

<b>Title:</b>	Development of a Web-Based Airport Rates and Charges Model
<b>The Problem:</b>	<p>Many general aviation airports often have difficulty setting rates and charges for hangars and property on airports. This results in rates that have not kept up and/or are less than fair market value. This results in less revenue coming to the airport.</p> <p>This is problematic in two key ways. First, it affects the airport's path to self-sufficiency, which impacts airport improvements and places a larger reliance and burden on state and federal airport grants. Texas is a Block Grant State that administers federal Airport Improvement Program funds. Second, it violates Federal Aviation Administration (FAA) Grant Assurances, which require leases to be set at fair market value. Many smaller general aviation airports do not have the staff expertise to address these issues.</p> <p>Research is needed to provide airports with a strategy to increase airport revenue, with less reliance on state and federal grant funds, to make more funds available for more airport projects across the state. In addition, this research would help reduce non-aeronautical use of hangars that are being used as storage units (potential compliance issues), and reduce the number of aircraft on waiting lists for hangars.</p>
<b>Technical Objectives:</b>	<p>The researchers shall address the following:</p> <ol style="list-style-type: none"> <li>1. Include a focused literature review on determining fair market value for airport properties and leases.</li> <li>2. Include an on-line survey of airports across the state.</li> <li>3. Use this data, in conjunction with information found in the literature review, as the basis for the development of Texas-specific rates and charges model with an on-line web-based user interface for airports to use in helping them establish rates and charges that comply with federal grant assurances.</li> <li>4. Include airports of different sizes, across different geographic locations, with different types and sizes of facilities and services.</li> </ol> <p>The expectation of this project is that the end product will obtain a TRL level 8.</p>
<b>Desired Deliverables:</b>	<ol style="list-style-type: none"> <li>1. Technical memorandum for each task completed.</li> <li>2. Monthly progress reports.</li> <li>3. Value of Research (VoR) that includes both qualitative and economic benefits, to be included in the final research report.</li> <li>4. Product - Users guide for using and maintaining the model and a research report documenting the research process including the literature review, survey development, data collection, and model development.</li> <li>5. Research report documenting the findings of the research, including a web-based model to be used by general aviation airports across the state to determine, set, and updates their rates and charges so that they reflect fair market value and comply with federal grant assurances.</li> <li>6. Project Summary Report.</li> </ol>
<b>Proposal Requirements:</b>	<ol style="list-style-type: none"> <li>1. Utilize the "Proj/Agre" and "PA_Form" templates located at the <a href="#">TxDOT RTI website</a>.</li> <li>2. Proposals will be considered non-responsive and will not be accepted for technical evaluation if they are not received by the deadline or do not meet the requirements stated in RTI's <a href="#">University Handbook</a>, which is also located at the RTI website.</li> <li>3. Proposals should be submitted in PDF format, 1 PDF file per proposal. File name should include project name and university abbreviation.</li> <li>4. This project will be tracked during the life of the project using a Technology Readiness Level (TRL) scale. For more information about the use of a <a href="#">TRL</a>, click.</li> </ol>