

6.0 IMPLEMENTATION PLAN

The analyses completed in Chapter 5.0, Alternatives and Recommendations, evaluated development needs at the airport over the 20-year planning horizon. The Implementation chapter aims to present an overview of the recommended capital improvements and provide a strategy for implementing a Capital Improvement Program (CIP) to address those needs. Recommended improvements are separated into three categories: near-term (NT) (0 to 5 years), mid-term (MT) (6 to 10 years), and long-term (LT) (11 to 20 years). Near-term projects are necessary to satisfy the existing demand and to correct safety issues. The mid- and long-term projects are needed to accommodate forecasted growth and rehabilitate existing facilities. All improvements on the CIP will be reflected in ALP.

The CIP includes all of the improvements listed in the preferred alternative, repackaged into individual projects to provide a sequential order for construction based on priority. Many projects are interrelated, and construction is phased to maximize efficiency and reduce cost while taking advantage of available funding and addressing the operational needs at the airport. Planning-level cost estimates are provided for each project. If sufficient funding is available, some projects may be constructed concurrently.

6.1 IMPLEMENTATION PROCESS

Airport improvements at the Wasilla Airport are generally funded through a combination of City funds, State of Alaska grants, and AIP grants from the FAA. Additional FAA funding opportunities came in 2021 when the U.S. Congress passed the Bipartisan Infrastructure Law (BIL), which provides 5 years of separate FAA funding to airport sponsors. The FAA generally provides \$150,000 in yearly AIP entitlement funding for Non-Primary GA Airports. Wasilla qualified for an additional \$159,000 of BIL funding annually between 2022 and 2026. If the AIP program funding designated by the U.S. Congress exceeds the level necessary to meet the commitments of the entitlements, the FAA may provide additional support to a particular improvement by allocating “discretionary” AIP funding to the project. Projects funded through the AIP program are typically subject to a 6.25% local sponsor match. For fiscal years (FY) 2025 and 2026, the sponsor share was reduced to 5.0% by Congress during the reauthorization of the AIP program.

Projects developed in accordance with the FAA’s AIP program follow the implementation process outline Order 5100.38D “FAA AIP Handbook,” otherwise known as the “Sponsor Handbook.” The Sponsor Handbook emphasizes initiating projects early to allow sufficient time for planning, preparation of the appropriate environmental documentation, and land acquisition, design, and construction. Typically, funding for AIP-eligible projects aligns with the sequence graphically shown on the following page (Figure 6-1).

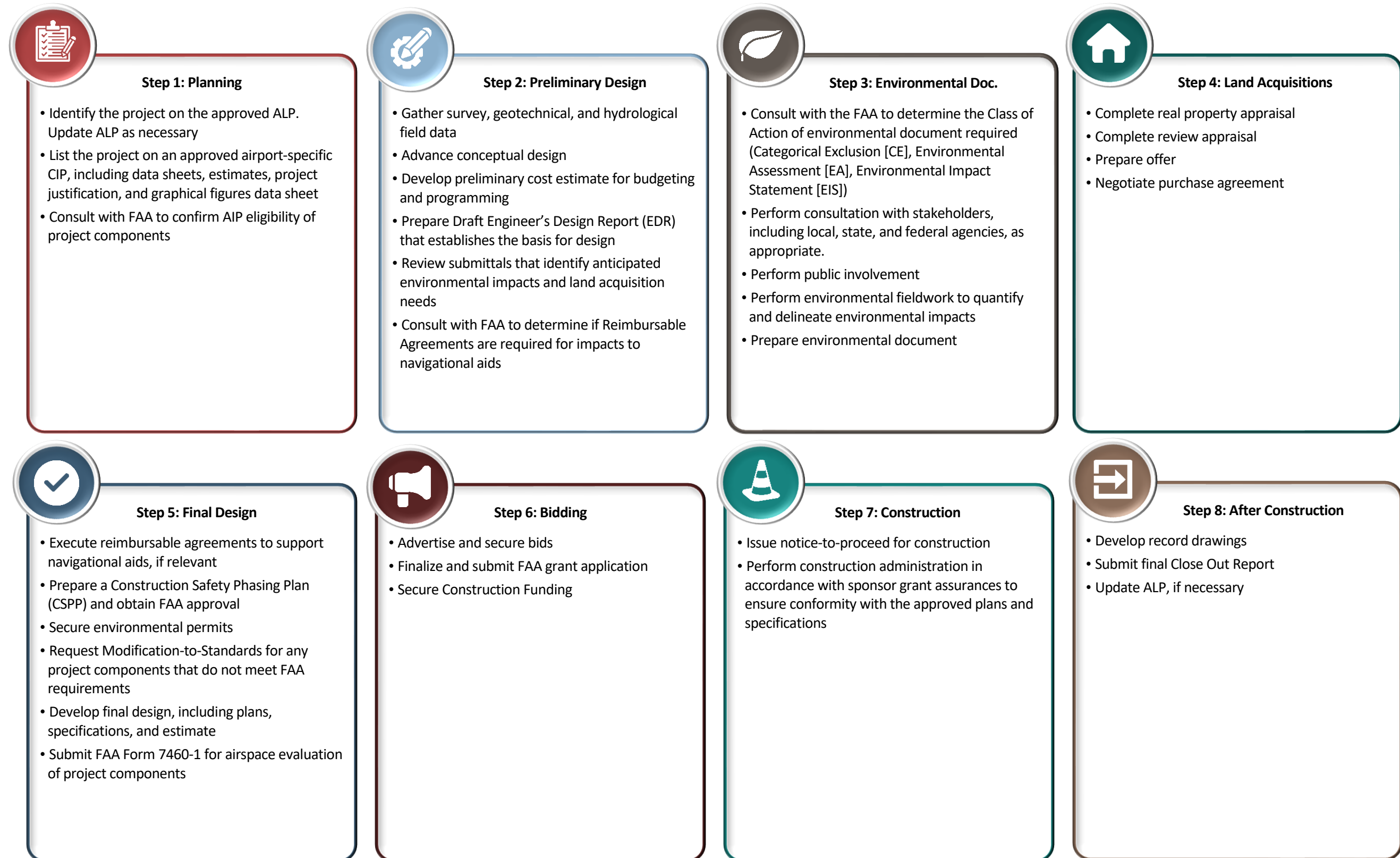


Figure 6-1 Project Development Process for AIP Eligible Projects

6.2 CAPITAL IMPROVEMENTS PLAN

This Capital Improvement Plan includes projects anticipated during the 20-year planning period of 2025 to 2045. This plan should be re-evaluated by the City annually as the airport's needs and priorities change with time.

Below is a high-level summary of the projects included in each phase:

Near-Term Projects (2025 to 2030): Approximately \$47.7M

- Land and Avigation Easement Acquisition
- Construct Taxiway K and Commercial/Large Aircraft Apron and Landside Access
- Extend Runway 04/22 to 5,100' and Extend Parallel Taxiway B
- Construct Apron F
- Construct Long-Term Parking Area
- Construct Southern Perimeter Fencing

Mid-Term Projects (2031 to 2035): Approximately \$149.63M

- Shift and resurface STOL Runway 04S/22S
- Expand Runway 04/22 to 6,000' x 100'
- Widening and Extending Parallel Taxiway B
- Construct Apron G
- Develop City-Owned Aviation Business Center
- Develop Lease Lot for Aviation Fuel Facility
- Land Acquisition (Southeastern)
- Develop Northwest Private Hangar Lease Lots and Landside/Airside Access
- Develop Southeast Commercial Lease Lot and Landside/Airside Access
- Construct Transient Apron
- Construct Commercial/Large Aircraft Vehicle Parking Area
- Construct Southeastern Perimeter Fencing

Long-Term Projects (2036 to 2045): Approximately \$77.7M

- Extend Apron F and Provide Private Lease Lots
- Construct Aircraft Run-Up Areas for Runway 04/22
- Construct Vehicle Parking
- Land Acquisition (North)
- Extend Access Road
- Develop Northeast Commercial Lease Lots and Landside/Airside Access
- Construct Taxiway Barrier Gates
- Construct Ski Taxiway
- Construct Parachute Landing Area and Access Road
- Construct Helipad
- Provide Lease Lots for Future Development of Fire and Rescue Facility and Hotel

Table 6-1 through 6-3 lists projects included in the preferred alternative, separated into near-term, mid-term, and long-term phases, respectively. The tables also include a brief project description, estimated capital costs, and a discussion about the likelihood that the project is AIP-eligible. The FAA will review and determine whether each project is eligible to receive AIP funding prior to beginning the design process. For planning purposes, the assumed AIP eligibility listed in Table 1 is based on whether a project is consistent with the eligible project types described in the AIP Handbook (FAA Order 5100.38). The justification for each project's need and final AIP eligibility determination will be evaluated by the FAA at the time it is proposed for funding.

A full depiction of each project included in the near-term, mid-term, and long-term phases is shown in Figure 6-2, Figure 6-3, and Figure 6-4, respectively.

The following capital cost estimates within this Implementation Plan include inflation factors and the assumed design and construction administration costs as a percentage of construction. Draft CIP data sheets with additional cost estimate breakdowns for each project are included in Appendix G. The total cost of the CIP is approximately \$278.9 million.

Table 6-1: Implementation Plan – Near-Term (approx. 2025 to 2030)

Project Name		Project Description	AIP Eligibility	Estimated Project Subtotals	Estimated Project Cost
Construct Taxiway K, Construct GA and Commercial Aprons, and Extend Primary Runway 04/22					
1	Land Acquisition	Acquire approximately 71.4 acres of land within and adjacent to the Runway 04 near-term and ultimate RPZs to facilitate near-term and ultimate expansion of Runway 04/22 to 5,100 feet and 6,000 feet, respectively.	Not currently eligible – Possibly reimbursable when the runway is extended	\$7,250,000	\$51,522,908
2	Acquire Avigation Easements	Acquire avigation easements in approximately 0.22 acres of land within Runway 04 existing RPZ and 13.13 acres of land within and adjacent to the Runway 04 near-term and ultimate RPZs (see NT-4 and MT-2) to accommodate obstruction removal.	.22 Acre Parcel is AIP eligible - The rest is not currently eligible but may possibly be reimbursable when the runway is extended	\$937,500	
3	Construct Taxiway K and Landside Access to Commercial Lease Lots & Commercial/Large Aircraft Apron	Construct approximately 1,600 feet of new 50-foot-wide parallel Taxiway K and to provide access to commercial lease lots immediately southwest of Taxiway K and construct approximately 127,000 square feet of new commercial/large aircraft apron at southern end of proposed Taxiway K. Project will also include construction of new connecting Taxiway H at the Runway 22 threshold, new 24-foot-wide vehicle road connecting to Aviation Ave (landside access) with vehicle security gate, and extension of utilities. Apron construction will include 4 large aircraft tie-downs.	Eligibility Limited to Taxiway and Access Road Improvements	\$13,476,108	
4	Construct Runway to 04/22 to 5100'	Resurface and extend existing runway by 1,400 feet. Runway expansion will also include drainage improvements, new pavement and markings, and new runway edge lighting, precision approach path indicators (PAPIs), and Runway End Identifier Lights (REILs).	Yes	\$15,534,600	
5	Taxiway B Extension	Extend existing parallel Taxiway B by approximately 1,100 feet. Taxiway B extension will also include construction of new connecting taxiway at new Runway 04 threshold and new taxiway edge lighting.	Yes	\$3,387,000	
6	Construct Apron F	Construct approximately 267,000 square feet of additional GA apron space southwest of existing Apron A. New Apron F will include approximately 35 new small aircraft tie-downs with weatherproof outlets and apron lighting.	Yes	\$6,910,100	
7	Develop Landside and Airside Lease Lot Access for New Hangar Building	Provide lease space for future development of a private hangar along northeastern edge of existing Apron E. Development will include required site preparation such as clearing and subgrade earthwork.	No	\$899,600	
8	Construct Long-Term Vehicle Parking Area	Construct 57,000-square-foot long-term vehicle parking area on north side of Aviation Ave, across from proposed hangar lease lot (see NT-8). Proposed parking area will include approximately 107 perpendicular parking spaces, 40% of which will be reserved for long-term (revenue generating) parking.	Eligibility Limited to non-revenue generating areas	\$1,928,500	
9	Construct Perimeter Fencing	Construct approximately 7,100 feet of new airport perimeter fencing along perimeter of newly acquired land in south of Runway 04 RPZ (see NT-1).	Yes	\$1,199,500	

Table 6-2: Implementation Plan – Mid-Term (approx. 2031 to 2035)

Project Name		Project Description	AIP Eligibility	Estimated Project Subtotals	Estimated Project Cost
Resurface STOL, Primary Runway 04/22 Expansion, and Lease Lot Development					
1	Shift and Resurface Runway 04S/22S	Shift runway centerline 15 feet to the north and resurface Runway 04S/22S (1,690 ft x60 ft). Project also includes new edge markers.	Yes	\$4,078,100	\$149,633,500
2	Construct Runway 04/22 Expansion	Extend existing near-term Runway 04/22 by 900 feet and widen to 100 feet. Runway expansion will also include drainage improvements, new pavement and markings, and new runway edge lighting, precision approach path indicators (PAPIS), and Runway End Identifier Lights (REILs).	Eligibility based on determination of future critical aircraft	\$44,800,000	
3	Widen Taxiway B and Construct Taxiway B Extension	Extend existing near-term parallel Taxiway B by approximately 900 feet and widen to 50 feet. Taxiway B expansion will also include new pavement and markings, new taxiway edge lights, widening of existing connecting Taxiway H and associated lighting improvements, and construction of new connecting taxiway at new Runway 04 threshold.	Eligibility based on determination of future critical aircraft	\$17,457,500	
4	Construct Apron G	Construct approximately 294,000 square feet of additional GA apron space located between proposed Taxiway C extension (see MT-10) and Beacon Street on north side of Aviation Ave. New Apron G will include approximately 44 new small aircraft tie-downs with electrical outlets and apron lighting.	Yes	\$12,600,500	
5	Develop City-Owned Aviation Business Center	Development will include construction of new building (approximately 13,300 square feet) and required site preparation and foundation work. Project will also include construction of new 79,000-square foot public/rental vehicle parking area with approximately 160 perpendicular vehicle parking spaces.	No	\$16,935,600	
6	Provide Lease Lot for Aviation Fuel Facility	Construction will include site preparation of lease lot used for a future aviation fueling facility located immediately northeast of proposed Aviation Business Center (see MT-6). Project will also include construction of landside access off of Aviation Avenue.	No	\$1,734,600	
7	Land Acquisition	Acquire approximately 115.5 acres of land adjacent to the northeastern and southeastern quadrants of the airport to accommodate future airport expansion and to create a buffer to protect against encroachment from non-aviation development.	Yes	\$6,442,400	
8	Construct Landside and Airside Access to Southern Commercial Lease Lots	Construct approximately 2,500 feet of new 50-foot-wide Taxiway R perpendicular to proposed Taxiway K (see NT-3) that will extend north to connect to Runway 04/22 and south to access proposed commercial lease lots. Project will also include new 24-foot-wide vehicle access road connecting to Clapp St (landside access), and extension of utilities.	Eligibility Limited to Taxiway and Access Road Improvements	\$14,750,500	
9	Develop Landside and Airside Access to Northwest Private Hangar Lease Lots	Extend existing Taxiway C by approximately 2,200 feet to the northwest (crossing Aviation Ave) and construct approximately 1,500 feet of new 35-foot-wide Taxiway M to provide airside access to the proposed northwest private hangar lease lots. Development will also include construction of two 24-foot-wide vehicle roads (landside access), extension of utilities, and construction of approximately 3,550 feet of new fence with three vehicle security gates.	Eligibility Limited to Taxiway and Access Road Improvements	\$23,550,200	
10	Construct Transient Apron	Construct approximately 122,000 square feet of additional apron space located immediately southeast of proposed Aviation Business Center (see MT-6) accessible via Taxiway B. New apron will include approximately 8 new small aircraft tie-downs for transient aircraft.	Yes	\$3,856,800	
11	Construct Commercial/Large Aircraft Apron Vehicle Parking Area	Construct 24,600-square-foot vehicle parking area immediately adjacent to proposed southern access roads (see NT-3 and MT-9). Proposed parking area will include approximately 57 perpendicular parking spaces.	Yes	\$1,477,900	
12	Construct Perimeter Fencing	Construct approximately 15,000 feet of new airport perimeter fencing. Locations include perimeter of newly acquired land in southeast quadrant of airport (see MT-8), south of proposed private hangar lease lots (see MT-10), and along footprints of the proposed hangar lease lot and Aviation Business Building lots (see NT-8 and MT-6). Project will also include one new vehicle security gate.	Yes	\$1,949,400	

Table 6-3: Implementation Plan – Long-Term (approx. 2036 to 2045)

Project Name		Project Description	AIP Eligibility	Estimated Subtotals	Estimated Cost
Airport Safety and Access Improvements and Lease Lot Development					\$77,712,300
1	Extend Apron F and Provide Private Lease Lots	Extend new Apron F apron (see NT-6) by 257,300 square feet to the southwest. New Apron F extension will include approximately 32 new small aircraft tie-downs with electrical outlets and apron lighting.	Yes	\$12,499,300	
2	Construct Aircraft Run-Up Areas	Construct new aircraft run-up areas at both ends of proposed parallel Taxiway B at intersections with connecting taxiways.	Yes	\$3,462,400	
3	Construct Vehicle Parking Area	Construct 25,000-square-foot vehicle parking area on north side of Aviation Avenue, south of proposed Taxiway C extension (see MT-10). Proposed parking area will include approximately 39 perpendicular parking spaces.	Yes	\$1,584,500	
4	Land Acquisition	Acquire approximately 21.0 acres of land adjacent to facilitate the future northeastern expansion area (LT-6) and to create a buffer to protect against encroachment from non-aviation development. The land is currently owned by the Museum of Alaska Transportation and Industry and the acquisition costs include an assumed \$2M museum relocation cost.	Yes	\$6,175,000	
5	Extend Access Road	Develop and construct 2,300 feet of access road that will re-route Aviation Avenue around northern perimeter of existing airport boundary, connecting to W Museum Dr at north terminus of Beacon St.	Yes	\$4,646,700	
6	Develop Airside and Landside Access to Northeast Commercial Lease Lots	Construct approximately 2,900 feet of new 50-foot-wide taxiway from north side of Apron E towards the northwest (crossing Airport Way [prev. Aviation Ave]) to provide airside access to the proposed northeast commercial lease lots. Development will also include construction of a 24-foot-wide vehicle access road connecting to Beacon St (landside access), extension of utilities, and construction of approximately 5,200 feet of new fence with one vehicle security gate.	Eligibility Limited to Taxiway and Access Road Improvements	\$34,427,800	
7	Construct Taxiway Barrier Gates	Construct two new taxiway barrier gates at the intersections of Airport Way (prev. Aviation Ave) and proposed Taxiway C and Taxiway J extensions (see MT-10 and LT-6).	Yes	\$5,423,000	
8	Construct Ski Taxiway	Construct 170 feet of new 25-foot-wide gravel-surfaced taxiway, parallel to northwest side of existing connecting Taxiway D, to connect Taxiway B to the Runway 04S threshold.	Yes	\$1,693,800	
9	Construct Parachute Landing Area and Access Road	Construct a 300'x300' turf area with an additional 50-foot-wide cleared turf zone around each side for parachute landings, located west of proposed Taxiway C extension (see MT-10). Project will also include construction of approximately 450 feet of access road connecting to proposed parking area (see LT-3) which connects to Airport Way (prev. Aviation Ave).	Yes	\$2,063,400	
10	Provide Lease Lot for Fire and Rescue Facility	Provide lease space for future development of a Fire and Rescue Facility on newly acquired land in southeast quadrant of airport (see MT-8), northeast of the proposed commercial/large aircraft lease lots access road (see MT-9). Site preparation will include required site preparation such as clearing, subgrade earthwork, and utility extension.	No	\$911,700	
11	Construct Helipad	Construct 105'x105' helipad on newly acquired land in southeast quadrant of airport (see MT-8), directly south of proposed Fire and Rescue Facility (see LT-10). Project will also include construction of approximately 500 feet of vehicle access road, a 3,900-square-foot parking area, and approximately 575 feet of new fencing.	Yes	\$2,478,300	
12	Provide Lease Lot for Hotel	Provide lease space for future development of a hotel on newly acquired land in southeast quadrant of airport (see MT-8), immediately south of the proposed helipad location (see LT-11). Site preparation will include required site preparation such as clearing, subgrade earthwork, and utility extension.	No	\$2,373,400	

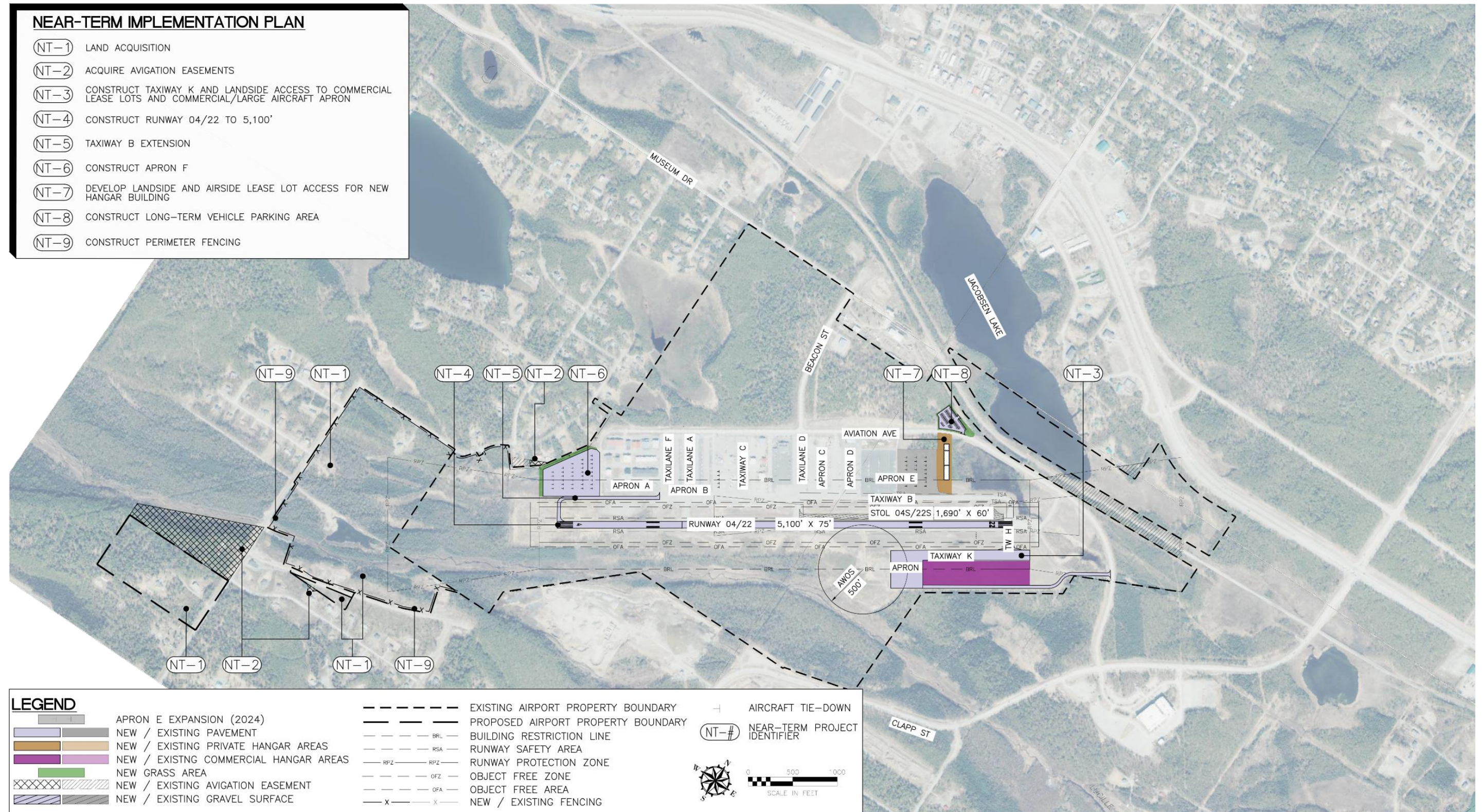


Figure 6-2: Near-Term Project Implementation

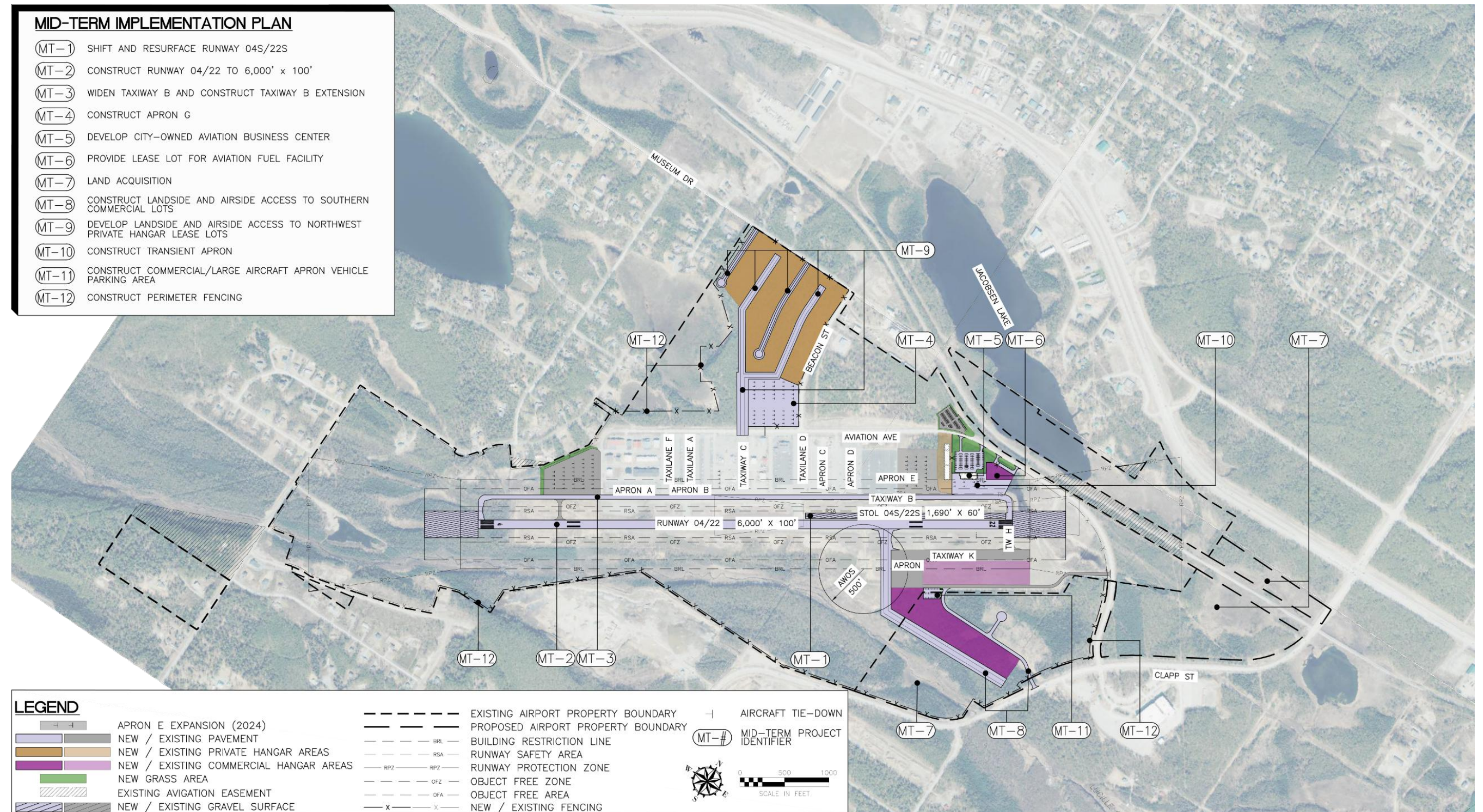


Figure 6-3: Mid-Term Project Implementation

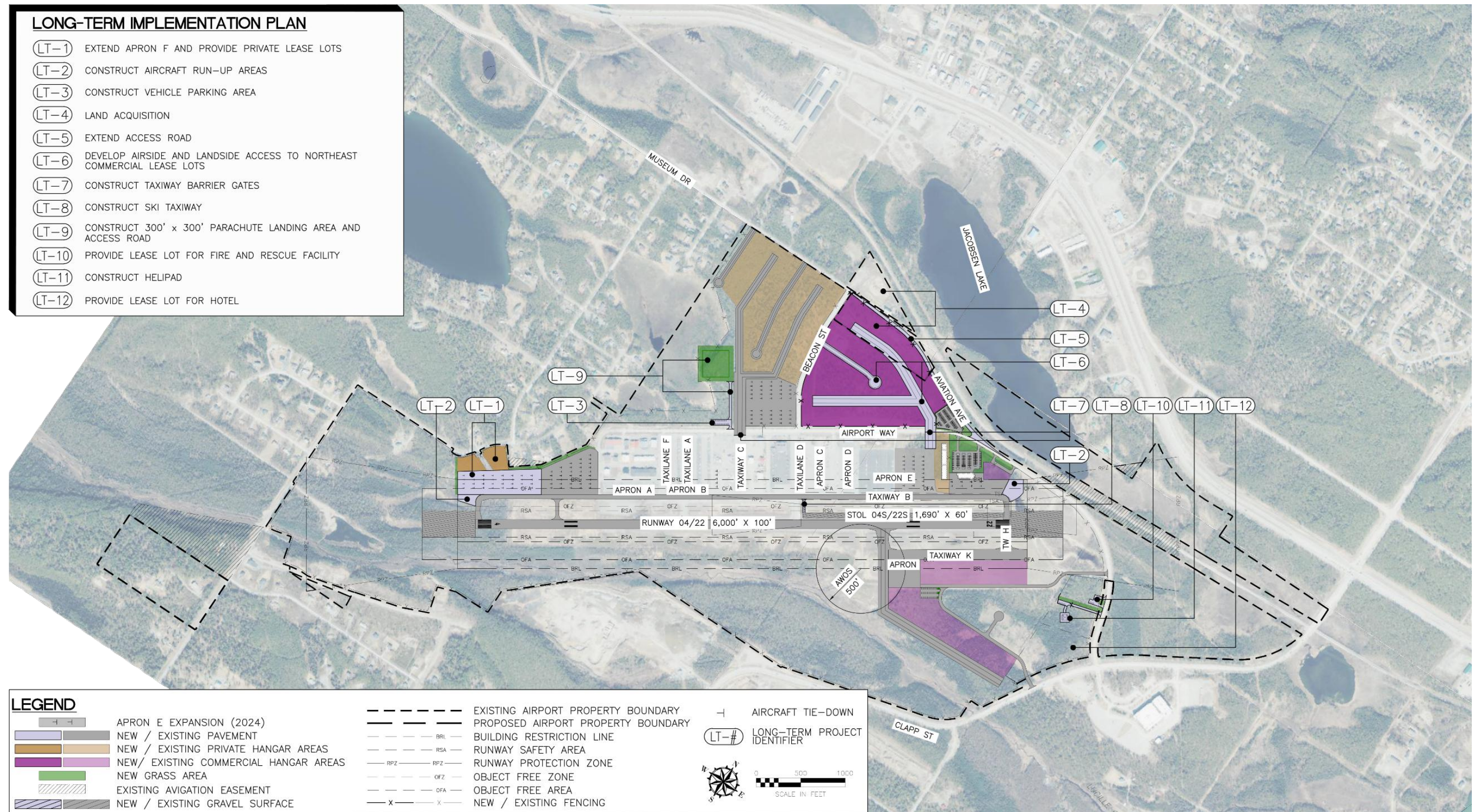


Figure 6-4: Long-Term Project Implementation