NW Aviation Conference & Trade Show

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Types of Funding

• Airport Improvement Program – Available Funds:
  – State Apportionment (50 airports): $5,206,002
  – Non-Primary Entitlements ($150K max – 50 airports - NPIAS): $14,176,941
  – Primary & Cargo Entitlements (11 airports): $28,448,129
  – Discretionary: Varies – FY10 - $30M

• Number of Airports:
  – Primary – 11
  – General Aviation – NPIAS – 65, Obligated - 50
FY09 Federal Funding

• In WA - Issued 93 grants for $153,801,152 in federal grants
  – Primary Airports: 44 grants - $85M
  – GA Airports: 38 grants - $14.5M
  – ARRA: 11 grants - $44M
Master Plans – What is it?

• Definition: It is the planner’s concept of the long-term development needs of an airport
• Master Planning Process – involves collecting data, forecasting demand, determining facility requirements, evaluating alternatives and developing plans and schedules (funding needs)
• The Master Planning Process must consider airport tenants and users as well as the general public who may be affected
CIP, SCIP, ACIP…What?

• CIP: Is the airport sponsor’s current picture of funding needs
• SCIP: Is the State’s proposed statewide funding plan for the non-primary entitlement airports
• ACIP: Is the FAA’s primary planning tool for systematically identifying, prioritizing, and assigning funds to critical airport development and associated capital needs
Airports Capital Improvement Plan (ACIP)

• **Good Financial Decisions Are a Result of Good Planning!**

• What it is:
  – The FAA’s primary planning tool for identifying/prioritizing and assigning funds to capital development projects
  – A 5 year plan of what we think is reasonable to accomplish
  – An Agreement between the Sponsor & FAA

• What it is not:
  – A simple compilation of sponsor’s CIP’s (individual airport’s capital plan) or wants.
  – A commitment or guarantee of funds
ACIP Defined

- **The ACIP is needed because DEMAND always exceeds SUPPLY!**

  - NPIAS – ANM had $5.8B of needs identified among 349 airports (2009-2013).
  - AIP – ANM distributed $398M in FY2009
  - Conclusion: $398M X 5 years = $1.99B – an unmet need of $4B
Eligibility

• High Priority Work: ARFF vehicles; TSA required security; construct, extend or improve runway safety areas; rehabilitate eligible runways, taxiways or aprons and associated lighting; master plan study’s, deicing facilities, meeting FAA design standards
Eligibility - continued

• Low Priority Work: construct runway or taxiway (if not a capacity project); extend or widen runway or taxiway; construct, expand or improve terminal building, acquire snow removal equipment; construct or expand apron; acquire friction measuring equipment; install weather reporting equipment; construct, expand or improve SRE building; construct service road or non-revenue parking lots
• VERY LOW PRIORITY: hangars & fueling facilities
• MUST BE JUSTIFIED (eligible is not enough)
Funding Consideration

CIP – populates NPIAS (eligible identified needs)

ACIP – pool of candidate projects for AIP funding

AIP – available funds

Schedule Consideration

• Year 5
  – Planner LEAD
  – Project identification

• Year 3
  – Engineer LEAD
  – Project scope and schedule, with refined cost estimate

• Year 1
  – Present year funding
Project Requirements:

- Projects should be well-defined, justified, on the approved ALP (even those projects using entitlement/NPE/state $$$) well in advance of the current year.
- Environmental/Design should be performed the year proceeding the construction!
- January 15th – Environmental Determination
- February 1st – FAA & State - Receive CIP
- April 1st – Projects should be ready to bid!
- May 1st – Submit Grant Application & Report Carryovers
Proven Sponsor Strategies….

- Have a practical plan
- Use realistic cost estimates/financial planning EARLY in project development
- Know what needs to be done (environmental, permitting, phasing, etc.)
- Be ready to start construction early (The earlier you bid your project, the better chance we have to cover any project cost increases.
- Be ready (Consultants? History? Politics?)
- Look at other options
Discretionary Ranking Factors:

- Noise/LOI Projects
- *Required* by Part 139 or 1542 (Security)
- Runway Safety Area
- Runway Safety Action Team Recommendation
- Earmarks
- Prior Year Discretionary
- Supports our Regional Airport Plan
- PCI and Number of Based Aircraft
Discretionary Ranking Factors-Continued:

- Utilize apportioned funds on higher priority development (ie. not terminal or SRE work)
- Apron, Terminal, SRE, & Access Roads are lower priority work
- Readiness (Environmental/Bid)
- Sponsor Performance
FLEXIBILITY

• *How much flexibility is included in the process?*
  - Stay the Course! Probability of funding increases!
  - Miss your environmental deadline – move to the bottom of the list.
  - Cannot switch out projects
  - Funding Amount – Make sure you have a good engineer’s estimate!
Environmental Concerns

• Environmental Determinations (Cat X, Documented Cat X, Environmental Assessments) take a lot of time and effort and are delaying projects.

• Need to get this process started earlier! Deadline is January 15th of the year funding is planned for construction.
Environmental Best Practices

• As part of an AIP project or Master Plan:
  – Expand your area of potential affect on cultural resource surveys
  – Expand wetland delineations
  – Learn where you are sitting. Check the web for endangered species
Categorical Exclusions
No extenuating circumstances (ie ground disturbance, wetlands, endangered species, >1.5dB noise, etc.)

- Airfield Lighting
- Visual Aids
- Roads (access, service, entrance, etc)
- Construct/repair RW, TW, apron, or RSA including extensions and strengthening
- Construction or limited expansion of terminal bldgs, storage bldgs, parking lots
- Minor trenching and backfilling
- On airport obstruction removal
- Acquire land for excluded project
- Acquire less than 3 acres
- Minor expansion of facilities
- ARFF or SRE equipment
- Deicing/anti-icing bldg.
Grants/Closeouts

- Must submit application by May 1st
- Must meet all requirements for funding
- Must be based on bids
- Must request regular payments
- Must close within 4 years
Any Questions?