

# WAMA – FY2010 Funding, CIP's, and Project Management Tips

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Federal Aviation  
Administration



# Personnel Changes – Seattle ADO

- **Welcome:**

- Deepa Parashar – WA Planner
- Kevin Latschaw – OR Engineer
- Andrew Edstrom – ID Engineer



- **Temporary Change:**

- Roman Pinon, WA State Engineer, was deployed in March, 2010 (Majority of his projects were shifted to Peter Doyle and some to Jeff Winter)
- Paul Holmquist is moving to ATO 5/23

- **Compliance – Peter Doyle**

# Types of Funding - Washington

- **Airport Improvement Program – Available Funds:**
  - Non-Primary Entitlements (\$150K max - 50 airports - NPIAS): \$14.1M
  - State Apportionment (50 airports): \$5.2M
  - Primary & Cargo Entitlements (11 airports): \$26.1M Primary + \$2.3M Cargo
  - Discretionary: Varies +/- \$50M + Noise + LOI's
  - Total: ~ \$48M Entitlements/State Apportionment + ~\$50M Discretionary
- **Number of Airports:**
  - Primary – 11
  - General Aviation – Obligated - 50

# FY09 Federal Funding



- **In WA - Issued 93 grants for \$153.8M in federal grants**
  - Primary Airports: 34 grants - \$111.7M
  - GA Airports: 58 grants - \$42.2M
    - Which included ARRA:
      - Primary 5 grants - \$26.7M
      - GA 5 grants - \$17.4M

# FY10 Split Program

- **Program A (6 months), B (1 month), C (2 months) & D:**
  - Congress authorized a full year appropriation
  - Authorization expires 7/3 (FAA's authority to award grants).  
Can only grant  $\frac{3}{4}$  of yearly available funds currently.
- **Do you take a grant?**
  - There has never been a year (in over 50 years) of aviation grant history that Congress has failed to pass a full year of funding
  - The bill that has to be changed to extend our authority for the rest of FY-10 is only 2.5 pages long.
  - Risk – we believe is small – but it is YOUR choice.



# FY-10 Split Program Options



- **Timing of Construction (Bid Opening before July - Take a grant at bid opening (A, B & C entitlements) and add remaining D entitlements in Aug by amendment or 2<sup>nd</sup> grant)**
- **Carry over Part A, B & C entitlements to FY11**
  - Cannot seek discretionary or state apportionment in FY10
- **Transfer the funds for another airport's use**
- **Let the funds “ride” to Program D**
- **Complication – if you are requesting Discretionary Funds**
  
- ***Note: Projects can be “phased” using a special condition that the project amount will ultimately be based on bids (which will determine Program D grant amount)***

# CIP, SCIP, ACIP...What?

- **CIP: Is the airport sponsor's current picture of funding needs (Received 2/1)**
- **SCIP: Is the State's proposed statewide funding plan for the non-primary entitlement airports**
- **FAA – State Partnership**



# 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 (in partnership with the State)
- 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**

# What Did We See?

## GA Airports:



- **Expecting \$10M-\$30M in the next 5 years (and only \$26M total State Apportionment over 5 years is available)**
- **Funding low priority work one year, and requesting large amounts of discretionary the next**
- **Funding of hangars and fueling facilities (with other AIP work identified)**
- **Limited “pooling” of entitlements**
- **Projects planned for every year**

# Development of the ACIP



- **A lack of reasonableness will result in the FAA planning your projects!**
- **GA Airports – 50 airports = \$5.2M/year in State Apportionment. What does this mean?**
  - In 5 years, this equates to only \$520,000 per airport!
- **GA Airports(<40)-Expecting more than one project needing state apportionment/national discretionary in 5 years would be unreasonable (in most cases).**
- **National Discretionary – For GA airports – a limited amount is available to support Runway rehabs or non-standard conditions/Upgrades (1 in 5 years).**

# CIP Guidelines:

- **For all airports with less than 40 based aircraft, they should not have a CIP that includes more than \$1M in State apportionment and national discretionary funds combined (unless it is a runway rehab project) over the entire 5 year period.**
- **Sponsors need to save up and apply their NPE funds towards these projects.**



# CIP Guidelines - Continued

- **Airports with less than 10 based aircraft – If there is a need for more than \$1M in the next 5 years for state apportionment and/or national discretionary funds, the FAA will need to discuss the merits of this level of investment.**
- **FAA may determine an airport to be “maintenance only”**
- **Outstanding TTF Residential issues will impact your project!**



# CIP Guidelines – For All

- **All snow removal equipment, snow removal buildings, and access roads need to be funded using a sponsors Entitlement funds. These are low priority work items and will not compete well against other higher priority work.**



# FAA Priority

- **High Priority Work: ARFF vehicles (139 airports); TSA required security; construct, extend or improve runway safety areas; rehabilitate eligible runways, taxiways or aprons (those currently being used) and associated lighting; master plan study's, deicing facilities, meeting FAA design standards**

**LOW Priority: SRE buildings/equipment, access roads, new taxilanes and aprons**



# Project Requirements:

- **All projects must be well-defined, justified, on the approved ALP well in advance of the current year.**
- **Environmental/Design should be performed the year proceeding the construction!**
- **June 1<sup>st</sup> of proceeding year – reconfirm engineering estimates!**
- **January 15<sup>th</sup> – Environmental Determination**
- **February 1<sup>st</sup> – FAA & State - Receive CIP**
- **April 1<sup>st</sup> – Projects should be ready to bid! The earlier you bid, the better chance we have to cover cost increases!**
- **May 1<sup>st</sup> – Submit Grant Application & Report Carryovers – Deadline!**



# Project Justification Suggestion #1

- ***IS YOUR PROJECT JUSTIFIED?***

- *Purpose and need clear – before environmental!*

- *Runway extensions – How significant are existing operations on your airport impacted? Need specifics! 500 operations of critical aircraft/flights impacted?*
    - *Runway strengthening – 500 operations? What is on your ALP is the current rating – not a commitment.*
    - *Expanded GA facilities (waiting list?)*
    - *Reduced Approach minimums requiring tree removal off airport – True impacts/need evaluated if reduced minimums not received.*
    - *Major expensive Development – Is there support to fund?*



# 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!**
- **May 1<sup>st</sup> Deadline for Receiving Application and Reporting Carryovers**



# 2000-09 State Apportionment for GA Airports

Based Aircraft	# of Airports	Totals	Average Grant	Maximum Grant	# of Grants
>200	7	\$18,224,062	\$728,962	\$2,173,718	25
100-199	9	\$16,051,831	\$668,826	\$2,350,000	24
50-99	8	\$11,235,637	\$660,920	\$2,103,398	17
20-49	4	\$4,071,984	\$339,332	\$1,046,989	12
<19	11	\$4,255,654	\$303,975	\$791,348	13
	39	\$53,839,168			91
<40	13	\$5,313,118	\$279,638	\$791,348	19



# 2000-09 Discretionary for GA Airports

Based Aircraft	# of Airports	Total	Average Grant	Maximum Grant	# of Grants
>200	4	\$35,365,419	\$2,947,118	\$7,600,000	12
100-199	7	\$33,529,848	\$2,579,219	\$7,000,000	13
50-99	1	\$2,357,808	\$785,936	\$2,066,480	3
20-49	0	\$0	\$0	\$0	0
<19	0	\$0	\$0	\$0	0
	12	\$71,253,075			28



# WA Airport Statistics

Based Aircraft	All Airports	Candidate Airports
>200	9	7
100-199	15	9
50-99	11	9
20-49	9	9
<19	17	16
	61	50
CS	2	2
R	4	4
GA	44	44
P	11	-
RAP	30	19



# 2011-16 Airport CIPs – State Apportionment

Year	Requested	Projects
2011	\$9,724,000	19
2012	\$15,239,000	19
2013	\$14,639,000	17
2014	\$10,794,000	
2015	\$13,683,000	
2016	\$4,850,000	
Available/Yr	\$5,200,000	



# St Apport Ranking Considerations

- **National priority rating for project**
- **Project identified in RAP or PMs decide it is worthy to fund**
- **Phased projects previously funded the year before**
- **Timing of project funding to avoid doing the construction in segments**
- **PCI for pavement rehabilitation projects**



# Ranking Considerations Continued

- **Number of based aircraft**
- **Significance of airport (RAP airport: >74 based aircraft, R, CS, P or Part 139)**
- **Sponsor saves up NPEs and gets donations**
- **Responsiveness of airport Sponsor on past grants**
- **Commercial service or reliever airport ranks higher than a GA airport**
- **Ability of Sponsor/consultant to meet schedule**



# 2010 Compliance Inspections

- Bremerton National
- Anderson Field
- Davenport
- Ocean Shores Muni
- Prosser

- Renton Muni
- Richland
- Sanderson Field
- Tacoma Narrows



# Other Tips

- **WSDOT Aviation Stormwater Design Manual**
- **New FAA Predesign Package**
  - Airspace Construction/Safety Phasing Ops Plan Early
- **Closeouts – Keep Them Coming!**
  - 61 required for FY10, 31 done so far
- **Use of AIP Purchased Land**
  - Eligible due to aeronautical need (not revenue)
  - Cannot use for non-aeronautical purposes
    - Only Exception: Interim use <5 years non-aero at FMV with ADO prior approval



# Any Questions?

