

Project Name: LBB-Airfield Pavement Improvements

Recipient: Lubbock Preston Smith International Airport (LBB)

Address: 5401 N MLK BLVD, Unit 389 Lubbock, TX 79403

Amount Requested: \$19,200,000

Project Explanation:

Funding to support preliminary engineering, design, bidding, and construction services for airfield pavement rehabilitation and/or reconstruction at the Lubbock Preston Smith International Airport.

Recent engineering studies completed in 2023, including a Pavement Condition Index (PCI) survey conducted as part of the airport’s FAA-compliant Airport Pavement Management Program, identified several high-traffic airfield pavements at Lubbock Preston Smith International Airport in need of significant rehabilitation or reconstruction. The most critical needs include Taxiways F and R, which serve as the primary connectors between the runway system and the commercial terminal apron. These taxiways are among the most heavily utilized aircraft movement areas at the airport and are currently rated in “Poor” condition, with PCI values of approximately 36 and 31, respectively. The pavements exhibit significant distress, including cracking and material deterioration that increases maintenance requirements and contributes to the potential for foreign object debris (FOD). Taxiways F and R are particularly critical because they provide the only aircraft access between the runway system and the terminal apron used by commercial passenger carriers. The pavements in these areas were constructed several decades ago and have experienced extensive aircraft loading and environmental exposure over time. Once pavement conditions fall below the critical PCI threshold—typically between 65 and 70—the rate of deterioration increases significantly, often resulting in rapid structural decline and substantially higher rehabilitation costs if corrective action is delayed. Taxiways F and R are already well below this threshold, meaning deterioration is occurring on the steep

portion of the pavement failure curve, where structural degradation accelerates and localized maintenance becomes increasingly ineffective. Without timely reconstruction, these pavements will continue to deteriorate rapidly, increasing the likelihood of operational disruptions and significantly increasing the eventual cost of reconstruction. Airfield pavement rehabilitation and reconstruction projects are extremely capital intensive, particularly for concrete pavements designed to support commercial aircraft operations. Projects of this type cost tens of millions of dollars, exceeding the airport's annual Airport Improvement Program (AIP) entitlement funding, which frequently requires large pavement projects to be phased across multiple years. Passenger Facility Charge (PFC) revenues help provide the required local match for federal grants, but cannot independently fund major airfield reconstruction projects. Over the past two decades, the airport has demonstrated a proactive and responsible approach to infrastructure management, strategically leveraging AIP entitlement and discretionary funding to maintain the airport's extensive airfield pavement network. However, given the scale and cost of the remaining pavement rehabilitation needs, additional federal investment is necessary to address these critical taxiway improvements in a timely manner and ensure continued safe and reliable airport operations for the South Plains region of Texas and eastern New Mexico.

This project will fund the preliminary engineering, design, and construction of airfield pavement rehabilitation and reconstruction projects at Lubbock Preston Smith International Airport, focusing on high-priority taxiways and apron connectors serving the commercial terminal. The project will achieve the following outcomes:

- Improve airfield safety and reliability. Rehabilitation of deteriorated pavement sections will significantly reduce the potential for Foreign Object Debris (FOD) and pavement failures that can damage aircraft or disrupt operations.

- Preserve federally funded infrastructure. Timely rehabilitation extends pavement service life and protects the federal investment made through the Airport Improvement Program (AIP), consistent with FAA pavement management guidance.
- Maintain safe and efficient commercial air service. Taxiways F and R provide the only airside access between the runway system and the terminal apron. Reconstruction will ensure continued safe access for passenger airlines and cargo operators.
- Support regional economic development. Lubbock Preston Smith International Airport serves as a critical transportation hub for the South Plains region and supports passenger service, cargo distribution, and business aviation that contribute significantly to the regional economy.
- Improve long-term cost efficiency. Addressing pavement deterioration before further structural failure reduces life-cycle costs and prevents the need for emergency repairs or full reconstruction of larger portions of the airfield. By restoring critical airfield pavement infrastructure, this project will ensure continued compliance with FAA pavement management standards, improve operational safety, and support the airport's role as the primary commercial aviation gateway for the South Plains region of Texas.

JODEY C. ARRINGTON
19TH DISTRICT, TEXAS

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March 20, 2026

The Honorable Tom Cole
Chairman
Committee on Appropriations

The Honorable Rosa DeLauro
Ranking Member
Committee on Appropriations

Dear Chairman Cole and Ranking Member DeLauro:

I am requesting \$19,200,000 as a community project funding request. The intended recipient is the Lubbock Preston Smith Airport located in Lubbock, TX. The project would be a valuable use of taxpayer funds because it will fund the rehabilitation and preservation of publicly owned airport infrastructure that is part of the national aviation system. This project will support the engineering, design, and construction of airfield pavement rehabilitation and reconstruction projects at Lubbock Preston Smith International Airport (LBB).

The project has a federal nexus because the funding provided is for purposes authorized by 49 U.S.C. Chapter 471.

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Respectfully,



Jodey C. Arrington
Member of Congress