

#### **Aviation Infrastructure Funding**

## •\$25 Billion Nationwide

- Easy to remember 5-5-15
  - •\$5 billion Air Traffic Facilities
  - •\$5 billion for Terminals
  - \$15 billion for Airport Infrastructure



#### \$5 Billion for Air Traffic Facilities

- Air Route Traffic Control Center (ARTCC) Facility
   Sustainment Study
- Long Range Radar
- Air Traffic Control Tower and Terminal Radar Approach
   Control
- Unstaffed Infrastructure, i.e. AWOS, ASOS
- Sustainable energy to power such systems



#### \$5 Billion for Airport Terminals

- Terminal relocation if it improves airfield safety
- Replace aging facilities
- Increase capacity and passenger access
- Encourage competition
- Improve energy efficiency
- Expand access for persons with disabilities
- Improve access for disadvantaged populations
- Environmental sustainability



#### \$15 Billion for Airport Infrastructure

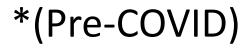
- \$2.39 billion/year for Primary Airports (10,000 enplanements per year)
- \$500 million per year for Non-Primary Airports
- Runways
- Taxiways
- Aprons
- Roadway projects





#### **Southeast Primary Airports\***

- Juneau
- Sitka
- Petersburg
- Wrangell
- Klawock
- Yakutat
- Ketchikan





#### **Not Consistently Primary:**

- Gustavus
- Haines
- Hoonah



#### **Project Origination**

- It starts with a project need:
  - From within our organization AND from people like you
  - Safety and Security receive the highest priority
  - Strong justifications needed
  - Rough order cost estimate
- High priority needs are developed into project nominations





### Steps to develop a Project Nomination

Scope: What we are going to do



Justification: The reason(s) it is important that we do it



Supporting documentation, i.e. safety, history, economics, photos, studies, etc...

Support Resolutions and other letters of support



Engineering Cost Estimate.
Benefit/Cost Analysis, if available



APEB reviews and scores projects; projects are ranked by score



#### **Airport Project Evaluation Board (APEB)**

- The APEB evaluates project nomination packages
- Higher scoring projects receive earlier funding dates
- Sometimes projects are pushed back due to:
  - A funding priority elsewhere
  - Environmental delays, i.e. hazardous waste discovery
  - Other
- A delay of one project could open funding to start another project early, if everything is in place
- FAA airport funding is pooled in the State, which allows flexibility in moving money around



#### **After APEB**

- Once a project is programmed in the spending plan:
  - Engineers can start design
  - A scoping visit may occur
  - Environmental work begins
  - The project is bid to a contractor
  - Once a contract is awarded,
     DOT&PF construction engineers
     oversee the project to completion







# QUESTIONS?

## Paul Khera JF0/SR Aviation Planner

PAUL.KHERA@ALASKA.GOV

