

Chapter 6 IMPLEMENTATION PLAN



INTRODUCTION

The preceding chapters of the Orcas Island Airport Master Plan Update identified future facility needs based on existing and projected demand, and FAA design standards.

Chapter 4, Development Alternatives, outlined a comprehensive Preferred Alternative that includes projects needed to ensure Orcas Island Airport continues to comply with FAA standards and recommendations, as well as projects to meet demand for aeronautical related services. These projects were allocated into time related phases based on need and anticipated demand levels. The Master Plan also brought together historical master planning efforts and incorporated them into this study where applicable.

The improvements depicted in the Preferred Alternative are incorporated into the Orcas Island Airport Layout Plan. Individual projects that when implemented over time will result in the Preferred Alternative are separated into three distinct time periods: 5-year (short-term), 10-year (mid-term), and 20-year (long-term) development phases. The purpose of the implementation chapter is to update the Airport's existing Capital Improvement Program (CIP) to include the projects outlined in the Preferred Alternative. This chapter describes the phasing and financial implications of implementing the specific projects. Additionally, the chapter identifies any non-aviation development projects that may serve to increase and diversify revenues. That section includes a description of funding opportunities that were specifically targeted for the non-aviation projects listed in this chapter. This chapter reflects both the information gathered during the creation of this master plan, but also ensures a match with the latest 2019

WSDOT CIP for the Port of Orcas as well. Overall, this chapter serves to:

- Update the Airport's CIP to include those projects related to the Airport's new development plan;
- Discuss non-aviation development projects and estimated costs; and
- Discuss the potential sources of funding for implementing the projects discussed in this chapter.

Many projects have interrelated components that must be identified and implemented in a coordinated manner for the project(s) to move forward. The first section of this chapter will discuss the required development sequence at the individual project level. The middle sections will present the specific projects by short-term, mid-term, and long-term development phases and include funding options. Other potential strategic and non-aviation related projects are also discussed. The last section will describe the potential sources of funds for each project. Planning-level cost estimates are provided for each project.

6.1 IMPLEMENTATION PROCESS

To complete each capital project, a number of specific steps are necessary. It is not unusual for FAA funded projects to begin up to four years before the facility/improvement is needed or required. This lead time is necessary in order to coordinate the funding, prepare environmental documentation and permitting, conduct project design, as well as complete the actual construction. The typical sequence of events necessary to complete an FAA eligible airport project is illustrated on the following page.

