



Chapter 6 IMPLEMENTATION PLAN

2029 - Meet B-II Standards – Relocate South Taxiway A Including A1 and A2 (Design)

Estimated Total Cost - \$500K

Continuing the phased series of projects to meet B-II standards, the parallel taxiway on the east side of the runway will be relocated to the standard offset of 240 feet between the runway and taxiway centerlines. The taxiway pavement will be the same as the existing width of 25 feet. The taxiway will be moved over in two phases. Beginning at the south end of the airfield, the project will relocate the south half of Taxiway A and replace connecting taxiways A1 and A2 and includes underdrains and a taxiway lighting system. The project also includes the removal and replacement of the existing fuel facility. The design will occur in the first year and the construction will occur the following year.

2030 - Meet B-II Standards – Relocate South Taxiway A Including A1 and A2 (Construction)

Estimated Total Cost - \$3.67M

The high priority project described above will be constructed in the year following design. The construction funding is expected to include approximately \$1.75M in FAA discretionary funds.

Total Mid-Term CIP (2026-2030)
\$13.83M

6.2.3 Phase 3 - Long-Term Capital Improvement Projects

Long-term Federal Fiscal Year 2031 – 2040 capital improvements include those development items that meet the requirements through the end of the planning period and that are consistent with the development plan that was preferred among the various alternatives. There will be another master plan conducted near the beginning of the long-term phase that would be expected to adapt this plan to account for actual observed demand and completed projects. Table 6.3 provides the funding scenario for the long-term capital

projects included in the Orcas Island Airport CIP. Each of the long-term projects is also summarized, including project description, costs and justifications. Figure 6.2 at the end of this section provides an overall graphic showing the location of each project.

2031 - Conduct Master Plan Update

Estimated Total Cost - \$670K

The FAA requires that airports receiving federal funds periodically update their master plans. This is typically done in 10-year intervals for airports that have fairly stable activity levels. This 2020 master plan's CIP is able to establish a high level of confidence in the implementation of projects and funding in the first five years. The five years following may have some uncertainty as to how those projects may actually be funded, but in general the trajectory of development should be able to follow the plan's outcome. However, prior to beginning the long-term projects, another master plan can affirm the assumptions, make adjustments according to observed activity levels and the aircraft that airlines are using, react to any changes in FAA design standards and/or funding levels, and conduct additional public outreach that guides development.

2032 – Carryover During Master Plan

Entitlement funds will carry over to be used in the 2033 pavement rehabilitation project described below.

2033 – Pavement Rehabilitation

Estimated Total Cost - \$1.11M

The normal upkeep of asphalt pavements is essential to extending their useful life. This project will fill any cracks and apply a sealcoat on the runway and other pavements as appropriate.

2034 - Environmental Review of Master Plan Projects

Estimated Total Cost - \$1.11M

Typically, the first project that follows the completion of a master plan is a thorough review of the projects likely to occur within the first three to five years. This is most commonly done by conducting an Environmental Assessment, which is an analysis that closely

Chapter 6

IMPLEMENTATION PLAN



examines the affected environment and the potential effect that projects may have. The projects likely to be evaluated will include the continued relocation of the north half of Taxiway A, although the master plan may identify higher priority projects to be accomplished within that timeframe. Findings of No Significant Impact (FONSI's) issued by the FAA are normally valid for three to five years which coincides with the projects that are examined.

2035 – Carryover to 2036

Entitlement funds will carry over to be used in the 2036 land acquisition project described below.

2036 – Easement Acquisitions: Parcels 108, 109, 110, 111, 112, 116

Estimated Total Cost - TBD

Several parcels of land on the Southwest side are incongruent with current and future FAA design standards. These properties total approximately 4.5 acres of land, and are adjacent to similarly used properties to the west. In order to preserve compatible ownership, property rights and previous FAA allowances, while minimizing airport impacts, perpetual restrictive and prohibitive aviation easements will be developed and purchased from existing landowners. These easements will limit future uses and developments on the properties to be compatible with applicable FAA design and obstruction standards, similar to those in FAA AC 1500/530, CFR Part 77, and appropriate marking and lighting. Easements will also utilize existing local, state and federal reporting requirements for potential future impacts requiring an instrument of notification, including FAA form 7460. Estimate of costs for the easements are reflective of the average cost per acre established by the San Juan County Assessor Actual evaluation at the time of the easement acquisition will be established at the time of appraisal and as negotiation occurs.

2037 - Construct Helicopter Parking Apron

Estimated Total Cost - \$1.11M

This project is in the plan in order to identify an area within the Southeast Development Area for the parking of a helicopter so that it is on the ALP. This project can be sequenced to occur whenever demand for this helicopter pad is warranted.

2038 – Pavement Rehabilitation

Estimated Total Cost - \$1.11M

The normal upkeep of asphalt pavements is essential to extending their useful life. This project will fill any cracks and apply a sealcoat on the runway and other pavements as appropriate.

2039 – Westside Development – Phase 1

Estimated Total Cost - \$1.1M

Unlike the projects that are solely justified by meeting FAA standards for safety, the Westside Development is a demand-driven concept that will respond to the demand for new aviation facilities, should there be any during the planning period. The bulk of the funding for the new facilities, other than connecting taxiways that will need to meet the FAA's standard separation for B-II, will come from private investment. This first phase assumes there has been a commitment by private interests in leasing land and developing hangars. This project would construct a 25-foot wide taxiway connection to that development area using FAA entitlement funds.

2040 – Westside Development – Phase 2

Estimated Total Cost - \$3.7M

Subsequent phases of development in the westside area will occur incrementally as demand for additional facilities materializes. This would come in the form of a ground lease to a tenant followed by the construction of a hangar and pavement that connects to a taxiway. For the purposes of this plan, an estimate was prepared to anticipate the buildout of the entire concept, although only those portions where private investment is made would actually occur. The Port's contribution would be in using FAA entitlement funds to connect development to the infrastructure placed in the first phase of the Westside Development.

2041 and Beyond – Land Acquisition: Parcels 104-B, 105, 106 to meet B-11 Standards

Estimated Total Cost - \$530K

Even though not within the CIP during the master planning period, the relocation of the north half of Taxiway A and this enabling project are provided in the master plan so that the work done to identify the ultimate needs is carried forward for future studies. The Port



Chapter 6 IMPLEMENTATION PLAN

must acquire some land prior to relocating the north half of Taxiway A in order to complete the projects that meet B-II standards. Portions of three parcels along the east side of Taxiway A and north of the current airport property boundary are planned to be acquired in fee simple. The total estimated cost reflects the average cost per acre established by the San Juan County Assessor times the total acres needed. Actual valuation will be established at the time the appraisal and negotiation occurs. The process will follow the Uniform Relocation Assistance and Real Property Acquisition Act.

2041 and Beyond – Relocate North Taxiway A Including A3 and A4 to meet B-11 Standards

Estimated Total Cost - \$3.92M

Even though not within the CIP during the master planning period, the relocation of the north half of Taxiway A is provided in the master plan so that the work done to identify the ultimate needs is carried forward for future

studies. The remaining phase of the program to meet B-II standards will be the relocation of the north half of Taxiway A along with the new connecting taxiways. The parallel taxiway on the east side of the runway will be relocated to the standard offset of 240 feet between the runway and taxiway centerlines. The taxiway pavement will be the same as the existing width of 25 feet. The project will relocate the north half of Taxiway A and replace connecting taxiways A3 and A4 and includes underdrains and a taxiway lighting system. The project also includes the demolition and regrading of the existing taxiway pavement as well as relocated stormwater conveyance structures. The design will occur in the first year and the construction will occur the following year.

Total Long-Term CIP (2031-2041+)

\$14.35M



Chapter 6 IMPLEMENTATION PLAN



Table 6.3. Long-Term Capital Improvement Program

Project #	Year	Project	Federal		WSDOT/ State	Local/ Other	Rounded Total
			Non-Hub Primary Entitlement	State Appointment/ Discretionary			
13	2031	Conduct Master Plan Update	\$600K	-	\$33.5K	\$33.5K	\$670K
14	2032	Carryover (Primary Entitlement)	-	-	-	-	-
15	2033	Pavement Rehabilitation	\$1M	-	-	\$100K	\$1.11M
16	2034	Environmental Review of MPU Projects	\$1M	-	\$55.5K	\$55.5K	\$1.11M
17	2035	Carryover (Primary Entitlement)	-	-	-	-	-
18	2036	Easement Acquisitions - Southwest Parcels (108, 109, 110, 111, 112, 116)	TBD	-	-	TBD	TBD
19	2037	Construct Helicopter Parking Apron	\$1M	-	-	\$100K	\$1.1M
20	2038	Pavement Rehabilitation	\$1M	-	-	\$100K	\$1.1M
21	2039	Westside Development - Phase 1	\$1M	-	-	\$111K	\$1.1M
22	2040	Westside Development - Phase 2 (Demand Driven - Private Investment)	\$1M	-	-	\$2.7M	\$1.1M
23	2040- Beyond	Land Acquisition - Northeast Parcels (104-B, 105, 106)*	\$475K	-	\$26.5K	\$26.5K	\$1.1M
24	2040- Beyond	Relocate North Taxiway incl. A3 and A4*	\$1.525M	\$2M	\$196K	\$196K	\$3.917M
Rounded Subtotal Phase 3 Projects			\$8.6M	\$2M	\$311.5K	\$3.42M	\$14.35M
Total Master Plan Capital Improvement Program			\$17.9M	\$12.9M	\$1.41M	\$4.57M	\$36.79M
*Meet B-II Standards			\$11.451M	\$11.85M	\$1.24M	\$1.3445M	\$25.39M

*Meet B-II Standards