISTRATION

8. PFC Administration Costs

Project Description: The objective of this item is to enable the City of Santa Fe to pay staff for the administration costs of PFC collection and distribution. In addition, this item will also be needed for consultant fees associated with the preparation of the PFC application as well as updates and amendments as projects change and priorities are adjusted. **The PFC will be used for the airport's full share of the cost.**

Total Project Cost: \$100,000

Total PFC Collection: \$100,000 (Impose and use)