

2021 SENATE APPROPRIATIONS

SB 2006

Department 412 - Aeronautics Commission
Senate Bill No. 2006

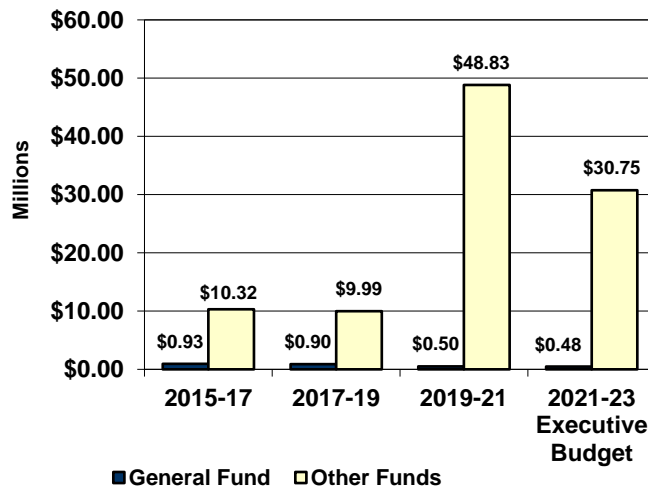
Executive Budget Comparison to Prior Biennium Appropriations

	FTE Positions	General Fund	Other Funds	Total
2021-23 Executive Budget	7.00	\$475,000	\$30,753,807	\$31,228,807
2019-21 Legislative Appropriations	7.00	500,000	48,831,082	49,331,082
Increase (Decrease)	0.00	(\$25,000)	(\$18,077,275)	(\$18,102,275)

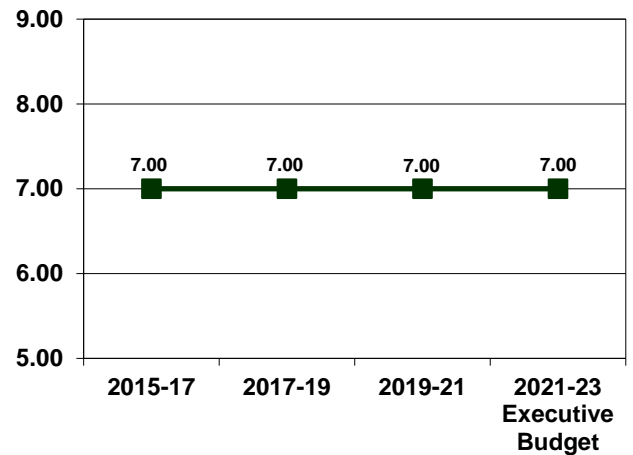
Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2021-23 Executive Budget	\$475,000	\$0	\$475,000
2019-21 Legislative Appropriations	500,000	0	500,000
Increase (Decrease)	(\$25,000)	\$0	(\$25,000)

Agency Funding



FTE Positions



Executive Budget Comparison to Base Level

	General Fund	Other Funds	Total
2021-23 Executive Budget	\$475,000	\$30,753,807	\$31,228,807
2021-23 Base Level	500,000	28,831,082	29,331,082
Increase (Decrease)	(\$25,000)	\$1,922,725	\$1,897,725

Attached as an appendix is a detailed comparison of the executive budget to the agency's base level appropriations.

Executive Budget Highlights

	General Fund	Other Funds	Total
1. Adds funding for state employee salary and benefit increases, of which \$38,751 is for salary increases, \$341 is for health insurance increases, and \$7,972 is for retirement contribution increases	\$0	\$47,064	\$47,064
2. Decreases funding for airport grants as part of the agency's 5 percent general fund budget reduction to provide a total of \$475,000 from the general fund	(\$25,000)	\$0	(\$25,000)
3. Increases funding for airport grants from other funds to provide a total of \$27,075,000	\$0	\$1,875,000	\$1,875,000
4. Reallocates special funds to increase operating expenses by \$62,262 and reduces grants by \$100,000	\$0	(\$37,738)	(\$37,738)
5. Adds funding for Microsoft Office 365 licensing expenses	\$0	\$661	\$661

**Other Sections Recommended to be Added in the Executive Budget
(As Detailed in the Attached Appendix)**

Exemption - Airport infrastructure fund - Section 3 would provide that any unexpended funds from the airport infrastructure fund in Section 1 of Chapter 6 of the 2019 Session Laws is not subject to the provisions of North Dakota Century Code Section 54-44.1-11, and any unexpended funds may be expended during the 2021-23 biennium to provide grants to airports.

Continuing Appropriations

There are no continuing appropriations for this agency.

Deficiency Appropriation

There are no deficiency appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

Major Related Legislation

There is no major related legislation for this agency at this time.

Aeronautics Commission - Budget No. 412
Senate Bill No. 2006
Base Level Funding Changes

	Executive Budget Recommendation			
	FTE Positions	General Fund	Other Funds	Total
2021-23 Biennium Base Level	7.00	\$500,000	\$28,831,082	\$29,331,082
2021-23 Ongoing Funding Changes				
Base payroll changes			\$37,738	\$37,738
Salary increase			38,751	38,751
Health insurance increase			341	341
Retirement contribution increase			7,972	7,972
Adjusts funding for grants		(\$25,000)	1,875,000	1,850,000
Adjusts funding for operating expenses and grants			(37,738)	(37,738)
Adds funding for Microsoft Office 365 license expenses			661	661
Total ongoing funding changes	0.00	(\$25,000)	\$1,922,725	\$1,897,725
One-time funding items				
No one-time funding items				\$0
Total one-time funding changes	0.00	\$0	\$0	\$0
Total Changes to Base Level Funding	0.00	(\$25,000)	\$1,922,725	\$1,897,725
2021-23 Total Funding	7.00	\$475,000	\$30,753,807	\$31,228,807
<i>Total ongoing changes as a percentage of base level</i>	0.0%	(5.0%)	6.7%	6.5%
<i>Total changes as a percentage of base level</i>	0.0%	(5.0%)	6.7%	6.5%

Other Sections in Aeronautics Commission - Budget No. 412

Exemption - Airport infrastructure fund

Executive Budget Recommendation

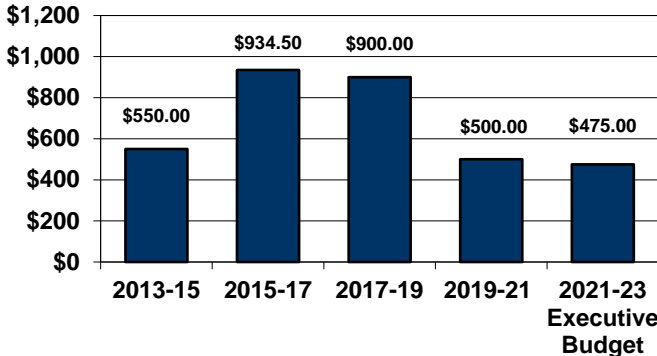
Section 3 would provide that any unexpended funds from the airport infrastructure fund in Section 1 of Chapter 6 of the 2019 Session Laws is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2021-23 biennium to provide grants to airports.

Department 412 - Aeronautics Commission

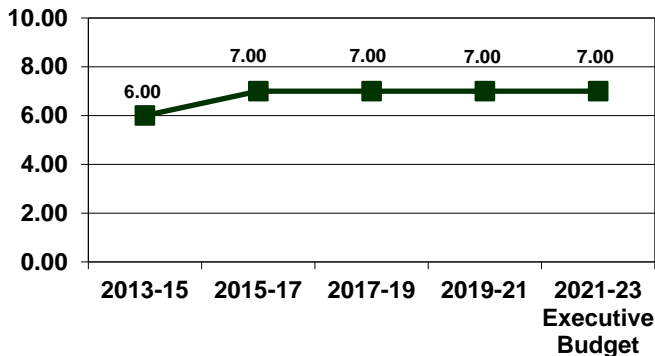
Historical Appropriations Information

Ongoing General Fund Appropriations Since 2013-15

Ongoing General Fund Appropriations (in Thousands)



FTE Positions



Ongoing General Fund Appropriations					
	2013-15	2015-17	2017-19	2019-21	2021-23 Executive Budget
Ongoing general fund appropriations	\$550,000	\$934,500	\$900,000	\$500,000	\$475,000
Increase (decrease) from previous biennium	N/A	\$384,500	(\$34,500)	(\$400,000)	(\$25,000)
Percentage increase (decrease) from previous biennium	N/A	69.9%	(3.7%)	(44.4%)	(5.0%)
Cumulative percentage increase (decrease) from 2013-15 biennium	N/A	69.9%	63.6%	(9.1%)	(13.6%)

Major Increases (Decreases) in Ongoing General Fund Appropriations

2015-17 Biennium

- 1. Increased funding for airport grants to provide \$1,000,000 \$384,500

2017-19 Biennium

- 1. Reduced funding for airport grants to provide \$900,000 (\$34,500)

2019-21 Biennium

- 1. Reduced funding for airport grants to provide \$500,000 (\$400,000)

2021-23 Biennium (Executive Budget Recommendation)

- 1. Reduces funding for airport grants as part of the agency's 5 percent general fund budget reduction to provide a total of \$475,000 from the general fund (\$25,000)

**GOVERNOR'S RECOMMENDATION FOR THE
AERONAUTICS COMMISSION AS SUBMITTED BY
THE OFFICE OF MANAGEMENT AND BUDGET**

SECTION 1. APPROPRIATION. The funds are provided in this section, or so much of the funds as may be necessary, are appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, and from special funds derived from federal funds and other income, to the North Dakota aeronautics commission for the purpose of defraying the expenses of the North Dakota aeronautics commission, for the biennium beginning July 1, 2021 and ending June 30, 2023, as follows:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and Wages	\$ 1,526,328	\$ 84,802	\$ 1,611,130
Operating Expenses	2,004,754	62,923	2,067,677
Capital Assets	0	0	0
Grants	<u>25,800,000</u>	<u>1,750,000</u>	<u>27,550,000</u>
Total All Funds	\$29,331,082	\$1,897,725	\$31,228,807
Less Estimated Income	<u>28,831,082</u>	<u>1,922,725</u>	<u>30,753,807</u>
Total General Fund	\$ 500,000	(\$25,000)	\$ 475,000
Full-time Equivalent Positions	7.00	0.00	7.00

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-sixth legislative assembly for the 2019-21 biennium:

<u>One-Time Funding Description</u>	<u>2019-21</u>	<u>2021-23</u>
Airport Energy Impact Grants	<u>\$20,000,000</u>	<u>\$ 0</u>
Total Other Funds	\$20,000,000	\$ 0

SECTION 3. EXEMPTION. The estimated income line item in section 1 of chapter 6 of 2019 Session Laws includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019 and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021 and ending June 30, 2023, and may be expended only for providing grants to airports.

2021 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2006
1/12/2021
Senate Appropriations Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

Senator Holmberg opened the hearing on SB 2006. Senators Holmberg, Krebsbach, Wanzek, Bekkedahl, Poolman, Erbele, Dever, Oehlke, Rust, Davison, Hogue, Sorvaag, Mathern, and Heckaman were present.

Discussion Topics:

- Agency Overview
- CARES Funding
- Lack of funding

Kyle C. Wanner, Executive Director, North Dakota Aeronautics Commission presented an overview of the agency – Testimony of Kyle C. Wanner #493, #492, #494, #495, #496

Matthew Remyse, President, Airport Association of North Dakota (AAND) – Testimony in favor – #611.

Senator Holmberg closed the hearing at 11:19 AM.

Rose Laning, Committee Clerk

TESTIMONY OF
KYLE C. WANNER
EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION
BEFORE THE
SENATE APPROPRIATIONS
JANUARY 12th, 2021
SENATE BILL 2006

Chairman Holmberg and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding Senate Bill 2006.

(Slide 2)

The Aeronautics Commission was created by the Legislature in 1947 to support the aviation community in North Dakota. The agency's mission is "to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost-effective advancement of aviation in North Dakota."

This slide provides the relevant century code chapters that our agency adheres to and also lists some of the major statutory responsibilities which includes our mission to encourage and provide support to grow and maintain our public-use airports.

We also represent the state and industry in all matters relating to aeronautical activities, and we work to uphold regulatory functions such as the registering of aircraft and the licensing of aerial applicators and aircraft dealers. Our main revenue sources come from aviation aircraft excise taxes and aviation fuel taxes. These revenues provide the ability for our agency to operate but most of all they provide infrastructure grant funding to our public use airports in order to help maintain and to grow our aviation facilities.

As the Director of the agency, I also have the privilege to serve as a member of the Northern Plains Unmanned Aircraft Systems Test Site Authority, the Upper Great Plains Transportation Institute Advisory Board, and the North Dakota Atmospheric Resource Board.

I am also happy to report that the audit for the ND Aeronautics for the biennium ending June 30th, 2019 did not identify any exceptions or defaults.

(Slide 3)

The North Dakota Aeronautics Commission serves multiple functions. As previously mentioned, one of those functions includes providing airport infrastructure grant funding as well as planning services to the 89 public service airports throughout the state. The aeronautics staff visits at least 1/3 of all of the public-use airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities, and make recommendations on safety enhancing projects. The staff also updates critical airport information after each inspection so that pilots have the most up to date information to use as they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies and the state airport directory.

The commission also offers aviation education funding and works with the Aviation Museums and our non-profit aviation organizations to encourage and promote aviation careers in North Dakota.

We also own and operate the International Peace Garden and Garrison Dam Recreational airports.

(Slide 4)

This slide provides a listing of many of the other programs and benefits that we offer to the public and the North Dakota aviation community.

Overall, these programs enhance our mission by encouraging aviation careers to our youth while also supporting our airports and enhancing safety. Our office also manages a statewide maintenance contract for 33 Automated Weather Observation Systems at airports across the state which greatly help to provide up to date weather to pilots, businesses, and medical providers as they fly into and around our communities.

(Slide 5)

Our agency strives to provide the best services possible with a small, efficient, and competent staff. The agency is overseen by a Governor appointed board of 5 members who help provide oversight over the agency. They also enable their aviation career experience to be utilized as a resource which helps to provide strategic direction to the staff. The Aeronautics Commission currently has a staff size of 6 and the budget current allows up to 7 full time equivalent staff members which is unchanged from the previous biennium. The staff size presented in the current budget proposal is currently seen as adequate for the upcoming biennium.

(Slide 6)

To introduce our commissioners:

Warren Pietsch of Minot is currently the commission chairperson, Kyle Humann, of Mandan, Cindy Schreiber-Beck of Wahpeton, Jay B. Lindquist of Hettinger, and Dr. Kim Kenville of Grand Forks, cumulatively comprise the full commission. This group is geographically represented well, and each member brings a different set of aviation expertise for the agency to utilize as a resource.

(Slide 7)

Aviation is an important industry to North Dakota and serves a variety of critical functions from public transportation, emergency access, and aerial crop spraying. Our airports become especially critical during a time when our state is looking for ways to diversify and grow the economy. Even during the current COVID-19 pandemic, our public airports have never closed...and they were able to ensure that emergency related personnel and products have been able to efficiently enter and depart our state. Though our passenger traffic has been significantly impacted by COVID-19, our airports have seen a record amount of air cargo tonnage as people have adjusted to ordering more goods and products online.

Not only is aviation a safe and efficient way to transport goods and people, but when our economy is able to fully function - our airports act as key economic engines for their communities as documented by the 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion dollars to the state's economy while supporting over 12,200 jobs. It is for that reason; that I believe our airports are going to play a critical role in our nation's post pandemic recovery.

Our state currently provides financial support through infrastructure grants for 89 Public-use airports. 71 of those airports maintain paved surfaces and 18 of those airports maintain turf runways. 54 of our airports are eligible to receive federal funding as a part of the National Plan of Integrated Airport Systems or "NPIAS" and 35 of our airports rely solely on state and local funding to survive.

It's also important to mention that there are over 200 private airstrips that also exist throughout the state.

(Slide 8)

Our agency has accomplished much over the past biennium, but I would like to highlight a few major accomplishments that we are proud of -

Our agency has worked to complete a customized update to our Aviation Information Management System which has enabled our agency to become more efficient and accurate in processing all of the registrations and licenses that are a part of our regulatory function. The improved database can also generate quick and accurate reports and helps our staff become more effective when conducting outreach to the aviation community. The utilization of the database to generate e-mails to send reminders and documentation will also significantly reduce mailing costs over time.

The agency also had great success in adapting to the COVID-19 pandemic. We successfully transitioned to an at-home work environment as mandated at the start of the pandemic and then successfully re-opened the office to the public in early June. Since that time, I have cycled employees to work from the office and home environment with great success.

During the beginning of the pandemic, we were able to successfully coordinate issues and concerns with the airports and the Governor's office as executive orders were being released and more information on the virus became available. We were also working with the Federal Aviation Administration to fully understand the extent of the CARES grants that were being released to the airports this past Spring.

In April, our Commercial service airports saw an immediate 95% decline in passenger numbers due to the COVID-19 pandemic which was very concerning since they also receive most of their revenue in the form of vehicle parking fees, car rental concessionaire fees, and passenger facility charges from airline ticket purchases. Essentially, the local revenue being received at our airports in North Dakota and airports throughout the country had dropped immediately and substantially due to public reaction to COVID-19. Thanks to the federal CARES grants, our airports were allocated \$69 million dollars in federal funds that they have been able to receive in reimbursable payments by submitting costs associated with salaries and operations to the FAA. None of these CARES grants are able to be utilized on airport capital development projects, but they have greatly helped to ensure that our airports can stay afloat during these difficult times.

Our office also quickly reacted to the additional development funding that was also made available to airports this past fiscal year and an additional \$88 million was able to be leveraged from the federal government for high priority airport projects in the state.

Our agency also received a federal grant for \$20,000 to help with operational costs at the International Peace Garden airport as a part of the CARES funding. This was the only federal funding that the Aeronautics Commission received relating to the COVID-19 pandemic.

Our staff has also been busy at work with our airports to re-prioritize projects listed on their capital improvement plans now that demand and forecast models have been adversely affected due to the COVID-19 pandemic. We have shifted many priorities from expansionary projects to rehabilitation and maintenance projects and have delayed moving forward on certain projects due to these reasons.

This readjustment of airport development priorities is critical so that we can continue to leverage federal airport infrastructure project funds in the following biennium while being flexible and ready to move projects forward if additional federal or state dollars become available. We also needed to adapt to the fact that \$20 million dollars of oil revenue fund deposit to the Airport Infrastructure as a result of last legislative sessions' "Operation Prairie Dog" bill is not expected to arrive in this biennium.

Over the last two years, our agency allocated \$7 million in airport infrastructure grants to 313 different airport projects all throughout the state from the special fund dollars that our agency collects from aviation taxes and fees.

Last legislative session, our agency was also provided with a one-time \$20 million-dollar SIF transfer to help fund major airport projects in Dickinson and Watford City. \$7 million from that fund has been allocated to date and it is expected that the remaining amount will be allocated this summer once the final phase of Dickinson's runway project is bid. It is estimated that this \$20 million-dollar one-time transfer will have successfully leveraged an estimated \$37 million in federal funds once these projects are completed.

(Slide 9)

Our office recently received this document from the Federal Aviation Administration which highlights the amount of funds that we have received each year from them dating back to 2010.

Prior to 2012, our state had a ten-year average of \$25 million per year being received from the FAA. The national funding levels from the FAA have essentially stayed the same since 2001, but our state has seen

incredible success in recent years in leveraging more federal dollars. Our most recent 10-year annual average of FAA funding being received in-state has now more than doubled to an average \$55 million per year.

This success is due to our pro-activeness in:

- Identifying good justifiable projects that receive high priority consideration
- Ensuring that projects are shovel ready and prepared to receive grant funding during the federal fiscal year window
- Ensuring the availability of higher amounts of state and local funding to match the federal funds

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. 54 of our 89 airports are eligible to receive federal dollars and they compete for these funds nationally and may receive up to 90% funding if funds are available. It is very important to understand that federal funding is not guaranteed, that not all projects are eligible to receive federal funding, and that there have been many cases where federal grants have been provided at much less than 90% which is when local and state dollars are needed to fill the gaps.

The COVID-19 pandemic has also created more uncertainty around the future availability of federal funding and we want to ensure that we are ready to capitalize on any opportunities that do arise as other states may not have adequate local or state funds to leverage those federal dollars. I recommend that North Dakota position itself wisely in order to allow its airports to adapt to either new challenges or new opportunities.

Economic downturns are also incredible opportunities to receive a discount on projects as construction companies are bidding in a more competitive environment.

We are hopeful that as we continue to educate and work with the Federal Aviation Administration on the needs within our state, that an adequate level of funding and commitment to help with our infrastructure challenges will continue into the future.

(Slide 10)

Since North Dakota has taken a pro-active role in identifying, justifying, and providing additional financial assistance on airport projects, the state has received an estimated \$548 million from the federal government for airport projects over the last ten years. In that same time period, the state has invested a total of \$151 million in airport projects. For every \$1 dollar that the state has invested in airport projects, we have received \$3.63 from the federal government which is an incredible return on investment.

These dollars support construction jobs and allow our airport infrastructure to be maintained while helping to grow our communities.

(Slide 11)

To provide some additional highlights from this past biennium I will start by discussing some key Infrastructure projects have been completed at our 8 commercial service airports.

- Fargo received the funding required to complete the final phase of its major cargo apron expansion as the airport had been named a UPS and FEDEX hub for the region creating hundreds of new jobs for the Fargo area. The airport also began work on a much-needed snow removal equipment building expansion.
- Grand Forks is working to complete its work on an environmental study that would allow the airport to move forward to reconstruct and extend its crosswind runway and then reconstruct its primary runway.
- Devils Lake received new snow removal equipment
- Jamestown worked on a terminal apron reconstruction project.

(Slide 12)

- Minot completed the final phase of the rehabilitation of its general aviation apron.
- Bismarck completed the final phase of its \$64 million dollar project to fully replace its ageing pavements on the primary runway.
- Dickinson completed its primary parallel taxiway which has been converted to be utilized as a runway until the primary runway reconstruction is completed in 2022.
- The new airport in Williston opened in the Fall of 2019 and this summer the airport completed the construction of their crosswind runway.

(Slide 13)

Multiple high priority projects were also completed for the general aviation airports this last biennium. To mention a few:

- Cando completed a runway rehabilitation and Mohall completed a runway extension.
- Watford City completed its first phase of runway construction this summer and the second and final phase is expected to be completed next Fall.
- Hillsboro, Tioga, Washburn, Garrison, Hettinger, Mandan, and Wahpeton underwent major taxiway and apron construction projects.

(Slide 14)

This slide highlights the historical number of airline passenger enplanements on our commercial service flights in North Dakota over the last 30 years... and shows how devastating the COVID-19 pandemic has been to our passenger numbers in 2020. This past year, we saw a total of 572,000 passenger boardings which is a 52% decrease from the passenger boardings from 2019.

Since the bottoming of passengers this past March, passenger demand has slowly been recovering. Multiple national forecasts are calling for the full recovery of passenger numbers by 2023 or 2024, but these forecasts are dependent on multiple factors including the success of eliminating the virus and the path that our country takes in its economic recovery.

(Slide 15)

This slide shows a monthly comparison of the airline boarding numbers and you can see that we started the year strong in January and February showing that 2020 had the potential to be a record-breaking year. Concerns about the virus mounted in the middle of March... and April was when our state and the country began the nationwide effort to slow the spread of the virus. Our airline boardings dropped an astounding 95% from normal levels that month but have since slowly recovered to approximately 50% of normal operations.

(Slide 16)

This slide shows a monthly comparison of North Dakota to the national average when looking at the retention rate of airline passenger numbers to pre-covid levels. As you can see, the blue line which represents North Dakota is consecutively higher than the green line which represents the national average. If there is any silver lining, it's that our state has been able to recover our passenger numbers faster than the national average.

(Slide 17)

Our commercial service airports provide incredible value to our state's economic well-being and standard of living. The graphic on this slide shows all of the routes and destinations that are currently available to the general public. Ten different direct flight destinations (three seasonal) are available to connect North Dakota to the rest of the world.

As passenger demand was reduced dramatically during the COVID 19 pandemic, our air carriers also reduced the available amount of flights and seats available to our communities. Our state has so far weathered the storm relatively well... as airlines are beginning to slowly add back flights to the markets that are seeing demand increases. The only direct flight destination that we lost during the pandemic so far is Williston direct to Minneapolis. As the recovery continues, we hope to see that market return as well as the potential of other opportunities as well.

(Slide 18)

Our next biennium goal is to work to support the aviation industry's recovery from the COVID-19 pandemic. We also want to ensure that we are working with our federal partners to fully understand

changes to their funding programs and eligibility criteria. We also want to ensure that high priority shovel ready projects ready to go as their grant funding becomes available.

Next year we are also planning to update our statewide pavement condition index study which is a project that we undergo every three years. We contract with an experienced pavement consultant firm to inspect and take inventory the approximately 60 million square feet of pavement at our airport pavements throughout the state.

This update will be finalized during the spring of 2021 and the results will be able to be found on our interactive website. Our data will show the condition of each pavement section at our airports throughout the state, along with deterioration details, photos, projected future conditions, and a recommended funding plan to ensure that the pavements are maintained in the most cost beneficial way. This study has been a revolutionary way for our state to manage its airport pavements and fulfill federal grant obligations.

(Slide 19)

As we look to maintain and further develop our airport infrastructure, it's also important to understand the current development projects that have been identified over the next 10 years.

During the fall of each year, the North Dakota Aeronautics Commission staff meets with over 50 of the public use airports in the state to review and understand their capital improvement plans.

Throughout this process, projects are identified, and cost estimates are submitted so that the agency can calculate the total amount of project requests that exist within the system. The agency can then work with the federal government and each local airport to identify and prioritize the projects. There is always the understanding that we will not be able to accommodate all identified projects as shown on this graph, but this process ensures that we find the best and most justified projects.

The recent influx of airport infrastructure funds from the FAA and the state as well as the re-prioritization of projects due to COVID-19 impacts... has helped to reduce the large short-term funding gaps that were seen between 2013-2017, however we still have much work to do to continue to try to continue to meet the demands of the system.

In our most recent statewide capital improvement plan update, we have found approximately \$400 million dollars of identified projects that exist at our airports that could take place in the next 5 years and an additional \$550 million that exist in the following 5 years. You have also been provided with a document in your packet that provides an estimated level of needs at the individual airports in our system over the next 1-5 years and 6-10 years.

(Slide 20)

There are multiple high priority airport projects that have been identified for the next biennium – to mention just a few from our commercial service airports:

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation

- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
 - \$115 million total estimated cost (project years: 2021 – 2027)

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Beach, Carrington, Crosby, Glen Ullin, Hazen, New Rockford, and the final stage of a runway reconstruction and extension at Watford City.

(Slide 21)

This slide provides a graphical view of the executive budget recommendations

The majority Aeronautics Commission budget is comprised of special fund dollars which are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections and in the form of grants for statewide aeronautical studies.

The Aeronautics Commission is also budgeted to receive \$475,000 in general fund allocation for airport improvements in the next biennium which is a \$25,000 or 5% reduction from last biennium to meet the Governor's budget request guidelines. The reduction of general fund expenditures occurs in the airport grant line item.

For our base budget request, we reprioritized our budget request to ensure that we can maintain our current staff levels of up to 7 full time equivalents and ensure operating expenses are adequate to maintain effective operations while ensuring that we are able to also conduct the statewide pavement condition study that was previously mentioned.

Throughout our budget request, we also asked the governor for the consideration of an additional \$1.875 million in special fund appropriation next biennium so that if revenue levels stay as projected, we would be able to have additional flexibility to leverage federal funds for airport projects and help airports maintain during this difficult time. This request was accepted and recommended for your consideration by the governor's office.

Our budget also includes an appropriation to utilize up to \$20 million from the Airport Infrastructure fund that was included as a part of last sessions' "Operation Prairie Dog" legislation. This funding is not expected to be received this biennium and is also not currently forecasted to be available next biennium unless oil revenues make a recovery. That being said - we request consideration of the appropriation so that the funds may be used if the bucket does fill.

Concerns do exist due to the fact that our agency may not receive funding in the airport infrastructure fund through 2023; particularly since we have some major projects in central in eastern North Dakota that now need our attention. One such project that will require additional assistance is the major runway projects at the Grand Forks airport that is planned to take place starting next year through 2027. Federal participation on this project is estimated to be approximately \$70 million which leaves a \$45 million dollar gap for the state and local airport to finance. Replacement one-time funding or the full funding of the Airport Infrastructure Fund through Operation Prairie Dog is critical to ensure that this project can move forward and the federal funding can be leveraged.

(Slide 22)

I also thought it would be appropriate to show the major revenue impacts that our agency has experienced due to COVID-19. Aviation fuel taxes is our primary revenue which we currently receive at 8 cents per gallon. You can see that the revenue was impacted significantly at the beginning of March as aircraft operations declined. We have seen a minor recovery in these revenues since the bottoming in May, but overall, our calendar year 2020 fuel tax revenue is down 41% from the calendar year 2019 revenue levels. We expect a slow recovery in this revenue source to mirror airline activity as passenger demand begins to return.

(Slide 23)

Our other major revenue source is aircraft excise in which the owner remits 5% of the purchase price of the aircraft or 3% if it's an aerial applicator aircraft. This tax is incredibly difficult to predict, but in looking at the trends between 2019 and 2020, it seems that purchases were delayed in 2020 to later in the year, but we are only down 5% in 2020 from the revenue received in 2019 which shows that aircraft purchases are still remarkably strong in North Dakota.

(Slide 24)

I currently have one requested language change to Section 3 of the bill. This is similar language that was passed last legislative session and it allows continuing appropriation of any dollars received in the airport infrastructure fund until June 30th, 2025 – which is at the end of the following biennium. This is due to the fact that the airport infrastructure fund bucket is the last bucket to fill with the oil tax revenues and if any funds are received, they would most likely be at the end of the biennium, thus not giving us enough time within that current biennium to allocate the funds. The requested language is also provided to you on a separate page.

(Slide 25)

Major related legislation that is important to mention includes House Bill 1132 which is also known as the Gap Bonding Proposal.

HB 1132 in its current form would deposit \$20 million into the Airport Infrastructure fund due to its inability to fill within the current biennium from the downturn in oil revenue. This would greatly help our airports to be positioned accordingly for any future challenges or opportunities that arise and would be particularly beneficial as we don't know if this fund will fill next biennium as well. Additionally, as previously mentioned, an economic downturn presents incredible opportunities to receive discounted construction projects prices and helps to rejuvenate the economy by supporting businesses and jobs.

If HB 1132 moves forward with the airport funding in place, additional appropriation language would need to be included within the Aeronautics Commission's budget bill.



North Dakota Aeronautics Commission Budget Hearing

SB 2006

Senate Appropriations January 12th, 2021

Kyle Wanner, Executive Director

Aeronautics Commission – Statutory Authority

North Dakota Century Code Chapters 2-05, 2-08, 57-40.5, 57-43.3

Major Statutory Responsibilities:

- Encourage the establishment & maintenance of public airport and navigational facilities.
- Cooperates with federal and local government in the promotion & development of aeronautical activities
- Represents the state and industry in all matters relating to aeronautical activities.
- Regulatory functions – aircraft registrations, aircraft excise & fuel tax, aerial application, aircraft dealers

Audit for Biennium Ended June 30th, 2019:

- The audit did not identify any exceptions or defaults.



Additional Core Agency Duties

- Airport Infrastructure Grant Funding
- Airport Planning Support
 - Airport Layout Plan Development
 - Airport Inspections
 - Airspace Analysis
 - Airport Management Support and Resources
- Update Statewide Aviation Publications and Planning Documents
- Aviation Education Promotion and Grant Funding
- Own and Manage Two Public Airports: International Peace Garden Airport and Garrison Dam Recreational Airpark

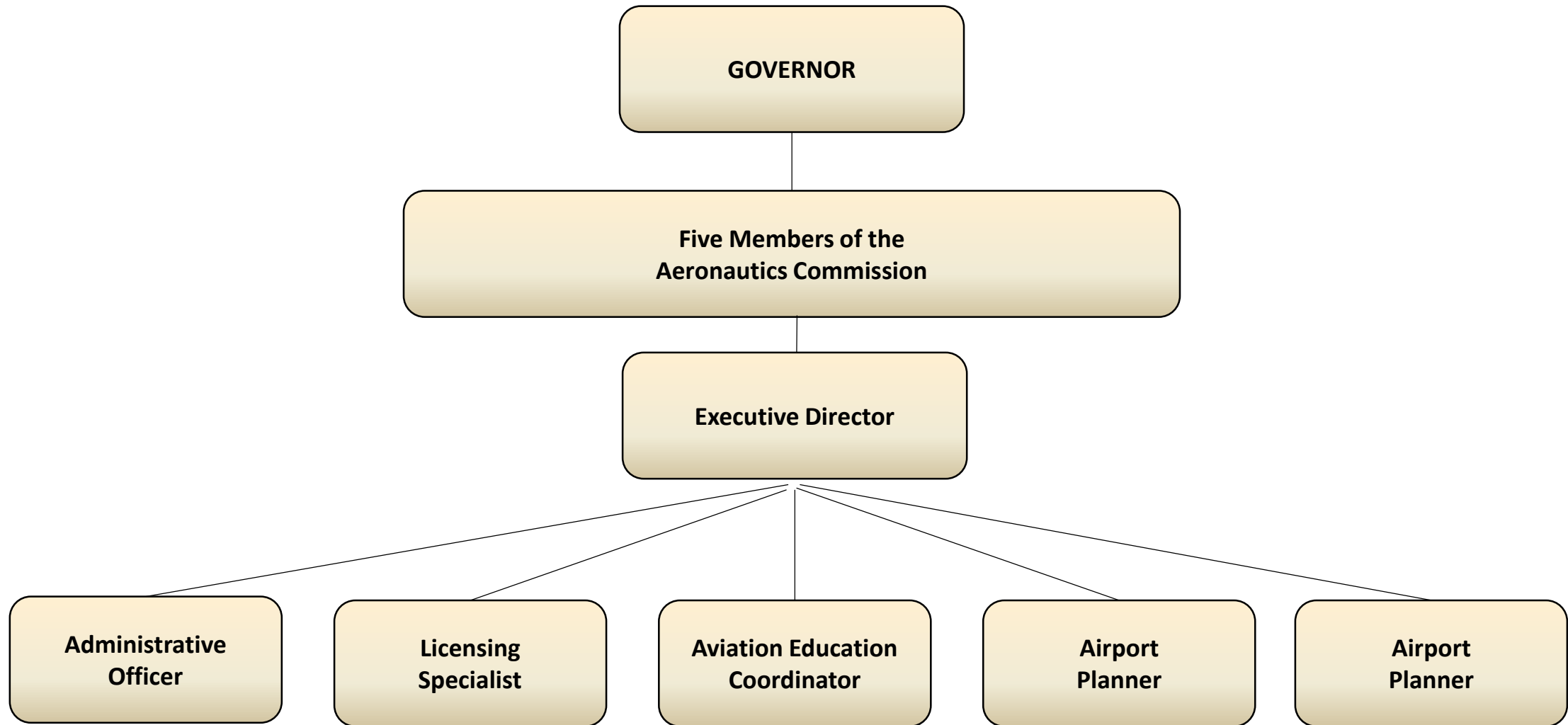


Agency Programs

- Passport Program
- Aviation Museum Support
- Flight Training Assistance Program (FTAP)
- Airport Internship Program
- Aviation Education Grants
- Aviation Career Day Involvement
- Youth Aviation Art Contest
- High School Curriculum Assistance
- Windsock Program
- Airport Supply Surplus
- Aerial Applicator Alert Map
- Statewide Automated Weather Observation System (AWOS) Maintenance Program



Current Organizational Chart



Organization/Leadership – Aeronautics Commission

5 Member Commission Appointed by the Governor



Warren Pietsch, Minot



Jay B. Lindquist, Hettinger



Kyle Humann, Mandan



Dr. Kim Kenville, Grand Forks



Cindy Schreiber-Beck, Wahpeton

North Dakota's Airport System

- 89 Public-Use Airports in North Dakota
 - 71 airports are paved
 - 18 airports maintain turf only runways
- 54 are eligible to receive federal funding
- 35 are maintained utilizing state and local funding only
- Over 200 private airstrips also exist throughout the state

According to the 2015 Economic Impact of Aviation Study



Employment

Jobs related to airport management, airport tenants, capital investment at airports, and visitor spending

12,217 jobs



Payroll

Annual payroll associated with these jobs

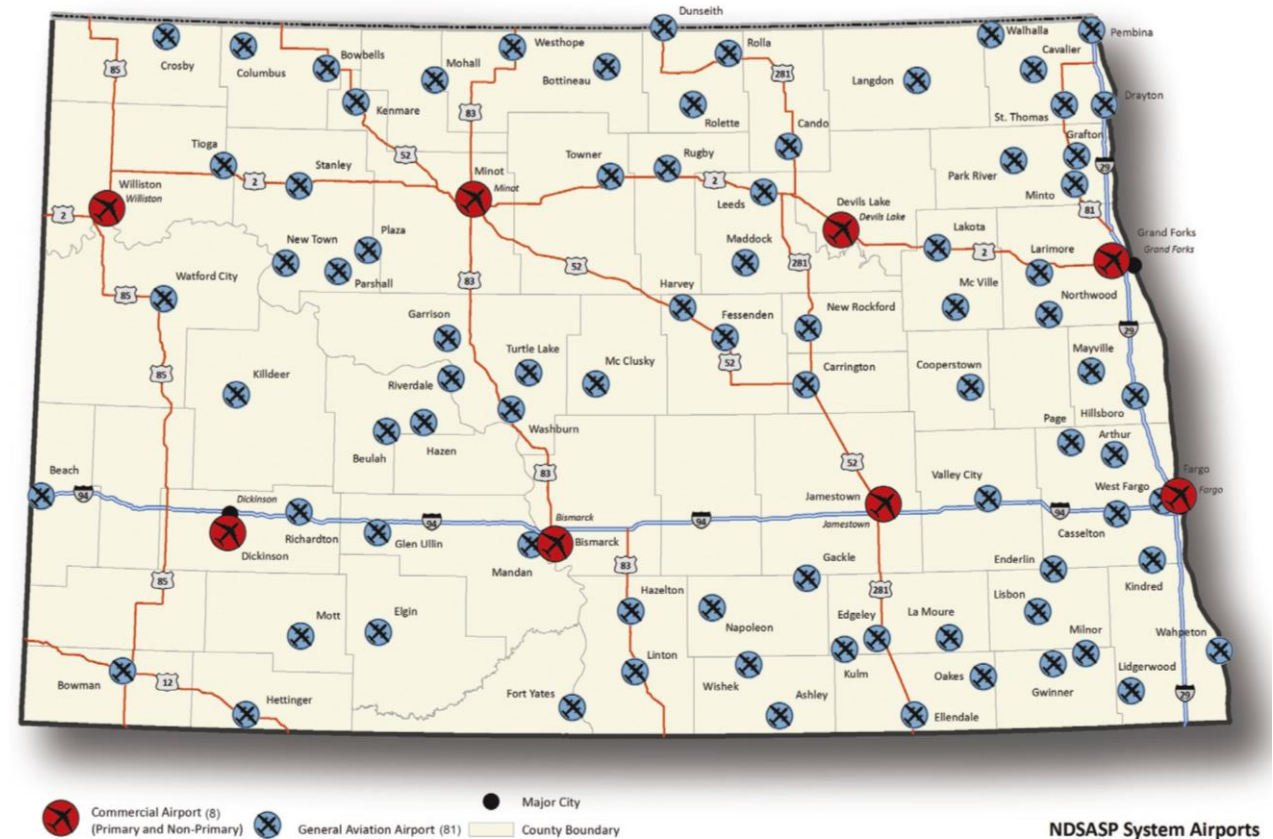
\$505.2 million



Output

Annual economic output for five activity centers

\$1.56 billion



NDSASP System Airports

PUBLIC AIRPORTS IN NORTH DAKOTA

Major Biennial Accomplishments

- **Completed Updates to the Aviation Information Management System (AIMS) to enable efficient processing for:**

- Aircraft registrations
- Aircraft excise tax payments
- Aircraft Dealer licensing
- Aerial Applicator licensing
- Efficient outreach to aviation community

- **Adapting to COVID-19 environment**

- Communication with airports/governor's office
- In Fiscal Year 2020: North Dakota airports received \$69 million in reimbursable federal CARES grants to utilize on staff salaries and operational costs during the pandemic. An additional \$88 million was also received for airport development projects.
- Successfully reacted to changes in environment to maximize federal funding and utilized state funding to provide additional assistance to airports
- Redeveloped and re-prioritized the statewide Capital Improvement plan for airport development projects taking into account projects that are impacted by COVID-19 and updated revenue forecasts for "Operation Prairie Dog" funds.

- **Airport Grant Funding**

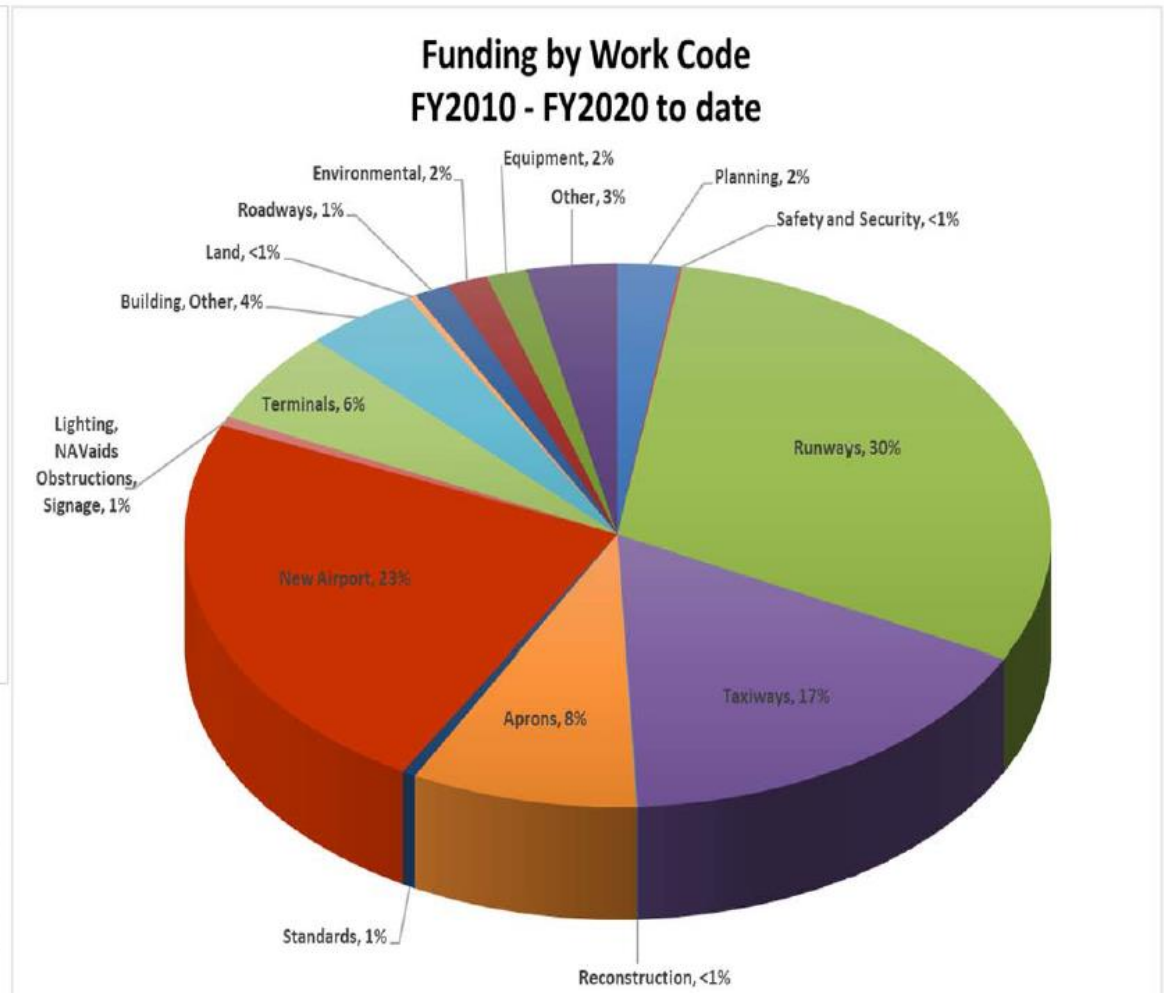
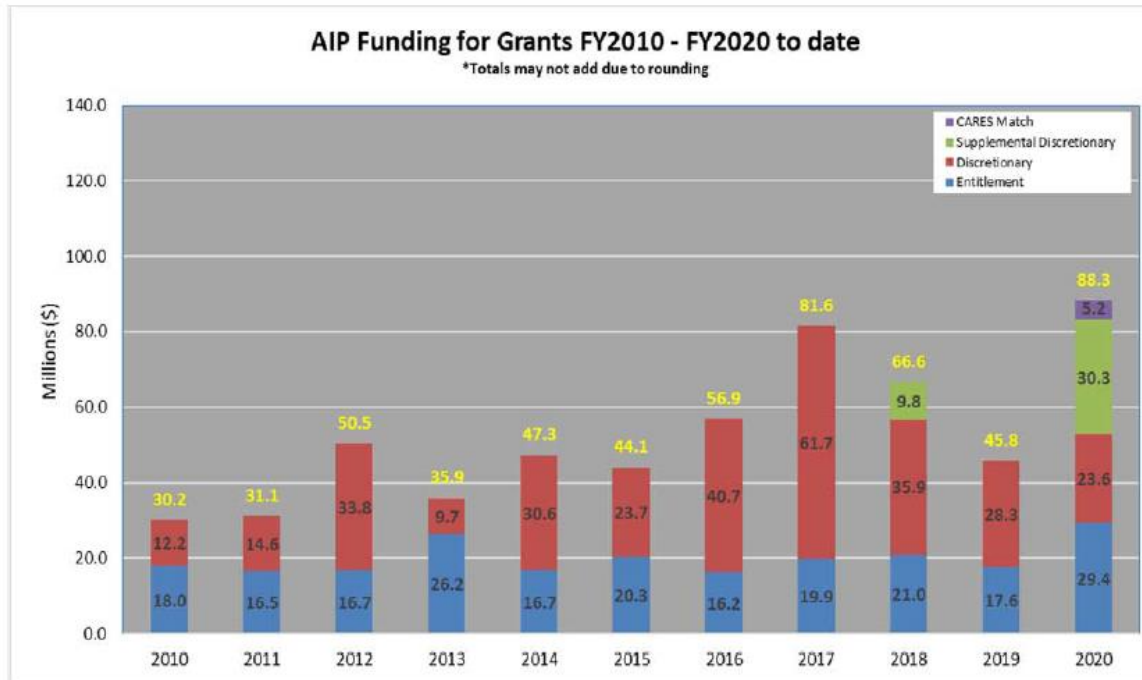
- Provided \$7 million in Airport infrastructure grants to 313 airport projects
- Provided \$7 million in Airport grants from one-time SIIF funding for Dickinson and Watford City airport projects.
 - \$13 million in one-time SIIF allocation remains for planned allocation to Dickinson in the Summer of 2021 to complete their Runway Reconstruction project.



COVID-19 has led to significant impacts to passenger demand

Historical Federal Funding for North Dakota Airports

North Dakota Grant Funding FY2010 – FY2020; Supplemental Appropriations and CARES Act



Supplemental Discretionary

Intent to Award

-6 Grants Totaling \$39,010,091

Fiscal Year	Grants	Total
2018	4	\$31,760,091
2019	1	\$2,400,000
2020	1	\$4,850,000

*FY2020 Supplemental will receive CARES Funds for 100% match as long as funding is available

CARES Act

-53 Grants Totaling \$69,489,703

Airport Type	Grants	Total
Small Hub	1	\$21,637,515
Non-Hub	6	\$45,408,388
Commercial Service	1	\$1,352,800
General Aviation	45	\$1,091,000

North Dakota's Return on Investment

From 2011-2020 (last 10 years):

- North Dakota has received \$548 million from Federal Government for Airport projects (not including CARES funds)
- The State of North Dakota has invested a total of \$151 million in airport projects.
 - Over the last 10 years - for every \$1 dollar that the state invested in airports, we have been able to leverage/receive approximately \$3.63 from the Federal Aviation Administration.



Biennium Project Highlights – Commercial Service

- **Fargo**
 - Cargo Apron Expansion
 - Snow Removal Equipment Building Expansion
- **Grand Forks**
 - Environmental work for future crosswind and primary runway upgrades
- **Devils Lake**
 - Snow Removal Equipment Upgrades
- **Jamestown**
 - Terminal Apron Reconstruction



Fargo – Cargo Apron Expansion (2020)

Biennium Project Highlights – Commercial Service

- **Minot**
 - General Aviation Apron Rehabilitation
- **Bismarck**
 - Primary Runway Rehabilitation – Final phase completed
- **Dickinson**
 - Parallel taxiway construction completed
- **Williston**
 - New airport successfully opened Fall of 2019
 - Crosswind Runway construction completed Fall of 2020



Williston Airport Crosswind Runway (2020)

Biennium Project Highlights – General Aviation

Runway Rehabilitations

- Cando
- Mohall (runway extension)
- Watford City (ongoing)

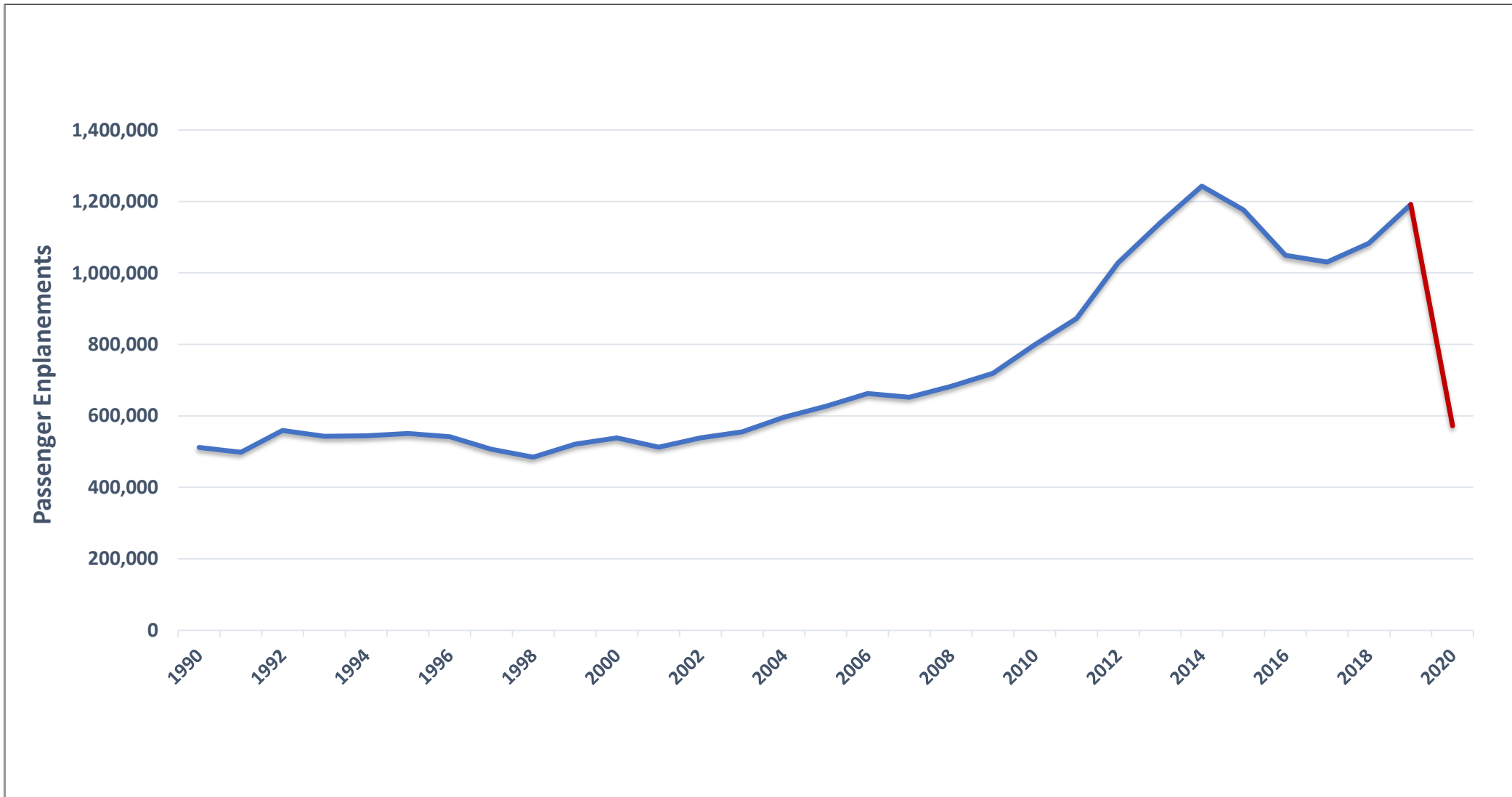
Taxiway/Apron Rehabilitations

- Hillsboro
- Tioga
- Washburn
- Garrison
- Hettinger
- Mandan
- Wahpeton

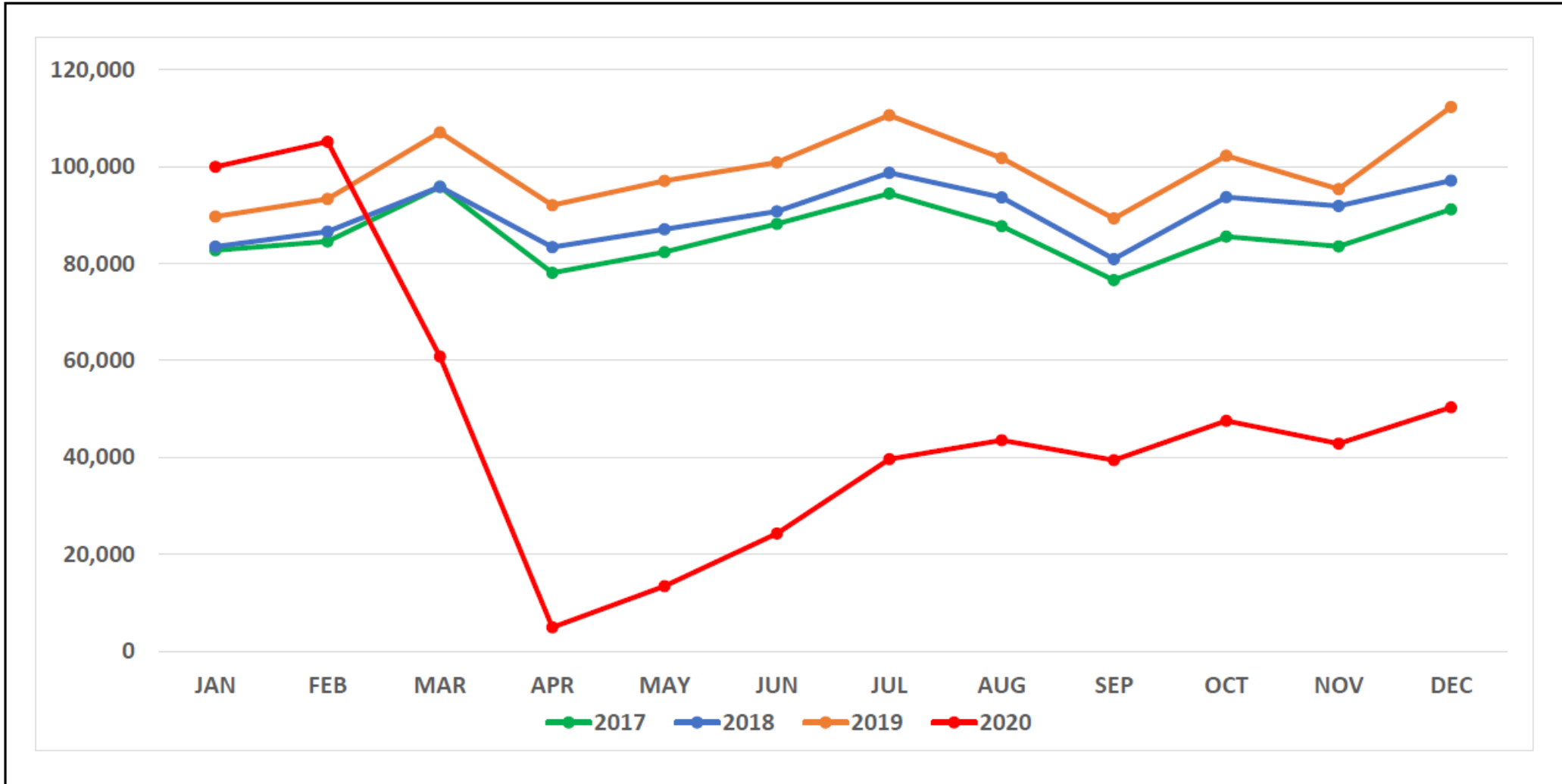


Hillsboro taxiway construction (2020)

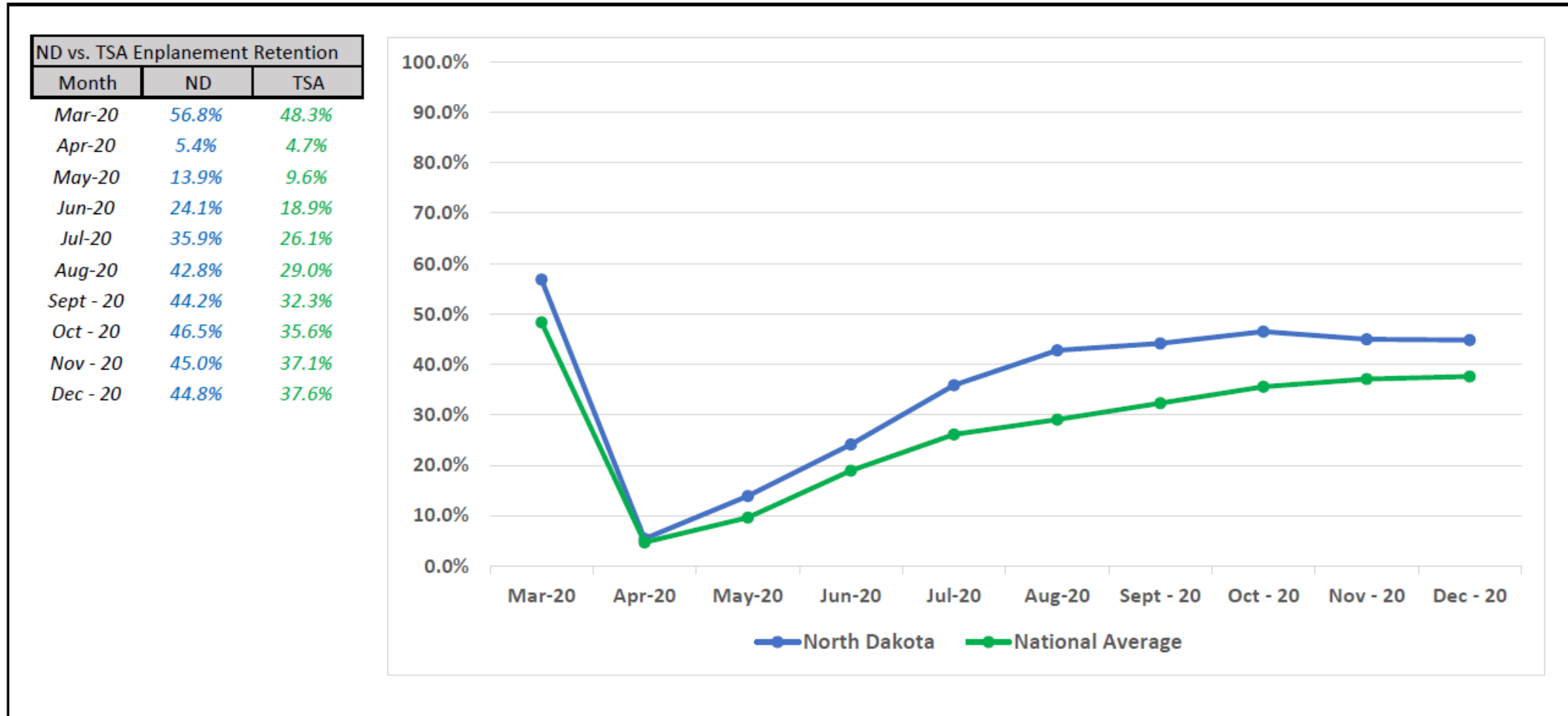
North Dakota – Historical Airline Boarding Numbers



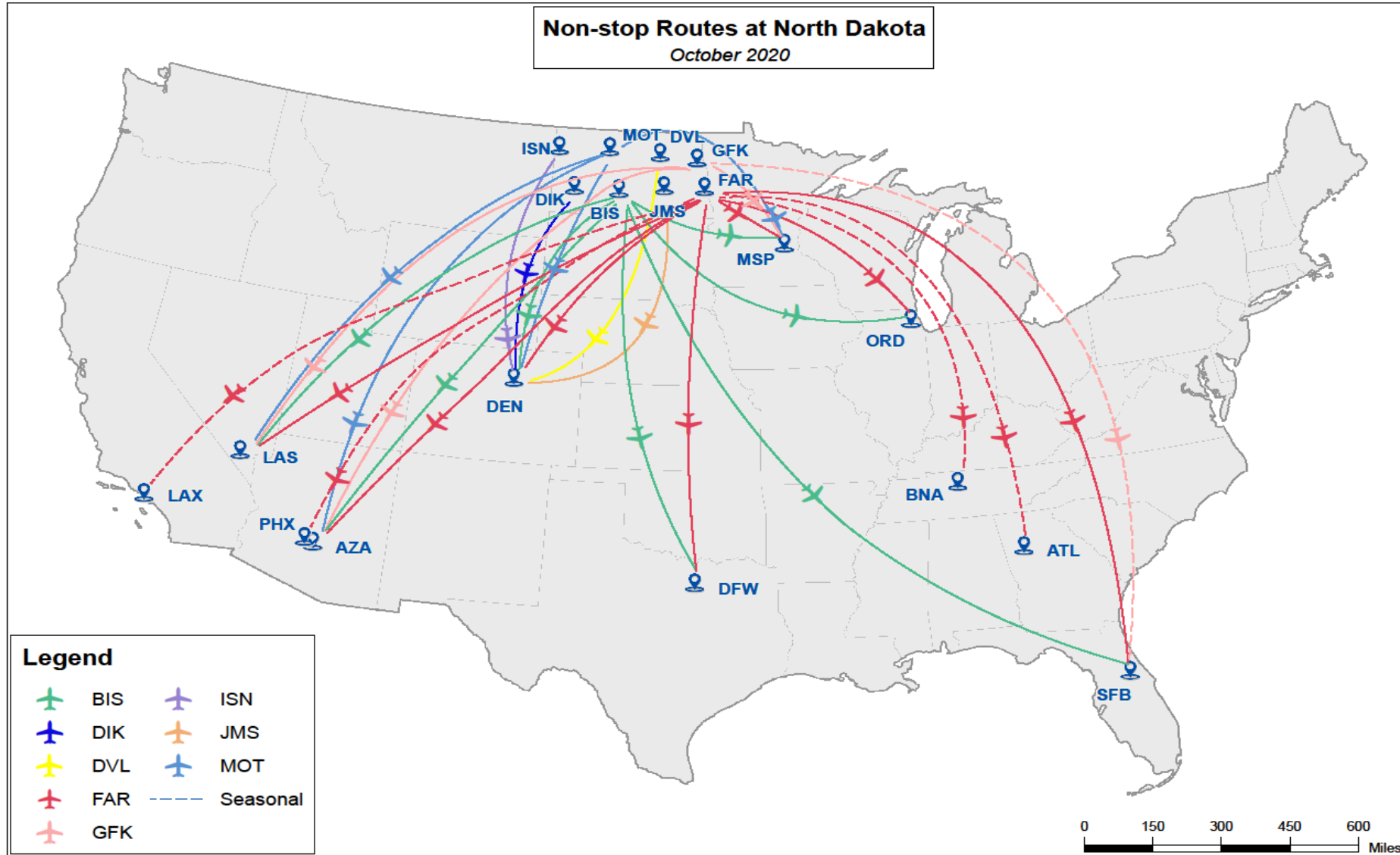
North Dakota Airline Passenger Boarding Trends



North Dakota versus National Average

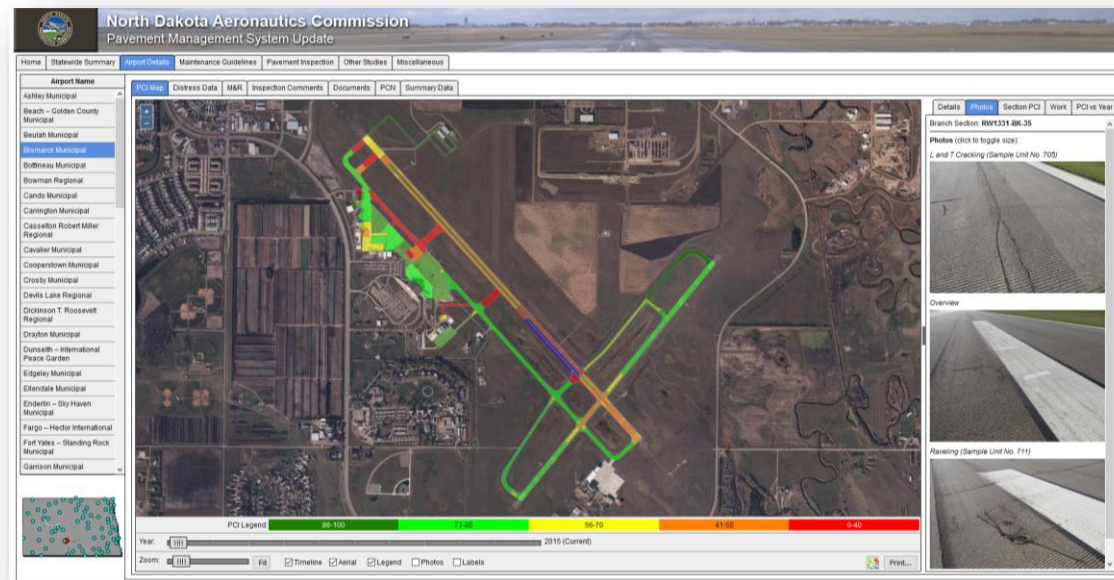


North Dakota Air Service Route Map

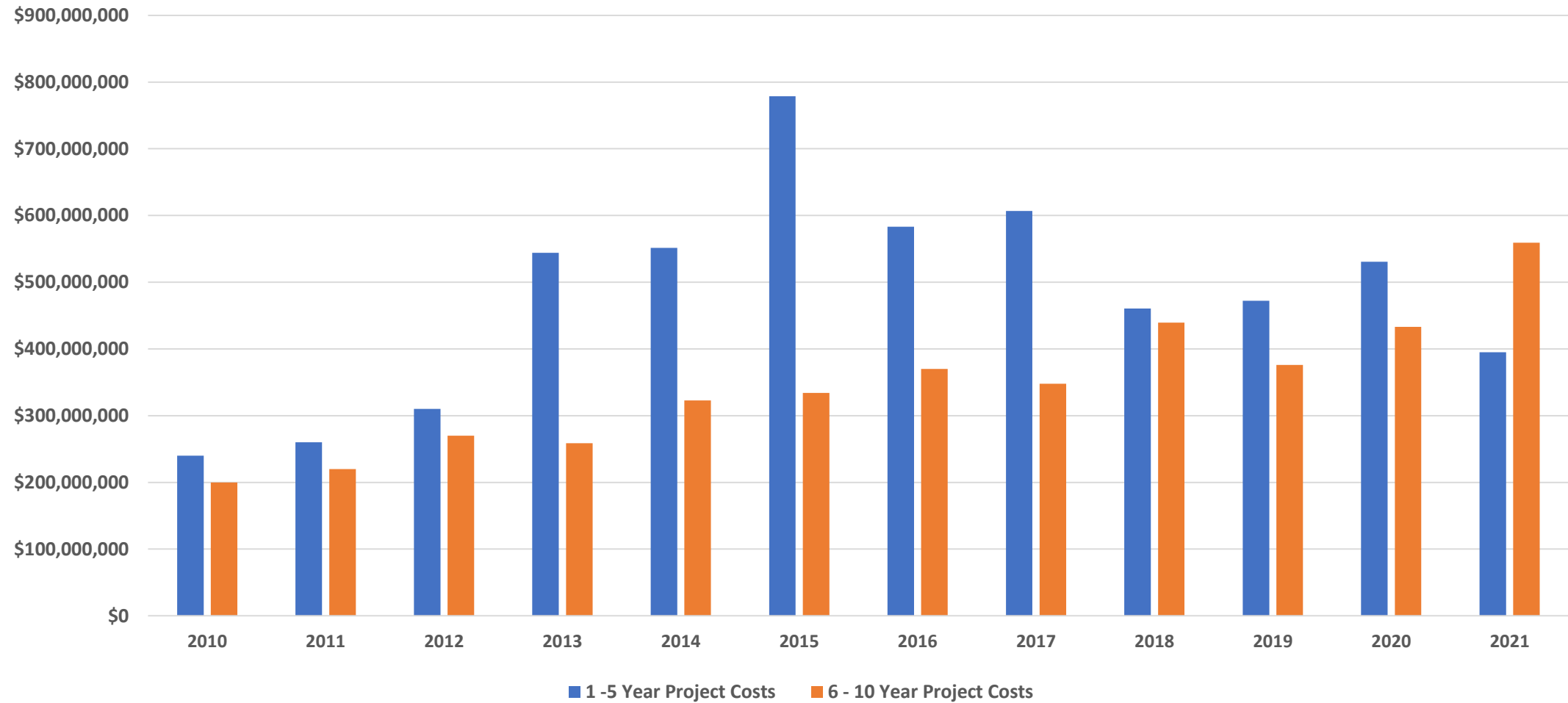


Next Biennium Goals/Plans

- Continue to support the aviation industry's recovery from COVID-19 pandemic
 - Fully understand Federal Airport Infrastructure program and funding availability as Congress finalizes relief and funding packages
 - Leverage federal funds where possible and utilize state grant funds on high priority projects
- Statewide Pavement Condition Index Study
 - Approximately 60 million square feet of pavement exists on our airports
 - Study conducted every 3 years to update online interactive database
 - Helps to prioritize federal and state funding and identifies best practices and recommendations for cost beneficial pavement management techniques



North Dakota Airport Infrastructure Needs Analysis



Major Airport Projects on Horizon

Commercial Aviation Major Projects

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation
- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
 - \$115 million total estimated cost (project years: 2021 – 2027)

General Aviation Runway Rehabilitations

- Beach
- Carrington
- Crosby
- Glen Ullin
- Hazen
- New Rockford
- Watford City (in progress)



Fargo – Passenger Terminal (summer 2020)

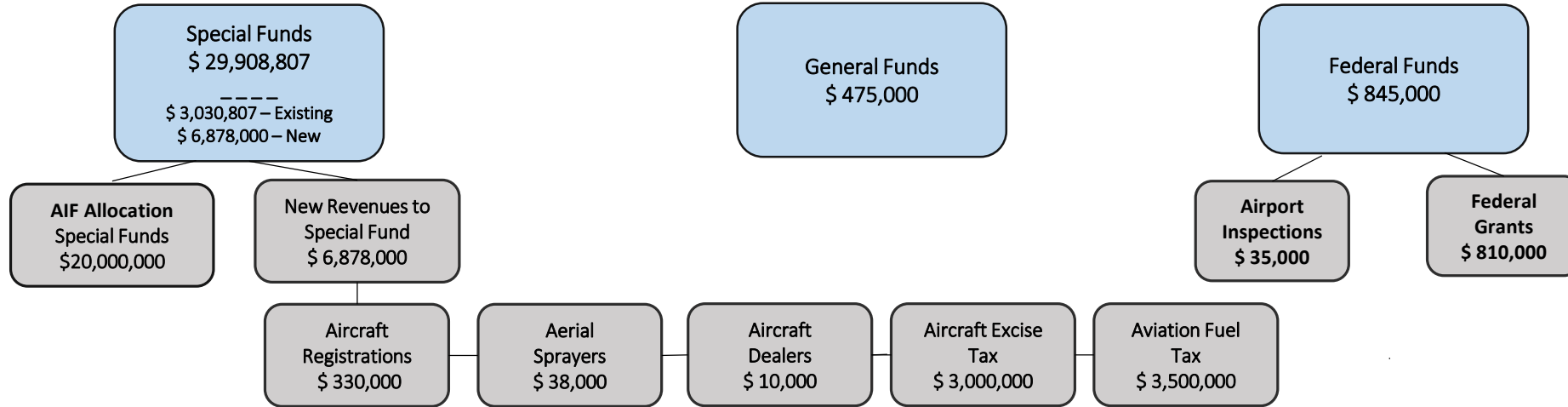


North Dakota Aeronautics Commission

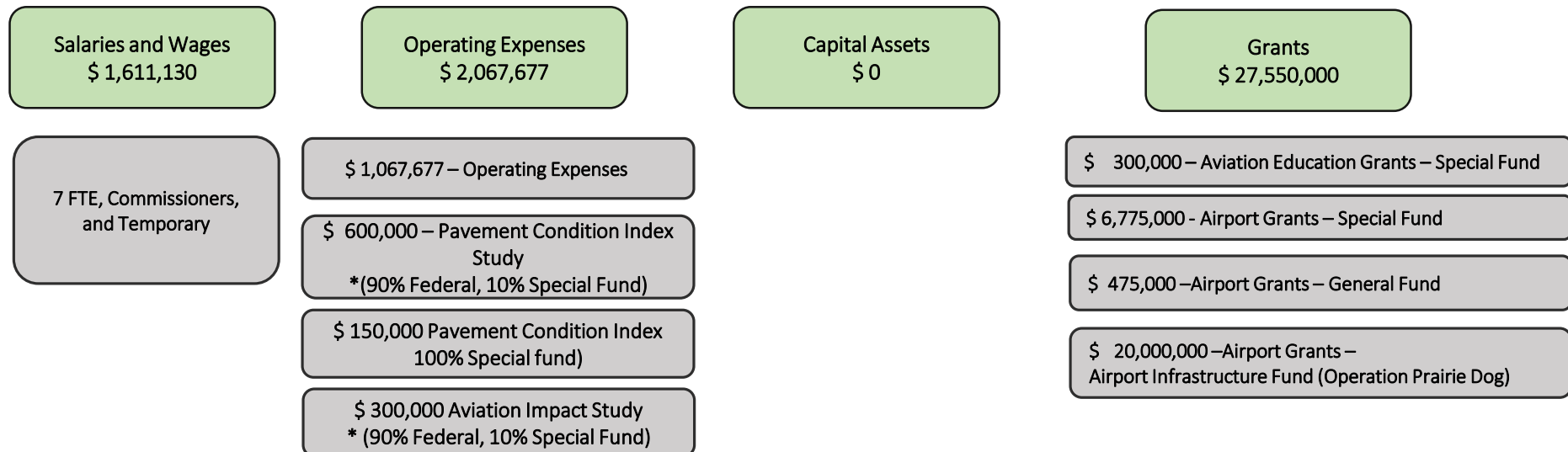
2019 – 2021 Proposed Executive Budget Recommendation

\$ 31,228,807

REVENUES



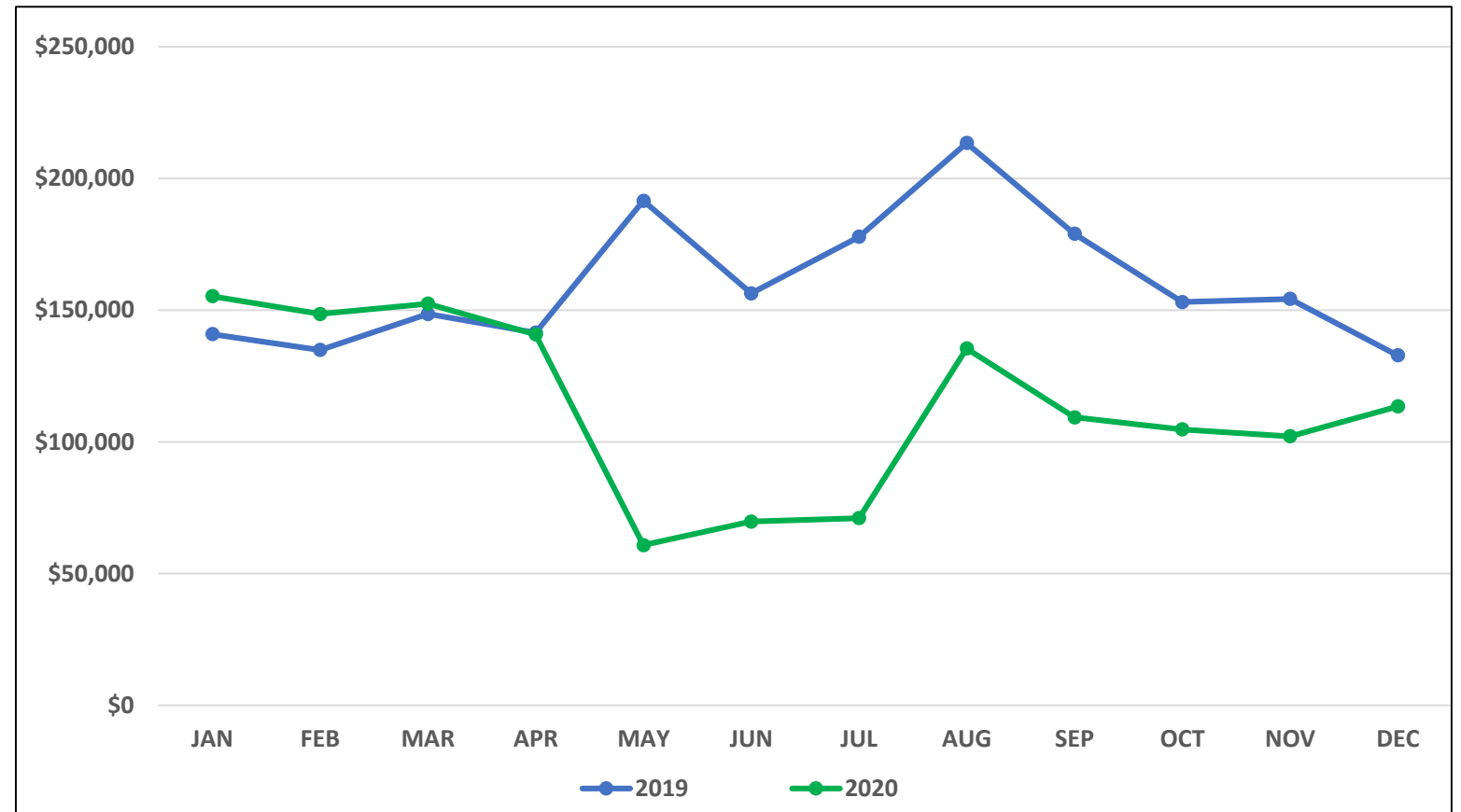
EXPENDITURES



*Fed – subject to receipt of federal funds

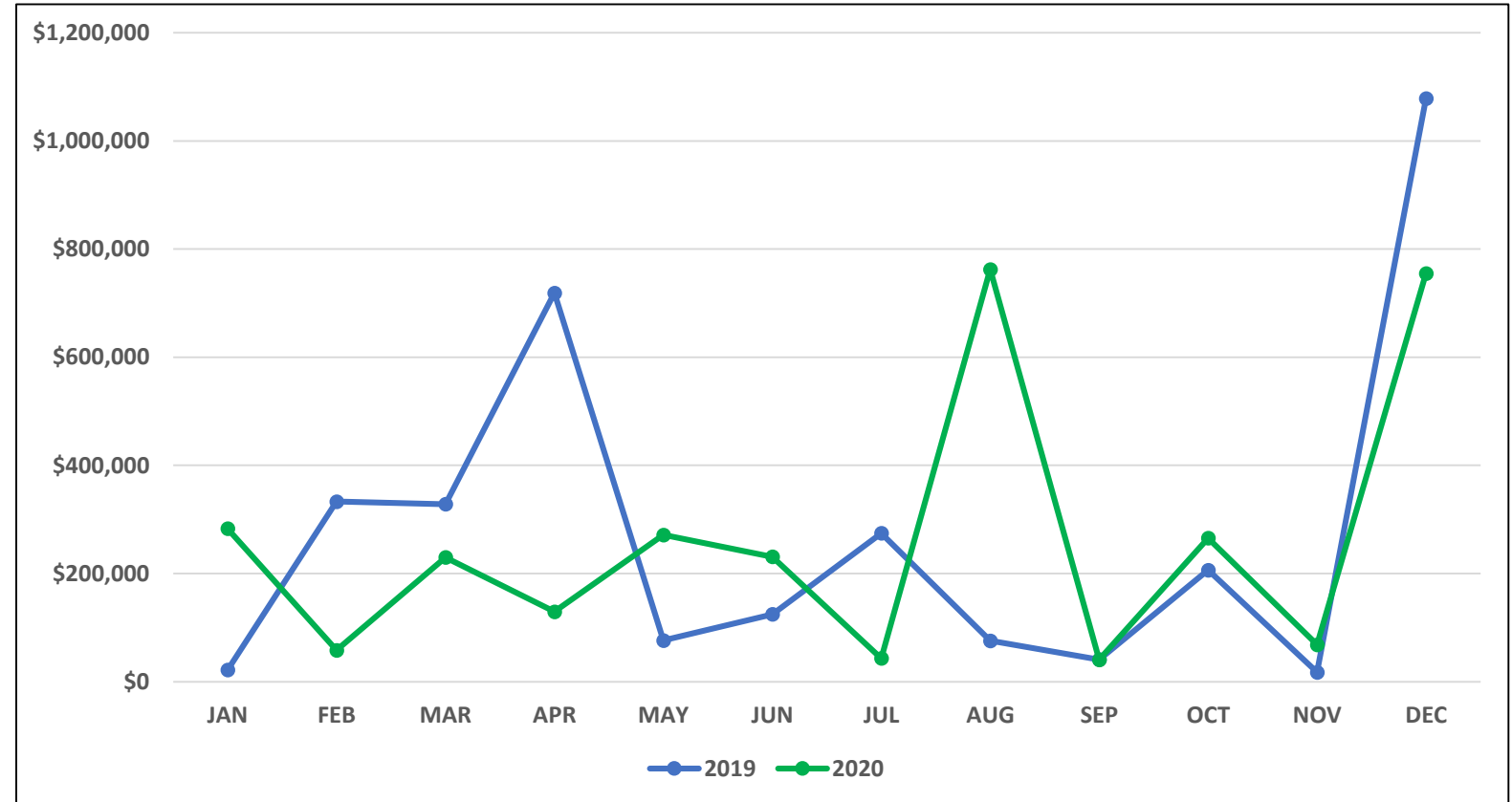
Revenue Impacts of COVID-19 – Aviation Fuel Tax

Month	2019	2020	% Change
JAN	\$140,925	\$155,293	9.3%
FEB	\$134,866	\$148,531	9.2%
MAR	\$148,532	\$152,471	2.6%
APR	\$141,487	\$140,795	-0.5%
MAY	\$191,540	\$60,798	-215.0%
JUN	\$156,404	\$69,763	-124.2%
JUL	\$177,867	\$71,028	-150.4%
AUG	\$213,482	\$135,437	-57.6%
SEP	\$179,013	\$109,333	-63.7%
OCT	\$153,094	\$104,712	-46.2%
NOV	\$154,281	\$102,115	-51.1%
DEC	\$132,871	\$113,487	-17.1%
TOTAL	\$1,924,362	\$1,363,763	-41.1%



Revenue Impacts of COVID-19 – Aircraft Excise Tax

Month	2019	2020	% Change
JAN	\$21,626	\$282,991	92.4%
FEB	\$333,193	\$58,108	-473.4%
MAR	\$328,226	\$229,783	-42.8%
APR	\$718,867	\$129,423	-455.4%
MAY	\$76,327	\$271,304	71.9%
JUN	\$124,559	\$230,983	46.1%
JUL	\$274,427	\$43,260	-534.4%
AUG	\$75,690	\$762,283	90.1%
SEP	\$40,900	\$40,571	-0.8%
OCT	\$206,500	\$265,590	22.2%
NOV	\$17,540	\$68,297	74.3%
DEC	\$1,078,632	\$755,103	-42.8%
TOTAL	\$3,296,487	\$3,137,696	-5.1%



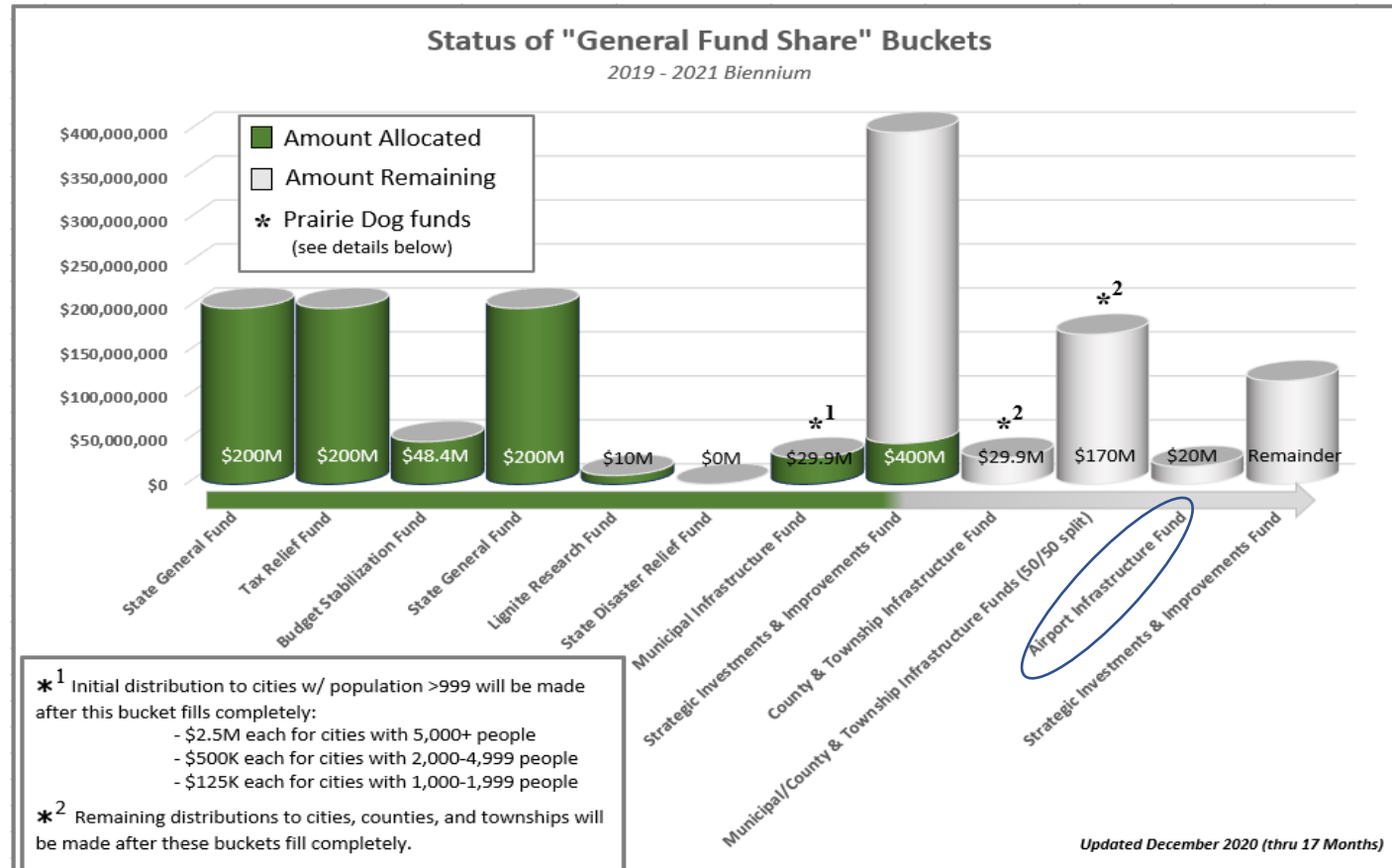
Requested Language Change

Update the language in Section 3 to allow continuing appropriation of Airport Infrastructure Funds that may be received next biennium from “Operation Prairie Dog”.

SECTION 3. ESTIMATED INCOME - AIRPORT INFRASTRUCTURE FUND – AIRPORT GRANTS. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2021, and ending June 30, 2023. **Section 54-44.1-11 does not apply to this funding, and any additional funds not spent by June 30th, 2023, must be continued into the biennium beginning July 1st, 2023 and ending June 30th, 2025, and may be expended only for providing grants to airports.**

Related Legislation

HB 1132 (Gap Bonding Proposal): would deposit \$20 million into the Airport Infrastructure Fund due to the fund not filling this biennium due to downturn in oil prices from COVID-19.



Questions





YTD Boardings Comparison of Commercial Service Airports

Through December

Prepared by: N.D. Aeronautics Commission

11-Jan-21

	YTD 2020	YTD 2019	YTD 2018	YTD 2017	YTD 2016	YTD 2015	YTD 2014	YTD 2013	YTD 2012	YTD 2011	Difference 2020/2019	% Change
Bismarck	150,161	309,337	282,363	272,739	271,022	259,734	245,205	237,683	236,172	196,414	(159,176)	-51.46%
Devils Lake	3,865	6,973	6,684	6,644	6,290	4,760	2,676	2,667	2,998	5,488	(3,108)	-44.57%
Dickinson	11,368	23,901	22,592	18,938	16,795	41,846	58,843	35,277	23,796	18,958	(12,533)	-52.44%
Fargo	238,508	471,333	422,190	392,889	395,614	429,251	448,848	398,677	364,727	350,458	(232,825)	-49.40%
Grand Forks	46,410	114,627	112,027	114,707	128,847	142,639	142,782	146,068	135,209	116,938	(68,217)	-59.51%
Jamestown	5,655	11,175	11,808	12,865	11,123	7,996	3,428	2,672	3,861	5,689	(5,520)	-49.40%
Minot	84,601	165,988	151,658	143,172	151,706	182,872	222,144	222,083	224,421	150,450	(81,387)	-49.03%
Williston	31,525	88,235	73,795	68,685	68,021	106,945	119,069	94,459	37,359	27,860	(56,710)	-64.27%
TOTALS	572,093	1,191,569	1,083,117	1,030,639	1,049,418	1,176,043	1,242,995	1,139,586	1,028,543	872,255	(619,476)	-51.99%
Commercial (BIS-FAR-GFK-MOT-WIL)	551,205	1,149,520	1,042,033	992,192	1,015,210	1,121,441	1,178,048	1,098,970	997,888	842,120	(598,315)	-52.05%
Regional (DVL-DIK-JMS)	20,888	42,049	41,084	38,447	34,208	54,602	64,947	40,616	30,655	30,135	(21,161)	-50.32%

Requested changes to Senate Bill No. 2006

SECTION 3. ESTIMATED INCOME - AIRPORT INFRASTRUCTURE FUND – AIRPORT GRANTS. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2021, and ending June 30, 2023. **Section 54-44.1-11 does not apply to this funding, and any additional funds not spent by June 30th, 2023, must be continued into the biennium beginning July 1st, 2023 and ending June 30th, 2025, and may be expended only for providing grants to airports.**

NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA



	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
1	Fargo FAR	203	Cargo Apron Expansion Phase IV	44	63	3500				
			Terminal Apron Reconstruction (D'21, Phase I C'22, Phase II C'23)	54	69	15000				
			Terminal Area Study	34	73	400				
			Replace Passenger Boarding Bridge	31	42	500				
			Pavement Maintenance (RTA, RCF, Seal)	56	81	1000	1000			
			Terminal Building Expan. (D'23, Phase I C'23, Phase II C'24)	31	42	37000				
			Glycol Pump Station (D'21, C'22)	31	60	2000				
			Rwy 9/27 Ext./Widening / Par. Twy EA, Design, Construct	46	51		65000			
			South GA Apron Rehabilitation	54	69	5000				
			SRE Acquisition	32	77	1000	2000			
			Construct Elevated Walkway	31	27	16000				
			North GA Taxilane Extension	45	61		1000			
			Perimeter Road Rehabilitation	31	48		2000			
			Twy D Reconstruction	55	76		3500			
2	Bismarck BIS	78	East GA Expansion	23	61		2000			
			Rehabilitate Runway 3-21 and Taxiway D	46	79		13000			
			Rehabilitate/Construct Parking Lot/Expansion	23	27		2000			
			GA Apron Expansion (Phase IV and V)	44	62	2000	2000			
			Purchase SRE Equipment	32	36	2300	800			
			Taxiway C North Rehab	45	74	10000				
			Rehabilitate Access Roads	23	27	1000	1600			
			Airfield Wetland Mitigation / Drainage Improvements (Phase VI - '21, VII - '22, VIII - '23)	31	41	16500	7000			
			Construct Terminal Building Expansion (D '25, C '25-'26)	31	40	500	54000			
			Expand Commercial Apron (Phase 1 D '23- C '24)	44	62	7000	7200			
			Purchase ARFF Equipment	32	36	750				
			Runway 13 RPZ Land Acquisition	41	44		2200			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	1000	1000			
			Rehabilitate/Construct SRE Building Expansion	32	36	4200				
Rehabilitate/Construct ARFF Building Expansion	31	43	1500							
Construct Service Road Expansion	23	27		3000						
3	Grand Forks GFK	189	Install New Passenger Boarding Bridges	31	39		11000			
			ASR Improvements	32	48	1600				
			Deicing Fluid Collection System	32	42	600				
			Commercial and GA Ramp Panel Replacement	44	38	2000				
			Relocate Airway Avenue/Airport Road Intersection	23	27		300			
			Update Noise Contours	21	65		250			
			Construct Taxilane Expansion	45	59	1000	500			
			Runway 9L-27R Extension - Land Acquisition, Wetland Mitigation	46	60	3900				
			Relocate Route 5	46	55	4600				
			Runway 9L-27R Extension - Reconstruct Runway Intersection	56	37	8600				
			Runway 9L-27R & TWY B Extension & Pavement Reconstruction	56	79	42600				
			Runway 17R/35L Reconstruction (C'25-'27)	56	79	26000	31000			
			Construct Runway 18-36	46	74		10000			
			Construct Access Road North of Terminal	41	39		1500			
Construct Terminal Apron	44	62		9000						
4	Minot MOT	120	Purchase ARFF Equipment	52	87		1000			
			Taxiway C Rehab	45	74		4000			
			Replace T-Hangars	12	24	3000	3000			
			Northwest GA Apron	44	62		2000			
			Storm Water Improvements (C '22 - C '23)	31	41	8100				
			Purchase SRE Equipment	32	75	1600	1000			
			Purchase ARFF Truck	52	36	1000				
			Taxiway B/G Rehab	45	74		3000			
			Replace/Upgrade Airfield Security Fence	31	83		5000			
			Reconstruct/Expand Cargo Apron (C '20-'21)	54	67	3500				
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	1000	1000			
			Runway 8/26 Rehab/Threshold Relocation; Taxiway B Intersection; Taxiway D Expansion	56	79	5400	4300			
			Construct GA Landside Access Road and Parking Lot	23	27	3500				
			RWY 8 Approach Clearing/Tree Removal	57	86					
5	Jamestown JMS	36	Rehabilitate Taxiways A, B & D (D'20 C'21)	45	74	2000				
			Rehabilitate Runway 13/31, Taxiway D-1, & Taxiway A (D'22 C'24)	46	79	2400				
			Reconstruct Terminal Apron Phase II	54	67	100	1500			
			Airfield Lighting Rehabilitation	56	79	2100				
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	600	1100			
			Acquire SRE	32	75		500			
			Replace Passenger Boarding Bridge	31	40		800			
			W. Industrial Park Infrastr. Improvements (C'25)	11	X		1500			
			Terminal Expansion	31	40		2000			
			Apron & Taxiway Concrete Section Rehabilitation	45	67		300			
			Construct T-Hangar	12	24		700			
			6	Williston XWA	49	Purchase SRE Equipment	32	75	2200	
						Purchase ARFF Equipment	52	36		1000
						Pavement Maintenance (RTA, RCF)	56	79	400	500
Construct Hangars	12	24				1000	2000			
Terminal Parking Expansion	23	27				2500				
Cargo Apron Construction	44	69				6100				
Ground Service Equipment Building	32	36				400				
Crosswind Parallel Taxiway	45	76					3000			
Deicing Fluid Collection Improvements	32	41					1400			
Construct Waste Water System	32	40					7000			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
7	Devils Lake DVL	13	Terminal Area Planning Study, Environmental, & ALP Terminal Plan Update	34	71	100				
			Apron & Taxiway Reconstruction	55	67	1700				
			Apron Lighting & Security Cameras	44	67	300				
			Terminal Expansion	32	40	3000				
			Install Passenger Boarding Bridge	31	40	1000				
			Improvements to Terminal Road & Parking Lot	21	37	1000				
			Runway 13/31 Pavement Rehabilitation	46	79	2000				
			Runway 13/31 Lighting Rehabilitation & Generator	56	79		1000			
			ALP/MP Update with Exhibit A/AGIS Component	37	71		500			
			Construct SRE/ARFF Building	32	57		2500			
8	Dickinson DIK	34	Rehabilitate Apron	44	67		500			
			Rehabilitate Taxiway A	45	74		800			
			Acquire SRE	32	75		1000			
			Terminal Design and Construction	33	45		30000			
			Reconstruct Runway 14/32	56	79	22000				
			Terminal Access and Parking Lot	31	40		5000			
			Purchase SRE Equipment	32	75	1200	1000			
			ARFF Truck / ARFF Building Expansion	32	87	750	2000			
			Construct Commercial Service Apron	44	62		6000			
			Construct Hangar Taxilanes	45	59		1000			
			Crosswind Parallel Taxiway	45	76		3000			
			SRE Building Expansion	32	45		2000			
			Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	56	72	750				
			GA Apron and Taxiway A Reconstruction (D '24, C '25)	55	74	4700				
			Commercial Service Airports Totals:						304450	337750
			9	Ashley ASY	11	BASIC Install LED MIRLs, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '21)	56	77	700	
						Pavement Maintenance (RTA, RCF, Seal)	56	77	150	200
						AGIS for IAP Development	37	67	150	
						Construct Terminal/SRE Building	32	39	500	
						Install AWOS	32	70		300
Construct Apron Expansion	44	59					1000			
Construct Fuel System (100LL + Jet A)	22	24					400			
10	Beach 20U	10				BASIC ALP/MP Update with Exhibit A/AGIS Component	31	42		300
						Rehabilitate Hangar Taxilanes	45	63		600
						Construct New Turf Runway	46	59		1000
			Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '22, C '23)	46	77	1600				
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400			
			Construct Hangar	12	22	1000				
			Construct Fence and Signage	31	38		2000			
			Construct Parallel Taxiway	45	48		1000			
			Construct Apron Expansion	44	59		500			
			11	Bottineau D09	17	LOCAL Construct Jet-A Fuel System	22	17	300	
Pavement Maintenance (RTA, RCF, Seal)	56	79				200	200			
Construct Taxiway Expansion	45	64				300	300			
Realign and Construct Turf X-Wind Runway	45	46					500			
Runway 13/31, Taxiway, Apron Pavement Rehabilitation	46	79					2200			
Demo Hangar and Construct New T-Hangar	12	24					1000			
Construct Fence and Signage	31	38					2000			
Conduct Misc Study/Request IFR on Runway 13	31	42				200				
ALP/MP Update with AGIS Component	31	42								
Install AWOS	32	72				300				
12	Bowman BWW	17	LOCAL Construct Partial Parallel Taxiway	45	48		3600			
			Construct Hangar (D '21, C '22)	12	24	1500				
			Construct Crosswind Runway	46	59		1500			
			Construct Taxilane	45	59		1000			
			Purchase SRE Equipment	32	45	500				
			Pavement Maintenance	56	79	200	200			
			Transfer Out Entitlements (\$32,000)	X	X	200	200			
			13	Cando 9D7	12	BASIC Replace Runway 16/34 Lighting System (D' 22, C' 23)	56	77	450	
						Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
						Construct Fuel System	22	24		400
Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	59					100			
Construct Wildlife Fence and Signage	31	34					1500			
Construct Partial Parallel Taxiway	45	75				1000				
ALP/MP Update with AGIS	37	69					300			
14	Carrington 46D	10				LOCAL Construct New Hangar	12	24		800
						Pavement Maintenance (RTA, RCF, Seal)	56	79	100	500
						Runway 13/31 & Taxiway Rehabilitation (D '21, C '22)	46	79	1900	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100			
			Apron Pavement Seal Coat & Taxilane Reconstruction	54	67	500				
			Rehabilitate Airfield Lights	56	79		500			
			Construct Fence and Signage	31	35		1000			
			15	Casselton 5N8	40	LOCAL Construct Wildlife Fence	31	35		2000
						Pavement Maintenance (RTA, RCF, Seal)	56	79	600	500
						Runway 13/31 Relocation & Parallel Taxiway Construction	46	79	300	13000
Environmental Assessment for Land Acquisition for Runway Relocation	46	70				250				
Land Acquisition for Runway Relocation	36	60				1200				
16	Cavalier 2C8	13				LOCAL Construct Drainage Improvements	46	41		100
						Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
						Relocate Powerline	47	40		50
						Runway Rehabilitation (D '26 C'27)	46	79		1000
						Purchase SRE Equipment	32	75	200	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100			
			Rehabilitate Airfield Lights (D'19, C '22)	56	79	800				
			Construct Fence and Signage	31	35		2000			
			Construct Full Length Taxiway	45	76		800			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	47	65	50	
17	Cooperstown S32	14	ALP/MP Update with AGIS Component	37	69	300	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Runway 13/31, Taxiway and Apron Rehabilitation	46	77	150	1500
			Construct Apron Expansion	44	67		500
			Construct Crosswind Runway	26	79		1000
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Parallel Taxiway	45	75		500
			Improve Access Road	31	35		300
			Transfer Out Entitlements (\$100,000)	X	X		
		BASIC	Snow Removal Equipment	32	42	300	
18	Crosby D50	11	Construct New SRE Building	32	48	500	
			Construct Runway Rehabilitation and New Windcone/Segmented Circle (D '21, C '22)	46	77	1200	
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS	31	42		300
			Construct Jet A Fuel System	12	17		300
			Construct Partial Parallel Taxiway	45	38		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
19	Dunseith - IPG S28	0	Environmental Assessment Runway 29	42	52	300	
			Land Acquisition - Runway 28 extension/RPZ	41	42	500	
			Runway, Taxiway, and Apron Reconstruction	56	66	2200	
			Construct Fence and Signage	31	38		2000
			Install MIRLS, PAPI and NPI Remarking	56	45	600	
			Transfer out Entitlements (\$300,000)	X	X		
		BASIC	Construct SRE Building	32	48		500
20	Edgeley 51D	10	Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	400
			Construct Runway Extension	46	71	1400	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
		BASIC	Improve Access Road	31	36		400
21	Ellendale 4E7	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Purchase SRE Equipment	32	73	300	
			Wildlife Site Visit & Wildlife Hazard Management Plan (WHMP)	31	69		100
			ALP/MP Update with AGIS	37	69		300
			Construct Wildlife Fence and Signage	31	34		1000
			Pave Turf Taxilane	45	58		300
			Install AWOS	32	70		200
			Reconstruct Apron Taxilane	55	63	300	
		BASIC	Construct Terminal, PAPIs (D '20, C '21), Threshold Lights, TWY Reflectors, RSA Grading	56	88	600	
22	Ft. Yates Y27	0	Pavement Maintenance (RTA, RCF, Seal) and Relocate Fence for LPV Approach	56	84	260	300
			Construct Hangar	12	22		600
			Construct SRE Building	32	48		700
			Access Road Improvements	33	20		900
			Construct Fuel System	22	17	300	
			Rehabilitate Runway, Taxiway, Apron	46	77		2000
		BASIC	Construct GA Terminal Building	21	38	700	
23	Garrison D05	11	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			RPZ Land Acquisition	32	48	400	
			Purchase SRE Equipment	41	41		300
			Construct Fence and Signage	31	83	50	1000
			Update ALP/MP with AGIS and Exhibit A	31	38		300
			Construct Hangar	12	22		700
			Construct North Hangar Taxilane	45	58		500
			Runway 13-31 Rehabilitation	56	66		2100
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
24	Glen Ullin D57	13	Runway, Taxiway, and Apron Rehabilitation (D '21, C '22)	46	77	1600	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		200
			Taxilane Extension	45	58	500	
			Construct Hangar	12	22		700
			Construct X-wind Rwy, EA, RPZ Land Acquisition	46	59		700
			Construct Partial Parallel Taxiway	45	52	100	700
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
25	Grafton GAF	14	Taxilane & Apron Reconstruction (D '23 C '24)	55	65	500	
			Construct Hangar	12	24		600
			Drainage Improvements (Phase I '21, Phase 2 '22) & Wetland Mitigation	56	41	1600	
			Construct New SRE Building	32	50		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Replace Airport Beacon	47	78	60	
			Runway 17/35 Rehabilitation	46	79		1600
			Remove Old Storage Building	12	45	200	
			Construct Fence and Signage	31	35		1000
		BASIC	Replace RWY 16/34 REILs & Repaint Airfield Markings	56	77	200	
26	Gwinner GWR	11	Reconstruct Taxilane & Access Road Improvements (D '22, C '23)	55	63	700	
			Update ALP/MP with AGIS and Exhibit A	37	69		300
			Purchase SRE Equipment	32	73		400
			Construct SRE Building	32	48		800
			Lighting Improvements	56	77	100	300
			Land Acquisition - Wildlife Fence	32	58		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	300
		BASIC	RPZ Land Acquisition and EA	41	42		800
27	Harvey 5H4	13	Rwy 11/29, Taxiway, Apron Rehabilitation (D '25, C '26)	46	77	200	2000
			New Crosswind Runway	46	59		800
			Update ALP/MP with AGIS and Exhibit A	31	69		300
			Parallel Taxiway	45	64		1000
			Apron Expansion	44	59		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Construct Hangar	12	22	700	
			AGIS Survey (LPV Approach, Both Ends)	42	52	200	
			Wildlife Fence and Signage	31	38		1000
			Replace Runway 11/29 PAPIs	56	46	100	

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
28	Hazen HZE	BASIC 16	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Rehabilitate Runway (D '19, C '21)	46	77	3000	
			Rehabilitate Taxiway and Apron (D '22, C '23)	45	72		
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS and Exhibit A	31	62		300
			Construct Crosswind Runway	46	49		500
			Construct Partial Parallel Taxiway & MITL	46	46		1600
			Replace MIRLS, PAPIs, Airfield Lighting Controls, & Construct New Vault (D '23, C '24)	56	77	600	
			45	58		600	
29	Hettinger HEI	LOCAL 20	Rehabilitate Taxiway C and South Hangar Taxilane (D '22, C '23)	45	74	600	
			Rehabilitate Taxiway B	45	74		400
			Apron Rehabilitation	44	67		900
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			ALP/Master Plan Update	31	55	300	
			Construct Hangar	12	24	700	
			Construct Hangar Taxilane	45	59		400
30	Hillsboro 3H4	LOCAL 22	Environmental Assessment for Runway Extension Land Acquisition	46	70	300	
			Purchase SRE Equipment	32	75	150	
			Land Acquisition for Runway Extension	36	60		200
			Construct Runway Extension	46	73		7000
			Apron Reconstruction (D'22, C'23)	54	67	3000	
			Reconstruct Access Road	31	46		200
			Construct Wildlife Fence and Signage	31	35		1000
			ALP/Master Plan Update	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
31	Kenmare 7K5	LOCAL 31	East Apron Construction	44	62		1200
			Construct Partial Parallel Taxiway and Hangar Taxilane (D '22, C '23)	46	76	1000	
			Relocate Fuel System	22	17		200
			Construct Access Road Extension and Parking Lot Expansion	33	20	300	
			Construct Runway 16/35 and Parallel Taxiway	46	42		6000
			Pavement Maintenance (RTA, RCF, Seal) and Partial Parallel Taxiway and Taxilane Env.	56	79	300	300
			Construct Terminal Building	21	35		500
32	Kindred K74	LOCAL 26	Airfield Lighting Rehabilitation	56	79		600
			EA, Land Acquisition, and Wetland Mitigation for Runway Extension	46	70		1000
			Replace Concrete Runway Panels	56	79	200	
			Construct Runway 11/29 Extension and Parallel Taxiway	46	73		7000
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Terminal Building	12	41	500	
			Relocate Road for Runway Extension	47	37		500
			Construct Fence and Signage	31	35		1000
Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200			
33	Lakota 5L0	BASIC 7	Rehab of Rwy 15/33, Apron, and Taxiway (D '21, C '22)	46	77	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Taxilane	45	58		500
			Construct Parking Lot	23	23		200
			Transfer Out Entitlements (\$131,000)	X	X		
34	LaMoure 4F9	NC 4	Pavement Maintenance (RTA, RCF, Seal)	56	72	100	200
			Replace Runway 16/34 Lighting System	56	72	500	
			Reconstruct Taxiway	55	68	400	
			Reconstruct Apron	54	60	400	
			Land Acquisition / RPZ	47	60		1000
			Wetland Mitigation	37	38		500
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	64		100
			Construct Terminal Building	21	35	400	
Construct Hangar	12	17		700			
Construct Fuel System	22	20		300			
35	Langdon D55	LOCAL 19	Rehabilitate Terminal Building	21	40		200
			Construct AWOS Access Road	31	39		300
			Expand Apron & Reconstruct Taxilane (D '21, C '23)	55	61	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Construct Parallel Taxiway	45	69		1000
			Construct Hangar	12	24	700	
			Crosswind Runway Turf Rehabilitation	56	79		600
Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150			
36	Linton 7L2	LOCAL 20	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Taxiway, Apron and Access Road Rehabilitation (D '22, C '23)	45	74	1100	
			Runway 9/27 Extension	46	51		1200
			ALP/MP Update with AGIS Component	31	42		300
			Construct Parallel Taxiway	46	76		1500
			Construct Hangar	12	24		700
Construct SRE Building	32	48	500				
37	Lisbon 6L3	BASIC 12	Construct Fence and Signage	31	34		500
			Construct Turf Partial Parallel Taxiway (D'21, C'22)	45	67	600	
			Runway 14/32 and Taxiway Rehabilitation	46	77	200	1500
			Install AWOS	32	70		300
			Rwy 14/32 Lighting Rehabilitation	56	77		500
			Construct Apron Expansion	45	59		1000
			Pave Partial Parallel Taxiway	45	67		1000
			Construct Connector Taxiway to Correct Direct Access Issue	45	72		500
Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Wetland Mitigation/ Drainage (D '19, C '22)	31	41	900	
38	Mandan Y19	83	Construct Parking Lot	23	27	200	
			Construct South Development Taxilane	45	59	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Runway Expansion (EA '23)	46	48	500	5000
			ALP/MP Update with AGIS Component	31	42		300
			Construct Corporate Apron and Taxilanes	43	62		3000
			Construct Terminal Building Expansion	21	29	200	
			Relocate County Road and Powerlines	46	48		2500
			Construct Hangar	12	24	1000	2000
			SRE Building Expansion	32	48	300	
			Purchase SRE Equipment	32	36	300	300
			Realign Parallel Taxiway	46	76		2200
			Install Fuel System	22	17	300	500
			Apron Expansion	44	61	1100	600
		LOCAL	Purchase SRE Equipment	32	75	300	
39	Mohall HBC	33	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55	150	
			Construct Wildlife Fence and Signage	31	29	1600	
			Construct Parallel Taxiway	46	76		1000
			Construct Hangar Taxilane	45	59		600
			Install AWOS	32	42	300	
		BASIC	Construct Hangar	12	22		600
40	Mott 3P3	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct Partial Parallel Taxiway	46	75		800
			Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA)	31	64		800
			Construct Hangar Taxilane (D and C '23)	45	58	350	
			Install AWOS	32	42		300
			Construct Runway Threshold Lighting, Add Non-Precision Runway Markings, Purchase SRE	56	73	250	
			Access and Parking Lot Improvements	33	20		300
			Apron Expansion	44	59		200
			Construct Runway Extension	46	56		2000
		LOCAL	Land Acquisition for Apron Expansion	34	60	200	
41	Northwood 4V4	19	Construct Taxilane and Apron Expansion (D '22, C '23)	45	60	600	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Fuel System	22	26		500
			Construct Terminal Building	21	39		700
			Construct New Runway 14/32	46	74		5200
			Environmental and Land Acquisition for Runway Development	46	70		800
			Construct Hangar	12	24		800
			Transfer Out Entitlements (\$75,000)	X	X		
		LOCAL	Taxiway Overlay & Airfield Seal Coat (D' 20,C '21)	45	74	500	
42	Oakes 2D5	11	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Wildlife Fence and Signage	31	35		1000
			Construct Parallel Taxiway	45	69		1200
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Acquire SRE	32	75	400	
			ALP/MP Update with AGIS Component	37	71		300
		BASIC	Obstruction Removal and Mitigation	57	88	300	
43	Park River Y37	10	Install AWOS	32	70		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		150
			Construct Wildlife Fence and Signage	31	38		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Runway 5/31, Apron, Taxiway Rehabilitation	46	79		1000
			Runway Extension Field Studies ('22), EA ('23), & Land Acquisition ('24)	46	68	600	
			Construct Runway Extension	46	71		1000
		BASIC	Construct Runway Extension	46	51		1400
44	Parshall Y74	8	Install AWOS	32	42		300
			Construct Apron Expansion and Access Road	44	59		400
			Construct Fence and Signage	31	38		1000
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Upgrade Jet Fuel System	22	17	300	
			Upgrade Runway Lighting (MIRL)	56	77	400	
			Reconstruct Taxiway, Apron, and Taxilane (EA '23, D '24, C '25)	55	72	800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
		BASIC	Flight Check, Replace Windsock, Install Drainage Control Gate	56	40	150	
45	Pembina PMB	9	Install Fuel System	22	24	500	
		↓	Runway and Taxiway Rehabilitation	46	77		1400
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	200
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Acquire SRE	32	73		400
			Construct Hangar	12	22	100	600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Airfield Electrical Rehabilitation	56	77	400	
46	Rolla 06D	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			ALP Update / AGIS and Exhibit A	32	55		300
			Land Acquisition (RPZ)	41	44		400
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	64		1000
		BASIC	Construct Hangar	12	22		700
47	Rugby RUG	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct SRE Building	32	48	700	
			Runway 12-30, Taxiway and Taxilane Rehabilitation (D '25, C '26)	46	77	100	1200
			ALP Update / AGIS and Exhibit A	32	55	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Terminal Building	21	29		750
			Construct Fence and Signage	31	38		1000
			Transfer Out Entitlements (\$163,000)	X	X		

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
48	Stanley 08D	28	Construct Jet Fuel System	22	17	400	
			Construct Runway Extension (EA '26)	46	71	100	3000
			Construct Road and Parking Improvements	12	27	800	
			Construct SRE Building	32	50	400	
			Construct Hangar	12	24	750	
			Construct PAPIs Runway 09 (D '21, C '22)	37	46	250	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	38		1000
		LOCAL	Reconstruct East Hangar Taxilanes and Rehabilitate East Apron (Reimbursement)	45	67	150	
49	Tioga D60	22	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Purchase SRE Equipment	32	75	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	45	62		100
			Construct Fence and Signage	31	64		2000
			Runway 12-30 Rehabilitation	46	79		2200
			Rehabilitate West Taxilanes	45	65	100	1500
			Construct MITL System For Taxiway/Apron (D '21, C '22)	45	78	400	
			Construct Full Length Parallel Taxiway	45	76		2000
		LOCAL	Construct Electrical Vault	52	70		200
50	Valley City BAC	33	Acquire SRE Snowblower attachment	32	75	250	
			Runway 13/31 Rehabilitation (D'22, C'23)	46	79	400	
			Apron Reconstruction	54	67	1100	
			EA and Land Acquisition for Turf Runway 5/23 Relocation	46	70	700	
			Turf Runway 5/23 Relocation Construction	46	79		1200
			ALP/MP Update with AGIS Component	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		LOCAL	Construct Hangar	12	24		1000
51	Wahpeton BWP	42	Apron Rehabilitation (D'20, C'21)	44	67	2500	
			Land Acquisition (Rwy 33 End-House)	46	67		300
			Wildlife Fence and Signage	31	35		1000
			South Taxilane/Apron Reconstruction	45	67		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		BASIC	Construct Hangar	12	22	600	
52	Walhalla 96D	8	Rehabilitate Airfield Lighting	56	77	500	
			ALP/MP Update with AGIS Component	37	69		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	100
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Airfield Pavement Rehabilitation	46	77		600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Replace Airport Lighting System	56	77	100	600
53	Washburn 5C8	11	Pavement Maintenance (RTA, RCF)	56	77	200	300
			Construct Hangar Taxilane and Non-Precision Runway Markings (D '21, C '22)	45	58	500	500
			Construct Fence and Signage	31	64		1000
			Construct Access Road	33	20	300	
			Obstruction Lights for GPS Approach Development	57	84	90	
			Construct Hangar	12	22	700	700
		LOCAL	Apron Expansion and Hangar Taxilane	44	61		1700
54	Watford City S25	37	Purchase SRE	32	75	200	
			Construct SRE Building	32	50	200	
			Construct Fence and Signage	31	64	200	3000
			Parking Lot Expansion and Terminal Area Drainage Improvements (C '24)	52	41	200	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Hangar	12	24	700	700
55	State PCI		Statewide PCI Study Update		68	1200	1200
56	State Aviation Impact		Statewide State Aviation Impact Update		68	600	
57	State System Plan		State Aviation System Plan Update		68	600	
	Total Based Aircraft	1441	General Aviation Airport Project Totals			90,510	221,350
			Commercial Airport Project Totals			304,450	337,750
			Total Airport Project Totals			394,960	559,100

Airports Not Included within Analysis:

Non NPIAS Paved (18):

55 Beulah
56 Drayton
57 Enderlin
58 Killdeer
59 Larimore
60 Leeds
61 Maddock
62 Mayville
63 Minto
64 Napoleon
65 New Rockford
66 New Town
67 Page
68 Rolette
69 St. Thomas
70 West Fargo
71 Westhope
72 Wishek

Non NPIAS Turf (170):

73 Arthur
74 Bowbells
75 Columbus
76 Elgin
77 Fessenden
78 Gackle
79 Hazelton
80 Kulm
81 Lidgerwood
82 McClusky
83 McVillie
84 Milnor
85 Plaza
86 Richardton
87 Riverdale
88 Towner
89 Turtle Lake



Airport Association of North Dakota

611

Matthew Remyse - President Kelly Braun - Vice President

Jordan Dahl - Sec. / Treasurer

PO Box 1560 Jamestown, North Dakota 58402-1560

(701) 355-1808

January 12, 2021

RE: Testimony to Senate Appropriations on SB 2006 (Aeronautics Commission Budget)

Chairman Homberg and members of the committee,

I am Matthew Remyse, the President of the Airport Association of North Dakota (AAND). I want to thank you for the opportunity to speak here today and thank you for your past support of aviation. AAND is the professional organization for North Dakota Airports and it serves to promote airports, aviation, and safety across the state. I'm here today on behalf of the association to express our support of the North Dakota Aeronautics Commission (NDAC) and SB 2006.

Truly, the NDAC and its staff are a great resource for airports managers and members of the aviation community in North Dakota. The NDAC manages a fantastic education program that is drawing young adults into aviation. The NDAC planners assists general aviation airport managers with developing their capital improvement plans and conducting safety inspections. Additionally, the studies that the NDAC undertakes are an extremely useful tools for airports. For instance, a Pavement Condition Index study is a federal requirement that each airport must complete to receive federal funding. The NDAC puts this study together for all airports. This is a large undertaking and Mr. Wanner and his staff do an amazing job managing the study and assuring that there is a useful end product for airports. Another great example, is the economic impact study that the NDAC manages. With this study, airport managers use the results of the study and the data to justify the impact their airport has on the community and region.

Additionally, the NDAC offers a valuable grant program to our airports. This program has allowed our airports to grow and develop so they remain a valuable asset for North Dakota's

economy. According to the 2015 Statewide Economic Impact of Aviation study, North Dakota's 89 airports generate an economic impact of \$1.56 billion annually, employ 4,439 individuals and is utilized by every major industry in the state.

In 2019 and in the beginning part of 2020, airports from across the state were seeing growth at their facilities. In 2019, passenger boardings at our commercial airports increased 10% over 2018. That is an additional 108,452 passengers year over year. In 2020, passenger boardings were up 12% in the first two months and the growth was predicted to continue. Across the state, airport managers were seeing growth at their airports. Unfortunately, in March 2020, COVID-19 was deemed to be a pandemic and the results of lockdowns, border closures and travel restrictions decimated the commercial airline industry and had large negative effects on general aviation, too. Through the pandemic, North Dakota aviation has fared well, even with the decline in activity. Aviation is truly a resilient industry and as the vaccine continues to be administered and restriction are lessened, travel and activity will return.

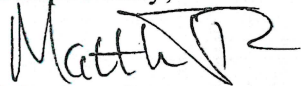
With growth and travel demand down because of the pandemic, it may seem like the time to hold back on development, but it's not. Now is the time to invest in our state's airports, so when demand returns, our airports are in the best position possible. The Federal Aviation Administration (FAA) has developed a 5- year capital improvement plan for the airports in North Dakota and the need for 2021-2026 is \$395 million. The projects factored into this amount include a large runway project in Grand Forks, terminal expansion in Fargo, drainage improvements in Bismarck, and runway rehabilitation projects at several general aviation airports. To fund these projects, NDAC staff works closely with FAA and airport staff. Federal funding normally covers 90% of eligible projects, but with such a high demand of large projects in the state and an inadequate level of federal funds available nationwide, the 90% level of funding is often not attained for projects. Moreover, the amount of federal funding available through the AIP has remained flat since 2001 while the cost of developing and constructing airport projects throughout the country has continued to increase due to rising construction costs

and inflation. These factors have increased the competition for federal funding and has made it more and more difficult for airports in North Dakota to receive federal funds. After factoring in projected revenues from the FAA, local governments, and the NDAC grant funding there is a \$160 million shortfall. With the lack of both state and federal funding, airports are making the difficult decision of passing on a project or going into debt to complete their project. Additional state funding for airport grants would assure that crucial projects are being completed on time and would reduce the amount of debt airports would have to take on. Also, when additional state funding is appropriated it typically generates more federal dollars.

Based on the funding needs for the airports across the state, I respectfully request that the committee support Governor Burgum's budget recommendation for the NDAC. In this scenario, NDAC staff would have additional discretion to administer \$1.875 million of special fund for airport grants. This of course is, if the special fund revenue is received by the NDAC. Additionally, I would request the appropriate language be placed in this bill that would provide NDAC staff the continuing resolution to administer any monies deposited into the Airport Infrastructure Fund.

In conclusion, the NDAC provides an enormous amount of support to airports and the aviation community and are a vital piece to helping move infrastructure projects forward. I thank you for the opportunity to provide testimony today and I will take any questions the committee may have for me.

Respectfully,



Matthew Remyse, A.A.E.
President, AAND

Enclosures:

1. North Dakota Airport's Five Year Capital Needs
2. Federal Funding of North Dakota Airports

NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA



	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
1	Fargo FAR	203	Cargo Apron Expansion Phase IV	44	63	3500				
			Terminal Apron Reconstruction (D'21, Phase I C'22, Phase II C'23)	54	69	15000				
			Terminal Area Study	34	73	400				
			Replace Passenger Boarding Bridge	31	42	500				
			Pavement Maintenance (RTA, RCF, Seal)	56	81	1000	1000			
			Terminal Building Expan. (D'23, Phase I C'23, Phase II C'24)	31	42	37000				
			Glycol Pump Station (D'21, C'22)	31	60	2000				
			Rwy 9/27 Ext./Widening / Par. Twy EA, Design, Construct	46	51		65000			
			South GA Apron Rehabilitation	54	69	5000				
			SRE Acquisition	32	77	1000	2000			
			Construct Elevated Walkway	31	27	16000				
			North GA Taxi Lane Extension	45	61		1000			
			Perimeter Road Rehabilitation	31	48		2000			
			Twy D Reconstruction	55	76		3500			
			2	Bismarck BIS	78	East GA Expansion	23	61		2000
Rehabilitate Runway 3-21 and Taxiway D	46	79					13000			
Rehabilitate/Construct Parking Lot/Expansion	23	27					2000			
GA Apron Expansion (Phase IV and V)	44	62				2000	2000			
Purchase SRE Equipment	32	36				2300	800			
Taxiway C North Rehab	45	74				10000				
Rehabilitate Access Roads	23	27				1000	1600			
Airfield Wetland Mitigation / Drainage Improvements (Phase VI - '21, VII - '22, VIII - '23)	31	41				16500	7000			
Construct Terminal Building Expansion (D '25, C '25-'26)	31	40				500	54000			
Expand Commercial Apron (Phase 1 D '23-C '24)	44	62				7000	7200			
Purchase ARFF Equipment	32	36				750				
Runway 13 RPZ Land Acquisition	41	44					2200			
Pavement Maintenance (RTA, RCF, Seal)	56	79				1000	1000			
Rehabilitate/Construct SRE Building Expansion	32	36				4200				
Rehabilitate/Construct ARFF Building Expansion	31	43				1500				
Construct Service Road Expansion	23	27		3000						
3	Grand Forks GFK	189	Install New Passenger Boarding Bridges	31	39		11000			
			ASR Improvements	32	48	1600				
			Deicing Fluid Collection System	32	42	600				
			Commercial and GA Ramp Panel Replacement	44	38	2000				
			Relocate Airway Avenue/Airport Road Intersection	23	27		300			
			Update Noise Contours	21	65		250			
			Construct Taxi Lane Expansion	45	59	1000	500			
			Runway 9L-27R Extension - Land Acquisition, Wetland Mitigation	46	60	3900				
			Relocate Route 5	46	55	4600				
			Runway 9L-27R Extension - Reconstruct Runway Intersection	56	37	8600				
			Runway 9L-27R & TWY B Extension & Pavement Reconstruction	56	79	42600				
			Runway 17R/35L Reconstruction (C'25-'27)	56	79	26000	31000			
			Construct Runway 18-36	46	74		10000			
			Construct Access Road North of Terminal	41	39		1500			
			Construct Terminal Apron	44	62		9000			
Purchase ARFF Equipment	52	87		1000						
4	Minot MOT	120	Taxiway C Rehab	45	74		4000			
			Replace T-Hangars	12	24	3000	3000			
			Northwest GA Apron	44	62		2000			
			Storm Water Improvements (C '22 - C '23)	31	41	8100				
			Purchase SRE Equipment	32	75	1600	1000			
			Purchase ARFF Truck	52	36	1000				
			Taxiway B/G Rehab	45	74		3000			
			Replace/Upgrade Airfield Security Fence	31	83		5000			
			Reconstruct/Expand Cargo Apron (C '20-'21)	54	67	3500				
			Pavement Maintenance (RTA, RCF, Seal), Remarketing	56	79	1000	1000			
			Runway 8/26 Rehab/Threshold Relocation; Taxiway B Intersection; Taxiway D Expansion	56	79	5400	4300			
			Construct GA Landside Access Road and Parking Lot	23	27	3500				
			RWY B Approach Clearing/Tree Removal	57	86					
			Rehabilitate Taxiways A, B & D (D'20 C'21)	45	74	2000				
			5	Jamestown JMS	36	Rehabilitate Runway 13/31, Taxiway D-1, & Taxiway A (D'22 C'24)	46	79	2400	
Reconstruct Terminal Apron Phase II	54	67				100	1500			
Airfield Lighting Rehabilitation	56	79				2100				
Pavement Maintenance (RTA, RCF, Seal), Remarketing	56	79				600	1100			
Acquire SRE	32	75					500			
Replace Passenger Boarding Bridge	31	40					800			
W. Industrial Park Infrastr. Improvements (C'25)	11	X					1500			
Terminal Expansion	31	40					2000			
Apron & Taxiway Concrete Section Rehabilitation	45	67					300			
Construct T-Hangar	12	24					700			
Purchase SRE Equipment	32	75				2200				
6	Williston XWA	49				Purchase ARFF Equipment	52	36		1000
						Pavement Maintenance (RTA, RCF)	56	79	400	500
						Construct Hangars	12	24	1000	2000
						Terminal Parking Expansion	23	27	2500	
			Cargo Apron Construction	44	69	6100				
			Ground Service Equipment Building	32	36	400				
			Crosswind Parallel Taxiway	45	76		3000			
			Deicing Fluid Collection Improvements	32	41		1400			
			Construct Waste Water System	32	40		7000			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
			Terminal Area Planning Study, Environmental, & ALP Terminal Plan Update	34	71	100	
7	Devils Lake	13	Apron & Taxiway Reconstruction	55	67	1700	
	DVL		Apron Lighting & Security Cameras	44	67	300	
			Terminal Expansion	32	40	3000	
			Install Passenger Boarding Bridge	31	40	1000	
			Improvements to Terminal Road & Parking Lot	21	37	1000	
			Runway 13/31 Pavement Rehabilitation	46	79	2000	
			Runway 13/31 Lighting Rehabilitation & Generator	56	79		1000
			ALP/MP Update with Exhibit A/AGIS Component	37	71		500
			Construct SRE/ARFF Building	32	57		2500
			Rehabilitate Apron	44	67		500
			Rehabilitate Taxiway A	45	74		800
			Acquire SRE	32	75		1000
			Terminal Design and Construction	33	45		30000
8	Dickinson	34	Reconstruct Runway 14/32	56	79	22000	
	DIK		Terminal Access and Parking Lot	31	40		5000
			Purchase SRE Equipment	32	75	1200	1000
			ARFF Truck / ARFF Building Expansion	32	87	750	2000
			Construct Commercial Service Apron	44	62		6000
			Construct Hangar Taxilanes	45	59		1000
			Crosswind Parallel Taxiway	45	76		3000
			SRE Building Expansion	32	45		2000
			Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	56	72	750	
			GA Apron and Taxiway A Reconstruction (D '24, C '25)	55	74	4700	
Commercial Service Airports Totals:						304450	337750
		BASIC	Install LED MIRLS, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '21)	56	77	700	
9	Ashley	11	Pavement Maintenance (RTA, RCF, Seal)	56	77	150	200
	ASY		AGIS for IAP Development	37	67	150	
			Construct Terminal/SRE Building	32	39	500	
			Install AWOS	32	70		300
			Construct Apron Expansion	44	59		1000
			Construct Fuel System (100LL + Jet A)	22	24		400
		BASIC	ALP/MP Update with Exhibit A/AGIS Component	31	42		300
10	Beach	10	Rehabilitate Hangar Taxilanes	45	63		600
	20U		Construct New Turf Runway	46	59		1000
			Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '22, C '23)	46	77	1600	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
			Construct Hangar	12	22	1000	
			Construct Fence and Signage	31	38		2000
			Construct Parallel Taxiway	45	48		1000
			Construct Apron Expansion	44	59		500
		LOCAL	Construct Jet-A Fuel System	22	17	300	
11	Botineau	17	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
	D09		Construct Taxiway Expansion	45	64	300	300
			Realign and Construct Turf X-Wind Runway	45	46		500
			Runway 13/31, Taxiway, Apron Pavement Rehabilitation	46	79		2200
			Demo Hangar and Construct New T-Hangar	12	24		1000
			Construct Fence and Signage	31	38		2000
			Conduct Misc Study/Request IFR on Runway 13	31	42	200	
			ALP/MP Update with AGIS Component	31	42		
			Install AWOS	32	72	300	
			Transfer Out Entitlements (\$30,000)	X	X		
		LOCAL	Construct Partial Parallel Taxiway	45	48		3600
12	Bowman	17	Construct Hangar (D '21, C '22)	12	24	1500	
	BWW		Construct Crosswind Runway	46	59		1500
			Construct Taxilane	45	59		1000
			Purchase SRE Equipment	32	45	500	
			Pavement Maintenance	56	79	200	200
			Transfer Out Entitlements (\$32,000)	X	X	200	200
		BASIC	Replace Runway 16/34 Lighting System (D '22, C '23)	56	77	450	
13	Cando	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
	9D7		Construct Fuel System	22	24		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	59		100
			Construct Wildlife Fence and Signage	31	34		1500
			Construct Partial Parallel Taxiway	45	75	1000	
			ALP/MP Update with AGIS	37	69		300
		LOCAL	Construct New Hangar	12	24		800
14	Carrington	10	Pavement Maintenance (RTA, RCF, Seal)	56	79	100	500
	46D		Runway 13/31 & Taxiway Rehabilitation (D '21, C '22)	46	79	1900	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Apron Pavement Seal Coat & Taxilane Reconstruction	54	67	500	
			Rehabilitate Airfield Lights	56	79		500
			Construct Fence and Signage	31	35		1000
		LOCAL	Construct Wildlife Fence	31	35		2000
15	Cassellton	40	Pavement Maintenance (RTA, RCF, Seal)	56	79	600	500
	5N8		Runway 13/31 Relocation & Parallel Taxiway Construction	46	79	300	13000
			Environmental Assessment for Land Acquisition for Runway Relocation	46	70	250	
			Land Acquisition for Runway Relocation	36	60	1200	
		LOCAL	Construct Drainage Improvements	46	41		100
16	Cavalier	13	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
	2C8		Relocate Powerline	47	40		50
			Runway Rehabilitation (D '26 C'27)	46	79		1000
			Purchase SRE Equipment	32	75	200	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Rehabilitate Airfield Lights (D'19, C '22)	56	79	800	
			Construct Fence and Signage	31	35		2000
			Construct Full Length Taxiway	45	76		800

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
17	Cooperstown S32	BASIC 14	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	47	65	50	
			ALP/MP Update with AGIS Component	37	69	300	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Runway 13/31, Taxiway and Apron Rehabilitation	46	77	150	1500
			Construct Apron Expansion	44	67		500
			Construct Crosswind Runway	26	79		1000
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Parallel Taxiway	45	75		500
			Improve Access Road	31	35		300
			Transfer Out Entitlements (\$100,000)	X	X		
18	Crosby D50	BASIC 11	Snow Removal Equipment	32	42	300	
			Construct New SRE Building	32	48	500	
			Construct Runway Rehabilitation and New Windcone/Segmented Circle (D '21, C '22)	46	77	1200	
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS	31	42		300
			Construct Jet A Fuel System	12	17		300
			Construct Partial Parallel Taxiway	45	38		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
			Environmental Assessment Runway 29	42	52	300	
19	Dunseith - IPG S28	BASIC 0	Land Acquisition - Runway 28 extension/RPZ	41	42	500	
			Runway, Taxiway, and Apron Reconstruction	56	66	2200	
			Construct Fence and Signage	31	38		2000
			Install MIRLS, PAPI and NPI Remarking	56	45	600	
			Transfer out Entitlements (\$300,000)	X	X		
			Construct SRE Building	32	48		500
20	Edgeley 51D	BASIC 10	Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	400
			Construct Runway Extension	46	71	1400	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Improve Access Road	31	36		400
21	Ellendale 4E7	BASIC 10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Purchase SRE Equipment	32	73	300	
			Wildlife Site Visit & Wildlife Hazard Management Plan (WHMP)	31	69		100
			ALP/MP Update with AGIS	37	69		300
			Construct Wildlife Fence and Signage	31	34		1000
			Pave Turf Taxiway	45	58		300
			Install AWOS	32	70		200
			Reconstruct Apron Taxiway	55	63	300	
22	Fl. Yates Y27	BASIC 0	Construct Terminal, PAPIs (D '20, C '21), Threshold Lights, TWY Reflectors, RSA Grading	56	88	600	
			Pavement Maintenance (RTA, RCF, Seal) and Relocate Fence for LPV Approach	56	84	260	300
			Construct Hangar	12	22		600
			Construct SRE Building	32	48		700
			Access Road Improvements	33	20		900
			Construct Fuel System	22	17	300	
			Rehabilitate Runway, Taxiway, Apron	46	77		2000
			Construct GA Terminal Building	21	38	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			RPZ Land Acquisition	32	48	400	
23	Garrison D05	BASIC 11	Purchase SRE Equipment	41	41		300
			Construct Fence and Signage	31	83	50	1000
			Update ALP/MP with AGIS and Exhibit A	31	38		300
			Construct Hangar	12	22		700
			Construct North Hangar Taxiway	45	58		500
			Runway 13-31 Rehabilitation	56	66		2100
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Runway, Taxiway, and Apron Rehabilitation (D '21, C '22)	46	77	1600	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		200
			Taxiway Extension	45	58	500	
24	Glen Ullin D57	BASIC 13	Construct Hangar	12	22		700
			Construct X-wind Rwy, EA, RPZ Land Acquisition	46	59		700
			Construct Partial Parallel Taxiway	45	52	100	700
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Taxiway & Apron Reconstruction (D '23 C '24)	55	65	500	
			Construct Hangar	12	24		600
			Drainage Improvements (Phase I '21, Phase 2 '22) & Wetland Mitigation	56	41	1600	
			Construct New SRE Building	32	50		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Replace Airport Beacon	47	78	60	
25	Grafton GAF	LOCAL 14	Runway 17/35 Rehabilitation	46	79		1600
			Remove Old Storage Building	12	45	200	
			Construct Fence and Signage	31	35		1000
			Replace RWY 16/34 REILs & Repaint Airfield Markings	56	77	200	
			Reconstruct Taxiway & Access Road Improvements (D '22, C '23)	55	63	700	
			Update ALP/MP with AGIS and Exhibit A	37	69		300
			Purchase SRE Equipment	32	73		400
			Construct SRE Building	32	48		800
			Lighting Improvements	56	77	100	300
			Land Acquisition - Wildlife Fence	32	58		300
26	Gwinner GWR	BASIC 11	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	300
			RPZ Land Acquisition and EA	41	42		800
			Rwy 11/29, Taxiway, Apron Rehabilitation (D '25, C '26)	46	77	200	2000
			New Crosswind Runway	46	59		800
			Update ALP/MP with AGIS and Exhibit A	31	69		300
			Parallel Taxiway	45	64		1000
			Apron Expansion	44	59		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
27	Harvey 5H4	BASIC 13	Construct Hangar	12	22	700	
			AGIS Survey (LPV Approach, Both Ends)	42	52	200	
			Wildlife Fence and Signage	31	38		1000
			Replace Runway 11/29 PAPIs	56	46	100	

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
28	Hazen HZE	BASIC 16	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Rehabilitate Runway (D '19, C '21)	46	77	3000	
			Rehabilitate Taxiway and Apron (D '22, C '23)	45	72		
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS and Exhibit A	31	62		300
			Construct Crosswind Runway	46	49		500
			Construct Partial Parallel Taxiway & MITL	46	46		1600
			Replace MIRLS, PAPIs, Airfield Lighting Controls, & Construct New Vault (D '23, C '24)	56	77	600	
			North Hangar Taxiway Construction	45	58		600
29	Hettinger HEI	LOCAL 20	Rehabilitate Taxiway C and South Hangar Taxiway (D '22, C '23)	45	74	600	
			Rehabilitate Taxiway B	45	74		400
			Apron Rehabilitation	44	67		900
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			ALP/Master Plan Update	31	55	300	
			Construct Hangar	12	24	700	
			Construct Hangar Taxiway	45	59		400
30	Hillsboro 3H4	LOCAL 22	Environmental Assessment for Runway Extension Land Acquisition	46	70	300	
			Purchase SRE Equipment	32	75	150	
			Land Acquisition for Runway Extension	36	60		200
			Construct Runway Extension	46	73		7000
			Apron Reconstruction (D'22, C'23)	54	67	3000	
			Reconstruct Access Road	31	46		200
			Construct Wildlife Fence and Signage	31	35		1000
			ALP/Master Plan Update	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			East Apron Construction	44	62		1200
31	Kenmare 7K5	LOCAL 31	Construct Partial Parallel Taxiway and Hangar Taxiway (D '22, C '23)	46	76	1000	
			Relocate Fuel System	22	17		200
			Construct Access Road Extension and Parking Lot Expansion	33	20	300	
			Construct Runway 16/35 and Parallel Taxiway	46	42		6000
			Pavement Maintenance (RTA, RCF, Seal) and Partial Parallel Taxiway and Taxiway Env.	56	79	300	300
			Construct Terminal Building	21	35		500
			Airfield Lighting Rehabilitation	56	79		600
			EA, Land Acquisition, and Wetland Mitigation for Runway Extension	46	70		1000
32	Kindred K74	LOCAL 26	Replace Concrete Runway Panels	56	79	200	
			Construct Runway 11/29 Extension and Parallel Taxiway	46	73		7000
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Terminal Building	12	41	500	
			Relocate Road for Runway Extension	47	37		500
			Construct Fence and Signage	31	35		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Rehab of Rwy 15/33, Apron, and Taxiway (D '21, C '22)	46	77	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
33	Lakota 5LO	BASIC 7	Construct Wildlife Fence and Signage	31	34		1000
			Construct Taxiway	45	58		500
			Construct Parking Lot	23	23		200
			Transfer Out Entitlements (\$131,000)	X	X		
			Pavement Maintenance (RTA, RCF, Seal)	56	72	100	200
			Replace Runway 16/34 Lighting System	56	72	500	
			Reconstruct Taxiway	55	68	400	
			Reconstruct Apron	54	60	400	
			Land Acquisition / RPZ	47	60		1000
			Wetland Mitigation	37	38		500
34	LaMoure 4F9	NC 4	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	64		100
			Construct Terminal Building	21	35	400	
			Construct Hangar	12	17		700
			Construct Fuel System	22	20		300
			Rehabilitate Terminal Building	21	40		200
			Construct AWOS Access Road	31	39		300
			Expand Apron & Reconstruct Taxiway (D '21, C '23)	55	61	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Construct Parallel Taxiway	45	69		1000
			Construct Hangar	12	24	700	
35	Langdon D55	LOCAL 19	Crosswind Runway Turf Rehabilitation	56	79		600
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Taxiway, Apron and Access Road Rehabilitation (D '22, C '23)	45	74	1100	
			Runway 9/27 Extension	46	51		1200
			ALP/MP Update with AGIS Component	31	42		300
			Construct Parallel Taxiway	46	76		1500
			Construct Hangar	12	24		700
			Construct SRE Building	32	48	500	
			Construct Fence and Signage	31	34		500
36	Linton 7L2	BASIC 12	Construct Turf Partial Parallel Taxiway (D'21, C'22)	45	67	600	
			Runway 14/32 and Taxiway Rehabilitation	46	77	200	1500
			Install AWOS	32	70		300
			Rwy 14/32 Lighting Rehabilitation	56	77		500
			Construct Apron Expansion	45	59		1000
			Pave Partial Parallel Taxiway	45	67		1000
			Construct Connector Taxiway to Correct Direct Access Issue	45	72		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Wetland Mitigation/ Drainage (D '19, C '22)	31	41	900	
38	Mandan Y19	83	Construct Parking Lot	23	27	200	
			Construct South Development Taxi Lane	45	59	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Runway Expansion (EA '23)	46	48	500	5000
			ALP/MP Update with AGIS Component	31	42		300
			Construct Corporate Apron and Taxi Lanes	43	62		3000
			Construct Terminal Building Expansion	21	29	200	
			Relocate County Road and Powerlines	46	48		2500
			Construct Hangar	12	24	1000	2000
			SRE Building Expansion	32	48	300	
			Purchase SRE Equipment	32	36	300	300
			Realign Parallel Taxiway	46	76		2200
			Install Fuel System	22	17	300	500
			Apron Expansion	44	61	1100	600
		LOCAL	Purchase SRE Equipment	32	75	300	
39	Mohall HBC	33	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55	150	
			Construct Wildlife Fence and Signage	31	29	1600	
			Construct Parallel Taxiway	46	76		1000
			Construct Hangar Taxi Lane	45	59		600
			Install AWOS	32	42	300	
		BASIC	Construct Hangar	12	22		600
40	Mott 3P3	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct Partial Parallel Taxiway	46	75		800
			Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA)	31	64		800
			Construct Hangar Taxi Lane (D and C '23)	45	58	350	
			Install AWOS	32	42		300
			Construct Runway Threshold Lighting, Add Non-Precision Runway Markings, Purchase SRE	56	73	250	
			Access and Parking Lot Improvements	33	20		300
			Apron Expansion	44	59		200
			Construct Runway Extension	46	56		2000
		LOCAL	Land Acquisition for Apron Expansion	34	60	200	
41	Northwood 4V4	19	Construct Taxi Lane and Apron Expansion (D '22, C '23)	45	60	600	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Fuel System	22	26		500
			Construct Terminal Building	21	39		700
			Construct New Runway 14/32	46	74		5200
			Environmental and Land Acquisition for Runway Development	46	70		800
			Construct Hangar	12	24		800
			Transfer Out Entitlements (\$75,000)	X	X		
		LOCAL	Taxiway Overlay & Airfield Seal Coat (D '20, C '21)	45	74	500	
42	Oakes 2D5	11	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Wildlife Fence and Signage	31	35		1000
			Construct Parallel Taxiway	45	69		1200
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Acquire SRE	32	75	400	
			ALP/MP Update with AGIS Component	37	71		300
		BASIC	Obstruction Removal and Mitigation	57	88	300	
43	Park River Y37	10	Install AWOS	32	70		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		150
			Construct Wildlife Fence and Signage	31	38		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Runway 5/31, Apron, Taxiway Rehabilitation	46	79		1000
			Runway Extension Field Studies (22), EA (23), & Land Acquisition (24)	46	68	600	
			Construct Runway Extension	46	71		1000
		BASIC	Construct Runway Extension	46	51		1400
44	Parshall Y74	8	Install AWOS	32	42		300
			Construct Apron Expansion and Access Road	44	59		400
			Construct Fence and Signage	31	38		1000
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Upgrade Jet Fuel System	22	17	300	
			Upgrade Runway Lighting (MIRL)	56	77	400	
			Reconstruct Taxiway, Apron, and Taxi Lane (EA '23, D '24, C '25)	55	72	800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
		BASIC	Flight Check, Replace Windsock, Install Drainage Control Gate	56	40	150	
45	Pembina PMB	9	Install Fuel System	22	24	500	
			Runway and Taxiway Rehabilitation	46	77		1400
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	200
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Acquire SRE	32	73		400
			Construct Hangar	12	22	100	600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Airfield Electrical Rehabilitation	56	77	400	
46	Rolla 06D	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			ALP Update / AGIS and Exhibit A	32	55		300
			Land Acquisition (RPZ)	41	44		400
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	64		1000
		BASIC	Construct Hangar	12	22		700
47	Rugby RUG	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct SRE Building	32	48	700	
			Runway 12-30, Taxiway and Taxi Lane Rehabilitation (D '25, C '26)	46	77	100	1200
			ALP Update / AGIS and Exhibit A	32	55	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Terminal Building	21	29		750
			Construct Fence and Signage	31	38		1000
			Transfer Out Entitlements (\$163,000)	X	X		

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)		
						1 to 5 Yrs.	6 to 10 Yrs.	
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300	
48	Stanley 08D	28	Construct Jet Fuel System	22	17	400		
			Construct Runway Extension (EA '26)	46	71	100	3000	
			Construct Road and Parking Improvements	12	27	800		
			Construct SRE Building	32	50	400		
			Construct Hangar	12	24	750		
			Construct PAPIs Runway 09 (D '21, C '22)	37	46	250		
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150	
			Construct Fence and Signage	31	38		1000	
		LOCAL	Reconstruct East Hangar Taxilanes and Rehabilitate East Apron (Reimbursement)	45	67	150		
49	Tioga D60	22	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300	
			Purchase SRE Equipment	32	75	300		
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	45	62		100	
			Construct Fence and Signage	31	64		2000	
			Runway 12-30 Rehabilitation	46	79		2200	
			Rehabilitate West Taxilanes	45	65	100	1500	
			Construct MITL System For Taxiway/Apron (D '21, C '22)	45	78	400		
			Construct Full Length Parallel Taxiway	45	76		2000	
		LOCAL	Construct Electrical Vault	52	70		200	
50	Valley City BAC	33	Acquire SRE Snowblower attachment	32	75	250		
			Runway 13/31 Rehabilitation (D'22, C'23)	46	79	400		
			Apron Reconstruction	54	67	1100		
			EA and Land Acquisition for Turf Runway 5/23 Relocation	46	70	700		
			Turf Runway 5/23 Relocation Construction	46	79		1200	
			ALP/MP Update with AGIS Component	37	71		300	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200	
		LOCAL	Construct Hangar	12	24		1000	
51	Wahpeton BWP	42	Apron Rehabilitation (D'20, C'21)	44	67	2500		
			Land Acquisition (Rwy 33 End-House)	46	67		300	
			Wildlife Fence and Signage	31	35		1000	
			South Taxilane/Apron Reconstruction	45	67		1000	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200	
		BASIC	Construct Hangar	12	22	600		
52	Wahalla 96D	8	Rehabilitate Airfield Lighting	56	77	500		
			ALP/MP Update with AGIS Component	37	69		300	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	100	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100	
			Airfield Pavement Rehabilitation	46	77		600	
			Construct Wildlife Fence and Signage	31	34		1000	
		BASIC	Replace Airport Lighting System	56	77	100	600	
53	Washburn SC8	11	Pavement Maintenance (RTA, RCF)	56	77	200	300	
			Construct Hangar Taxilane and Non-Precision Runway Markings (D '21, C '22)	45	58	500	500	
			Construct Fence and Signage	31	64		1000	
			Construct Access Road	33	20	300		
			Obstruction Lights for GPS Approach Development	57	84	90		
			Construct Hangar	12	22	700	700	
		LOCAL	Apron Expansion and Hangar Taxilane	44	61		1700	
54	Watford City S25	37	Purchase SRE	32	75	200		
			Construct SRE Building	32	50	200		
			Construct Fence and Signage	31	64	200	3000	
			Parking Lot Expansion and Terminal Area Drainage Improvements (C '24)	52	41	200		
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300	
			Construct Hangar	12	24	700	700	
55	State PCI		Statewide PCI Study Update		68	1200	1200	
56	State Aviation Impact		Statewide State Aviation Impact Update		68	600		
57	State System Plan		State Aviation System Plan Update		68	600		
	Total Based Aircraft	1441				General Aviation Airport Project Totals	90,510	221,350
						Commercial Airport Project Totals	304,450	337,750
						Total Airport Project Totals	394,960	559,100

Airports Not Included within Analysis:

Non NPIAS Paved (18):

- 55 Beulah
- 56 Drayton
- 57 Enderlin
- 58 Killdeer
- 59 Lanmore
- 60 Leeds
- 61 Maddock
- 62 Mayville
- 63 Minto
- 64 Napoleon
- 65 New Rockford
- 66 New Town
- 67 Page
- 68 Riellette
- 69 St. Thomas
- 70 West Fargo
- 71 Westhope
- 72 Wishek

Non NPIAS Turf (170):

- 73 Arthur
- 74 Bowbells
- 75 Columbus
- 76 Elgin
- 77 Fessenden
- 78 Gackle
- 79 Hazellton
- 80 Kulm
- 81 Lidgerwood
- 82 McClusky
- 83 McVilleville
- 84 Milnor
- 85 Plaza
- 86 Richardton
- 87 Riverdale
- 88 Towner
- 89 Turtle Lake

Federal Funding of North Dakota's Airports

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. Federal funding for airports is complex and it is very important to understand a few key points:

- Federal funding for airport projects is not guaranteed as airports compete nationally for this funding.
- 54 out of 89 of the public airports in North Dakota are eligible to receive federal funding. The other 35 airports rely solely on state and local funds for infrastructure projects.
- Of those 54 airports that qualify to receive federal funds - not all of their projects are eligible to receive federal funding as each project must meet certain criteria.
- There have been many cases where federal grants have been provided at less than the maximum allowed 90% federal funding level due to inadequate levels of federal funding availability.

First and foremost - to be eligible for federal funding, an airport must be in the National Plan of Integrated Airport Systems (NPIAS). By being classified within the NPIAS, an airport has been deemed to be a benefit to the national airspace system. Gaining this status requires strong justification and can take several years to obtain if an airport meets certain criteria that is based on airport location and aircraft activity levels.

The Federal Airport Improvement Program (AIP), is the national grant program administered by the Federal Aviation Administration (FAA) for airport capital projects. Funding for this program has remained flat at \$3.3 billion annually since 2001 however, the cost of developing and constructing airport projects throughout the country has continued to increase due to rising passenger levels, rising construction costs, and inflation. These factors have increased the competition for federal funding and has made it more and more difficult for airports to receive federal funds. The Airports Council International-North America report for 2017-2021 estimates that a total of \$15 billion funding shortfall per year exists for public airport projects within the United States.

As mentioned above, federal grants received through the AIP can be used to fund up to 90% of eligible capital improvement projects, however due to the high cost of certain projects and an inadequate level of federal funds available nationwide, this funding level is not realized for many projects. A recent example of this can be found by analyzing the primary runway reconstruction project at the Bismarck Airport. Over a three-year time period, the Bismarck runway reconstruction project has been under construction, and the federal government has provided approximately 70% funding for the \$63 million-dollar project which has left approximately \$19 million in remaining costs for the state or local governments to pick up in order to complete the project.

Our airport leaders along with the staff at the North Dakota Aeronautics Commission work closely with upper level FAA personnel to ensure that they are aware of the state's capital improvement needs. The state has recently seen historic success in leveraging federal funding into the state due to multiple factors that include:

- Identifying good justifiable projects that receive high national priority consideration
- Working towards shovel ready airport projects that are prepared to receive federal grants during the federal fiscal year window. State and local fund availability helps to ensure that the airport can also quickly navigate the planning, environmental, and design phases that are required to be ready for a federal grant request.
- Lastly, ensuring the availability of adequate amounts of state and local funding so that federal funds can be accepted with the cost sharing requirements.

In conclusion, it is very important to understand that the federal government doesn't provide every airport project with a 90% grant. State funding availability is also critical to ensure that our airports are being properly maintained while at the same time able to grow and accommodate our growing communities.

2021 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2006
2/3/2021
Aeronautics Commission Sub-Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

Senator Bekkedahl opened the hearing at 2:30 pm. **Senators Bekkedahl, Holmberg** and **Davison** were present.

Discussion Topics:

- Explanation of amendment
- Excise tax

Senator Bekkedahl presented amendment LC 21.0288.01004 - testimony #5251.

Adam Mathiak, Legislative Council explained the amendment.

Kyle C. Wanner, Exec. Director, North Dakota Aeronautics Commission – discussing amendment details with the committee. Later submitted neutral testimony #5258.

Senator Holmberg moved to have **Adam Mathiak** draw up a new amendment with discussed changes.

Senator Davison second.

Roll Call vote - motion carried.

Senator Bekkedahl –Y
Senator Holmberg – Y
Senator Davison - Y

Senator Bekkedahl closed the hearing at 2:51 pm.

Rose Laning, Committee Clerk

21.0288.01004

Sixty-seventh
Legislative Assembly
of North Dakota

SENATE BILL NO. 2006

Introduced by

Appropriations Committee

1 A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota
2 aeronautics commission.

3 **BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:**

4 **SECTION 1. APPROPRIATION.** The funds provided in this section, or so much of the funds
5 as may be necessary, are appropriated out of any moneys in the general fund in the state
6 treasury, not otherwise appropriated, and from special funds derived from federal funds and
7 other income, to the North Dakota aeronautics commission for the purpose of defraying the
8 expenses of the North Dakota aeronautics commission, for the biennium beginning July 1,
9 2021, and ending June 30, 2023, as follows:

Governor's			
	<u>Base Level</u>	<u>Recommendation</u>	<u>Appropriation</u>
Salaries and wages	\$1,526,328	\$1,611,130	\$1,526,328
Operating expenses	2,004,754	2,067,677	2,004,754
Grants	25,800,000	27,550,000	25,800,000
Total all funds	\$29,331,082	\$31,228,807	\$29,331,082
Less estimated income	28,831,082	30,753,807	28,831,082
Total general fund	\$500,000	\$475,000	\$500,000
Full-time equivalent positions	7.00	7.00	7.00
Adjustments or			
	<u>Base Level</u>	<u>Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	25,800,000	6,750,000	32,550,000
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647

1	<u>Less estimated income</u>	<u>28,831,082</u>	<u>6,914,565</u>	<u>35,745,647</u>
2	<u>Total general fund</u>	<u>\$500,000</u>	<u>(\$25,000)</u>	<u>\$475,000</u>
3	<u>Full-time equivalent positions</u>	<u>7.00</u>	<u>0.00</u>	<u>7.00</u>

4 **SECTION 2. ONE-TIME FUNDING EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-**
 5 **EIGHTH LEGISLATIVE ASSEMBLY.** The following amounts reflect the one-time funding items
 6 approved by the sixty-sixth legislative assembly for the 2019-21 biennium and the 2021-23 one-
 7 time funding items included in the appropriation in section 1 of this Act:

8	<u>One-Time Funding Description</u>	<u>2019-21</u>	<u>2021-23</u>
9	Airport grants	\$20,000,000	\$0
10	Total special funds	\$20,000,000	\$0
11	<u>Airport grants</u>	<u>\$20,000,000</u>	<u>\$5,000,000</u>
12	<u>Total special funds</u>	<u>\$20,000,000</u>	<u>\$5,000,000</u>

13 The 2021-23 biennium one-time funding amounts are not a part of the entity's base budget
 14 for the 2023-25 biennium. The aeronautics commission shall report to the appropriation
 15 committees of the sixty-eighth legislative assembly on the use of this one-time funding for the
 16 biennium beginning July 1, 2021, and ending June 30, 2023.

17 **SECTION 3. ESTIMATED INCOME - AIRPORT INFRASTRUCTURE FUND - AIRPORT**
 18 **GRANTS.** The estimated income line item in section 1 of this Act includes \$20,000,000 from the
 19 airport infrastructure fund for the aeronautics commission to provide grants to airports during
 20 the biennium beginning July 1, 2021, and ending June 30, 2023.

21 **SECTION 4. AIRPORT GRANT - STRATEGIC INVESTMENT AND IMPROVEMENTS**
 22 **FUND.** Of the funds appropriated in the estimated income line item in section 1 of this Act,
 23 \$5,000,000 is from the strategic investment and improvements fund to an airport in the
 24 northeastern area of the state for the purpose of providing a grant for apron work.

25 **SECTION 5. EXEMPTION - GRANTS - AIRPORT INFRASTRUCTURE FUND.**
 26 Section 54-44.1-11 does not apply to \$20,000,000 from the airport infrastructure fund in the
 27 airport grants line item appropriated in section 1 of chapter 6 of the 2019 Session Laws and
 28 identified in section 4 of chapter 6 of the 2019 Session Laws. Any funds continued into the
 29 2021-23 biennium but not spent by June 30, 2023, must be continued into the biennium
 30 beginning July 1, 2023, and ending June 30, 2025, and may be expended only for providing
 31 grants to airports.

PROPOSED AMENDMENTS TO SENATE BILL NO. 2006

Page 1, replace lines 10 through 18 with:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	<u>25,800,000</u>	<u>6,750,000</u>	<u>32,550,000</u>
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647
Less estimated income	<u>28,831,082</u>	<u>6,914,565</u>	<u>35,745,647</u>
Total general fund	\$500,000	(\$25,000)	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 19, after "FUNDING" insert "**EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-EIGHTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2021-23 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 22 and 23 with:

"Airport grants	<u>\$20,000,000</u>	<u>\$5,000,000</u>
Total special funds	\$20,000,000	\$5,000,000

The 2021-23 biennium one-time funding amounts are not a part of the entity's base budget for the 2023-25 biennium. The aeronautics commission shall report to the appropriation committees of the sixty-eighth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2021, and ending June 30, 2023."

Page 2, after line 4, insert:

"SECTION 4. AIRPORT GRANT - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. Of the funds appropriated in the estimated income line item in section 1 of this Act, \$5,000,000 is from the strategic investment and improvements fund to an airport in the northeastern area of the state for the purpose of providing a grant for apron work.

SECTION 5. EXEMPTION - GRANTS - AIRPORT INFRASTRUCTURE FUND. Section 54-44.1-11 does not apply to \$20,000,000 from the airport infrastructure fund in the airport grants line item appropriated in section 1 of chapter 6 of the 2019 Session Laws and identified in section 4 of chapter 6 of the 2019 Session Laws. Any funds continued into the 2021-23 biennium but not spent by June 30, 2023, must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	25,800,000	6,750,000	32,550,000
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647
Less estimated income	28,831,082	6,914,565	35,745,647
General fund	\$500,000	(\$25,000)	\$475,000
FTE	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Adjusts Funding for Base Payroll Changes ¹	Adds Funding for Salary and Benefit Increases ²	Adjusts Funding for Grants ³	Adjusts Funding for Operating Expenses and Grants ⁴	Adds Funding for Microsoft Office 365 License Expenses ⁵	Adds One-time Funding for Airport Grants ⁶
Salaries and wages	\$37,738	\$38,904				
Operating expenses				\$62,262	\$661	
Grants			\$1,850,000	(100,000)		\$5,000,000
Total all funds	\$37,738	\$38,904	\$1,850,000	(\$37,738)	\$661	\$5,000,000
Less estimated income	37,738	38,904	1,875,000	(37,738)	661	5,000,000
General fund	\$0	\$0	(\$25,000)	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total Senate Changes
Salaries and wages	\$76,642
Operating expenses	62,923
Grants	6,750,000
Total all funds	\$6,889,565
Less estimated income	6,914,565
General fund	(\$25,000)
FTE	0.00

¹ Funding is adjusted for base payroll changes.

² The following funding is added for 2021-23 biennium salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300 and 2 percent on July 1, 2022, and increases in health insurance premiums from \$1,427 to \$1,429 per month:

Other Funds	
Salary increase	\$38,563
Health insurance increase	341
Total	\$38,904

³ Funding for airport grants is reduced by \$25,000 from the general fund and increased by \$1,875,000 of other funds.

⁴ Funding for grants from other funds is reduced by \$100,000 and funding for operating expenses is increased by \$62,262.

⁵ Funding is added for Microsoft Office 365 license expenses.

⁶ Funding of \$5 million from the strategic investment and improvements fund is added for providing a grant to the Grand Forks airport to complete the apron work related to the University of North Dakota's school of aviation.

This amendment also:

- Adds a section to identify one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.
- Adds a section providing an exemption to authorize the Aeronautics Commission to continue a 2019-21 biennium appropriation of \$20 million from the airport infrastructure fund for airport grants into the 2021-23 and 2023-25 bienniums.



Wayne Stenehjem
ATTORNEY GENERAL

STATE OF NORTH DAKOTA
OFFICE OF ATTORNEY GENERAL

STATE CAPITOL
600 E BOULEVARD AVE DEPT 125
BISMARCK, ND 58505-0040
(701) 328-2210 FAX (701) 328-2226
www.ag.nd.gov

LETTER OPINION
2019-L-01

March 1, 2019

Mr. Kyle Wanner
Executive Director
North Dakota Aeronautics Commission
2301 University Drive Bldg 22
Bismarck, ND 58504-7595

Dear Mr. Wanner:

Thank you for your letter requesting my opinion regarding the correct application of the aircraft excise tax as per N.D.C.C. § 57-40.5-02.

For the following reasons, it is my opinion payment of the aircraft excise tax is a condition of registration and must be paid, or a statutory exemption must be met, prior to the issuance of an aircraft registration certificate. Furthermore, if a purchase requiring registration under the laws of the state of North Dakota occurs, the aircraft excise tax must be calculated based on the purchase price, not the subsequent lease or rental cost.

ANALYSIS

North Dakota law imposes "an excise tax at a rate of five percent on the purchase price of any aircraft purchased or acquired either in or outside of the state of North Dakota or on the lease or rental cost of any aircraft, less fuel, if rented dry and required to be registered under the laws of this state, except on aircraft or helicopters designed or modified for exclusive use as an agricultural aircraft ...the excise tax imposed is at the rate of three percent..."¹ Purchase price is defined by N.D.C.C. § 57-40.5-01(3).

Prior to implementation of the aircraft excise tax in 1983, aircraft were taxed by the State Tax Department under the sales and use tax law.² Under the sales and use tax law, the sale of a new or used aircraft between private individuals, anyone other than an aircraft dealer, was tax exempt, regardless of where the transaction occurred.³ As a result, the majority of aircraft purchases occurred between private individuals.

¹ N.D.C.C. § 57-40.5-02.

² *Hearing on H.B. 1518 Before the House Comm. on Approp.*, 1983 N.D. Leg. (Statement of Harold G. Varra).

³ *Id.*

The purpose of the 1983 legislation was to eliminate the casual sales tax exemption and require a one-time excise tax with no trade-in allowance, on the sale or use of all aircraft, at the time the aircraft was registered with the Aeronautics Commission.⁴ The law was patterned after the South Dakota regulation which required an excise tax on aircraft sales to be collected upon registration.

After the one-time application of the aircraft excise tax was imposed on an aircraft, further transfers of the aircraft were exempt from taxation. In 1987, the exemption for a previously taxed aircraft was repealed, therein requiring the aircraft excise tax be paid on every transaction.⁵ The legislation also amended the definition of "purchase price" to include a trade-in allowance for an aircraft previously subject to the aircraft excise tax.⁶ The trade-in allowance was patterned after the motor vehicle law.⁷

You indicate the Aeronautics Commission's previous practice was to allow the purchaser of an aircraft to register the aircraft prior to paying the aircraft excise tax. The purchaser then created an entity to which it leased the aircraft. The Aeronautics Commission allowed the purchaser to pay the aircraft excise tax quarterly based on the entity's usage of the aircraft. You ask whether this practice correctly interprets the law.

The North Dakota Supreme Court has stated "we interpret statutes in context and in relation to others on the same subject to give meaning to each without rendering one or the other useless."⁸ Statutes are to be construed "in a practical manner, giving consideration to the context of the statutes and the purpose for which they were enacted."⁹ Whenever possible, statutes are harmonized to avoid conflict between them.

The statutory provisions of N.D.C.C. §§ 57-40.5-02, 57-40.5-05, 57-40.5-06, and 2-05-11 must be read in harmony. Except for aircraft registered in accordance with N.D.C.C. § 2-05-11.3, "every aircraft or ultralight vehicle operating within the state for more than thirty days must be registered with the aeronautics commission"¹⁰ The director of the Aeronautics Commission is prohibited from issuing an aircraft registration certificate unless the excise tax has been paid,¹¹ or one of the statutory exceptions are met.¹² When read in harmony, it is clear the law does not authorize the aircraft excise tax to be paid quarterly on a usage basis as the aircraft excise tax must be paid prior to the issuance of a

⁴ *Id.*

⁵ *Hearing on H.B. 1548 Before the House Comm. on Finance and Taxation*, 1987 N.D. Leg. (Feb. 2, 1987) (Statement of Gary R. Ness).

⁶ *Id.*

⁸ *ASAF Corp. v. Symington*, 512 N.W.2d 692 (N.D. 1994).

⁹ *State v. Fasteen*, 740 N.W.2d 60, 63 (N.D. 2007).

¹⁰ N.D.C.C. § 2-05-11.

¹¹ N.D.C.C. § 57-40.5-06.

¹² N.D.C.C. § 57-40.5-03.

registration certificate. Had the Legislature intended for the aircraft excise tax to be paid on a usage basis, it would not have required payment of the excise tax prior to the issuance of a registration certificate.

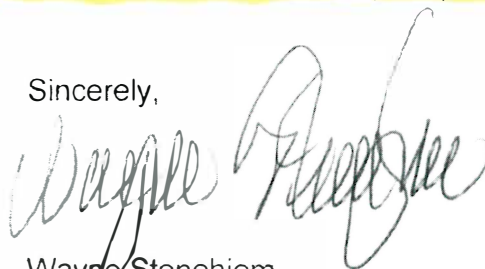
You also ask whether N.D.C.C. § 57-40.5-02 authorizes payment of the aircraft excise tax quarterly based on the entity's usage, as opposed to purchase price.

The language of N.D.C.C. § 57-40.5-02 requires an excise tax be paid at a rate of five¹³ percent on the (1) **purchase price** of any aircraft purchased or acquired either in or outside the state of North Dakota and required to be registered under the laws of the state of North Dakota; or (2) **lease or rental cost** of any aircraft, less fuel, if rented dry and required to be registered under the laws of the state of North Dakota.

The Legislature repealed the casual sales and use tax and enacted the excise tax to ensure every sale and use of an aircraft that was required to be registered was subject to the aircraft excise tax unless a statutory exemption was met.¹⁴ The inclusion of the language requiring the aircraft excise tax be paid on the purchase price **or** the lease or rental cost was to ensure all purchases requiring registration, even those made through a lease or rental agreement, are subject to payment of the aircraft excise tax. The language does not provide the purchaser of an aircraft with the option to bypass the fact that a taxable purchase occurred.

Therefore, if a purchase requiring registration under the laws of the state of North Dakota occurs, the aircraft excise tax must be calculated based on the purchase price, not the subsequent lease or rental cost. It is further my opinion, the law does not authorize the aircraft excise tax to be paid quarterly as the aircraft excise tax must be paid prior to the issuance of a registration certificate.

Sincerely,



Wayne Stenehjem
Attorney General

tbb

This opinion is issued pursuant to N.D.C.C. § 54-12-01. It governs the actions of public officials until such time as the question presented is decided by the courts.¹⁵

¹³ A rate of three percent is applied to aircraft used exclusively for agricultural purposes.

¹⁴ *Hearing on H.B. 1518 Before the House Comm. on Approp.*, 1983 N.D. Leg. (Statement of Harold G. Varra).

¹⁵ See *State ex rel. Johnson v. Baker*, 21 N.W.2d 355 (N.D. 1946).

2021 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2006
2/5/2021
Senate Appropriations Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

Chairman Holmberg opened the meeting at 9:30 a.m.

Senators present: **Holmberg, Krebsbach, Wanzek, Bekkedahl, Poolman, Erbele, Dever, Oehlke, Rust, Davison, Hogue, Sorvaag, Mathern, and Heckaman.**

Discussion Topics:

- Amendments

Senator Bekkedahl passed out an amendment [LC 21.0288.01005]; testimony #5676

Senator Bekkedahl moved to adopt amendment [LC 21.0288.01005] testimony #5676

Senator Dever seconded the motion.

Senators		Senators	
<i>Senator Holmberg</i>	Y	<i>Senator Hogue</i>	Y
<i>Senator Krebsbach</i>	Y	<i>Senator Oehlke</i>	Y
<i>Senator Wanzek</i>	Y	<i>Senator Poolman</i>	Y
<i>Senator Bekkedahl</i>	Y	<i>Senator Rust</i>	Y
<i>Senator Davison</i>	Y	<i>Senator Sorvaag</i>	Y
<i>Senator Dever</i>	Y	<i>Senator Heckaman</i>	Y
<i>Senator Erbele</i>	Y	<i>Senator Mathern</i>	Y

Motion Passed 14-0-0

Senator Bekkedahl moved DO PASS AS AMENDED

Senator Poolman seconded the motion.

Senators		Senators	
<i>Senator Holmberg</i>	Y	<i>Senator Hogue</i>	Y
<i>Senator Krebsbach</i>	Y	<i>Senator Oehlke</i>	Y
<i>Senator Wanzek</i>	Y	<i>Senator Poolman</i>	Y
<i>Senator Bekkedahl</i>	Y	<i>Senator Rust</i>	Y
<i>Senator Davison</i>	Y	<i>Senator Sorvaag</i>	Y
<i>Senator Dever</i>	Y	<i>Senator Heckaman</i>	Y
<i>Senator Erbele</i>	Y	<i>Senator Mathern</i>	Y

Motion Passed 14-0-0

Chairman Holmberg closed the meeting at 9:40 a.m.

Rose Laning, Committee Clerk

CS
 2/16
 1 of 2

PROPOSED AMENDMENTS TO SENATE BILL NO. 2006

Page 1, line 2 after "commission" insert "; to provide for a report; and to provide an exemption"

Page 1, replace lines 10 through 18 with:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	<u>25,800,000</u>	<u>6,750,000</u>	<u>32,550,000</u>
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647
Less estimated income	<u>28,831,082</u>	<u>6,914,565</u>	<u>35,745,647</u>
Total general fund	\$500,000	(\$25,000)	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 19, after "**FUNDING**" insert "**EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-EIGHTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2021-23 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 22 and 23 with:

"Airport grants	<u>\$20,000,000</u>	<u>\$5,000,000</u>
Total special funds	\$20,000,000	\$5,000,000

The 2021-23 biennium one-time funding amounts are not a part of the entity's base budget for the 2023-25 biennium. The aeronautics commission shall report to the appropriation committees of the sixty-eighth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2021, and ending June 30, 2023."

Page 2, line 2, after "**GRANTS**" insert "- **EXEMPTION**"

Page 2, line 4, after the period insert "Section 54-44.1-11 does not apply to this funding, and any additional funds not spent by June 30, 2023, must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for providing grants to airports.

SECTION 4. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes \$5,000,000 from the strategic investment and improvements fund for an airport grant."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677

2 of 7

Grants	25,800,000	6,750,000	32,550,000
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647
Less estimated income	28,831,082	6,914,565	35,745,647
General fund	\$500,000	(\$25,000)	\$475,000
FTE	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Adjusts Funding for Base Payroll Changes ¹	Adds Funding for Salary and Benefit Increases ²	Adjusts Funding for Grants ³	Adjusts Funding for Operating Expenses and Grants ⁴	Adds Funding for Microsoft Office 365 License Expenses ⁵	Adds One-time Funding for Airport Grants ⁶
Salaries and wages	\$37,738	\$38,904				
Operating expenses				\$62,262	\$661	
Grants			\$1,850,000	(100,000)		\$5,000,000
Total all funds	\$37,738	\$38,904	\$1,850,000	(\$37,738)	\$661	\$5,000,000
Less estimated income	37,738	38,904	1,875,000	(37,738)	661	5,000,000
General fund	\$0	\$0	(\$25,000)	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total Senate Changes
Salaries and wages	\$76,642
Operating expenses	62,923
Grants	6,750,000
Total all funds	\$6,889,565
Less estimated income	6,914,565
General fund	(\$25,000)
FTE	0.00

¹ Funding is adjusted for base payroll changes.

² The following funding is added for 2021-23 biennium salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300 and 2 percent on July 1, 2022, and increases in health insurance premiums from \$1,427 to \$1,429 per month:

	Other Funds
Salary increase	\$38,563
Health insurance increase	341
Total	\$38,904

³ Funding for airport grants is reduced by \$25,000 from the general fund and increased by \$1,875,000 of other funds.

⁴ Funding for grants from other funds is reduced by \$100,000 and funding for operating expenses is increased by \$62,262.

⁵ Funding is added for Microsoft Office 365 license expenses.

⁶ Funding of \$5 million from the strategic investment and improvements fund is added for providing a grant to the Grand Forks airport to complete the apron work related to the University of North Dakota's school of aviation.

This amendment also:

- Adds a section to identify one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.
- Provides an exemption to authorize the Aeronautics Commission to continue the appropriation of \$20 million from the airport infrastructure fund for airport grants into the 2023-25 biennium.

REPORT OF STANDING COMMITTEE

SB 2006: Appropriations Committee (Sen. Holmberg, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2006 was placed on the Sixth order on the calendar.

Page 1, line 2 after "commission" insert "; to provide for a report; and to provide an exemption"

Page 1, replace lines 10 through 18 with:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	<u>25,800,000</u>	<u>6,750,000</u>	<u>32,550,000</u>
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647
Less estimated income	<u>28,831,082</u>	<u>6,914,565</u>	<u>35,745,647</u>
Total general fund	\$500,000	(\$25,000)	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 19, after "**FUNDING**" insert "**EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-EIGHTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2021-23 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 22 and 23 with:

"Airport grants	<u>\$20,000,000</u>	<u>\$5,000,000</u>
Total special funds	\$20,000,000	\$5,000,000

The 2021-23 biennium one-time funding amounts are not a part of the entity's base budget for the 2023-25 biennium. The aeronautics commission shall report to the appropriation committees of the sixty-eighth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2021, and ending June 30, 2023."

Page 2, line 2, after "**GRANTS**" insert "- **EXEMPTION**"

Page 2, line 4, after the period insert "Section 54-44.1-11 does not apply to this funding, and any additional funds not spent by June 30, 2023, must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for providing grants to airports.

SECTION 4. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes \$5,000,000 from the strategic investment and improvements fund for an airport grant."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	<u>25,800,000</u>	<u>6,750,000</u>	<u>32,550,000</u>
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647

Less estimated income	28,831,082	6,914,565	35,745,647
General fund	\$500,000	(\$25,000)	\$475,000
FTE	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Adjusts Funding for Base Payroll Changes ¹	Adds Funding for Salary and Benefit Increases ²	Adjusts Funding for Grants ³	Adjusts Funding for Operating Expenses and Grants ⁴	Adds Funding for Microsoft Office 365 License Expenses ⁵	Adds One-time Funding for Airport Grants ⁶
Salaries and wages	\$37,738	\$38,904				
Operating expenses				\$62,262	\$661	
Grants			\$1,850,000	(100,000)		\$5,000,000
Total all funds	\$37,738	\$38,904	\$1,850,000	(\$37,738)	\$661	\$5,000,000
Less estimated income	37,738	38,904	1,875,000	(37,738)	661	5,000,000
General fund	\$0	\$0	(\$25,000)	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

Salaries and wages
Operating expenses
Grants

Total all funds
Less estimated income
General fund

FTE

Total Senate Changes	
Salaries and wages	\$76,642
Operating expenses	62,923
Grants	6,750,000
Total all funds	\$6,889,565
Less estimated income	6,914,565
General fund	(\$25,000)
FTE	0.00

¹ Funding is adjusted for base payroll changes.

² The following funding is added for 2021-23 biennium salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300 and 2 percent on July 1, 2022, and increases in health insurance premiums from \$1,427 to \$1,429 per month:

Other Funds	
Salary increase	\$38,563
Health insurance increase	341
Total	\$38,904

³ Funding for airport grants is reduced by \$25,000 from the general fund and increased by \$1,875,000 of other funds.

⁴ Funding for grants from other funds is reduced by \$100,000 and funding for operating expenses is increased by \$62,262.

⁵ Funding is added for Microsoft Office 365 license expenses.

⁶ Funding of \$5 million from the strategic investment and improvements fund is added for providing a grant to the Grand Forks airport to complete the apron work related to the University of North Dakota's school of aviation.

This amendment also:

- Adds a section to identify one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.
- Provides an exemption to authorize the Aeronautics Commission to continue the appropriation of \$20 million from the airport infrastructure fund for airport grants into the 2023-25 biennium.

PROPOSED AMENDMENTS TO SENATE BILL NO. 2006

Page 1, line 2 after "commission" insert "; and to provide an exemption"

Page 1, replace lines 10 through 18 with:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	<u>25,800,000</u>	<u>6,750,000</u>	<u>32,550,000</u>
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647
Less estimated income	<u>28,831,082</u>	<u>6,914,565</u>	<u>35,745,647</u>
Total general fund	\$500,000	(\$25,000)	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 19, after "**FUNDING**" insert "**EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-EIGHTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2021-23 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 22 and 23 with:

"Airport grants	<u>\$20,000,000</u>	<u>\$5,000,000</u>
Total special funds	\$20,000,000	\$5,000,000

The 2021-23 biennium one-time funding amounts are not a part of the entity's base budget for the 2023-25 biennium. The aeronautics commission shall report to the appropriation committees of the sixty-eighth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2021, and ending June 30, 2023."

Page 2, line 2, after "**GRANTS**" insert "**- EXEMPTION**"

Page 2, line 4, after the period insert "Section 54-44.1-11 does not apply to this funding, and any additional funds not spent by June 30, 2023, must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for providing grants to airports."

Page 2, after line 4, insert:

"SECTION 4. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes \$5,000,000 from the strategic investment and improvements fund for an airport grant."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$1,526,328	\$76,642	\$1,602,970
Operating expenses	2,004,754	62,923	2,067,677
Grants	25,800,000	6,750,000	32,550,000
Total all funds	\$29,331,082	\$6,889,565	\$36,220,647
Less estimated income	28,831,082	6,914,565	35,745,647
General fund	\$500,000	(\$25,000)	\$475,000
FTE	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Adjusts Funding for Base Payroll Changes¹	Adds Funding for Salary and Benefit Increases²	Adjusts Funding for Grants³	Adjusts Funding for Operating Expenses and Grants⁴	Adds Funding for Microsoft Office 365 License Expenses⁵	Adds One-time Funding for Airport Grants⁶
Salaries and wages	\$37,738	\$38,904				
Operating expenses				\$62,262	\$661	
Grants			\$1,850,000	(100,000)		\$5,000,000
Total all funds	\$37,738	\$38,904	\$1,850,000	(\$37,738)	\$661	\$5,000,000
Less estimated income	37,738	38,904	1,875,000	(37,738)	661	5,000,000
General fund	\$0	\$0	(\$25,000)	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total Senate Changes
Salaries and wages	\$76,642
Operating expenses	62,923
Grants	6,750,000
Total all funds	\$6,889,565
Less estimated income	6,914,565
General fund	(\$25,000)
FTE	0.00

¹ Funding is adjusted for base payroll changes.

² The following funding is added for 2021-23 biennium salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300 and 2 percent on July 1, 2022, and increases in health insurance premiums from \$1,427 to \$1,429 per month:

	Other Funds
Salary increase	\$38,563
Health insurance increase	341
Total	\$38,904

³ Funding for airport grants is reduced by \$25,000 from the general fund and increased by \$1,875,000 of other funds.

⁴ Funding for grants from other funds is reduced by \$100,000 and funding for operating expenses is increased by \$62,262.

⁵ Funding is added for Microsoft Office 365 license expenses.

⁶ Funding of \$5 million from the strategic investment and improvements fund is added for providing a grant to the Grand Forks airport to complete the apron work related to the University of North Dakota's school of aviation.

This amendment also:

- Adds a section to identify one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.
- Provides an exemption to authorize the Aeronautics Commission to continue the appropriation of \$20 million from the airport infrastructure fund for airport grants into the 2023-25 biennium.

2021 HOUSE APPROPRIATIONS

SB 2006

Department 412 - Aeronautics Commission
Senate Bill No. 2006

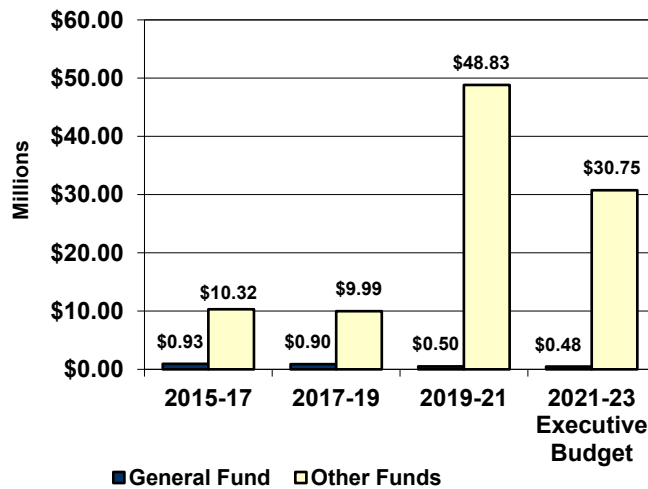
Executive Budget Comparison to Prior Biennium Appropriations

	FTE Positions	General Fund	Other Funds	Total
2021-23 Executive Budget	7.00	\$475,000	\$30,753,807	\$31,228,807
2019-21 Legislative Appropriations	7.00	500,000	48,831,082	49,331,082
Increase (Decrease)	0.00	(\$25,000)	(\$18,077,275)	(\$18,102,275)

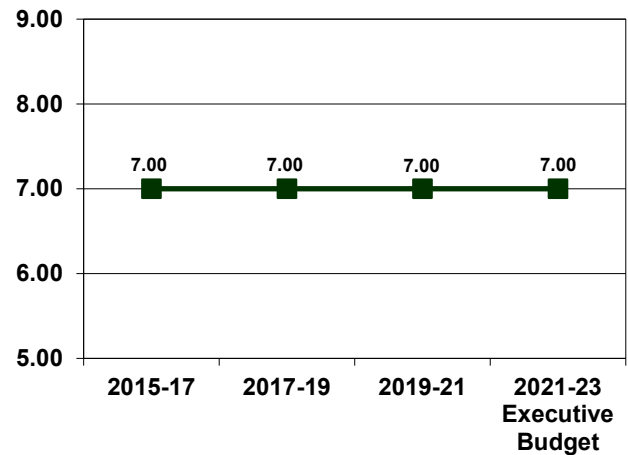
Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2021-23 Executive Budget	\$475,000	\$0	\$475,000
2019-21 Legislative Appropriations	500,000	0	500,000
Increase (Decrease)	(\$25,000)	\$0	(\$25,000)

Agency Funding



FTE Positions



Executive Budget Comparison to Base Level

	General Fund	Other Funds	Total
2021-23 Executive Budget	\$475,000	\$30,753,807	\$31,228,807
2021-23 Base Level	500,000	28,831,082	29,331,082
Increase (Decrease)	(\$25,000)	\$1,922,725	\$1,897,725

First House Action

Attached is a comparison worksheet detailing first house changes to base level funding and the executive budget.

**Executive Budget Highlights
(With First House Changes in Bold)**

	General Fund	Other Funds	Total
1. Adds funding for state employee salary and benefit increases, of which \$38,751 is for salary increases, \$341 is for health insurance increases, and \$7,972 is for retirement contribution increases. The Senate added funding for salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300 and 2 percent on July 1, 2022, and increases in health insurance premiums from \$1,427 to \$1,429 per month. The Senate did not add funding for retirement contribution increases.	\$0	\$47,064	\$47,064
2. Decreases funding for airport grants as part of the agency's 5 percent general fund budget reduction to provide a total of \$475,000 from the general fund	(\$25,000)	\$0	(\$25,000)

3. Increases funding for airport grants from other funds to provide a total of \$27,075,000	\$0	\$1,875,000	\$1,875,000
4. Reallocates special funds to increase operating expenses by \$62,262 and reduces grants by \$100,000	\$0	(\$37,738)	(\$37,738)
5. Adds funding for Microsoft Office 365 licensing expenses	\$0	\$661	\$661

Other Sections in Senate Bill No. 2006

Exemption - Airport infrastructure fund - Section 3 provides that any unexpended funds from the airport infrastructure fund in Section 1 of Chapter 6 of the 2019 Session Laws is not subject to the provisions of North Dakota Century Code Section 54-44.1-11, and any unexpended funds may be expended during the 2021-23 biennium to provide grants to airports.

Estimated income - Strategic investment and improvements fund - Airport grants - Section 4 identifies one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.

Continuing Appropriations

There are no continuing appropriations for this agency.

Deficiency Appropriation

There are no deficiency appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

Major Related Legislation

At this time, there is no major related legislation under consideration for this agency.

Aeronautics Commission - Budget No. 412
Senate Bill No. 2006
Base Level Funding Changes

	Executive Budget Recommendation				Senate Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2021-23 Biennium Base Level	7.00	\$500,000	\$28,831,082	\$29,331,082	7.00	\$500,000	\$28,831,082	\$29,331,082
2021-23 Ongoing Funding Changes								
Base payroll changes			\$37,738	\$37,738			\$37,738	\$37,738
Salary increase			38,751	38,751			38,563	38,563
Health insurance increase			341	341			341	341
Retirement contribution increase			7,972	7,972				0
Adjusts funding for grants		(\$25,000)	1,875,000	1,850,000		(\$25,000)	1,875,000	1,850,000
Adjusts funding for operating expenses and grants			(37,738)	(37,738)			(37,738)	(37,738)
Adds funding for Microsoft Office 365 license expenses			661	661			661	661
Total ongoing funding changes	0.00	(\$25,000)	\$1,922,725	\$1,897,725	0.00	(\$25,000)	\$1,914,565	\$1,889,565
One-time funding items								
Adds funding from SIF for a grant for apron work at the Grand Forks airport				0			\$5,000,000	\$5,000,000
Total one-time funding changes	0.00	\$0	\$0	\$0	0.00	\$0	\$5,000,000	\$5,000,000
Total Changes to Base Level Funding	0.00	(\$25,000)	\$1,922,725	\$1,897,725	0.00	(\$25,000)	\$6,914,565	\$6,889,565
2021-23 Total Funding	7.00	\$475,000	\$30,753,807	\$31,228,807	7.00	\$475,000	\$35,745,647	\$36,220,647
<i>Total ongoing changes as a percentage of base level</i>	0.0%	(5.0%)	6.7%	6.5%	0.0%	(5.0%)	6.6%	6.4%
<i>Total changes as a percentage of base level</i>	0.0%	(5.0%)	6.7%	6.5%	0.0%	(5.0%)	24.0%	23.5%

Other Sections in Aeronautics Commission - Budget No. 412

Exemption - Airport infrastructure fund

Executive Budget Recommendation
 Section 3 would provide that any unexpended funds from the airport infrastructure fund in Section 1 of Chapter 6 of the 2019 Session Laws is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2021-23 biennium to provide grants to airports.

Senate Version
 Section 3 provides that any unexpended funds from the airport infrastructure fund in Section 1 of Chapter 6 of the 2019 Session Laws is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2021-23 biennium and the 2023-25 biennium to provide grants to airports.

Estimated income - Strategic investment and improvements fund

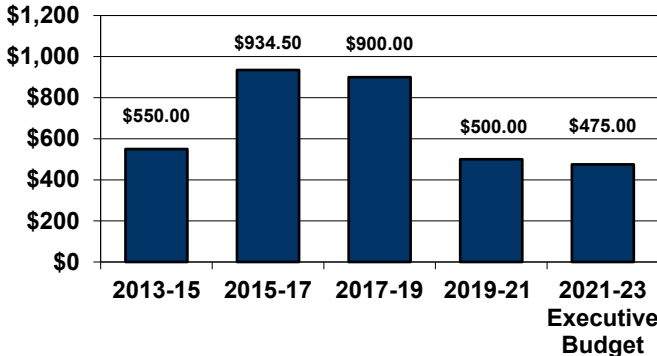
Section 4 identifies one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.

Department 412 - Aeronautics Commission

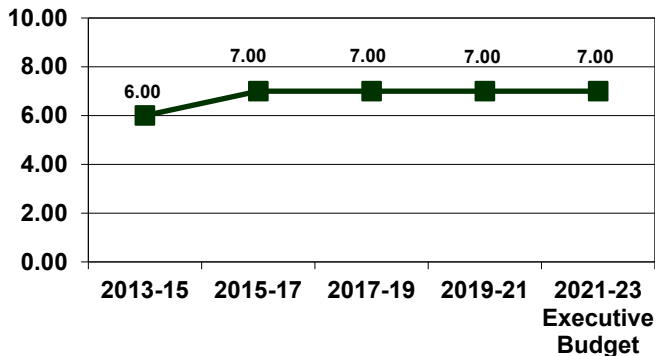
Historical Appropriations Information

Ongoing General Fund Appropriations Since 2013-15

Ongoing General Fund Appropriations (in Thousands)



FTE Positions



Ongoing General Fund Appropriations					
	2013-15	2015-17	2017-19	2019-21	2021-23 Executive Budget
Ongoing general fund appropriations	\$550,000	\$934,500	\$900,000	\$500,000	\$475,000
Increase (decrease) from previous biennium	N/A	\$384,500	(\$34,500)	(\$400,000)	(\$25,000)
Percentage increase (decrease) from previous biennium	N/A	69.9%	(3.7%)	(44.4%)	(5.0%)
Cumulative percentage increase (decrease) from 2013-15 biennium	N/A	69.9%	63.6%	(9.1%)	(13.6%)

Major Increases (Decreases) in Ongoing General Fund Appropriations

2015-17 Biennium

- 1. Increased funding for airport grants to provide \$1,000,000 \$384,500

2017-19 Biennium

- 1. Reduced funding for airport grants to provide \$900,000 (\$34,500)

2019-21 Biennium

- 1. Reduced funding for airport grants to provide \$500,000 (\$400,000)

2021-23 Biennium (Executive Budget Recommendation)

- 1. Reduces funding for airport grants as part of the agency's 5 percent general fund budget reduction to provide a total of \$475,000 from the general fund (\$25,000)

**GOVERNOR'S RECOMMENDATION FOR THE
AERONAUTICS COMMISSION AS SUBMITTED BY
THE OFFICE OF MANAGEMENT AND BUDGET**

SECTION 1. APPROPRIATION. The funds are provided in this section, or so much of the funds as may be necessary, are appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, and from special funds derived from federal funds and other income, to the North Dakota aeronautics commission for the purpose of defraying the expenses of the North Dakota aeronautics commission, for the biennium beginning July 1, 2021 and ending June 30, 2023, as follows:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and Wages	\$ 1,526,328	\$ 84,802	\$ 1,611,130
Operating Expenses	2,004,754	62,923	2,067,677
Capital Assets	0	0	0
Grants	<u>25,800,000</u>	<u>1,750,000</u>	<u>27,550,000</u>
Total All Funds	\$29,331,082	\$1,897,725	\$31,228,807
Less Estimated Income	<u>28,831,082</u>	<u>1,922,725</u>	<u>30,753,807</u>
Total General Fund	\$ 500,000	(\$25,000)	\$ 475,000
Full-time Equivalent Positions	7.00	0.00	7.00

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-sixth legislative assembly for the 2019-21 biennium:

<u>One-Time Funding Description</u>	<u>2019-21</u>	<u>2021-23</u>
Airport Energy Impact Grants	<u>\$20,000,000</u>	<u>\$ 0</u>
Total Other Funds	\$20,000,000	\$ 0

SECTION 3. EXEMPTION. The estimated income line item in section 1 of chapter 6 of 2019 Session Laws includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019 and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021 and ending June 30, 2023, and may be expended only for providing grants to airports.

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

SB2006
3/11/2021

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

10:36 **Chairman Vigesaa** brought the committee to order. Members present: Chairman Vigesaa, Vice Chairman Brandenburg, Representative Kempenich, Representative Howe, Representative Bellew, Representative Meier, Representative Mock.

Discussion Topics:

- Agency programs
- Accomplishments
- Projects

10:36 **Kyle Wanner, Director, ND Aeronautics Commission.** Testimony #8683.

11:30 **Ryan Riesinger, President/Executive Director, Airport Association of North Dakota/Grand Forks Regional Airport Authority.** Testimony #8663.

11:39 **Kimberly Kenville, University of North Dakota.** Testimony #8582.

Additional written testimony:

Testimony #8655 was submitted but not discussed.

11:43 **Chairman Vigesaa** adjourned the meeting.

Sheri Lewis, Committee Clerk

TESTIMONY OF
KYLE C. WANNER
EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION
BEFORE THE
HOUSE APPROPRIATIONS – GOVERNMENT OPERATIONS DIVISION
MARCH 11th, 2021
SENATE BILL 2006

Chairman Vigesaa and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding Senate Bill 2006.

(Slide 2)

The Aeronautics Commission was created by the Legislature in 1947 to support the aviation community in North Dakota. The agency's mission is "to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost-effective advancement of aviation in North Dakota."

This slide provides the relevant century code chapters that our agency adheres to and also lists some of the major statutory responsibilities which includes our mission to encourage and provide support to grow and maintain our public-use airports.

We also represent the state and industry in all matters relating to aeronautical activities, and we work to uphold regulatory functions such as the registering of aircraft and the licensing of aerial applicators and aircraft dealers. Our main revenue sources come from aviation aircraft excise taxes and aviation fuel taxes. These revenues provide the ability for our agency to operate but most of all they provide infrastructure grant funding to our public use airports in order to help maintain and to grow our aviation facilities.

As the Director of the agency, I also have the privilege to serve as a member of the Northern Plains Unmanned Aircraft Systems Test Site Authority, the Upper Great Plains Transportation Institute Advisory Board, and the North Dakota Atmospheric Resource Board.

I am also happy to report that the audit for the ND Aeronautics for the biennium ending June 30th, 2019 did not identify any exceptions or defaults.

(Slide 3)

The North Dakota Aeronautics Commission serves multiple functions. As previously mentioned, one of those functions includes providing airport infrastructure grant funding as well as planning services to the 89 public service airports throughout the state. The aeronautics staff visits at least 1/3 of all of the public-use airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities, and make recommendations on safety enhancing projects. The staff also updates critical airport information after each inspection so that pilots have the most up to date information to use as they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies and the state airport directory.

The commission also offers aviation education funding and works with the Aviation Museums and our non-profit aviation organizations to encourage and promote aviation careers in North Dakota.

We also own and operate the International Peace Garden and Garrison Dam Recreational airports.

(Slide 4)

This slide provides a listing of many of the other programs and benefits that we offer to the public and the North Dakota aviation community.

Overall, these programs enhance our mission by encouraging aviation careers to our youth while also supporting our airports and enhancing safety. Our office also manages a statewide maintenance contract for 33 Automated Weather Observation Systems at airports across the state which greatly help to provide up to date weather to pilots, businesses, and medical providers as they fly into and around our communities.

(Slide 5)

Our agency strives to provide the best services possible with a small, efficient, and competent staff. The agency is overseen by a Governor appointed board of 5 members who help provide oversight over the agency. They also enable their aviation career experience to be utilized as a resource which helps to provide strategic direction to the staff. The Aeronautics Commission currently has a staff size of 6 and the budget current allows up to 7 full time equivalent staff members which is unchanged from the previous biennium. The staff size presented in the current budget proposal is currently seen as adequate for the upcoming biennium.

(Slide 6)

To introduce our commissioners:

Warren Pietsch of Minot is currently the commission chairperson, Kyle Humann, of Mandan, Cindy Schreiber-Beck of Wahpeton, Jay B. Lindquist of Hettinger, and Dr. Kim Kenville of Grand Forks, cumulatively comprise the full commission. This group is geographically represented well, and each member brings a different set of aviation expertise for the agency to utilize as a resource.

(Slide 7)

Aviation is an important industry to North Dakota and serves a variety of critical functions from public transportation, emergency access, and aerial crop spraying. Our airports become especially critical during a time when our state is looking for ways to diversify and grow the economy. Even during the current COVID-19 pandemic, our public airports have never closed...and they were able to ensure that emergency related personnel and products have been able to efficiently enter and depart our state. Though our passenger traffic has been significantly impacted by COVID-19, our airports have seen a record amount of air cargo tonnage as people have adjusted to ordering more goods and products online.

Not only is aviation a safe and efficient way to transport goods and people, but when our economy is able to fully function - our airports act as key economic engines for their communities as documented by the 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion dollars to the state's economy while supporting over 12,200 jobs. It is for that reason; that I believe our airports are going to play a critical role in our nation's post pandemic recovery.

Our state currently provides financial support through infrastructure grants for 89 Public-use airports. 71 of those airports maintain paved surfaces and 18 of those airports maintain turf runways. 54 of our airports are eligible to receive federal funding as a part of the National Plan of Integrated Airport Systems or "NPIAS" and 35 of our airports rely solely on state and local funding to survive.

It's also important to mention that there are over 200 private airstrips that also exist throughout the state.

(Slide 8)

Our agency has accomplished much over the past biennium, but I would like to highlight a few major accomplishments that we are proud of -

Our agency has worked to complete a customized update to our Aviation Information Management System which has enabled our agency to become more efficient and accurate in processing all of the registrations and licenses that are a part of our regulatory function. The improved database can also generate quick and accurate reports and helps our staff become more effective when conducting outreach to the aviation community. The utilization of the database to generate e-mails to send reminders and documentation will also significantly reduce mailing costs over time.

The agency also had great success in adapting to the COVID-19 pandemic. We successfully transitioned to an at-home work environment as mandated at the start of the pandemic and then successfully re-opened the office to the public in early June. Since that time, I have cycled employees to work from the office and home environment with great success.

During the beginning of the pandemic, we were able to successfully coordinate issues and concerns with the airports and the Governor's office as executive orders were being released and more information on the virus became available. We were also working with the Federal Aviation Administration to fully understand the extent of the CARES grants that were being released to the airports last Spring.

In April, our Commercial service airports saw an immediate 95% decline in passenger numbers due to the COVID-19 pandemic which was very concerning since they also receive most of their revenue in the form of vehicle parking fees, car rental concessionaire fees, and passenger facility charges from airline ticket purchases. Essentially, the local revenue being received at our airports in North Dakota and airports throughout the country had dropped immediately and substantially due to public reaction to COVID-19. Thanks to the federal CARES grants, our airports were allocated \$69 million dollars in federal funds that they have been able to receive in reimbursable payments by submitting costs associated with salaries and operations to the FAA. None of these CARES grants are able to be utilized on airport capital development projects, but they have greatly helped to ensure that our airports can stay afloat during these difficult times.

Our office also quickly reacted to the additional development funding that was also made available to airports this past fiscal year and an additional \$88 million was able to be leveraged from the federal government for high priority airport projects in the state.

Our agency also received a federal grant for \$20,000 to help with operational costs at the International Peace Garden airport as a part of the CARES funding. This was the only federal funding that the Aeronautics Commission received relating to the COVID-19 pandemic.

Our staff has also been busy at work with our airports to re-prioritize projects listed on their capital improvement plans now that demand and forecast models have been adversely affected due to the COVID-19 pandemic. We have shifted many priorities from expansionary projects to rehabilitation and maintenance projects and have delayed moving forward on certain projects due to these reasons.

This readjustment of airport development priorities is critical so that we can continue to leverage federal airport infrastructure project funds in the following biennium while being flexible and ready to move projects forward if additional federal or state dollars become available. We also needed to adapt to the fact that \$20 million dollars of oil revenue fund deposit to the Airport Infrastructure as a result of last legislative sessions' "Operation Prairie Dog" bill is not expected to arrive in this biennium.

Over the last two years, our agency allocated \$7 million in airport infrastructure grants to 313 different airport projects all throughout the state from the special fund dollars that our agency collects from aviation taxes and fees.

Last legislative session, our agency was also provided with a one-time \$20 million-dollar SIIF transfer to help fund major airport projects in Dickinson and Watford City. \$7 million from that fund has been allocated to date and it is expected that the remaining amount will be allocated this summer once the final phase of Dickinson's runway project is bid. It is estimated that this \$20 million-dollar one-time transfer will have successfully leveraged an estimated \$37 million in federal funds once these projects are completed.

(Slide 9)

Our office recently received this document from the Federal Aviation Administration which highlights the amount of funds that we have received each year from them dating back to 2010.

Prior to 2012, our state had a ten-year average of \$25 million per year being received from the FAA. The national funding levels from the FAA have essentially stayed the same since 2001, but our state has seen

incredible success in recent years in leveraging more federal dollars. Our most recent 10-year annual average of FAA funding being received in-state has now more than doubled to an average \$55 million per year.

This success is due to our pro-activeness in:

- Identifying good justifiable projects that receive high priority consideration
- Ensuring that projects are shovel ready and prepared to receive grant funding during the federal fiscal year window
- Ensuring the availability of higher amounts of state and local funding to match the federal funds

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. 54 of our 89 airports are eligible to receive federal dollars and they compete for these funds nationally and may receive up to 90% funding if funds are available. It is very important to understand that federal funding is not guaranteed, that not all projects are eligible to receive federal funding, and that there have been many cases where federal grants have been provided at much less than 90% which is when local and state dollars are needed to fill the gaps.

The COVID-19 pandemic has also created more uncertainty around the future availability of federal funding and we want to ensure that we are ready to capitalize on any opportunities that do arise as other states may not have adequate local or state funds to leverage those federal dollars. I recommend that North Dakota position itself wisely in order to allow its airports to adapt to either new challenges or new opportunities.

Economic downturns are also incredible opportunities to receive a discount on projects as construction companies are bidding in a more competitive environment.

We are hopeful that as we continue to educate and work with the Federal Aviation Administration on the needs within our state, that an adequate level of funding and commitment to help with our infrastructure challenges will continue into the future.

(Slide 10)

Since North Dakota has taken a pro-active role in identifying, justifying, and providing additional financial assistance on airport projects, the state has received an estimated \$548 million from the federal government for airport projects over the last ten years. In that same time period, the state has invested a total of \$151 million in airport projects. For every \$1 dollar that the state has invested in airport projects, we have received \$3.63 from the federal government which is an incredible return on investment.

These dollars support construction jobs and allow our airport infrastructure to be maintained while helping to grow our communities.

(Slide 11)

To provide some additional highlights from this past biennium I will start by discussing some key Infrastructure projects have been completed at our 8 commercial service airports.

- Fargo received the funding required to complete the final phase of its major cargo apron expansion as the airport had been named a UPS and FEDEX hub for the region creating hundreds of new jobs for the Fargo area. The airport also began work on a much-needed snow removal equipment building expansion.
- Grand Forks is working to complete its work on an environmental study that would allow the airport to move forward to reconstruct and extend its crosswind runway and then reconstruct its primary runway.
- Devils Lake received new snow removal equipment
- Jamestown worked on a terminal apron reconstruction project.

(Slide 12)

- Minot completed the final phase of the rehabilitation of its general aviation apron.
- Bismarck completed the final phase of its \$64 million dollar project to fully replace its ageing pavements on the primary runway.
- Dickinson completed its primary parallel taxiway which has been converted to be utilized as a runway until the primary runway reconstruction is completed in 2022.
- The new airport in Williston opened in the Fall of 2019 and this summer the airport completed the construction of their crosswind runway.

(Slide 13)

Multiple high priority projects were also completed for the general aviation airports this last biennium. To mention a few:

- Cando completed a runway rehabilitation and Mohall completed a runway extension.
- Watford City completed its first phase of runway construction this summer and the second and final phase is expected to be completed next Fall.
- Hillsboro, Tioga, Washburn, Garrison, Hettinger, Mandan, and Wahpeton underwent major taxiway and apron construction projects.

(Slide 14)

This slide highlights the historical number of airline passenger enplanements on our commercial service flights in North Dakota over the last 30 years... and shows how devastating the COVID-19 pandemic has been to our passenger numbers in 2020. This past year, we saw a total of 572,000 passenger boardings which is a 52% decrease from the passenger boardings from 2019.

Since the bottoming of passengers this past March, passenger demand has slowly been recovering. Multiple national forecasts are calling for the full recovery of passenger numbers by 2023 or 2024, but these forecasts are dependent on multiple factors including the success of eliminating the virus and the path that our country takes in its economic recovery.

(Slide 15)

This slide shows a monthly comparison of the airline boarding numbers and you can see that we started the year strong in January and February showing that 2020 had the potential to be a record-breaking year. Concerns about the virus mounted in the middle of March... and April was when our state and the country began the nationwide effort to slow the spread of the virus. Our airline boardings dropped an astounding 95% from normal levels that month but have since slowly recovered to approximately 50% of normal operations.

(Slide 16)

This slide shows a monthly comparison of North Dakota to the national average when looking at the retention rate of airline passenger numbers to pre-covid levels. As you can see, the blue line which represents North Dakota is consecutively higher than the green line which represents the national average. If there is any silver lining, it's that our state has been able to recover our passenger numbers faster than the national average.

(Slide 17)

Our commercial service airports provide incredible value to our state's economic well-being and standard of living. The graphic on this slide shows all of the routes and destinations that are currently available to the general public. Ten different direct flight destinations (three seasonal) are available to connect North Dakota to the rest of the world.

As passenger demand was reduced dramatically during the COVID 19 pandemic, our air carriers also reduced the available amount of flights and seats available to our communities. Our state has so far weathered the storm relatively well... as airlines are beginning to slowly add back flights to the markets that are seeing demand increases. The only direct flight destination that we lost during the pandemic so far is Williston direct to Minneapolis. As the recovery continues, we hope to see that market return as well as the potential of other opportunities as well.

(Slide 18)

Our next biennium goal is to work to support the aviation industry's recovery from the COVID-19 pandemic. We also want to ensure that we are working with our federal partners to fully understand

changes to their funding programs and eligibility criteria. We also want to ensure that high priority shovel ready projects ready to go as their grant funding becomes available.

Next year we are also planning to update our statewide pavement condition index study which is a project that we undergo every three years. We contract with an experienced pavement consultant firm to inspect and take inventory the approximately 60 million square feet of pavement at our airport pavements throughout the state.

This update will be finalized during the spring of 2021 and the results will be able to be found on our interactive website. Our data will show the condition of each pavement section at our airports throughout the state, along with deterioration details, photos, projected future conditions, and a recommended funding plan to ensure that the pavements are maintained in the most cost beneficial way. This study has been a revolutionary way for our state to manage its airport pavements and fulfill federal grant obligations.

(Slide 19)

As we look to maintain and further develop our airport infrastructure, it's also important to understand the current development projects that have been identified over the next 10 years.

During the fall of each year, the North Dakota Aeronautics Commission staff meets with over 50 of the public use airports in the state to review and understand their capital improvement plans.

Throughout this process, projects are identified, and cost estimates are submitted so that the agency can calculate the total amount of project requests that exist within the system. The agency can then work with the federal government and each local airport to identify and prioritize the projects. There is always the understanding that we will not be able to accommodate all identified projects as shown on this graph, but this process ensures that we find the best and most justified projects.

The recent influx of airport infrastructure funds from the FAA and the state as well as the re-prioritization of projects due to COVID-19 impacts... has helped to reduce the large short-term funding gaps that were seen between 2013-2017, however we still have much work to do to continue to try to continue to meet the demands of the system.

In our most recent statewide capital improvement plan update, we have found approximately \$400 million dollars of identified projects that exist at our airports that could take place in the next 5 years and an additional \$550 million that exist in the following 5 years. You have also been provided with a document in your packet that provides an estimated level of needs at the individual airports in our system over the next 1-5 years and 6-10 years.

(Slide 20)

There are multiple high priority airport projects that have been identified for the next biennium – to mention just a few from our commercial service airports:

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation

- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
 - \$115 million total estimated cost (project years: 2021 – 2027)

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Beach, Carrington, Crosby, Glen Ullin, Hazen, New Rockford, and the final stage of a runway reconstruction and extension at Watford City.

(Slide 21)

This slide provides a graphical view of the Aeronautics Commission budget in its current form.

The majority Aeronautics Commission budget is comprised of special fund dollars which are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections and in the form of grants for statewide aeronautical studies.

The Aeronautics Commission is also budgeted to receive \$475,000 in general fund allocation for airport improvements in the next biennium which is a \$25,000 or 5% reduction from last biennium to meet the Governor's budget request guidelines. The reduction of general fund expenditures occurs in the airport grant line item.

For our base budget request, we reprioritized our budget request to ensure that we can maintain our current staff levels of up to 7 full time equivalents and ensure operating expenses are adequate to maintain effective operations while ensuring that we are able to also conduct the statewide pavement condition study that was previously mentioned.

(Slide 22)

Our budget also includes an appropriation to utilize up to \$20 million from the Airport Infrastructure fund that was included as a part of last sessions' "Operation Prairie Dog" legislation. This funding is not expected to be received this biennium and is also not currently forecasted to be available next biennium unless oil revenues make a substantial recovery. That being said - we request consideration of the appropriation so that the funds may be used if the bucket does fill.

Concerns do exist due to the fact that our agency may not receive funding in the airport infrastructure fund through 2023; particularly since we have some major projects in central in eastern North Dakota that now need our attention. One such project that will require additional assistance is the major runway projects at the Grand Forks airport that is planned to take place starting next year through 2027. Federal participation on this project is estimated to be approximately \$70 million which leaves a \$45 million dollar gap for the state and local airport to finance. Replacement one-time funding or the full funding of the Airport Infrastructure Fund through Operation Prairie Dog is critical to ensure that this project can move forward and that full federal funding can be leveraged.

(Slide 23)

A one-time appropriation of \$5 million dollars is also within the budget for the reconstruction of the University of North Dakota's apron. Significant potholes and concrete deterioration due to the age of

pavements that were constructed in the 1980s pose an increasing safety risk to students, employees, and the 100-plus aircraft operated by North Dakota's premier aviation school. In the 2015 Legislative Session, \$6 million was appropriated for phase 1 of this project and significant progress was made on the Bravo and Charlie Aprons. Bravo-West is the remaining pavement that still requires reconstruction and the project is estimated at \$5 million dollars.

(Slide 24)

I also thought it would be appropriate to show the major revenue impacts that our agency has experienced due to COVID-19. Aviation fuel taxes is our primary revenue which we currently receive at 8 cents per gallon. You can see that the revenue was impacted significantly at the beginning of March as aircraft operations declined. We have seen a minor recovery in these revenues since the bottoming in May, but overall, our calendar year 2020 fuel tax revenue is down 41% from the calendar year 2019 revenue levels. We expect a slow recovery in this revenue source to mirror airline activity as passenger demand begins to return.

(Slide 25)

Our other major revenue source is aircraft excise in which the owner remits 5% of the purchase price of the aircraft or 3% if it's an aerial applicator aircraft. This tax is incredibly difficult to predict, but in looking at the trends between 2019 and 2020, it seems that purchases were delayed in 2020 to later in the year, but we are only down 5% in 2020 from the revenue received in 2019 which shows that aircraft purchases are still remarkably strong in North Dakota.



North Dakota Aeronautics Commission Budget Hearing

SB 2006

House Appropriations – Government Operations Divisions
March 11th, 2021

Kyle Wanner, Executive Director

Aeronautics Commission – Statutory Authority

North Dakota Century Code Chapters 2-05, 2-08, 57-40.5, 57-43.3

Major Statutory Responsibilities:

- Encourage the establishment & maintenance of public airport and navigational facilities.
- Cooperates with federal and local government in the promotion & development of aeronautical activities
- Represents the state and industry in all matters relating to aeronautical activities.
- Regulatory functions – aircraft registrations, aircraft excise & fuel tax, aerial application, aircraft dealers

Audit for Biennium Ended June 30th, 2019:

- The audit did not identify any exceptions or defaults.



Additional Core Agency Duties

- Airport Infrastructure Grant Funding
- Airport Planning Support
 - Airport Layout Plan Development
 - Airport Inspections
 - Airspace Analysis
 - Airport Management Support and Resources
- Update Statewide Aviation Publications and Planning Documents
- Aviation Education Promotion and Grant Funding
- Own and Manage Two Public Airports: International Peace Garden Airport and Garrison Dam Recreational Airpark

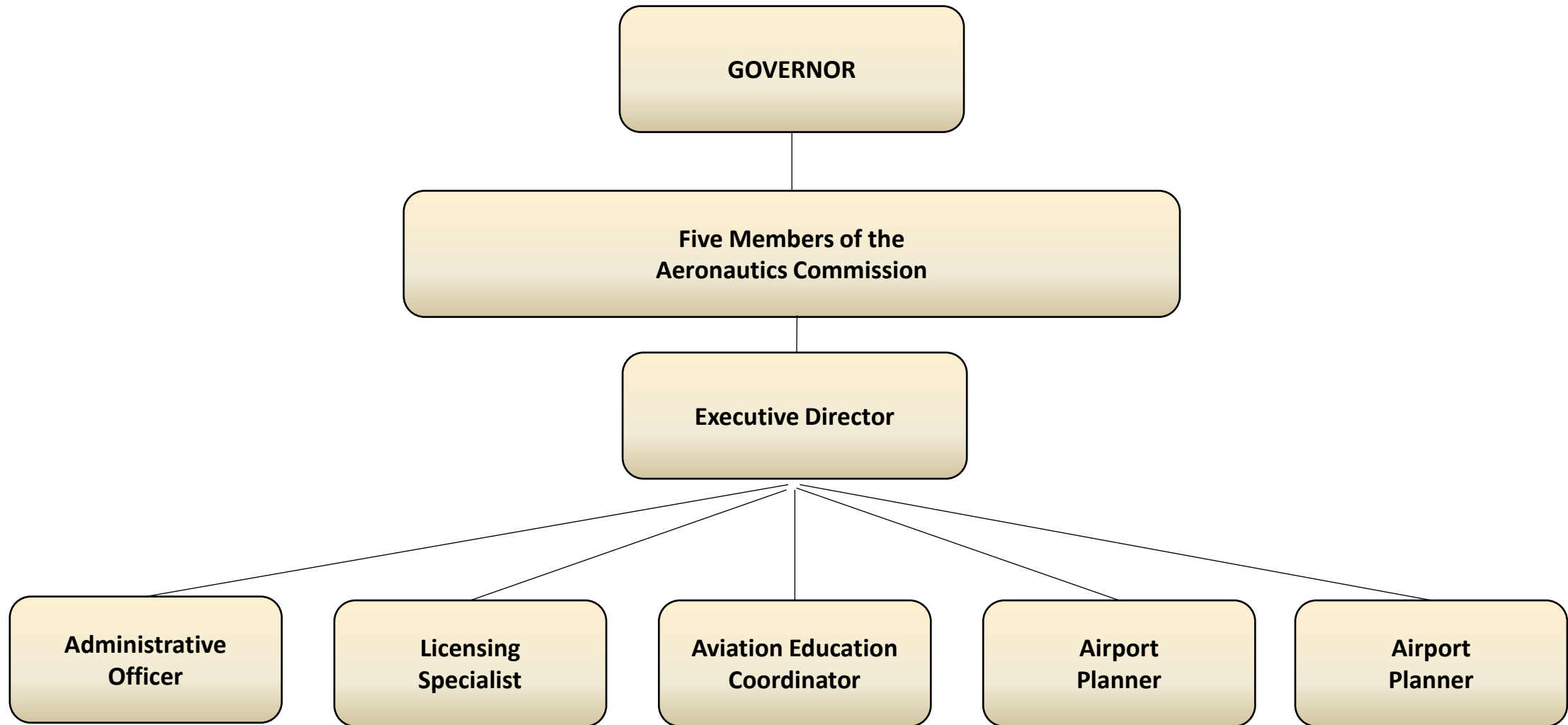


Agency Programs

- Passport Program
- Aviation Museum Support
- Flight Training Assistance Program (FTAP)
- Airport Internship Program
- Aviation Education Grants
- Aviation Career Day Involvement
- Youth Aviation Art Contest
- High School Curriculum Assistance
- Windsock Program
- Airport Supply Surplus
- Aerial Applicator Alert Map
- Statewide Automated Weather Observation System (AWOS) Maintenance Program



Current Organizational Chart



Organization/Leadership – Aeronautics Commission

5 Member Commission Appointed by the Governor



Warren Pietsch, Minot



Jay B. Lindquist, Hettinger



Kyle Humann, Mandan



Dr. Kim Kenville, Grand Forks

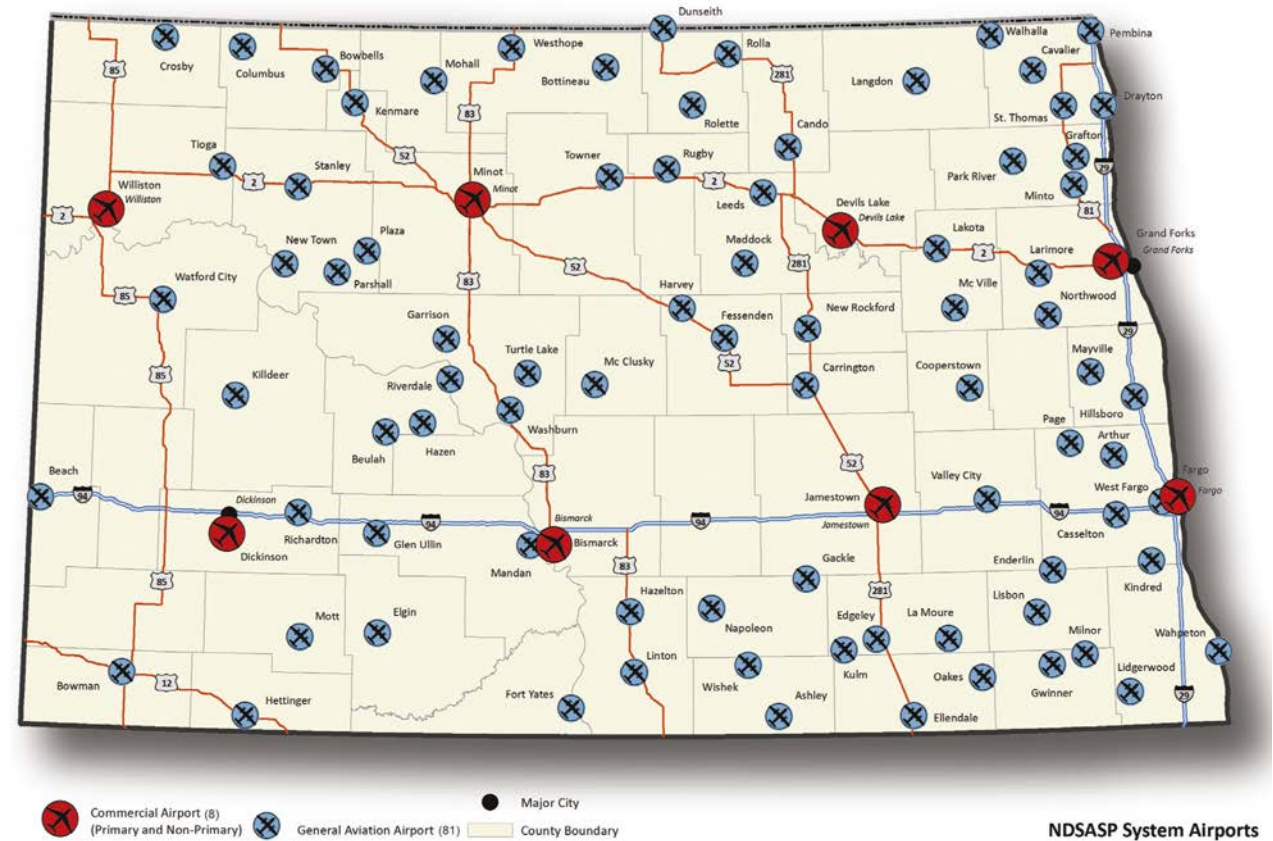


Cindy Schreiber-Beck, Wahpeton

North Dakota's Airport System

- 89 Public-Use Airports in North Dakota
 - 71 airports are paved
 - 18 airports maintain turf only runways
- 54 are eligible to receive federal funding
- 35 are maintained utilizing state and local funding only
- Over 200 private airstrips also exist throughout the state

According to the 2015 Economic Impact of Aviation Study



PUBLIC AIRPORTS IN NORTH DAKOTA

Major Biennial Accomplishments

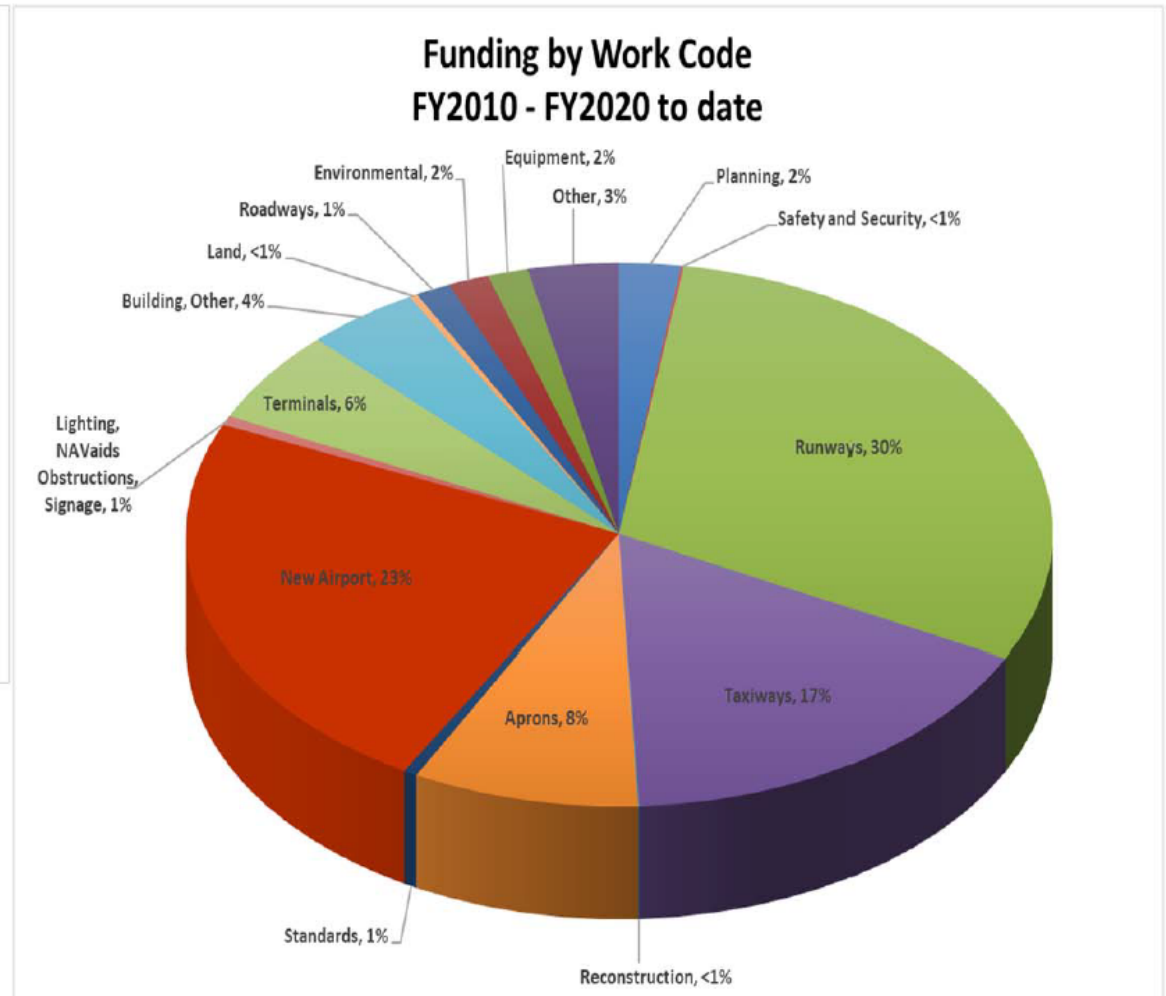
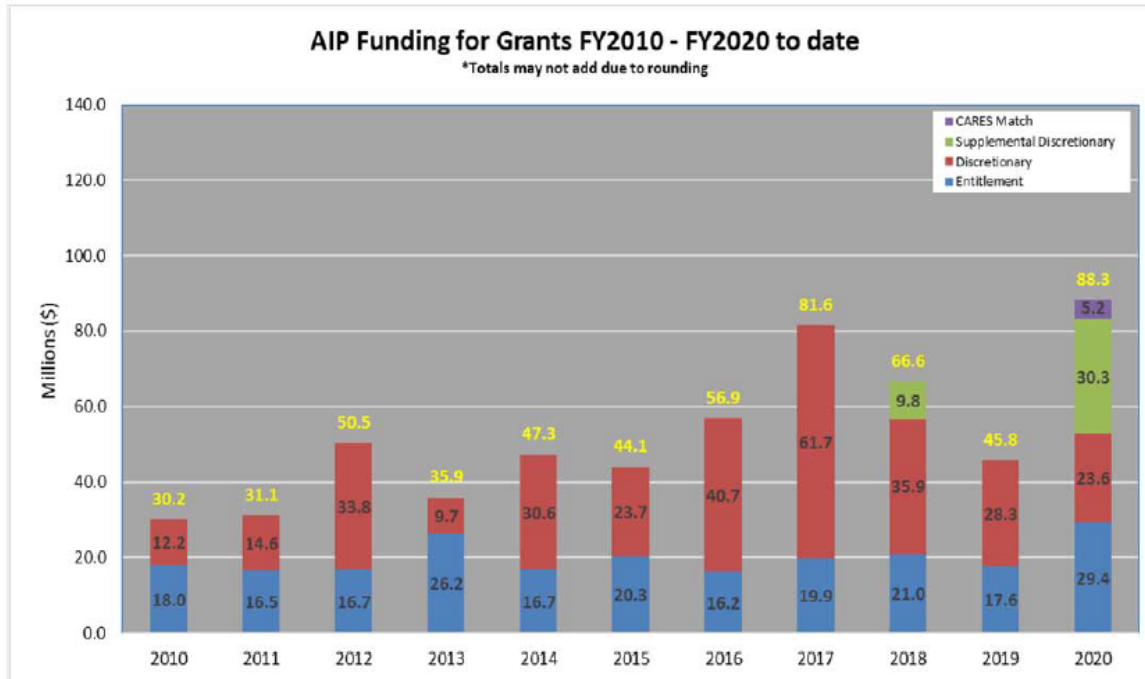
- **Completed Updates to the Aviation Information Management System (AIMS) to enable efficient processing for:**
 - Aircraft registrations
 - Aircraft excise tax payments
 - Aircraft Dealer licensing
 - Aerial Applicator licensing
 - Efficient outreach to aviation community
- **Adapting to COVID-19 environment**
 - Communication with airports/governor's office
 - In Fiscal Year 2020: North Dakota airports received \$69 million in reimbursable federal CARES grants to utilize on staff salaries and operational costs during the pandemic. An additional \$88 million was also received for airport development projects.
 - Successfully reacted to changes in environment to maximize federal funding and utilized state funding to provide additional assistance to airports
 - Redeveloped and re-prioritized the statewide Capital Improvement plan for airport development projects taking into account projects that are impacted by COVID-19 and updated revenue forecasts for "Operation Prairie Dog" funds.
- **Airport Grant Funding**
 - Provided \$7 million in Airport infrastructure grants to 313 airport projects
 - Provided \$7 million in Airport grants from one-time SIF funding for Dickinson and Watford City airport projects.
 - \$13 million in one-time SIF allocation remains for planned allocation to Dickinson in the Summer of 2021 to complete their Runway Reconstruction project.



COVID-19 has led to significant impacts to passenger demand

Historical Federal Funding for North Dakota Airports

North Dakota Grant Funding FY2010 – FY2020; Supplemental Appropriations and CARES Act



Supplemental Discretionary

Intent to Award

-6 Grants Totaling \$39,010,091

Fiscal Year	Grants	Total
2018	4	\$31,760,091
2019	1	\$2,400,000
2020	1	\$4,850,000

*FY2020 Supplemental will receive CARES Funds for 100% match as long as funding is available

CARES Act

-53 Grants Totaling \$69,489,703

Airport Type	Grants	Total
Small Hub	1	\$21,637,515
Non-Hub	6	\$45,408,388
Commercial Service	1	\$1,352,800
General Aviation	45	\$1,091,000

North Dakota's Return on Investment

From 2011-2020 (last 10 years):

- North Dakota has received \$548 million from Federal Government for Airport projects (not including CARES funds)
- The State of North Dakota has invested a total of \$151 million in airport projects.
 - Over the last 10 years - for every \$1 dollar that the state invested in airports, we have been able to leverage/receive approximately \$3.63 from the Federal Aviation Administration.



Biennium Project Highlights – Commercial Service

- **Fargo**
 - Cargo Apron Expansion
 - Snow Removal Equipment Building Expansion
- **Grand Forks**
 - Environmental work for future crosswind and primary runway upgrades
- **Devils Lake**
 - Snow Removal Equipment Upgrades
- **Jamestown**
 - Terminal Apron Reconstruction



Fargo – Cargo Apron Expansion (2020)

Biennium Project Highlights – Commercial Service

- **Minot**
 - General Aviation Apron Rehabilitation
- **Bismarck**
 - Primary Runway Rehabilitation – Final phase completed
- **Dickinson**
 - Parallel taxiway construction completed
- **Williston**
 - New airport successfully opened Fall of 2019
 - Crosswind Runway construction completed Fall of 2020



Williston Airport Crosswind Runway (2020)

Biennium Project Highlights – General Aviation

Runway Rehabilitations

- Cando
- Mohall (runway extension)
- Watford City (ongoing)

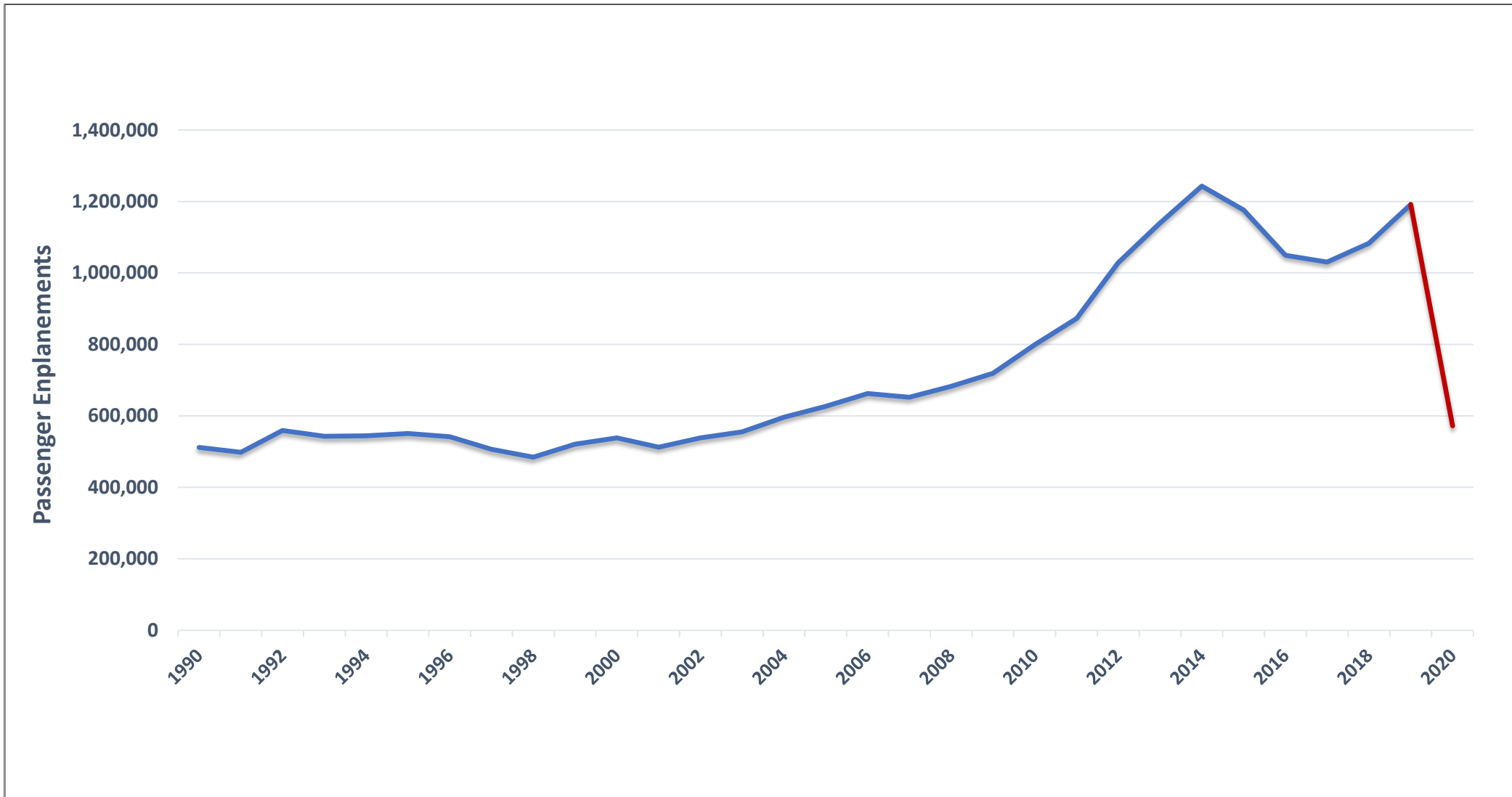
Taxiway/Apron Rehabilitations

- Hillsboro
- Tioga
- Washburn
- Garrison
- Hettinger
- Mandan
- Wahpeton

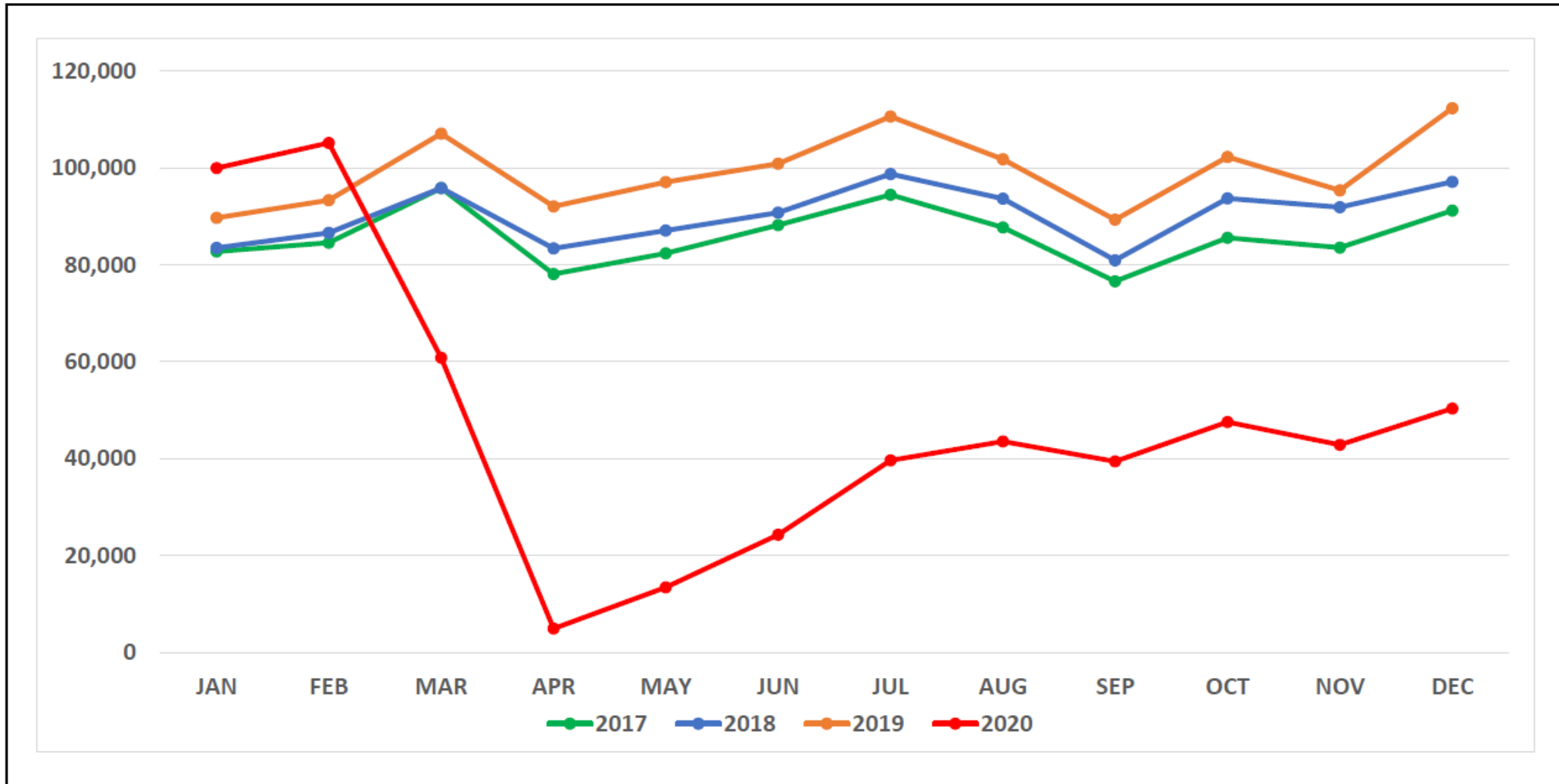


Hillsboro taxiway construction (2020)

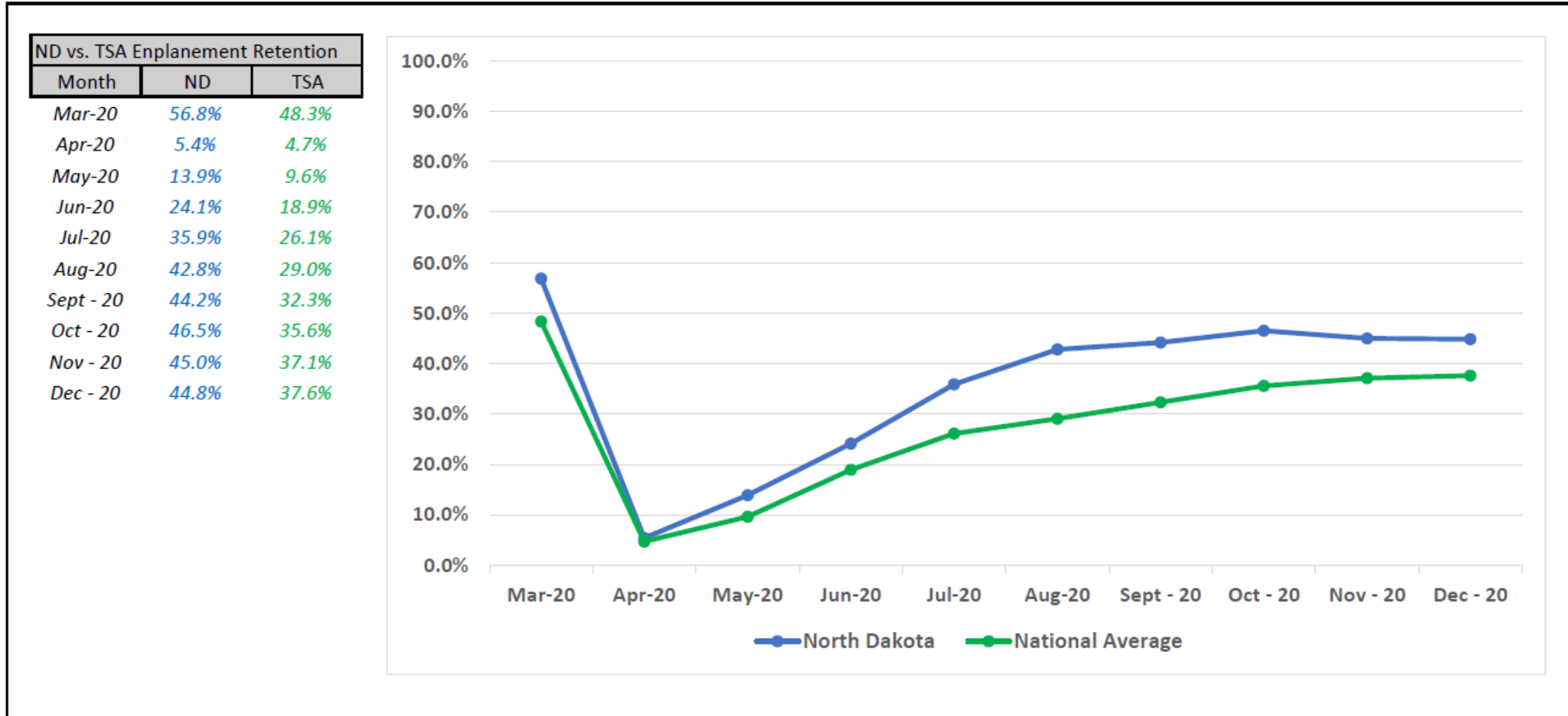
North Dakota – Historical Airline Boarding Numbers



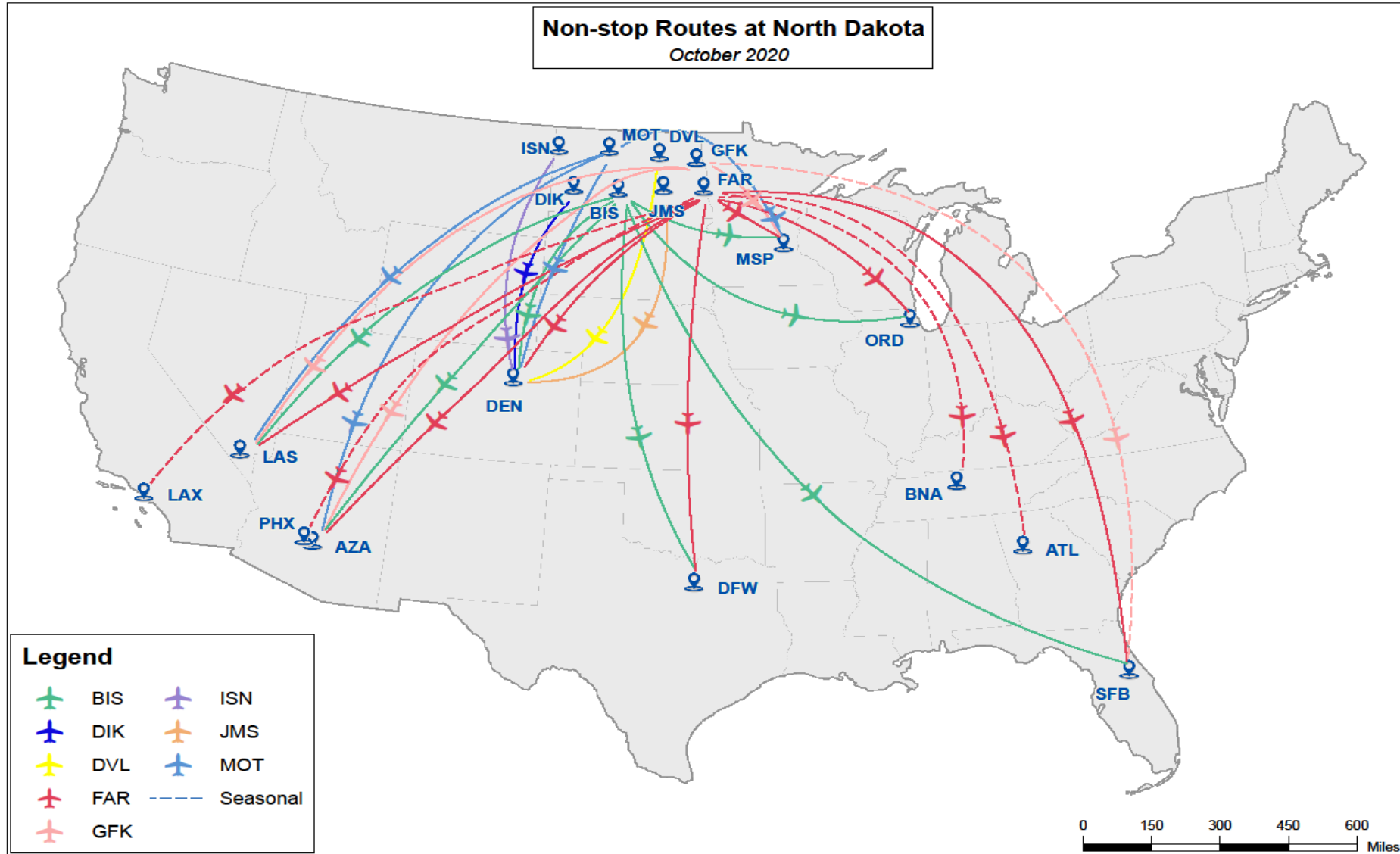
North Dakota Airline Passenger Boarding Trends



North Dakota versus National Average



North Dakota Air Service Route Map

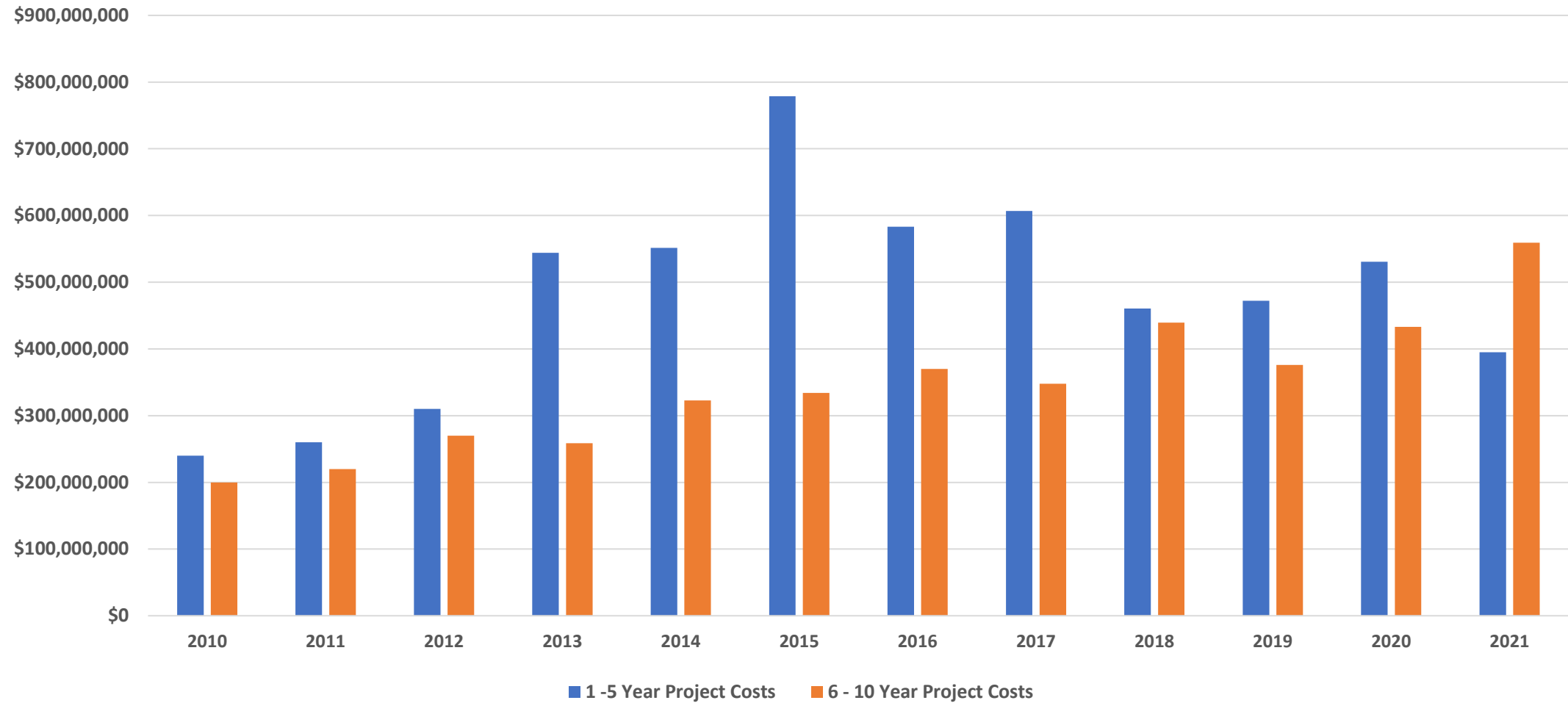


Next Biennium Goals/Plans

- Continue to support the aviation industry's recovery from COVID-19 pandemic
 - Fully understand Federal Airport Infrastructure program and funding availability as Congress finalizes relief and funding packages
 - Leverage federal funds where possible and utilize state grant funds on high priority projects
- Statewide Pavement Condition Index Study
 - Approximately 60 million square feet of pavement exists on our airports
 - Study conducted every 3 years to update online interactive database
 - Helps to prioritize federal and state funding and identifies best practices and recommendations for cost beneficial pavement management techniques



North Dakota Airport Infrastructure Needs Analysis



Major Airport Projects on Horizon

Commercial Aviation Major Projects

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation
- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
 - \$115 million total estimated cost (project years: 2021 – 2027)

General Aviation Runway Rehabilitations

- Beach
- Carrington
- Crosby
- Glen Ullin
- Hazen
- New Rockford
- Watford City (in progress)

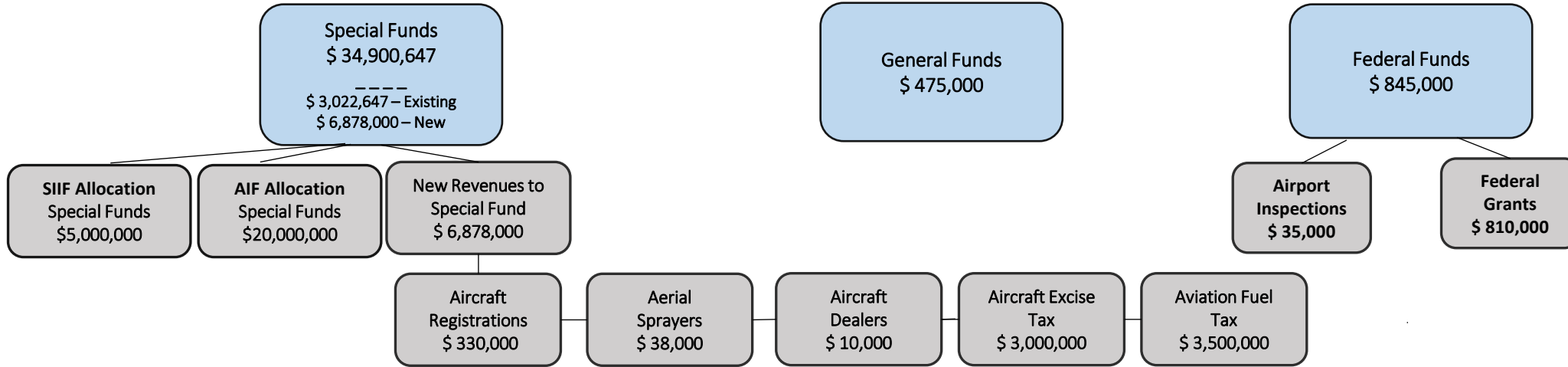


Fargo – Passenger Terminal (summer 2020)

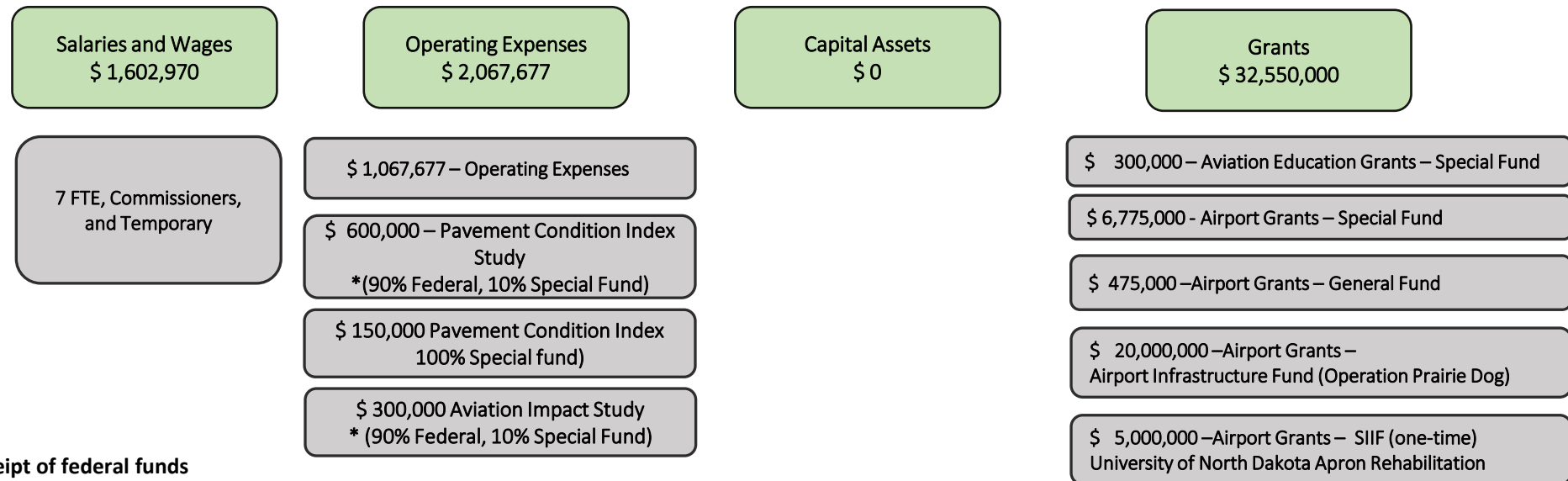


North Dakota Aeronautics Commission 2019 – 2021 Proposed Budget \$ 36,220,647

REVENUES

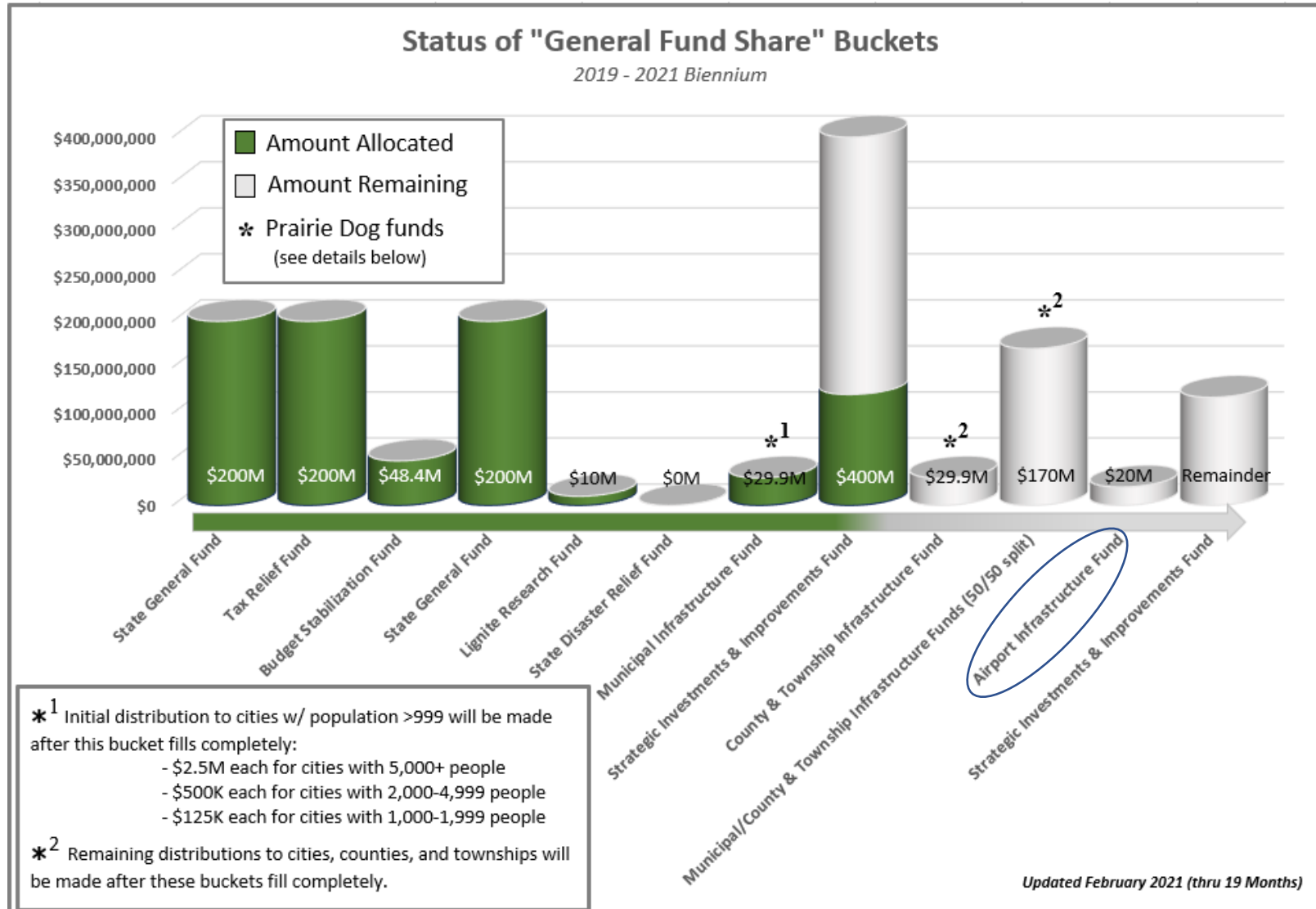


EXPENDITURES



*Fed – subject to receipt of federal funds

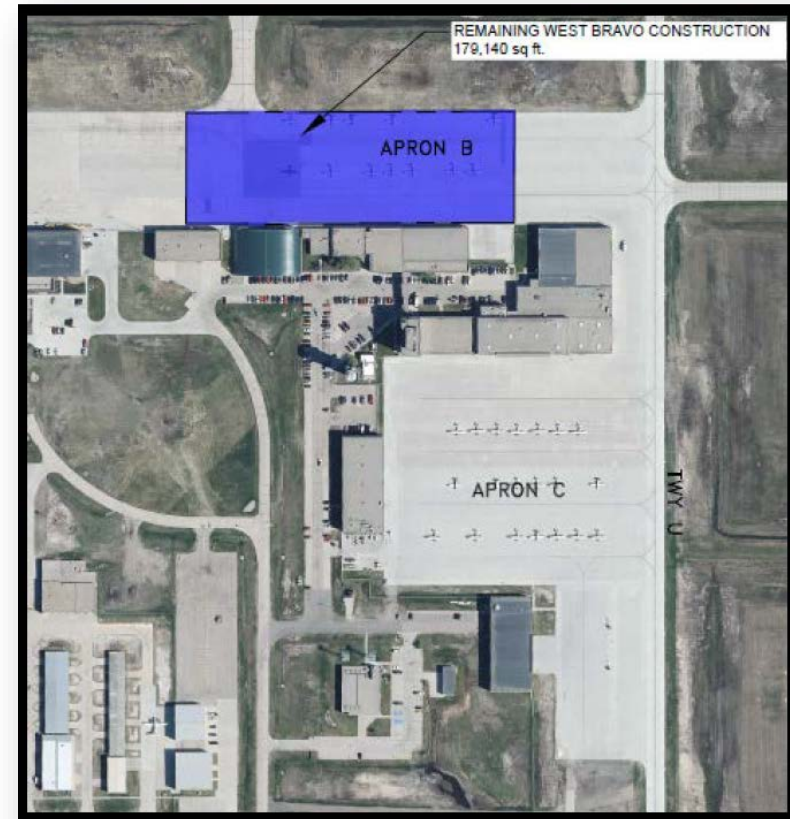
Status of Oil Revenue Buckets



University of North Dakota Apron Project – Phase 2



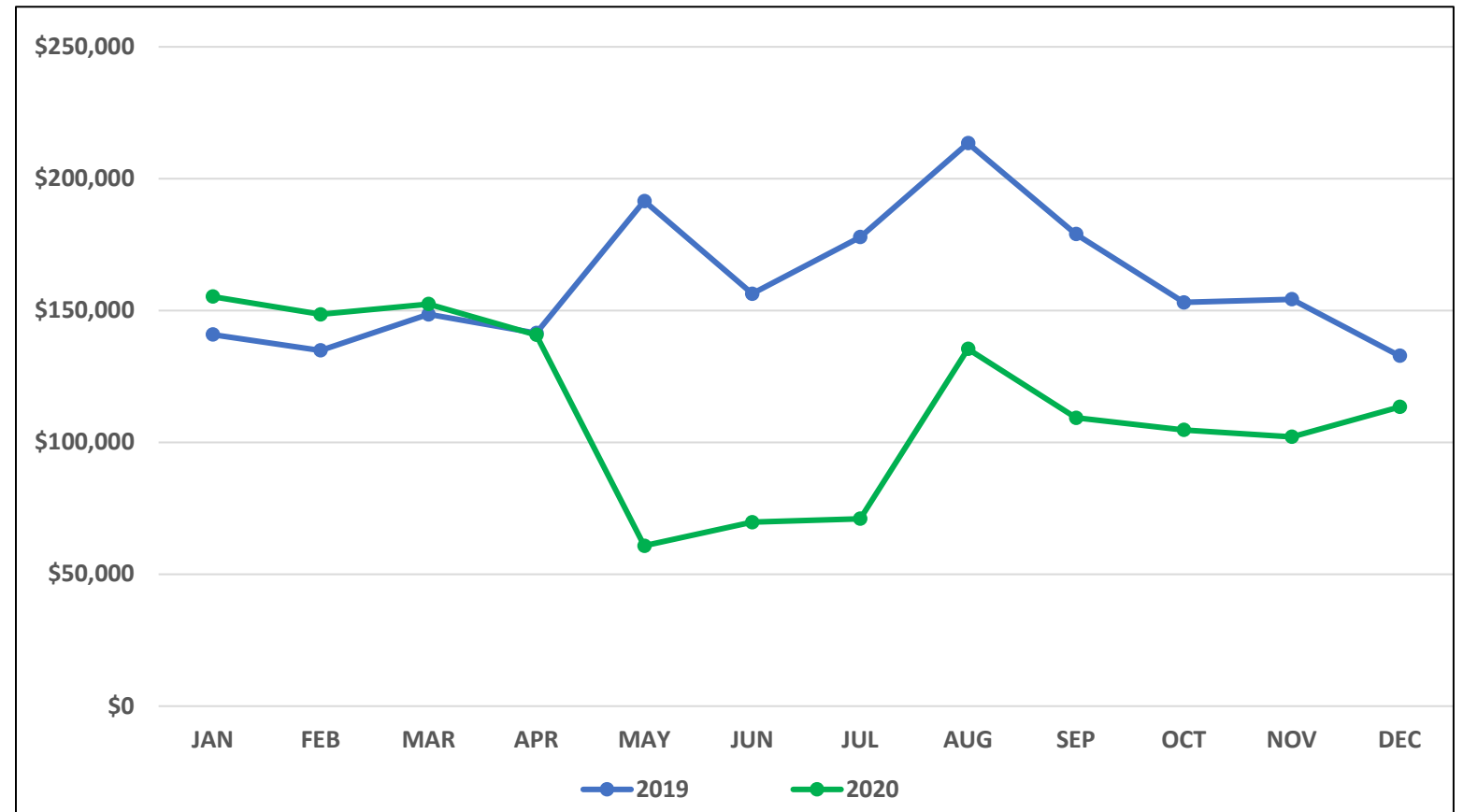
A yardstick for scale shows the amount of damage sustained by the concrete, as well as the potential for foreign object debris on UND's flight apron



University of North Dakota Flight Operations at GFK Airport

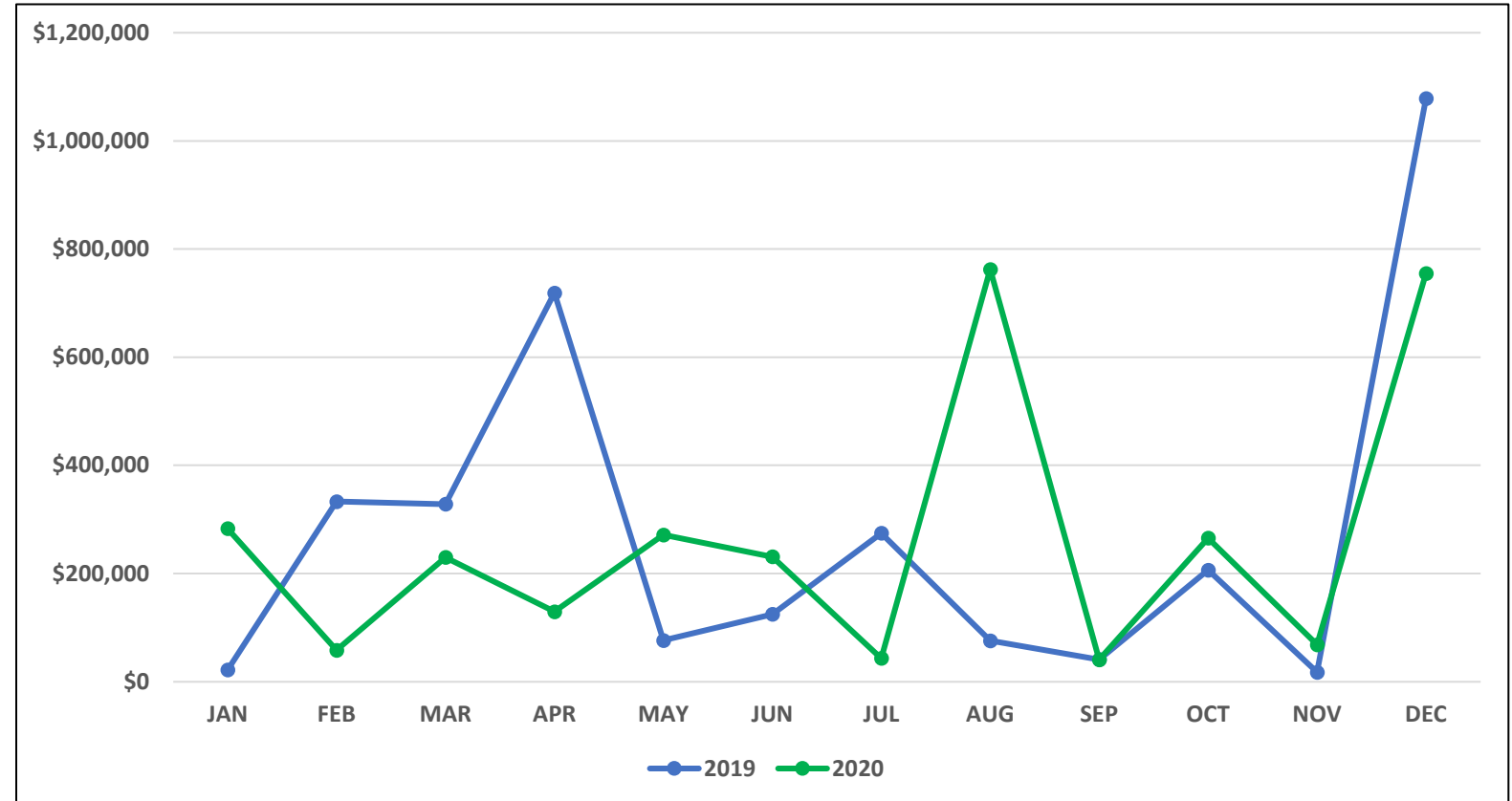
Revenue Impacts of COVID-19 – Aviation Fuel Tax

Month	2019	2020	% Change
JAN	\$140,925	\$155,293	9.3%
FEB	\$134,866	\$148,531	9.2%
MAR	\$148,532	\$152,471	2.6%
APR	\$141,487	\$140,795	-0.5%
MAY	\$191,540	\$60,798	-215.0%
JUN	\$156,404	\$69,763	-124.2%
JUL	\$177,867	\$71,028	-150.4%
AUG	\$213,482	\$135,437	-57.6%
SEP	\$179,013	\$109,333	-63.7%
OCT	\$153,094	\$104,712	-46.2%
NOV	\$154,281	\$102,115	-51.1%
DEC	\$132,871	\$113,487	-17.1%
TOTAL	\$1,924,362	\$1,363,763	-41.1%



Revenue Impacts of COVID-19 – Aircraft Excise Tax

Month	2019	2020	% Change
JAN	\$21,626	\$282,991	92.4%
FEB	\$333,193	\$58,108	-473.4%
MAR	\$328,226	\$229,783	-42.8%
APR	\$718,867	\$129,423	-455.4%
MAY	\$76,327	\$271,304	71.9%
JUN	\$124,559	\$230,983	46.1%
JUL	\$274,427	\$43,260	-534.4%
AUG	\$75,690	\$762,283	90.1%
SEP	\$40,900	\$40,571	-0.8%
OCT	\$206,500	\$265,590	22.2%
NOV	\$17,540	\$68,297	74.3%
DEC	\$1,078,632	\$755,103	-42.8%
TOTAL	\$3,296,487	\$3,137,696	-5.1%



Questions





YTD Boardings Comparison of Commercial Service Airports

Through December

Prepared by: N.D. Aeronautics Commission

11-Jan-21

	YTD 2020	YTD 2019	YTD 2018	YTD 2017	YTD 2016	YTD 2015	YTD 2014	YTD 2013	YTD 2012	YTD 2011	Difference 2020/2019	% Change
Bismarck	150,161	309,337	282,363	272,739	271,022	259,734	245,205	237,683	236,172	196,414	(159,176)	-51.46%
Devils Lake	3,865	6,973	6,684	6,644	6,290	4,760	2,676	2,667	2,998	5,488	(3,108)	-44.57%
Dickinson	11,368	23,901	22,592	18,938	16,795	41,846	58,843	35,277	23,796	18,958	(12,533)	-52.44%
Fargo	238,508	471,333	422,190	392,889	395,614	429,251	448,848	398,677	364,727	350,458	(232,825)	-49.40%
Grand Forks	46,410	114,627	112,027	114,707	128,847	142,639	142,782	146,068	135,209	116,938	(68,217)	-59.51%
Jamestown	5,655	11,175	11,808	12,865	11,123	7,996	3,428	2,672	3,861	5,689	(5,520)	-49.40%
Minot	84,601	165,988	151,658	143,172	151,706	182,872	222,144	222,083	224,421	150,450	(81,387)	-49.03%
Williston	31,525	88,235	73,795	68,685	68,021	106,945	119,069	94,459	37,359	27,860	(56,710)	-64.27%
TOTALS	572,093	1,191,569	1,083,117	1,030,639	1,049,418	1,176,043	1,242,995	1,139,586	1,028,543	872,255	(619,476)	-51.99%
Commercial (BIS- FAR-GFK-MOT-WIL)	551,205	1,149,520	1,042,033	992,192	1,015,210	1,121,441	1,178,048	1,098,970	997,888	842,120	(598,315)	-52.05%
Regional (DVL-DIK- JMS)	20,888	42,049	41,084	38,447	34,208	54,602	64,947	40,616	30,655	30,135	(21,161)	-50.32%

NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA



	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
1	Fargo FAR	203	Cargo Apron Expansion Phase IV	44	63	3500				
			Terminal Apron Reconstruction (D'21, Phase I C'22, Phase II C'23)	54	69	15000				
			Terminal Area Study	34	73	400				
			Replace Passenger Boarding Bridge	31	42	500				
			Pavement Maintenance (RTA, RCF, Seal)	56	81	1000	1000			
			Terminal Building Expan. (D'23, Phase I C'23, Phase II C'24)	31	42	37000				
			Glycol Pump Station (D'21, C'22)	31	60	2000				
			Rwy 9/27 Ext./Widening / Par. Twy EA, Design, Construct	46	51		65000			
			South GA Apron Rehabilitation	54	69	5000				
			SRE Acquisition	32	77	1000	2000			
			Construct Elevated Walkway	31	27	16000				
			North GA Taxilane Extension	45	61		1000			
			Perimeter Road Rehabilitation	31	48		2000			
			Twy D Reconstruction	55	76		3500			
2	Bismarck BIS	78	East GA Expansion	23	61		2000			
			Rehabilitate Runway 3-21 and Taxiway D	46	79		13000			
			Rehabilitate/Construct Parking Lot/Expansion	23	27		2000			
			GA Apron Expansion (Phase IV and V)	44	62	2000	2000			
			Purchase SRE Equipment	32	36	2300	800			
			Taxiway C North Rehab	45	74	10000				
			Rehabilitate Access Roads	23	27	1000	1600			
			Airfield Wetland Mitigation / Drainage Improvements (Phase VI - '21, VII - '22, VIII - '23)	31	41	16500	7000			
			Construct Terminal Building Expansion (D '25, C '25-'26)	31	40	500	54000			
			Expand Commercial Apron (Phase 1 D '23- C '24)	44	62	7000	7200			
			Purchase ARFF Equipment	32	36	750				
			Runway 13 RPZ Land Acquisition	41	44		2200			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	1000	1000			
			Rehabilitate/Construct SRE Building Expansion	32	36	4200				
Rehabilitate/Construct ARFF Building Expansion	31	43	1500							
Construct Service Road Expansion	23	27		3000						
3	Grand Forks GFK	189	Install New Passenger Boarding Bridges	31	39		11000			
			ASR Improvements	32	48	1600				
			Deicing Fluid Collection System	32	42	600				
			Commercial and GA Ramp Panel Replacement	44	38	2000				
			Relocate Airway Avenue/Airport Road Intersection	23	27		300			
			Update Noise Contours	21	65		250			
			Construct Taxilane Expansion	45	59	1000	500			
			Runway 9L-27R Extension - Land Acquisition, Wetland Mitigation	46	60	3900				
			Relocate Route 5	46	55	4600				
			Runway 9L-27R Extension - Reconstruct Runway Intersection	56	37	8600				
			Runway 9L-27R & TWY B Extension & Pavement Reconstruction	56	79	42600				
			Runway 17R/35L Reconstruction (C'25-'27)	56	79	26000	31000			
			Construct Runway 18-36	46	74		10000			
			Construct Access Road North of Terminal	41	39		1500			
Construct Terminal Apron	44	62		9000						
4	Minot MOT	120	Purchase ARFF Equipment	52	87		1000			
			Taxiway C Rehab	45	74		4000			
			Replace T-Hangars	12	24	3000	3000			
			Northwest GA Apron	44	62		2000			
			Storm Water Improvements (C '22 - C '23)	31	41	8100				
			Purchase SRE Equipment	32	75	1600	1000			
			Purchase ARFF Truck	52	36	1000				
			Taxiway B/G Rehab	45	74		3000			
			Replace/Upgrade Airfield Security Fence	31	83		5000			
			Reconstruct/Expand Cargo Apron (C '20-'21)	54	67	3500				
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	1000	1000			
			Runway 8/26 Rehab/Threshold Relocation; Taxiway B Intersection; Taxiway D Expansion	56	79	5400	4300			
			Construct GA Landside Access Road and Parking Lot	23	27	3500				
			RWY 8 Approach Clearing/Tree Removal	57	86					
5	Jamestown JMS	36	Rehabilitate Taxiways A, B & D (D'20 C'21)	45	74	2000				
			Rehabilitate Runway 13/31, Taxiway D-1, & Taxiway A (D'22 C'24)	46	79	2400				
			Reconstruct Terminal Apron Phase II	54	67	100	1500			
			Airfield Lighting Rehabilitation	56	79	2100				
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	600	1100			
			Acquire SRE	32	75		500			
			Replace Passenger Boarding Bridge	31	40		800			
			W. Industrial Park Infrastr. Improvements (C'25)	11	X		1500			
			Terminal Expansion	31	40		2000			
			Apron & Taxiway Concrete Section Rehabilitation	45	67		300			
			Construct T-Hangar	12	24		700			
			6	Williston XWA	49	Purchase SRE Equipment	32	75	2200	
						Purchase ARFF Equipment	52	36		1000
						Pavement Maintenance (RTA, RCF)	56	79	400	500
Construct Hangars	12	24				1000	2000			
Terminal Parking Expansion	23	27				2500				
Cargo Apron Construction	44	69				6100				
Ground Service Equipment Building	32	36				400				
Crosswind Parallel Taxiway	45	76					3000			
Deicing Fluid Collection Improvements	32	41					1400			
Construct Waste Water System	32	40					7000			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
7	Devils Lake DVL	13	Terminal Area Planning Study, Environmental, & ALP Terminal Plan Update	34	71	100	
			Apron & Taxiway Reconstruction	55	67	1700	
			Apron Lighting & Security Cameras	44	67	300	
			Terminal Expansion	32	40	3000	
			Install Passenger Boarding Bridge	31	40	1000	
			Improvements to Terminal Road & Parking Lot	21	37	1000	
			Runway 13/31 Pavement Rehabilitation	46	79	2000	
			Runway 13/31 Lighting Rehabilitation & Generator	56	79		1000
			ALP/MP Update with Exhibit A/AGIS Component	37	71		500
			Construct SRE/ARFF Building	32	57		2500
			Rehabilitate Apron	44	67		500
Rehabilitate Taxiway A	45	74		800			
Acquire SRE	32	75		1000			
8	Dickinson DIK	34	Terminal Design and Construction	33	45		30000
			Reconstruct Runway 14/32	56	79	22000	
			Terminal Access and Parking Lot	31	40		5000
			Purchase SRE Equipment	32	75	1200	1000
			ARFF Truck / ARFF Building Expansion	32	87	750	2000
			Construct Commercial Service Apron	44	62		6000
			Construct Hangar Taxilanes	45	59		1000
			Crosswind Parallel Taxiway	45	76		3000
			SRE Building Expansion	32	45		2000
			Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	56	72	750	
			GA Apron and Taxiway A Reconstruction (D '24, C '25)	55	74	4700	
Commercial Service Airports Totals:						304450	337750
9	Ashley ASY	BASIC 11	Install LED MIRLs, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '21)	56	77	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	150	200
			AGIS for IAP Development	37	67	150	
			Construct Terminal/SRE Building	32	39	500	
			Install AWOS	32	70		300
			Construct Apron Expansion	44	59		1000
10	Beach 20U	BASIC 10	Construct Fuel System (100LL + Jet A)	22	24		400
			ALP/MP Update with Exhibit A/AGIS Component	31	42		300
			Rehabilitate Hangar Taxilanes	45	63		600
			Construct New Turf Runway	46	59		1000
			Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '22, C '23)	46	77	1600	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
			Construct Hangar	12	22	1000	
			Construct Fence and Signage	31	38		2000
11	Bottineau D09	LOCAL 17	Construct Parallel Taxiway	45	48		500
			Construct Jet-A Fuel System	22	17	300	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Construct Taxiway Expansion	45	64	300	300
			Realign and Construct Turf X-Wind Runway	45	46		500
			Runway 13/31, Taxiway, Apron Pavement Rehabilitation	46	79		2200
			Demo Hangar and Construct New T-Hangar	12	24		1000
			Construct Fence and Signage	31	38		2000
			Conduct Misc Study/Request IFR on Runway 13	31	42	200	
			ALP/MP Update with AGIS Component	31	42		
12	Bowman BWW	LOCAL 17	Install AWOS	32	72	300	
			Transfer Out Entitlements (\$30,000)	X	X		
			Construct Partial Parallel Taxiway	45	48		3600
			Construct Hangar (D '21, C '22)	12	24	1500	
			Construct Crosswind Runway	46	59		1500
			Construct Taxilane	45	59		1000
			Purchase SRE Equipment	32	45	500	
13	Cando 9D7	BASIC 12	Pavement Maintenance	56	79	200	200
			Transfer Out Entitlements (\$32,000)	X	X	200	200
			Replace Runway 16/34 Lighting System (D' 22, C' 23)	56	77	450	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Construct Fuel System	22	24		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	59		100
			Construct Wildlife Fence and Signage	31	34		1500
14	Carrington 46D	LOCAL 10	Construct Partial Parallel Taxiway	45	75	1000	
			ALP/MP Update with AGIS	37	69		300
			Construct New Hangar	12	24		800
			Pavement Maintenance (RTA, RCF, Seal)	56	79	100	500
			Runway 13/31 & Taxiway Rehabilitation (D '21, C '22)	46	79	1900	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Apron Pavement Seal Coat & Taxilane Reconstruction	54	67	500	
15	Casselton 5N8	LOCAL 40	Rehabilitate Airfield Lights	56	79		500
			Construct Fence and Signage	31	35		1000
			Construct Wildlife Fence	31	35		2000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	600	500
			Runway 13/31 Relocation & Parallel Taxiway Construction	46	79	300	13000
			Environmental Assessment for Land Acquisition for Runway Relocation	46	70	250	
			Land Acquisition for Runway Relocation	36	60	1200	
16	Cavalier 2C8	LOCAL 13	Construct Drainage Improvements	46	41		100
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Relocate Powerline	47	40		50
			Runway Rehabilitation (D '26 C'27)	46	79		1000
			Purchase SRE Equipment	32	75	200	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Rehabilitate Airfield Lights (D'19, C '22)	56	79	800	
Construct Fence and Signage	31	35		2000			
Construct Full Length Taxiway	45	76		800			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	47	65	50	
17	Cooperstown S32	14	ALP/MP Update with AGIS Component	37	69	300	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Runway 13/31, Taxiway and Apron Rehabilitation	46	77	150	1500
			Construct Apron Expansion	44	67		500
			Construct Crosswind Runway	26	79		1000
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Parallel Taxiway	45	75		500
			Improve Access Road	31	35		300
			Transfer Out Entitlements (\$100,000)	X	X		
		BASIC	Snow Removal Equipment	32	42	300	
18	Crosby D50	11	Construct New SRE Building	32	48	500	
			Construct Runway Rehabilitation and New Windcone/Segmented Circle (D '21, C '22)	46	77	1200	
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS	31	42		300
			Construct Jet A Fuel System	12	17		300
			Construct Partial Parallel Taxiway	45	38		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
19	Dunseith - IPG S28	0	Environmental Assessment Runway 29	42	52	300	
			Land Acquisition - Runway 28 extension/RPZ	41	42	500	
			Runway, Taxiway, and Apron Reconstruction	56	66	2200	
			Construct Fence and Signage	31	38		2000
			Install MIRLS, PAPI and NPI Remarking	56	45	600	
			Transfer out Entitlements (\$300,000)	X	X		
		BASIC	Construct SRE Building	32	48		500
20	Edgeley 51D	10	Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	400
			Construct Runway Extension	46	71	1400	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
		BASIC	Improve Access Road	31	36		400
21	Ellendale 4E7	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Purchase SRE Equipment	32	73	300	
			Wildlife Site Visit & Wildlife Hazard Management Plan (WHMP)	31	69		100
			ALP/MP Update with AGIS	37	69		300
			Construct Wildlife Fence and Signage	31	34		1000
			Pave Turf Taxilane	45	58		300
			Install AWOS	32	70		200
			Reconstruct Apron Taxilane	55	63	300	
		BASIC	Construct Terminal, PAPIs (D '20, C '21), Threshold Lights, TWY Reflectors, RSA Grading	56	88	600	
22	Ft. Yates Y27	0	Pavement Maintenance (RTA, RCF, Seal) and Relocate Fence for LPV Approach	56	84	260	300
			Construct Hangar	12	22		600
			Construct SRE Building	32	48		700
			Access Road Improvements	33	20		900
			Construct Fuel System	22	17	300	
			Rehabilitate Runway, Taxiway, Apron	46	77		2000
		BASIC	Construct GA Terminal Building	21	38	700	
23	Garrison D05	11	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			RPZ Land Acquisition	32	48	400	
			Purchase SRE Equipment	41	41		300
			Construct Fence and Signage	31	83	50	1000
			Update ALP/MP with AGIS and Exhibit A	31	38		300
			Construct Hangar	12	22		700
			Construct North Hangar Taxilane	45	58		500
			Runway 13-31 Rehabilitation	56	66		2100
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
24	Glen Ullin D57	13	Runway, Taxiway, and Apron Rehabilitation (D '21, C '22)	46	77	1600	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		200
			Taxilane Extension	45	58	500	
			Construct Hangar	12	22		700
			Construct X-wind Rwy, EA, RPZ Land Acquisition	46	59		700
			Construct Partial Parallel Taxiway	45	52	100	700
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
25	Grafton GAF	14	Taxilane & Apron Reconstruction (D '23 C '24)	55	65	500	
			Construct Hangar	12	24		600
			Drainage Improvements (Phase I '21, Phase 2 '22) & Wetland Mitigation	56	41	1600	
			Construct New SRE Building	32	50		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Replace Airport Beacon	47	78	60	
			Runway 17/35 Rehabilitation	46	79		1600
			Remove Old Storage Building	12	45	200	
			Construct Fence and Signage	31	35		1000
		BASIC	Replace RWY 16/34 REILs & Repaint Airfield Markings	56	77	200	
26	Gwinner GWR	11	Reconstruct Taxilane & Access Road Improvements (D '22, C '23)	55	63	700	
			Update ALP/MP with AGIS and Exhibit A	37	69		300
			Purchase SRE Equipment	32	73		400
			Construct SRE Building	32	48		800
			Lighting Improvements	56	77	100	300
			Land Acquisition - Wildlife Fence	32	58		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	300
		BASIC	RPZ Land Acquisition and EA	41	42		800
27	Harvey 5H4	13	Rwy 11/29, Taxiway, Apron Rehabilitation (D '25, C '26)	46	77	200	2000
			New Crosswind Runway	46	59		800
			Update ALP/MP with AGIS and Exhibit A	31	69		300
			Parallel Taxiway	45	64		1000
			Apron Expansion	44	59		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Construct Hangar	12	22	700	
			AGIS Survey (LPV Approach, Both Ends)	42	52	200	
			Wildlife Fence and Signage	31	38		1000
			Replace Runway 11/29 PAPIs	56	46	100	

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
28	Hazen HZE	BASIC 16	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Rehabilitate Runway (D '19, C '21)	46	77	3000	
			Rehabilitate Taxiway and Apron (D '22, C '23)	45	72		
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS and Exhibit A	31	62		300
			Construct Crosswind Runway	46	49		500
			Construct Partial Parallel Taxiway & MITL	46	46		1600
			Replace MIRLs, PAPIs, Airfield Lighting Controls, & Construct New Vault (D '23, C '24)	56	77	600	
			45	58		600	
29	Hettinger HEI	LOCAL 20	Rehabilitate Taxiway C and South Hangar Taxilane (D '22, C '23)	45	74	600	
			Rehabilitate Taxiway B	45	74		400
			Apron Rehabilitation	44	67		900
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			ALP/Master Plan Update	31	55	300	
			Construct Hangar	12	24	700	
			Construct Hangar Taxilane	45	59		400
30	Hillsboro 3H4	LOCAL 22	Environmental Assessment for Runway Extension Land Acquisition	46	70	300	
			Purchase SRE Equipment	32	75	150	
			Land Acquisition for Runway Extension	36	60		200
			Construct Runway Extension	46	73		7000
			Apron Reconstruction (D'22, C'23)	54	67	3000	
			Reconstruct Access Road	31	46		200
			Construct Wildlife Fence and Signage	31	35		1000
			ALP/Master Plan Update	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
31	Kenmare 7K5	LOCAL 31	East Apron Construction	44	62		1200
			Construct Partial Parallel Taxiway and Hangar Taxilane (D '22, C '23)	46	76	1000	
			Relocate Fuel System	22	17		200
			Construct Access Road Extension and Parking Lot Expansion	33	20	300	
			Construct Runway 16/35 and Parallel Taxiway	46	42		6000
			Pavement Maintenance (RTA, RCF, Seal) and Partial Parallel Taxiway and Taxilane Env.	56	79	300	300
			Construct Terminal Building	21	35		500
32	Kindred K74	LOCAL 26	Airfield Lighting Rehabilitation	56	79		600
			EA, Land Acquisition, and Wetland Mitigation for Runway Extension	46	70		1000
			Replace Concrete Runway Panels	56	79	200	
			Construct Runway 11/29 Extension and Parallel Taxiway	46	73		7000
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Terminal Building	12	41	500	
			Relocate Road for Runway Extension	47	37		500
			Construct Fence and Signage	31	35		1000
33	Lakota 5L0	BASIC 7	Pavement Maintenance (RTA, RCF, Seal)	56	77	1800	
			Rehab of Rwy 15/33, Apron, and Taxiway (D '21, C '22)	46	77	100	300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Taxilane	45	58		500
			Construct Parking Lot	23	23		200
			Transfer Out Entitlements (\$131,000)	X	X		
34	LaMoure 4F9	NC 4	Pavement Maintenance (RTA, RCF, Seal)	56	72	100	200
			Replace Runway 16/34 Lighting System	56	72	500	
			Reconstruct Taxiway	55	68	400	
			Reconstruct Apron	54	60	400	
			Land Acquisition / RPZ	47	60		1000
			Wetland Mitigation	37	38		500
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	64		100
			Construct Terminal Building	21	35	400	
35	Langdon D55	LOCAL 19	Construct Hangar	12	17		700
			Construct Fuel System	22	20		300
			Rehabilitate Terminal Building	21	40		200
			Construct AWOS Access Road	31	39		300
			Expand Apron & Reconstruct Taxilane (D '21, C '23)	55	61	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Construct Parallel Taxiway	45	69		1000
			Construct Hangar	12	24	700	
36	Linton 7L2	LOCAL 20	Crosswind Runway Turf Rehabilitation	56	79		600
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Taxiway, Apron and Access Road Rehabilitation (D '22, C '23)	45	74	1100	
			Runway 9/27 Extension	46	51		1200
			ALP/MP Update with AGIS Component	31	42		300
			Construct Parallel Taxiway	46	76		1500
37	Lisbon 6L3	BASIC 12	Construct Hangar	12	24		700
			Construct SRE Building	32	48	500	
			Construct Fence and Signage	31	34		500
			Construct Turf Partial Parallel Taxiway (D'21, C'22)	45	67	600	
			Runway 14/32 and Taxiway Rehabilitation	46	77	200	1500
			Install AWOS	32	70		300
			Rwy 14/32 Lighting Rehabilitation	56	77		500
			Construct Apron Expansion	45	59		1000
			Pave Partial Parallel Taxiway	45	67		1000
			Construct Connector Taxiway to Correct Direct Access Issue	45	72		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Wetland Mitigation/ Drainage (D '19, C '22)	31	41	900	
38	Mandan Y19	83	Construct Parking Lot	23	27	200	
			Construct South Development Taxilane	45	59	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Runway Expansion (EA '23)	46	48	500	5000
			ALP/MP Update with AGIS Component	31	42		300
			Construct Corporate Apron and Taxilanes	43	62		3000
			Construct Terminal Building Expansion	21	29	200	
			Relocate County Road and Powerlines	46	48		2500
			Construct Hangar	12	24	1000	2000
			SRE Building Expansion	32	48	300	
			Purchase SRE Equipment	32	36	300	300
			Realign Parallel Taxiway	46	76		2200
			Install Fuel System	22	17	300	500
			Apron Expansion	44	61	1100	600
		LOCAL	Purchase SRE Equipment	32	75	300	
39	Mohall HBC	33	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55	150	
			Construct Wildlife Fence and Signage	31	29	1600	
			Construct Parallel Taxiway	46	76		1000
			Construct Hangar Taxilane	45	59		600
			Install AWOS	32	42	300	
		BASIC	Construct Hangar	12	22		600
40	Mott 3P3	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct Partial Parallel Taxiway	46	75		800
			Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA)	31	64		800
			Construct Hangar Taxilane (D and C '23)	45	58	350	
			Install AWOS	32	42		300
			Construct Runway Threshold Lighting, Add Non-Precision Runway Markings, Purchase SRE	56	73	250	
			Access and Parking Lot Improvements	33	20		300
			Apron Expansion	44	59		200
			Construct Runway Extension	46	56		2000
		LOCAL	Land Acquisition for Apron Expansion	34	60	200	
41	Northwood 4V4	19	Construct Taxilane and Apron Expansion (D '22, C '23)	45	60	600	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Fuel System	22	26		500
			Construct Terminal Building	21	39		700
			Construct New Runway 14/32	46	74		5200
			Environmental and Land Acquisition for Runway Development	46	70		800
			Construct Hangar	12	24		800
			Transfer Out Entitlements (\$75,000)	X	X		
		LOCAL	Taxiway Overlay & Airfield Seal Coat (D' 20,C '21)	45	74	500	
42	Oakes 2D5	11	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Wildlife Fence and Signage	31	35		1000
			Construct Parallel Taxiway	45	69		1200
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Acquire SRE	32	75	400	
			ALP/MP Update with AGIS Component	37	71		300
		BASIC	Obstruction Removal and Mitigation	57	88	300	
43	Park River Y37	10	Install AWOS	32	70		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		150
			Construct Wildlife Fence and Signage	31	38		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Runway 5/31, Apron, Taxiway Rehabilitation	46	79		1000
			Runway Extension Field Studies ('22), EA ('23), & Land Acquisition ('24)	46	68	600	
			Construct Runway Extension	46	71		1000
		BASIC	Construct Runway Extension	46	51		1400
44	Parshall Y74	8	Install AWOS	32	42		300
			Construct Apron Expansion and Access Road	44	59		400
			Construct Fence and Signage	31	38		1000
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Upgrade Jet Fuel System	22	17	300	
			Upgrade Runway Lighting (MIRL)	56	77	400	
			Reconstruct Taxiway, Apron, and Taxilane (EA '23, D '24, C '25)	55	72	800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
		BASIC	Flight Check, Replace Windsock, Install Drainage Control Gate	56	40	150	
45	Pembina PMB	9	Install Fuel System	22	24	500	
		↓	Runway and Taxiway Rehabilitation	46	77		1400
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	200
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Acquire SRE	32	73		400
			Construct Hangar	12	22	100	600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Airfield Electrical Rehabilitation	56	77	400	
46	Rolla 06D	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			ALP Update / AGIS and Exhibit A	32	55		300
			Land Acquisition (RPZ)	41	44		400
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	64		1000
		BASIC	Construct Hangar	12	22		700
47	Rugby RUG	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct SRE Building	32	48	700	
			Runway 12-30, Taxiway and Taxilane Rehabilitation (D '25, C '26)	46	77	100	1200
			ALP Update / AGIS and Exhibit A	32	55	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Terminal Building	21	29		750
			Construct Fence and Signage	31	38		1000
			Transfer Out Entitlements (\$163,000)	X	X		

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
48	Stanley 08D	28	Construct Jet Fuel System	22	17	400	
			Construct Runway Extension (EA '26)	46	71	100	3000
			Construct Road and Parking Improvements	12	27	800	
			Construct SRE Building	32	50	400	
			Construct Hangar	12	24	750	
			Construct PAPIs Runway 09 (D '21, C '22)	37	46	250	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	38		1000
		LOCAL	Reconstruct East Hangar Taxilanes and Rehabilitate East Apron (Reimbursement)	45	67	150	
49	Tioga D60	22	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Purchase SRE Equipment	32	75	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	45	62		100
			Construct Fence and Signage	31	64		2000
			Runway 12-30 Rehabilitation	46	79		2200
			Rehabilitate West Taxilanes	45	65	100	1500
			Construct MITL System For Taxiway/Apron (D '21, C '22)	45	78	400	
			Construct Full Length Parallel Taxiway	45	76		2000
		LOCAL	Construct Electrical Vault	52	70		200
50	Valley City BAC	33	Acquire SRE Snowblower attachment	32	75	250	
			Runway 13/31 Rehabilitation (D'22, C'23)	46	79	400	
			Apron Reconstruction	54	67	1100	
			EA and Land Acquisition for Turf Runway 5/23 Relocation	46	70	700	
			Turf Runway 5/23 Relocation Construction	46	79		1200
			ALP/MP Update with AGIS Component	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		LOCAL	Construct Hangar	12	24		1000
51	Wahpeton BWP	42	Apron Rehabilitation (D'20, C'21)	44	67	2500	
			Land Acquisition (Rwy 33 End-House)	46	67		300
			Wildlife Fence and Signage	31	35		1000
			South Taxilane/Apron Reconstruction	45	67		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		BASIC	Construct Hangar	12	22	600	
52	Walhalla 96D	8	Rehabilitate Airfield Lighting	56	77	500	
			ALP/MP Update with AGIS Component	37	69		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	100
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Airfield Pavement Rehabilitation	46	77		600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Replace Airport Lighting System	56	77	100	600
53	Washburn 5C8	11	Pavement Maintenance (RTA, RCF)	56	77	200	300
			Construct Hangar Taxilane and Non-Precision Runway Markings (D '21, C '22)	45	58	500	500
			Construct Fence and Signage	31	64		1000
			Construct Access Road	33	20	300	
			Obstruction Lights for GPS Approach Development	57	84	90	
			Construct Hangar	12	22	700	700
		LOCAL	Apron Expansion and Hangar Taxilane	44	61		1700
54	Watford City S25	37	Purchase SRE	32	75	200	
			Construct SRE Building	32	50	200	
			Construct Fence and Signage	31	64	200	3000
			Parking Lot Expansion and Terminal Area Drainage Improvements (C '24)	52	41	200	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Hangar	12	24	700	700
55	State PCI		Statewide PCI Study Update		68	1200	1200
56	State Aviation Impact		Statewide State Aviation Impact Update		68	600	
57	State System Plan		State Aviation System Plan Update		68	600	
	Total Based Aircraft	1441	General Aviation Airport Project Totals			90,510	221,350
			Commercial Airport Project Totals			304,450	337,750
			Total Airport Project Totals			394,960	559,100

Airports Not Included within Analysis:

Non NPIAS Paved (18):

- 55 Beulah
- 56 Drayton
- 57 Enderlin
- 58 Killdeer
- 59 Larimore
- 60 Leeds
- 61 Maddock
- 62 Mayville
- 63 Minto
- 64 Napoleon
- 65 New Rockford
- 66 New Town
- 67 Page
- 68 Rolette
- 69 St. Thomas
- 70 West Fargo
- 71 Westhope
- 72 Wishek

Non NPIAS Turf (170):

- 73 Arthur
- 74 Bowbells
- 75 Columbus
- 76 Elgin
- 77 Fessenden
- 78 Gackle
- 79 Hazelton
- 80 Kulm
- 81 Lidgerwood
- 82 McClusky
- 83 McVille
- 84 Milnor
- 85 Plaza
- 86 Richardton
- 87 Riverdale
- 88 Towner
- 89 Turtle Lake

Coronavirus Aid, Relief, & Economic Security (CARES) Act

Salary & Operational Expense Grants for North Dakota Commercial-Service & General Aviation Airports

Commercial-Service Airports

Airport Name	Approved Grant Award Amount
Bismarck Municipal	\$20,291,850
Devils Lake Regional*	\$1,352,800
Dickinson-Theodore Roosevelt Regional	\$1,092,969
Fargo-Hector International	\$21,637,515
Grand Forks International	\$18,855,574
Jamestown Regional	\$1,061,538
Minot International	\$2,753,046
Williston Basin International	\$1,353,411
Commercial Service Airport Total:	\$68,398,703

*An additional \$15,529,827 has been allocated to Devils Lake per the formula as approved in the CARES Act. The FAA has not yet approved these dollars for the Devils Lake airport and we are awaiting clarification from the FAA to further understand if some of funds may be able to be accessed for high priority development projects on the Devils Lake airport.

General Aviation Airports

Airport Name	Approved Grant Award Amount
Ashley Municipal	\$20,000
Beach	\$20,000
Bottineau Municipal	\$30,000
Bowman Regional	\$30,000
Cando Municipal	\$20,000
Carrington Municipal	\$30,000
Casselton Robert Miller Regional	\$30,000
Cavalier Municipal	\$30,000
Cooperstown Municipal	\$20,000
Crosby Municipal	\$20,000

General Aviation Airports

Airport Name	Approved Grant Award Amount
Dunseith-International Peace Garden	\$20,000
Edgeley Municipal	\$20,000
Ellendale Municipal	\$20,000
Fort Yates-Standing Rock	\$20,000
Garrison Municipal	\$20,000
Glen Ullin Regional	\$20,000
Grafton-Hutson Field	\$30,000
Gwinner-Roger Melroe Field	\$20,000
Harvey Municipal	\$20,000
Hazen-Mercer County Regional	\$20,000
Hettinger Municipal	\$30,000
Hillsboro Municipal	\$30,000
Kenmare Municipal	\$30,000
Kindred-Robert Odegaard Field	\$30,000
Lakota Municipal	\$20,000
Langdon-Robertson Field	\$30,000
Linton Municipal	\$30,000
Lisbon Municipal	\$20,000
Mandan Municipal	\$30,000
Mohall Municipal	\$30,000
Mott Municipal	\$20,000
Northwood Municipal-Vince Field	\$30,000
Oakes Municipal	\$30,000
Park River-W.C. Skjerven Field	\$20,000
Parshall-Hankins	\$20,000
Pembina Municipal-Nord Field	\$20,000
Rolla Municipal	\$20,000
Rugby Municipal	\$20,000
Stanley Municipal	\$30,000
Tioga Municipal	\$30,000

General Aviation Airports

Airport Name	Approved Grant Award Amount
Valley City-Barnes County Municipal	\$30,000
Wahpeton-Harry Stern	\$30,000
Walhalla Municipal	\$1,000
Washburn Municipal	\$20,000
Watford City Municipal	\$30,000
General Aviation Airport Total:	\$1,091,000

Total CARES Act Grants for North Dakota Airports: \$69,489,703

Source: www.faa.gov/airports/cares_act/



Airport Association of North Dakota

Ryan Riesinger - President Anthony Dudas - Vice President
Jordan Dahl - Sec. / Treasurer
P.O. Box 2845, Fargo, North Dakota 58108-2845

March 11, 2021

**RE: Testimony to House Appropriations Committee - Government Operations Division on
SB 2006 – Aeronautics Commission Budget**

Chairman Vigesaa and members of the committee,

I am Ryan Riesinger, President of the Airport Association of North Dakota (AAND) and Executive Director of the Grand Forks Regional Airport Authority (GFK). I want to thank you for the opportunity to testify today. AAND is the professional organization for North Dakota Airports and it serves to promote airports and aviation across the state. GFK consistently ranks as one of the busiest airports in the country and is the proud home of the University of North Dakota (UND) John D. Odegard School of Aerospace Sciences. I am here today on behalf of AAND and GFK to express our support of SB 2006 and its amendments.

The North Dakota Aeronautics Commission (NDAC) is vitally important to our State's Airports. Their mission is to serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost-effective advancement of aviation in North Dakota. The Commission and its staff successfully accomplish this mission every day, and our statewide system of airports is stronger because of it.

As our airports plan for future development and growth the funding needs are projected to be significant. The Federal Aviation Administration (FAA) has developed a 5-year overall capital improvement program for the airports in North Dakota and the amount for 2021-2025 is

\$395 million. Our airports work cooperatively with the FAA to maximize federal grant participation, but additional investment from the State and local airport sponsors will be required to meet these forecasts. We certainly support any and all additional funding for the NDAC as we have confidence that it will be administered in the best interest of airports in the State.

At GFK, we were very pleased to see the amendment in the bill for an allocation of \$5,000,000 from the Strategic Investment and Improvement Fund (SIIF) in order to complete the final phase of the UND apron reconstruction. This portion of the apron is in poor condition, and its reconstruction will greatly improve safety and efficiency for years to come. We are thankful for this allocation and will gladly facilitate the project, in cooperation with the NDAC.

In closing, AAND and GFK are supportive of SB 2006 as amended. We respectfully request that the committee provide a do pass on the bill. I thank you for the opportunity to provide testimony today and will take any questions the committee may have for me.

Respectfully,

A handwritten signature in black ink, appearing to read "Ryan Riesinger". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ryan Riesinger
President, Airport Association of North Dakota
Executive Director, Grand Forks Regional Airport Authority

UND Aerospace support of NDAC Budget

The University of North Dakota appreciates the proposed financial support of \$5M to complete the Apron Reconstruction Project that began in 2015. The infrastructure support for the aviation program shows a continued dedication to the University of North Dakota and the John D. Odegard School of Aerospace Sciences.

The aprons that UND Flight Operations uses at GFK were in need of reconstruction. In the mid-2000s the Federal Aviation Administration (FAA) decided that they would not continue to fund exclusive-use aprons like this one. With that final determination from the FAA, UND began looking for alternate funding. Work began in 2014, with the initial request to the ND Legislature to fund the rehabilitation of the aircraft parking aprons at the GFK Airport that supports UND Flight Operations and the flight training program.

The 2015 Legislature awarded \$6M for phase 1 of this project and east Bravo apron and Charlie apron were rehabilitated and reconstructed during the summer of 2016. Currently, there is one final portion (Bravo apron - west) that requires reconstruction (see photo).



University of North Dakota Flight Operations at GFK Airport.

UND Flight Operations is the largest collegiate flight training program in the nation, and likely the world, and significantly contributes to the economic impact to the airport, city and state. Enrollment in UND flight programs has grown by more than 50% in the past five years.

This area of the aircraft parking area is extremely important to the continued level of activity, safety and success for UND Flight Operations and our students.

Below is a recent article that outlines the UND activities at the GFK Airport.

UND Today article (1/21/2021)

<http://blogs.und.edu/und-today/2021/01/ramping-up-infrastructure-improvements-at-und-flight-ops/>

UND Aerospace You Tube Channel – Virtual Tour (2:10). At 1:35 of video shows Bravo apron.

<https://www.youtube.com/watch?v=j0pgy77OLXw>

Respectfully submitted,

Robert J. Kraus, PhD, PfMP
Dean, John D. Odegard School of Aerospace Sciences
University of North Dakota



Airport Association of North Dakota

**Ryan Riesinger - President Anthony Dudas - Vice President
Jordan Dahl - Sec. / Treasurer**

P.O. Box 2845, Fargo, North Dakota 58108-2845

March 11, 2021

**RE: Testimony to House Appropriations – Government Ops Sub-Division on SB 2006
(Aeronautics Commission Budget)**

Chairman Vigesaa and members of the committee,

I am Matthew Remynse, the Past President of the Airport Association of North Dakota (AAND). I want to thank you for the opportunity to speak here today and thank you for your past support of aviation. AAND is the professional organization for North Dakota Airports and it serves to promote airports, aviation, and safety across the state. I'm here today on behalf of the association to express our support of the North Dakota Aeronautics Commission (NDAC) and SB 2006.

Truly, the NDAC and its staff are a great resource for airports managers and members of the aviation community in North Dakota. The NDAC manages a fantastic education program that is drawing young adults into aviation. The NDAC planners assists general aviation airport managers with developing their capital improvement plans and conducting safety inspections. Additionally, the studies that the NDAC undertakes are an extremely useful tools for airports. For instance, a Pavement Condition Index study is a federal requirement that each airport must complete to receive federal funding. The NDAC puts this study together for all airports. This a is large undertaking and Mr. Wanner and his staff do an amazing job managing the study and assuring that there is a useful end product for airports. Another great example, is the economic impact study that the NDAC manages. With this study, airport managers use the results of the study and the data to justify the impact their airport has on the community and region.

Additionally, the NDAC offers a valuable grant program to our airports. This program has allowed our airports to grow and develop so they remain a valuable asset for North Dakota's economy. According to the 2015 Statewide Economic Impact of Aviation study, North Dakota's 89 airports generate an economic impact of \$1.56 billion annually, employ 4,439 individuals and is utilized by every major industry in the state.

In 2019 and in the beginning part of 2020, airports from across the state were seeing growth at their facilities. In 2019, passenger boardings at our commercial airports increased 10% over 2018. In 2020, passenger boardings were up 12% in the first two months and the growth was predicted to continue. Unfortunately, in March 2020, COVID-19 was deemed to be a pandemic and the results of lockdowns, border closures and travel restrictions decimated the commercial airline industry and had large negative effects on general aviation, too. Through the pandemic, North Dakota aviation has fared well, even with the decline in activity. Aviation is truly a resilient industry and as the vaccine continues to be administered and restriction are lessened, travel and activity will return.

With growth and travel demand down because of the pandemic, it may seem like the time to hold back on development, but it's not. Now is the time to invest in our state's airports, so when demand returns, our airports are in the best position possible. The Federal Aviation Administration (FAA) has developed a 5- year capital improvement plan for the airports in North Dakota and the need for 2021-2026 is \$395 million. The projects factored into this amount include a large runway project in Grand Forks, terminal expansion in Fargo, drainage improvements in Bismarck, and runway rehabilitation projects at several general aviation airports. To fund these projects, NDAC staff works closely with FAA and airport staff. Federal funding normally covers 90% of eligible projects, but with such a high demand of large projects in the state and an inadequate level of federal funds available nationwide, the 90% level of funding is often not attained for projects. Moreover, the amount of federal funding available through the AIP has remained flat since 2001 while the cost of developing and constructing

airport projects throughout the country has continued to increase due to rising construction costs and inflation. These factors have increased the competition for federal funding and has made it more and more difficult for airports in North Dakota to receive federal funds. After factoring in projected revenues from the FAA, local governments, and the NDAC grant funding there is a \$160 million shortfall. With the lack of both state and federal funding, airports are making the difficult decision of passing on a project or going into debt to complete their project. Additional state funding for airport grants would assure that crucial projects are being completed on time and would reduce the amount of debt airports would have to take on. Also, when additional state funding is appropriated it typically generates more federal dollars.

Based on the funding needs for the airports across the state, we respectfully request that the committee support the budget as presented in this bill. Additionally, safety is a top priority for AAND and its members so we are supportive of the one-time special funding of \$5 million to reconstruct the UND apron. Replacing this aging ramp will remove cracks and spalling, the source of loose aggregate, to create a safe environment for flight training.

In conclusion, the NDAC provides an enormous amount of support to airports and the aviation community and are a vital piece to helping move infrastructure projects forward. I thank you for the opportunity to provide testimony to the committee.

Respectfully,



Matthew Remyse, A.A.E.
Past President, AAND



Ryan Riesinger, C.M.
President, AAND

Enclosures:

1. North Dakota Airport's Five Year Capital Needs
2. Federal Funding of North Dakota Airports

NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA



	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
1	Fargo FAR	203	Cargo Apron Expansion Phase IV	44	63	3500	
			Terminal Apron Reconstruction (D'21, Phase I C'22, Phase II C'23)	54	69	15000	
			Terminal Area Study	34	73	400	
			Replace Passenger Boarding Bridge	31	42	500	
			Pavement Maintenance (RTA, RCF, Seal)	56	81	1000	1000
			Terminal Building Expan. (D'23, Phase I C'23, Phase II C'24)	31	42	37000	
			Glycol Pump Station (D'21, C'22)	31	60	2000	
			Rwy 9/27 Ext./Widening / Par. Twy EA, Design, Construct	46	51		65000
			South GA Apron Rehabilitation	54	69	5000	
			SRE Acquisition	32	77	1000	2000
			Construct Elevated Walkway	31	27	16000	
			North GA Taxiway Extension	45	61		1000
			Perimeter Road Rehabilitation	31	48		2000
			Twy D Reconstruction	55	76		3500
East GA Expansion	23	61		2000			
2	Bismarck BIS	78	Rehabilitate Runway 3-21 and Taxiway D	46	79		13000
			Rehabilitate/Construct Parking Lot/Expansion	23	27		2000
			GA Apron Expansion (Phase IV and V)	44	62	2000	2000
			Purchase SRE Equipment	32	36	2300	800
			Taxiway C North Rehab	45	74	10000	
			Rehabilitate Access Roads	23	27	1000	1600
			Airfield Wetland Mitigation / Drainage Improvements (Phase VI - '21, VII - '22, VIII - '23)	31	41	16500	7000
			Construct Terminal Building Expansion (D '25, C '25-'26)	31	40	500	54000
			Expand Commercial Apron (Phase 1 D '23- C '24)	44	62	7000	7200
			Purchase ARFF Equipment	32	36	750	
			Runway 13 RPZ Land Acquisition	41	44		2200
			Pavement Maintenance (RTA, RCF, Seal)	56	79	1000	1000
			Rehabilitate/Construct SRE Building Expansion	32	36	4200	
			Rehabilitate/Construct ARFF Building Expansion	31	43	1500	
			Construct Service Road Expansion	23	27		3000
			Install New Passenger Boarding Bridges	31	39		11000
			ASR Improvements	32	48	1600	
			Deicing Fluid Collection System	32	42	600	
			Commercial and GA Ramp Panel Replacement	44	38	2000	
			Relocate Airway Avenue/Airport Road Intersection	23	27		300
Update Noise Contours	21	65		250			
Construct Taxiway Expansion	45	59	1000	500			
3	Grand Forks GFK	189	Runway 9L-27R Extension - Land Acquisition, Wetland Mitigation	46	60	3900	
			Relocate Route 5	46	55	4600	
			Runway 9L-27R Extension - Reconstruct Runway Intersection	56	37	8600	
			Runway 9L-27R & TWY B Extension & Pavement Reconstruction	56	79	42600	
			Runway 17R/35L Reconstruction (C'25-'27)	56	79	26000	31000
			Construct Runway 18-36	46	74		10000
			Construct Access Road North of Terminal	41	39		1500
			Construct Terminal Apron	44	62		9000
			Purchase ARFF Equipment	52	87		1000
			Taxiway C Rehab	45	74		4000
4	Minot MOT	120	Replace T-Hangars	12	24	3000	3000
			Northwest GA Apron	44	62		2000
			Storm Water Improvements (C '22 - C '23)	31	41	8100	
			Purchase SRE Equipment	32	75	1600	1000
			Purchase ARFF Truck	52	36	1000	
			Taxiway B/G Rehab	45	74		3000
			Replace/Upgrade Airfield Security Fence	31	83		5000
			Reconstruct/Expand Cargo Apron (C '20-'21)	54	67	3500	
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	1000	1000
			Runway 8/26 Rehab/Threshold Relocation; Taxiway B Intersection; Taxiway D Expansion	56	79	5400	4300
			Construct GA Landside Access Road and Parking Lot	23	27	3500	
			RWY 8 Approach Clearing/Tree Removal	57	86		
			Rehabilitate Taxiways A, B & D (D'20 C'21)	45	74	2000	
			Rehabilitate Runway 13/31, Taxiway D-1, & Taxiway A (D'22 C'24)	46	79	2400	
5	Jamestown JMS	36	Reconstruct Terminal Apron Phase II	54	67	100	1500
			Airfield Lighting Rehabilitation	56	79	2100	
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	600	1100
			Acquire SRE	32	75		500
			Replace Passenger Boarding Bridge	31	40		800
			W. Industrial Park Infrastr. Improvements (C'25)	11	X		1500
			Terminal Expansion	31	40		2000
			Apron & Taxiway Concrete Section Rehabilitation	45	67		300
			Construct T-Hangar	12	24		700
			Purchase SRE Equipment	32	75	2200	
6	Williston XWA	49	Purchase ARFF Equipment	52	36		1000
			Pavement Maintenance (RTA, RCF)	56	79	400	500
			Construct Hangars	12	24	1000	2000
			Terminal Parking Expansion	23	27	2500	
			Cargo Apron Construction	44	69	6100	
			Ground Service Equipment Building	32	36	400	
			Crosswind Parallel Taxiway	45	76		3000
			Deicing Fluid Collection Improvements	32	41		1400
			Construct Waste Water System	32	40		7000

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
			Terminal Area Planning Study, Environmental, & ALP Terminal Plan Update	34	71	100	
7	Deviils Lake DVL	13	Apron & Taxiway Reconstruction	55	67	1700	
			Apron Lighting & Security Cameras	44	67	300	
			Terminal Expansion	32	40	3000	
			Install Passenger Boarding Bridge	31	40	1000	
			Improvements to Terminal Road & Parking Lot	21	37	1000	
			Runway 13/31 Pavement Rehabilitation	46	79	2000	
			Runway 13/31 Lighting Rehabilitation & Generator	56	79		1000
			ALP/MP Update with Exhibit A/AGIS Component	37	71		500
			Construct SRE/ARFF Building	32	57		2500
			Rehabilitate Apron	44	67		500
			Rehabilitate Taxiway A	45	74		800
			Acquire SRE	32	75		1000
			Terminal Design and Construction	33	45		30000
8	Dickinson DIK	34	Reconstruct Runway 14/32	56	79	22000	
			Terminal Access and Parking Lot	31	40		5000
			Purchase SRE Equipment	32	75	1200	1000
			ARFF Truck / ARFF Building Expansion	32	67	750	2000
			Construct Commercial Service Apron	44	62		6000
			Construct Hangar Taxilanes	45	59		1000
			Crosswind Parallel Taxiway	45	76		3000
			SRE Building Expansion	32	45		2000
			Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	56	72	750	
			GA Apron and Taxiway A Reconstruction (D '24, C '25)	55	74	4700	
Commercial Service Airports Totals:						304450	337750
		BASIC	Install LED MIRLS, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '21)	56	77	700	
9	Ashley ASY	11	Pavement Maintenance (RTA, RCF, Seal)	56	77	150	200
			AGIS for IAP Development	37	67	150	
			Construct Terminal/SRE Building	32	39	500	
			Install AWOS	32	70		300
			Construct Apron Expansion	44	59		1000
			Construct Fuel System (100LL + Jet A)	22	24		400
		BASIC	ALP/MP Update with Exhibit A/AGIS Component	31	42		300
10	Beach 20U	10	Rehabilitate Hangar Taxilanes	45	63		600
			Construct New Turf Runway	46	59		1000
			Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '22, C '23)	46	77	1600	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
			Construct Hangar	12	22	1000	
			Construct Fence and Signage	31	38		2000
			Construct Parallel Taxiway	45	48		1000
			Construct Apron Expansion	44	59		500
		LOCAL	Construct Jet-A Fuel System	22	17	300	
11	Bottineau D09	17	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Construct Taxiway Expansion	45	64	300	300
			Realign and Construct Turf X-Wind Runway	45	46		500
			Runway 13/31, Taxiway, Apron Pavement Rehabilitation	46	79		2200
			Demo Hangar and Construct New T-Hangar	12	24		1000
			Construct Fence and Signage	31	38		2000
			Conduct Misc Study/Request IFR on Runway 13	31	42	200	
			ALP/MP Update with AGIS Component	31	42		
			Install AWOS	32	72	300	
			Transfer Out Entitlements (\$30,000)	X	X		
		LOCAL	Construct Partial Parallel Taxiway	45	48		3600
12	Bowman BWW	17	Construct Hangar (D '21, C '22)	12	24	1500	
			Construct Crosswind Runway	46	59		1500
			Construct Taxilane	45	59		1000
			Purchase SRE Equipment	32	45	500	
			Pavement Maintenance	56	79	200	200
			Transfer Out Entitlements (\$32,000)	X	X	200	200
		BASIC	Replace Runway 16/34 Lighting System (D '22, C '23)	56	77	450	
13	Cando 9D7	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Construct Fuel System	22	24		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	59		100
			Construct Wildlife Fence and Signage	31	34		1500
			Construct Partial Parallel Taxiway	45	75	1000	
			ALP/MP Update with AGIS	37	69		300
		LOCAL	Construct New Hangar	12	24		800
14	Carrington 46D	10	Pavement Maintenance (RTA, RCF, Seal)	56	79	100	500
			Runway 13/31 & Taxiway Rehabilitation (D '21, C '22)	46	79	1900	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Apron Pavement Seal Coat & Taxilane Reconstruction	54	67	500	
			Rehabilitate Airfield Lights	56	79		500
			Construct Fence and Signage	31	35		1000
		LOCAL	Construct Wildlife Fence	31	35		2000
15	Casselton 5N8	40	Pavement Maintenance (RTA, RCF, Seal)	56	79	600	500
			Runway 13/31 Relocation & Parallel Taxiway Construction	46	79	300	13000
			Environmental Assessment for Land Acquisition for Runway Relocation	46	70	250	
			Land Acquisition for Runway Relocation	36	60	1200	
		LOCAL	Construct Drainage Improvements	46	41		100
16	Cavalier 2C8	13	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Relocate Powerline	47	40		50
			Runway Rehabilitation (D '26 C'27)	46	79		1000
			Purchase SRE Equipment	32	75	200	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Rehabilitate Airfield Lights (D '19, C '22)	56	79	800	
			Construct Fence and Signage	31	35		2000
			Construct Full Length Taxiway	45	76		800

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	47	65	50	
17	Cooperstown S32	14	ALP/MP Update with AGIS Component	37	69	300	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Runway 13/31, Taxiway and Apron Rehabilitation	46	77	150	1500
			Construct Apron Expansion	44	67		500
			Construct Crosswind Runway	26	79		1000
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Parallel Taxiway	45	75		500
			Improve Access Road	31	35		300
			Transfer Out Entitlements (\$100,000)	X	X		
		BASIC	Snow Removal Equipment	32	42	300	
18	Crosby D50	11	Construct New SRE Building	32	48	500	
			Construct Runway Rehabilitation and New Windcone/Segmented Circle (D '21, C '22)	46	77	1200	
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS	31	42		300
			Construct Jet A Fuel System	12	17		300
			Construct Partial Parallel Taxiway	45	38		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
19	Dunseith - IPG S28	0	Environmental Assessment Runway 29	42	52	300	
			Land Acquisition - Runway 28 extension/RPZ	41	42	500	
			Runway, Taxiway, and Apron Reconstruction	56	66	2200	
			Construct Fence and Signage	31	38		2000
			Install MIRLS, PAPI and NPI Marking	56	45	600	
			Transfer out Entitlements (\$300,000)	X	X		
		BASIC	Construct SRE Building	32	48		500
20	Edgeley 51D	10	Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	400
			Construct Runway Extension	46	71	1400	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
		BASIC	Improve Access Road	31	36		400
21	Ellendale 4E7	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Purchase SRE Equipment	32	73	300	
			Wildlife Site Visit & Wildlife Hazard Management Plan (WHMP)	31	69		100
			ALP/MP Update with AGIS	37	69		300
			Construct Wildlife Fence and Signage	31	34		1000
			Pave Turf Taxilane	45	58		300
			Install AWOS	32	70		200
			Reconstruct Apron Taxilane	55	63	300	
		BASIC	Construct Terminal, PAPIs (D '20, C '21), Threshold Lights, TWY Reflectors, RSA Grading	56	88	600	
22	Fl. Yates Y27	0	Pavement Maintenance (RTA, RCF, Seal) and Relocate Fence for LPV Approach	56	84	260	300
			Construct Hangar	12	22		600
			Construct SRE Building	32	48		700
			Access Road Improvements	33	20		900
			Construct Fuel System	22	17	300	
			Rehabilitate Runway, Taxiway, Apron	46	77		2000
		BASIC	Construct GA Terminal Building	21	38	700	
23	Garrison D05	11	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			RPZ Land Acquisition	32	48	400	
			Purchase SRE Equipment	41	41		300
			Construct Fence and Signage	31	83	50	1000
			Update ALP/MP with AGIS and Exhibit A	31	38		300
			Construct Hangar	12	22		700
			Construct North Hangar Taxilane	45	58		500
			Runway 13-31 Rehabilitation	56	66		2100
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
24	Glen Ullin D57	13	Runway, Taxiway, and Apron Rehabilitation (D '21, C '22)	46	77	1600	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		200
			Taxilane Extension	45	58	500	
			Construct Hangar	12	22		700
			Construct X-wind Rwy, EA, RPZ Land Acquisition	46	59		700
			Construct Partial Parallel Taxiway	45	52	100	700
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
25	Grafton GAF	14	Taxilane & Apron Reconstruction (D '23 C '24)	55	65	500	
			Construct Hangar	12	24		600
			Drainage Improvements (Phase 1 '21, Phase 2 '22) & Wetland Mitigation	56	41	1600	
			Construct New SRE Building	32	50		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Replace Airport Beacon	47	78	60	
			Runway 17/35 Rehabilitation	46	79		1600
			Remove Old Storage Building	12	45	200	
			Construct Fence and Signage	31	35		1000
		BASIC	Replace RWY 16/34 REILs & Repaint Airfield Markings	56	77	200	
26	Gwinner GWR	11	Reconstruct Taxilane & Access Road Improvements (D '22, C '23)	55	63	700	
			Update ALP/MP with AGIS and Exhibit A	37	69		300
			Purchase SRE Equipment	32	73		400
			Construct SRE Building	32	48		800
			Lighting Improvements	56	77	100	300
			Land Acquisition - Wildlife Fence	32	58		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	300
		BASIC	RPZ Land Acquisition and EA	41	42		800
27	Harvey 5H4	13	Rwy 11/29, Taxiway, Apron Rehabilitation (D '25, C '26)	46	77	200	2000
			New Crosswind Runway	46	59		800
			Update ALP/MP with AGIS and Exhibit A	31	69		300
			Parallel Taxiway	45	64		1000
			Apron Expansion	44	59		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Construct Hangar	12	22		700
			AGIS Survey (LPV Approach, Both Ends)	42	52	200	
			Wildlife Fence and Signage	31	38		1000
			Replace Runway 11/29 PAPIs	56	46	100	

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77		
28	Hazen	16	Rehabilitate Runway (D '19, C '21)	46	77	200	200
	HZE		Rehabilitate Taxiway and Apron (D '22, C '23)	45	72	3000	
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS and Exhibit A	31	62		300
			Construct Crosswind Runway	46	49		500
			Construct Partial Parallel Taxiway & MITL	46	46		1600
			Replace MIRLS, PAPIs, Airfield Lighting Controls, & Construct New Vault (D '23, C '24)	56	77	600	
			North Hangar Taxilane Construction	45	58		600
		LOCAL	Rehabilitate Taxiway C and South Hangar Taxilane (D '22, C '23)	45	74	600	
29	Hettinger	20	Rehabilitate Taxiway B	45	74		400
	HEI		Apron Rehabilitation	44	67		900
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			ALP/Master Plan Update	31	55	300	
			Construct Hangar	12	24	700	
			Construct Hangar Taxilane	45	59		400
		LOCAL	Environmental Assessment for Runway Extension Land Acquisition	46	70	300	
30	Hillsboro	22	Purchase SRE Equipment	32	75	150	
	3H4		Land Acquisition for Runway Extension	36	60		200
			Construct Runway Extension	46	73		7000
			Apron Reconstruction (D'22, C'23)	54	67	3000	
			Reconstruct Access Road	31	46		200
			Construct Wildlife Fence and Signage	31	35		1000
			ALP/Master Plan Update	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
		LOCAL	East Apron Construction	44	62		1200
31	Kenmare	31	Construct Partial Parallel Taxiway and Hangar Taxilane (D '22, C '23)	46	76	1000	
	7K5		Relocate Fuel System	22	17		200
			Construct Access Road Extension and Parking Lot Expansion	33	20	300	
			Construct Runway 16/35 and Parallel Taxiway	46	42		6000
			Pavement Maintenance (RTA, RCF, Seal) and Partial Parallel Taxiway and Taxilane Env.	56	79	300	300
			Construct Terminal Building	21	35		500
		LOCAL	Airfield Lighting Rehabilitation	56	79		600
32	Kindred	26	EA, Land Acquisition, and Wetland Mitigation for Runway Extension	46	70		1000
	K74		Replace Concrete Runway Panels	56	79	200	
			Construct Runway 11/29 Extension and Parallel Taxiway	46	73		7000
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Terminal Building	12	41	500	
			Relocate Road for Runway Extension	47	37		500
			Construct Fence and Signage	31	35		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		BASIC	Rehab of Rwy 15/33, Apron, and Taxiway (D '21, C '22)	46	77	1800	
33	Lakota	7	Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
	5L0		Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Taxilane	45	58		500
			Construct Parking Lot	23	23		200
			Transfer Out Entitlements (\$131,000)	X	X		
		NC	Pavement Maintenance (RTA, RCF, Seal)	56	72	100	200
34	LaMoure	4	Replace Runway 16/34 Lighting System	56	72	500	
	4F9		Reconstruct Taxiway	55	68	400	
			Reconstruct Apron	54	60	400	
			Land Acquisition / RPZ	47	60		1000
			Wetland Mitigation	37	38		500
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	64		100
			Construct Terminal Building	21	35	400	
			Construct Hangar	12	17		700
			Construct Fuel System	22	20		300
		LOCAL	Rehabilitate Terminal Building	21	40		200
35	Langdon	19	Construct AWOS Access Road	31	39		300
	D55		Expand Apron & Reconstruct Taxilane (D '21, C '23)	55	61	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Construct Parallel Taxiway	45	69		1000
			Construct Hangar	12	24	700	
			Crosswind Runway Turf Rehabilitation	56	79		600
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
36	Linton	20	Taxiway, Apron and Access Road Rehabilitation (D '22, C '23)	45	74	1100	
	7L2		Runway 9/27 Extension	46	51		1200
			ALP/MP Update with AGIS Component	31	42		300
			Construct Parallel Taxiway	46	76		1500
			Construct Hangar	12	24		700
			Construct SRE Building	32	48	500	
		BASIC	Construct Fence and Signage	31	34		500
37	Lisbon	12	Construct Turf Partial Parallel Taxiway (D'21, C'22)	45	67	600	
	6L3		Runway 14/32 and Taxiway Rehabilitation	46	77	200	1500
			Install AWOS	32	70		300
			Rwy 14/32 Lighting Rehabilitation	56	77		500
			Construct Apron Expansion	45	59		1000
			Pave Partial Parallel Taxiway	45	67		1000
			Construct Connector Taxiway to Correct Direct Access Issue	45	72		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Wetland Mitigation/ Drainage (D '19, C '22)	31	41	900	
38	Mandan	83	Construct Parking Lot	23	27	200	
	Y19		Construct South Development Taxilane	45	59	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Runway Expansion (EA '23)	46	48	500	5000
			ALP/MP Update with AGIS Component	31	42		300
			Construct Corporate Apron and Taxilanes	43	62		3000
			Construct Terminal Building Expansion	21	29	200	
			Relocate County Road and Powerlines	46	48		2500
			Construct Hangar	12	24	1000	2000
			SRE Building Expansion	32	48	300	
			Purchase SRE Equipment	32	36	300	300
			Realign Parallel Taxiway	46	76		2200
			Install Fuel System	22	17	300	500
			Apron Expansion	44	61	1100	600
		LOCAL	Purchase SRE Equipment	32	75	300	
39	Mohall	33	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
	HBC		Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55	150	
			Construct Wildlife Fence and Signage	31	29	1600	
			Construct Parallel Taxiway	46	76		1000
			Construct Hangar Taxilane	45	59		600
			Install AWOS	32	42	300	
		BASIC	Construct Hangar	12	22		600
40	Mott	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
	3P3		Construct Partial Parallel Taxiway	46	75		800
			Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA)	31	64		800
			Construct Hangar Taxilane (D and C '23)	45	58	350	
			Install AWOS	32	42		300
			Construct Runway Threshold Lighting, Add Non-Precision Runway Markings, Purchase SRE	56	73	250	
			Access and Parking Lot Improvements	33	20		300
			Apron Expansion	44	59		200
			Construct Runway Extension	46	56		2000
		LOCAL	Land Acquisition for Apron Expansion	34	60	200	
41	Northwood	19	Construct Taxilane and Apron Expansion (D '22, C '23)	45	60	600	
	4V4		Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Fuel System	22	26		500
			Construct Terminal Building	21	39		700
			Construct New Runway 14/32	46	74		5200
			Environmental and Land Acquisition for Runway Development	46	70		800
			Construct Hangar	12	24		800
			Transfer Out Entitlements (\$75,000)	X	X		
		LOCAL	Taxiway Overlay & Airfield Seal Coat (D' 20, C '21)	45	74	500	
42	Oakes	11	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
	2D5		Construct Wildlife Fence and Signage	31	35		1000
			Construct Parallel Taxiway	45	69		1200
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Acquire SRE	32	75	400	
			ALP/MP Update with AGIS Component	37	71		300
		BASIC	Obstruction Removal and Mitigation	57	88	300	
43	Park River	10	Install AWOS	32	70		300
	Y37		Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		150
			Construct Wildlife Fence and Signage	31	38		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Runway 5/31, Apron, Taxiway Rehabilitation	46	79		1000
			Runway Extension Field Studies ('22), EA ('23), & Land Acquisition ('24)	46	68	600	
			Construct Runway Extension	46	71		1000
		BASIC	Construct Runway Extension	46	51		1400
44	Parshall	8	Install AWOS	32	42		300
	Y74		Construct Apron Expansion and Access Road	44	59		400
			Construct Fence and Signage	31	38		1000
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Upgrade Jet Fuel System	22	17	300	
			Upgrade Runway Lighting (MIRL)	56	77	400	
			Reconstruct Taxiway, Apron, and Taxilane (EA '23, D '24, C '25)	55	72	800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
		BASIC	Flight Check, Replace Windsock, Install Drainage Control Gate	56	40	150	
45	Pembina	9	Install Fuel System	22	24	500	
	PMB	▼	Runway and Taxiway Rehabilitation	46	77		1400
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	200
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Acquire SRE	32	73		400
			Construct Hangar	12	22	100	600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Airfield Electrical Rehabilitation	56	77	400	
46	Rolla	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
	06D		ALP Update / AGIS and Exhibit A	32	55		300
			Land Acquisition (RPZ)	41	44		400
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	64		1000
		BASIC	Construct Hangar	12	22		700
47	Rugby	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
	RUG		Construct SRE Building	32	48	700	
			Runway 12-30, Taxiway and Taxilane Rehabilitation (D '25, C '26)	46	77	100	1200
			ALP Update / AGIS and Exhibit A	32	55	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Terminal Building	21	29		750
			Construct Fence and Signage	31	38		1000
			Transfer Out Entitlements (\$163,000)	X	X		

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
48	Stanley	28	Construct Jet Fuel System	22	17	400	
	08D		Construct Runway Extension (EA '26)	46	71	100	3000
			Construct Road and Parking Improvements	12	27	800	
			Construct SRE Building	32	50	400	
			Construct Hangar	12	24	750	
			Construct PAPIs Runway 09 (D '21, C '22)	37	46	250	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	38		1000
		LOCAL	Reconstruct East Hangar Taxilanes and Rehabilitate East Apron (Reimbursement)	45	67	150	
49	Tioga	22	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
	D60		Purchase SRE Equipment	32	75	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	45	62		100
			Construct Fence and Signage	31	64		2000
			Runway 12-30 Rehabilitation	46	79		2200
			Rehabilitate West Taxilanes	45	65	100	1500
			Construct MITL System For Taxiway/Apron (D '21, C '22)	45	78	400	
			Construct Full Length Parallel Taxiway	45	76		2000
		LOCAL	Construct Electrical Vault	52	70		200
50	Valley City	33	Acquire SRE Snowblower attachment	32	75	250	
	BAC		Runway 13/31 Rehabilitation (D'22, C'23)	46	79	400	
			Apron Reconstruction	54	67	1100	
			EA and Land Acquisition for Turf Runway 5/23 Relocation	46	70	700	
			Turf Runway 5/23 Relocation Construction	46	79		1200
			ALP/MP Update with AGIS Component	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		LOCAL	Construct Hangar	12	24		1000
51	Wahpeton	42	Apron Rehabilitation (D'20, C'21)	44	67	2500	
	BWP		Land Acquisition (Rwy 33 End-House)	46	67		300
			Wildlife Fence and Signage	31	35		1000
			South Taxilane/Apron Reconstruction	45	67		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		BASIC	Construct Hangar	12	22	600	
52	Walhalla	8	Rehabilitate Airfield Lighting	56	77	500	
	96D		ALP/MP Update with AGIS Component	37	69		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	100
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Airfield Pavement Rehabilitation	46	77		600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Replace Airport Lighting System	56	77	100	600
53	Washburn	11	Pavement Maintenance (RTA, RCF)	56	77	200	300
	5C8		Construct Hangar Taxilane and Non-Precision Runway Markings (D '21, C '22)	45	58	500	500
			Construct Fence and Signage	31	64		1000
			Construct Access Road	33	20	300	
			Obstruction Lights for GPS Approach Development	57	84	90	
			Construct Hangar	12	22	700	700
		LOCAL	Apron Expansion and Hangar Taxilane	44	61		1700
54	Watford City	37	Purchase SRE	32	75	200	
	S25		Construct SRE Building	32	50	200	
			Construct Fence and Signage	31	64	200	3000
			Parking Lot Expansion and Terminal Area Drainage Improvements (C '24)	52	41	200	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Hangar	12	24	700	700
55	State PCI		Statewide PCI Study Update		68	1200	1200
56	State Aviation Impact		Statewide State Aviation Impact Update		68	600	
57	State System Plan		State Aviation System Plan Update		68	600	
	Total Based Aircraft	1441				90,510	221,350
						304,450	337,750
						394,960	559,100

Airports Not Included within Analysis:

Non NPIAS Paved (18):

- 55 Beulah
- 56 Drayton
- 57 Enderlin
- 58 Killdeer
- 59 Larimore
- 60 Leeds
- 61 Maddock
- 62 Mayville
- 63 Minto
- 64 Napoleon
- 65 New Rockford
- 66 New Town
- 67 Page
- 68 Rolette
- 69 St. Thomas
- 70 West Fargo
- 71 Westhope
- 72 Wishek

Non NPIAS Turf (170):

- 73 Arthur
- 74 Bowbells
- 75 Columbus
- 76 Elgin
- 77 Fessenden
- 78 Gackle
- 79 Hazleton
- 80 Kulm
- 81 Lidgerwood
- 82 McClusky
- 83 McVie
- 84 Milnor
- 85 Plaza
- 86 Richardton
- 87 Riverdale
- 88 Towner
- 89 Turtle Lake

Federal Funding of North Dakota's Airports

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. Federal funding for airports is complex and it is very important to understand a few key points:

- Federal funding for airport projects is not guaranteed as airports compete nationally for this funding.
- 54 out of 89 of the public airports in North Dakota are eligible to receive federal funding. The other 35 airports rely solely on state and local funds for infrastructure projects.
- Of those 54 airports that qualify to receive federal funds - not all of their projects are eligible to receive federal funding as each project must meet certain criteria.
- There have been many cases where federal grants have been provided at less than the maximum allowed 90% federal funding level due to inadequate levels of federal funding availability.

First and foremost - to be eligible for federal funding, an airport must be in the National Plan of Integrated Airport Systems (NPIAS). By being classified within the NPIAS, an airport has been deemed to be a benefit to the national airspace system. Gaining this status requires strong justification and can take several years to obtain if an airport meets certain criteria that is based on airport location and aircraft activity levels.

The Federal Airport Improvement Program (AIP), is the national grant program administered by the Federal Aviation Administration (FAA) for airport capital projects. Funding for this program has remained flat at \$3.3 billion annually since 2001 however, the cost of developing and constructing airport projects throughout the country has continued to increase due to rising passenger levels, rising construction costs, and inflation. These factors have increased the competition for federal funding and has made it more and more difficult for airports to receive federal funds. The Airports Council International-North America report for 2017-2021 estimates that a total of \$15 billion funding shortfall per year exists for public airport projects within the United States.

As mentioned above, federal grants received through the AIP can be used to fund up to 90% of eligible capital improvement projects, however due to the high cost of certain projects and an inadequate level of federal funds available nationwide, this funding level is not realized for many projects. A recent example of this can be found by analyzing the primary runway reconstruction project at the Bismarck Airport. Over a three-year time period, the Bismarck runway reconstruction project has been under construction, and the federal government has provided approximately 70% funding for the \$63 million-dollar project which has left approximately \$19 million in remaining costs for the state or local governments to pick up in order to complete the project.

Our airport leaders along with the staff at the North Dakota Aeronautics Commission work closely with upper level FAA personnel to ensure that they are aware of the state's capital improvement needs. The state has recently seen historic success in leveraging federal funding into the state due to multiple factors that include:

- Identifying good justifiable projects that receive high national priority consideration
- Working towards shovel ready airport projects that are prepared to receive federal grants during the federal fiscal year window. State and local fund availability helps to ensure that the airport can also quickly navigate the planning, environmental, and design phases that are required to be ready for a federal grant request.
- Lastly, ensuring the availability of adequate amounts of state and local funding so that federal funds can be accepted with the cost sharing requirements.

In conclusion, it is very important to understand that the federal government doesn't provide every airport project with a 90% grant. State funding availability is also critical to ensure that our airports are being properly maintained while at the same time able to grow and accommodate our growing communities.

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

SB2006
3/22/2021

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

3:45 **Chairman Vigesaa** brought the committee to order. Members present: Chairman Vigesaa, Vice Chairman Brandenburg, Representative Kempenich, Representative Howe, Representative Meier, Representative Mock. Members absent: Representative Bellew.

Discussion Topics:

- Revenues

3:47 **Kyle Wanner, Executive Director, ND Aeronautics Commission.** Testimony #8683.

4:09 **Chairman Vigesaa** adjourned the meeting.

Sheri Lewis, Committee Clerk

TESTIMONY OF
KYLE C. WANNER
EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION
BEFORE THE
HOUSE APPROPRIATIONS – GOVERNMENT OPERATIONS DIVISION
MARCH 11th, 2021
SENATE BILL 2006

Chairman Vigesaa and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding Senate Bill 2006.

(Slide 2)

The Aeronautics Commission was created by the Legislature in 1947 to support the aviation community in North Dakota. The agency's mission is "to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost-effective advancement of aviation in North Dakota."

This slide provides the relevant century code chapters that our agency adheres to and also lists some of the major statutory responsibilities which includes our mission to encourage and provide support to grow and maintain our public-use airports.

We also represent the state and industry in all matters relating to aeronautical activities, and we work to uphold regulatory functions such as the registering of aircraft and the licensing of aerial applicators and aircraft dealers. Our main revenue sources come from aviation aircraft excise taxes and aviation fuel taxes. These revenues provide the ability for our agency to operate but most of all they provide infrastructure grant funding to our public use airports in order to help maintain and to grow our aviation facilities.

As the Director of the agency, I also have the privilege to serve as a member of the Northern Plains Unmanned Aircraft Systems Test Site Authority, the Upper Great Plains Transportation Institute Advisory Board, and the North Dakota Atmospheric Resource Board.

I am also happy to report that the audit for the ND Aeronautics for the biennium ending June 30th, 2019 did not identify any exceptions or defaults.

(Slide 3)

The North Dakota Aeronautics Commission serves multiple functions. As previously mentioned, one of those functions includes providing airport infrastructure grant funding as well as planning services to the 89 public service airports throughout the state. The aeronautics staff visits at least 1/3 of all of the public-use airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities, and make recommendations on safety enhancing projects. The staff also updates critical airport information after each inspection so that pilots have the most up to date information to use as they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies and the state airport directory.

The commission also offers aviation education funding and works with the Aviation Museums and our non-profit aviation organizations to encourage and promote aviation careers in North Dakota.

We also own and operate the International Peace Garden and Garrison Dam Recreational airports.

(Slide 4)

This slide provides a listing of many of the other programs and benefits that we offer to the public and the North Dakota aviation community.

Overall, these programs enhance our mission by encouraging aviation careers to our youth while also supporting our airports and enhancing safety. Our office also manages a statewide maintenance contract for 33 Automated Weather Observation Systems at airports across the state which greatly help to provide up to date weather to pilots, businesses, and medical providers as they fly into and around our communities.

(Slide 5)

Our agency strives to provide the best services possible with a small, efficient, and competent staff. The agency is overseen by a Governor appointed board of 5 members who help provide oversight over the agency. They also enable their aviation career experience to be utilized as a resource which helps to provide strategic direction to the staff. The Aeronautics Commission currently has a staff size of 6 and the budget current allows up to 7 full time equivalent staff members which is unchanged from the previous biennium. The staff size presented in the current budget proposal is currently seen as adequate for the upcoming biennium.

(Slide 6)

To introduce our commissioners:

Warren Pietsch of Minot is currently the commission chairperson, Kyle Humann, of Mandan, Cindy Schreiber-Beck of Wahpeton, Jay B. Lindquist of Hettinger, and Dr. Kim Kenville of Grand Forks, cumulatively comprise the full commission. This group is geographically represented well, and each member brings a different set of aviation expertise for the agency to utilize as a resource.

(Slide 7)

Aviation is an important industry to North Dakota and serves a variety of critical functions from public transportation, emergency access, and aerial crop spraying. Our airports become especially critical during a time when our state is looking for ways to diversify and grow the economy. Even during the current COVID-19 pandemic, our public airports have never closed...and they were able to ensure that emergency related personnel and products have been able to efficiently enter and depart our state. Though our passenger traffic has been significantly impacted by COVID-19, our airports have seen a record amount of air cargo tonnage as people have adjusted to ordering more goods and products online.

Not only is aviation a safe and efficient way to transport goods and people, but when our economy is able to fully function - our airports act as key economic engines for their communities as documented by the 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion dollars to the state's economy while supporting over 12,200 jobs. It is for that reason; that I believe our airports are going to play a critical role in our nation's post pandemic recovery.

Our state currently provides financial support through infrastructure grants for 89 Public-use airports. 71 of those airports maintain paved surfaces and 18 of those airports maintain turf runways. 54 of our airports are eligible to receive federal funding as a part of the National Plan of Integrated Airport Systems or "NPIAS" and 35 of our airports rely solely on state and local funding to survive.

It's also important to mention that there are over 200 private airstrips that also exist throughout the state.

(Slide 8)

Our agency has accomplished much over the past biennium, but I would like to highlight a few major accomplishments that we are proud of -

Our agency has worked to complete a customized update to our Aviation Information Management System which has enabled our agency to become more efficient and accurate in processing all of the registrations and licenses that are a part of our regulatory function. The improved database can also generate quick and accurate reports and helps our staff become more effective when conducting outreach to the aviation community. The utilization of the database to generate e-mails to send reminders and documentation will also significantly reduce mailing costs over time.

The agency also had great success in adapting to the COVID-19 pandemic. We successfully transitioned to an at-home work environment as mandated at the start of the pandemic and then successfully re-opened the office to the public in early June. Since that time, I have cycled employees to work from the office and home environment with great success.

During the beginning of the pandemic, we were able to successfully coordinate issues and concerns with the airports and the Governor's office as executive orders were being released and more information on the virus became available. We were also working with the Federal Aviation Administration to fully understand the extent of the CARES grants that were being released to the airports last Spring.

In April, our Commercial service airports saw an immediate 95% decline in passenger numbers due to the COVID-19 pandemic which was very concerning since they also receive most of their revenue in the form of vehicle parking fees, car rental concessionaire fees, and passenger facility charges from airline ticket purchases. Essentially, the local revenue being received at our airports in North Dakota and airports throughout the country had dropped immediately and substantially due to public reaction to COVID-19. Thanks to the federal CARES grants, our airports were allocated \$69 million dollars in federal funds that they have been able to receive in reimbursable payments by submitting costs associated with salaries and operations to the FAA. None of these CARES grants are able to be utilized on airport capital development projects, but they have greatly helped to ensure that our airports can stay afloat during these difficult times.

Our office also quickly reacted to the additional development funding that was also made available to airports this past fiscal year and an additional \$88 million was able to be leveraged from the federal government for high priority airport projects in the state.

Our agency also received a federal grant for \$20,000 to help with operational costs at the International Peace Garden airport as a part of the CARES funding. This was the only federal funding that the Aeronautics Commission received relating to the COVID-19 pandemic.

Our staff has also been busy at work with our airports to re-prioritize projects listed on their capital improvement plans now that demand and forecast models have been adversely affected due to the COVID-19 pandemic. We have shifted many priorities from expansionary projects to rehabilitation and maintenance projects and have delayed moving forward on certain projects due to these reasons.

This readjustment of airport development priorities is critical so that we can continue to leverage federal airport infrastructure project funds in the following biennium while being flexible and ready to move projects forward if additional federal or state dollars become available. We also needed to adapt to the fact that \$20 million dollars of oil revenue fund deposit to the Airport Infrastructure as a result of last legislative sessions' "Operation Prairie Dog" bill is not expected to arrive in this biennium.

Over the last two years, our agency allocated \$7 million in airport infrastructure grants to 313 different airport projects all throughout the state from the special fund dollars that our agency collects from aviation taxes and fees.

Last legislative session, our agency was also provided with a one-time \$20 million-dollar SIIF transfer to help fund major airport projects in Dickinson and Watford City. \$7 million from that fund has been allocated to date and it is expected that the remaining amount will be allocated this summer once the final phase of Dickinson's runway project is bid. It is estimated that this \$20 million-dollar one-time transfer will have successfully leveraged an estimated \$37 million in federal funds once these projects are completed.

(Slide 9)

Our office recently received this document from the Federal Aviation Administration which highlights the amount of funds that we have received each year from them dating back to 2010.

Prior to 2012, our state had a ten-year average of \$25 million per year being received from the FAA. The national funding levels from the FAA have essentially stayed the same since 2001, but our state has seen

incredible success in recent years in leveraging more federal dollars. Our most recent 10-year annual average of FAA funding being received in-state has now more than doubled to an average \$55 million per year.

This success is due to our pro-activeness in:

- Identifying good justifiable projects that receive high priority consideration
- Ensuring that projects are shovel ready and prepared to receive grant funding during the federal fiscal year window
- Ensuring the availability of higher amounts of state and local funding to match the federal funds

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. 54 of our 89 airports are eligible to receive federal dollars and they compete for these funds nationally and may receive up to 90% funding if funds are available. It is very important to understand that federal funding is not guaranteed, that not all projects are eligible to receive federal funding, and that there have been many cases where federal grants have been provided at much less than 90% which is when local and state dollars are needed to fill the gaps.

The COVID-19 pandemic has also created more uncertainty around the future availability of federal funding and we want to ensure that we are ready to capitalize on any opportunities that do arise as other states may not have adequate local or state funds to leverage those federal dollars. I recommend that North Dakota position itself wisely in order to allow its airports to adapt to either new challenges or new opportunities.

Economic downturns are also incredible opportunities to receive a discount on projects as construction companies are bidding in a more competitive environment.

We are hopeful that as we continue to educate and work with the Federal Aviation Administration on the needs within our state, that an adequate level of funding and commitment to help with our infrastructure challenges will continue into the future.

(Slide 10)

Since North Dakota has taken a pro-active role in identifying, justifying, and providing additional financial assistance on airport projects, the state has received an estimated \$548 million from the federal government for airport projects over the last ten years. In that same time period, the state has invested a total of \$151 million in airport projects. For every \$1 dollar that the state has invested in airport projects, we have received \$3.63 from the federal government which is an incredible return on investment.

These dollars support construction jobs and allow our airport infrastructure to be maintained while helping to grow our communities.

(Slide 11)

To provide some additional highlights from this past biennium I will start by discussing some key Infrastructure projects have been completed at our 8 commercial service airports.

- Fargo received the funding required to complete the final phase of its major cargo apron expansion as the airport had been named a UPS and FEDEX hub for the region creating hundreds of new jobs for the Fargo area. The airport also began work on a much-needed snow removal equipment building expansion.
- Grand Forks is working to complete its work on an environmental study that would allow the airport to move forward to reconstruct and extend its crosswind runway and then reconstruct its primary runway.
- Devils Lake received new snow removal equipment
- Jamestown worked on a terminal apron reconstruction project.

(Slide 12)

- Minot completed the final phase of the rehabilitation of its general aviation apron.
- Bismarck completed the final phase of its \$64 million dollar project to fully replace its ageing pavements on the primary runway.
- Dickinson completed its primary parallel taxiway which has been converted to be utilized as a runway until the primary runway reconstruction is completed in 2022.
- The new airport in Williston opened in the Fall of 2019 and this summer the airport completed the construction of their crosswind runway.

(Slide 13)

Multiple high priority projects were also completed for the general aviation airports this last biennium. To mention a few:

- Cando completed a runway rehabilitation and Mohall completed a runway extension.
- Watford City completed its first phase of runway construction this summer and the second and final phase is expected to be completed next Fall.
- Hillsboro, Tioga, Washburn, Garrison, Hettinger, Mandan, and Wahpeton underwent major taxiway and apron construction projects.

(Slide 14)

This slide highlights the historical number of airline passenger enplanements on our commercial service flights in North Dakota over the last 30 years... and shows how devastating the COVID-19 pandemic has been to our passenger numbers in 2020. This past year, we saw a total of 572,000 passenger boardings which is a 52% decrease from the passenger boardings from 2019.

Since the bottoming of passengers this past March, passenger demand has slowly been recovering. Multiple national forecasts are calling for the full recovery of passenger numbers by 2023 or 2024, but these forecasts are dependent on multiple factors including the success of eliminating the virus and the path that our country takes in its economic recovery.

(Slide 15)

This slide shows a monthly comparison of the airline boarding numbers and you can see that we started the year strong in January and February showing that 2020 had the potential to be a record-breaking year. Concerns about the virus mounted in the middle of March... and April was when our state and the country began the nationwide effort to slow the spread of the virus. Our airline boardings dropped an astounding 95% from normal levels that month but have since slowly recovered to approximately 50% of normal operations.

(Slide 16)

This slide shows a monthly comparison of North Dakota to the national average when looking at the retention rate of airline passenger numbers to pre-covid levels. As you can see, the blue line which represents North Dakota is consecutively higher than the green line which represents the national average. If there is any silver lining, it's that our state has been able to recover our passenger numbers faster than the national average.

(Slide 17)

Our commercial service airports provide incredible value to our state's economic well-being and standard of living. The graphic on this slide shows all of the routes and destinations that are currently available to the general public. Ten different direct flight destinations (three seasonal) are available to connect North Dakota to the rest of the world.

As passenger demand was reduced dramatically during the COVID 19 pandemic, our air carriers also reduced the available amount of flights and seats available to our communities. Our state has so far weathered the storm relatively well... as airlines are beginning to slowly add back flights to the markets that are seeing demand increases. The only direct flight destination that we lost during the pandemic so far is Williston direct to Minneapolis. As the recovery continues, we hope to see that market return as well as the potential of other opportunities as well.

(Slide 18)

Our next biennium goal is to work to support the aviation industry's recovery from the COVID-19 pandemic. We also want to ensure that we are working with our federal partners to fully understand

changes to their funding programs and eligibility criteria. We also want to ensure that high priority shovel ready projects ready to go as their grant funding becomes available.

Next year we are also planning to update our statewide pavement condition index study which is a project that we undergo every three years. We contract with an experienced pavement consultant firm to inspect and take inventory the approximately 60 million square feet of pavement at our airport pavements throughout the state.

This update will be finalized during the spring of 2021 and the results will be able to be found on our interactive website. Our data will show the condition of each pavement section at our airports throughout the state, along with deterioration details, photos, projected future conditions, and a recommended funding plan to ensure that the pavements are maintained in the most cost beneficial way. This study has been a revolutionary way for our state to manage its airport pavements and fulfill federal grant obligations.

(Slide 19)

As we look to maintain and further develop our airport infrastructure, it's also important to understand the current development projects that have been identified over the next 10 years.

During the fall of each year, the North Dakota Aeronautics Commission staff meets with over 50 of the public use airports in the state to review and understand their capital improvement plans.

Throughout this process, projects are identified, and cost estimates are submitted so that the agency can calculate the total amount of project requests that exist within the system. The agency can then work with the federal government and each local airport to identify and prioritize the projects. There is always the understanding that we will not be able to accommodate all identified projects as shown on this graph, but this process ensures that we find the best and most justified projects.

The recent influx of airport infrastructure funds from the FAA and the state as well as the re-prioritization of projects due to COVID-19 impacts... has helped to reduce the large short-term funding gaps that were seen between 2013-2017, however we still have much work to do to continue to try to continue to meet the demands of the system.

In our most recent statewide capital improvement plan update, we have found approximately \$400 million dollars of identified projects that exist at our airports that could take place in the next 5 years and an additional \$550 million that exist in the following 5 years. You have also been provided with a document in your packet that provides an estimated level of needs at the individual airports in our system over the next 1-5 years and 6-10 years.

(Slide 20)

There are multiple high priority airport projects that have been identified for the next biennium – to mention just a few from our commercial service airports:

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation

- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
 - \$115 million total estimated cost (project years: 2021 – 2027)

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Beach, Carrington, Crosby, Glen Ullin, Hazen, New Rockford, and the final stage of a runway reconstruction and extension at Watford City.

(Slide 21)

This slide provides a graphical view of the Aeronautics Commission budget in its current form.

The majority Aeronautics Commission budget is comprised of special fund dollars which are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections and in the form of grants for statewide aeronautical studies.

The Aeronautics Commission is also budgeted to receive \$475,000 in general fund allocation for airport improvements in the next biennium which is a \$25,000 or 5% reduction from last biennium to meet the Governor's budget request guidelines. The reduction of general fund expenditures occurs in the airport grant line item.

For our base budget request, we reprioritized our budget request to ensure that we can maintain our current staff levels of up to 7 full time equivalents and ensure operating expenses are adequate to maintain effective operations while ensuring that we are able to also conduct the statewide pavement condition study that was previously mentioned.

(Slide 22)

Our budget also includes an appropriation to utilize up to \$20 million from the Airport Infrastructure fund that was included as a part of last sessions' "Operation Prairie Dog" legislation. This funding is not expected to be received this biennium and is also not currently forecasted to be available next biennium unless oil revenues make a substantial recovery. That being said - we request consideration of the appropriation so that the funds may be used if the bucket does fill.

Concerns do exist due to the fact that our agency may not receive funding in the airport infrastructure fund through 2023; particularly since we have some major projects in central in eastern North Dakota that now need our attention. One such project that will require additional assistance is the major runway projects at the Grand Forks airport that is planned to take place starting next year through 2027. Federal participation on this project is estimated to be approximately \$70 million which leaves a \$45 million dollar gap for the state and local airport to finance. Replacement one-time funding or the full funding of the Airport Infrastructure Fund through Operation Prairie Dog is critical to ensure that this project can move forward and that full federal funding can be leveraged.

(Slide 23)

A one-time appropriation of \$5 million dollars is also within the budget for the reconstruction of the University of North Dakota's apron. Significant potholes and concrete deterioration due to the age of

pavements that were constructed in the 1980s pose an increasing safety risk to students, employees, and the 100-plus aircraft operated by North Dakota's premier aviation school. In the 2015 Legislative Session, \$6 million was appropriated for phase 1 of this project and significant progress was made on the Bravo and Charlie Aprons. Bravo-West is the remaining pavement that still requires reconstruction and the project is estimated at \$5 million dollars.

(Slide 24)

I also thought it would be appropriate to show the major revenue impacts that our agency has experienced due to COVID-19. Aviation fuel taxes is our primary revenue which we currently receive at 8 cents per gallon. You can see that the revenue was impacted significantly at the beginning of March as aircraft operations declined. We have seen a minor recovery in these revenues since the bottoming in May, but overall, our calendar year 2020 fuel tax revenue is down 41% from the calendar year 2019 revenue levels. We expect a slow recovery in this revenue source to mirror airline activity as passenger demand begins to return.

(Slide 25)

Our other major revenue source is aircraft excise in which the owner remits 5% of the purchase price of the aircraft or 3% if it's an aerial applicator aircraft. This tax is incredibly difficult to predict, but in looking at the trends between 2019 and 2020, it seems that purchases were delayed in 2020 to later in the year, but we are only down 5% in 2020 from the revenue received in 2019 which shows that aircraft purchases are still remarkably strong in North Dakota.



North Dakota Aeronautics Commission Budget Hearing

SB 2006

House Appropriations – Government Operations Divisions
March 11th, 2021

Kyle Wanner, Executive Director

Aeronautics Commission – Statutory Authority

North Dakota Century Code Chapters 2-05, 2-08, 57-40.5, 57-43.3

Major Statutory Responsibilities:

- Encourage the establishment & maintenance of public airport and navigational facilities.
- Cooperates with federal and local government in the promotion & development of aeronautical activities
- Represents the state and industry in all matters relating to aeronautical activities.
- Regulatory functions – aircraft registrations, aircraft excise & fuel tax, aerial application, aircraft dealers

Audit for Biennium Ended June 30th, 2019:

- The audit did not identify any exceptions or defaults.



Additional Core Agency Duties

- Airport Infrastructure Grant Funding
- Airport Planning Support
 - Airport Layout Plan Development
 - Airport Inspections
 - Airspace Analysis
 - Airport Management Support and Resources
- Update Statewide Aviation Publications and Planning Documents
- Aviation Education Promotion and Grant Funding
- Own and Manage Two Public Airports: International Peace Garden Airport and Garrison Dam Recreational Airpark

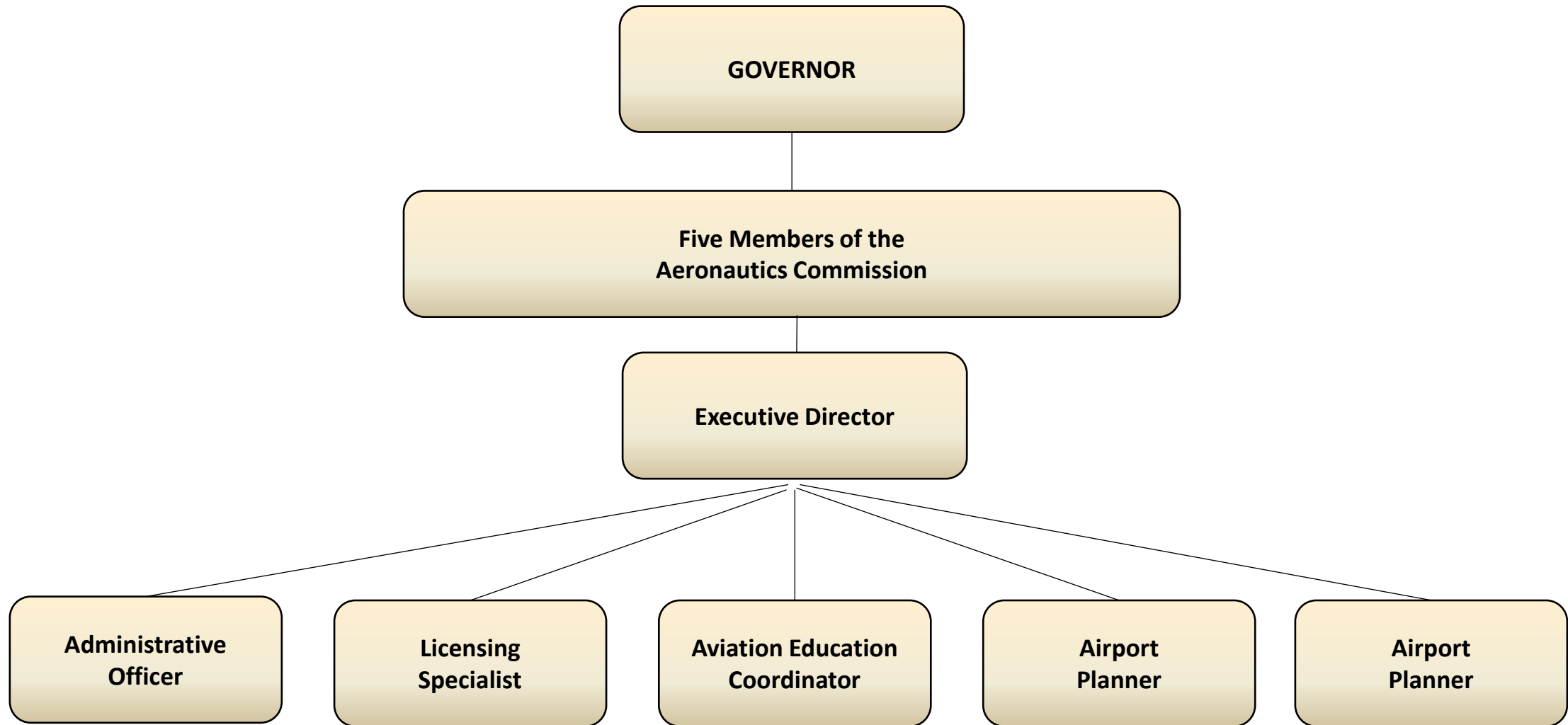


Agency Programs

- Passport Program
- Aviation Museum Support
- Flight Training Assistance Program (FTAP)
- Airport Internship Program
- Aviation Education Grants
- Aviation Career Day Involvement
- Youth Aviation Art Contest
- High School Curriculum Assistance
- Windsock Program
- Airport Supply Surplus
- Aerial Applicator Alert Map
- Statewide Automated Weather Observation System (AWOS) Maintenance Program



Current Organizational Chart



Organization/Leadership – Aeronautics Commission

5 Member Commission Appointed by the Governor



Warren Pietsch, Minot



Jay B. Lindquist, Hettinger



Kyle Humann, Mandan



Dr. Kim Kenville, Grand Forks

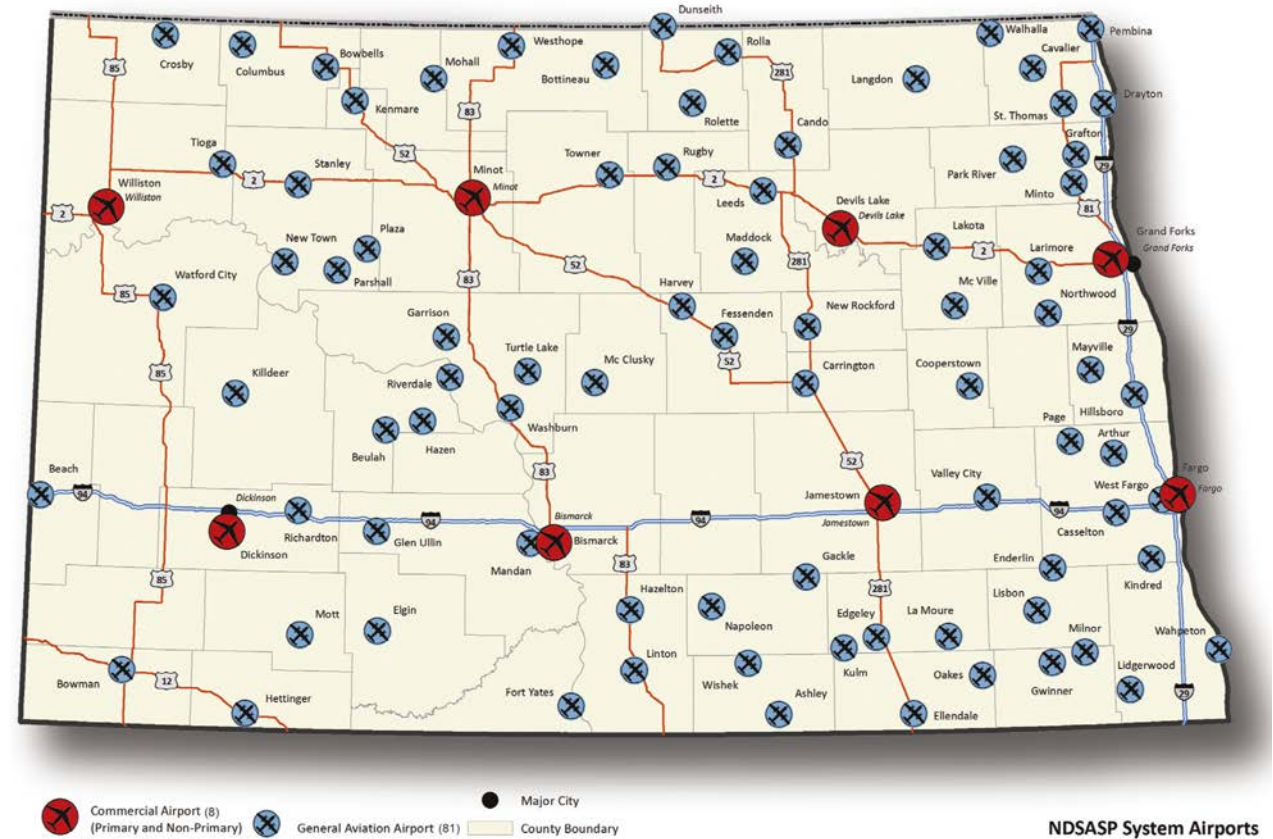


Cindy Schreiber-Beck, Wahpeton

North Dakota's Airport System

- 89 Public-Use Airports in North Dakota
 - 71 airports are paved
 - 18 airports maintain turf only runways
- 54 are eligible to receive federal funding
- 35 are maintained utilizing state and local funding only
- Over 200 private airstrips also exist throughout the state

According to the 2015 Economic Impact of Aviation Study



PUBLIC AIRPORTS IN NORTH DAKOTA

Major Biennial Accomplishments

- **Completed Updates to the Aviation Information Management System (AIMS) to enable efficient processing for:**

- Aircraft registrations
- Aircraft excise tax payments
- Aircraft Dealer licensing
- Aerial Applicator licensing
- Efficient outreach to aviation community

- **Adapting to COVID-19 environment**

- Communication with airports/governor's office
- In Fiscal Year 2020: North Dakota airports received \$69 million in reimbursable federal CARES grants to utilize on staff salaries and operational costs during the pandemic. An additional \$88 million was also received for airport development projects.
- Successfully reacted to changes in environment to maximize federal funding and utilized state funding to provide additional assistance to airports
- Redeveloped and re-prioritized the statewide Capital Improvement plan for airport development projects taking into account projects that are impacted by COVID-19 and updated revenue forecasts for "Operation Prairie Dog" funds.

- **Airport Grant Funding**

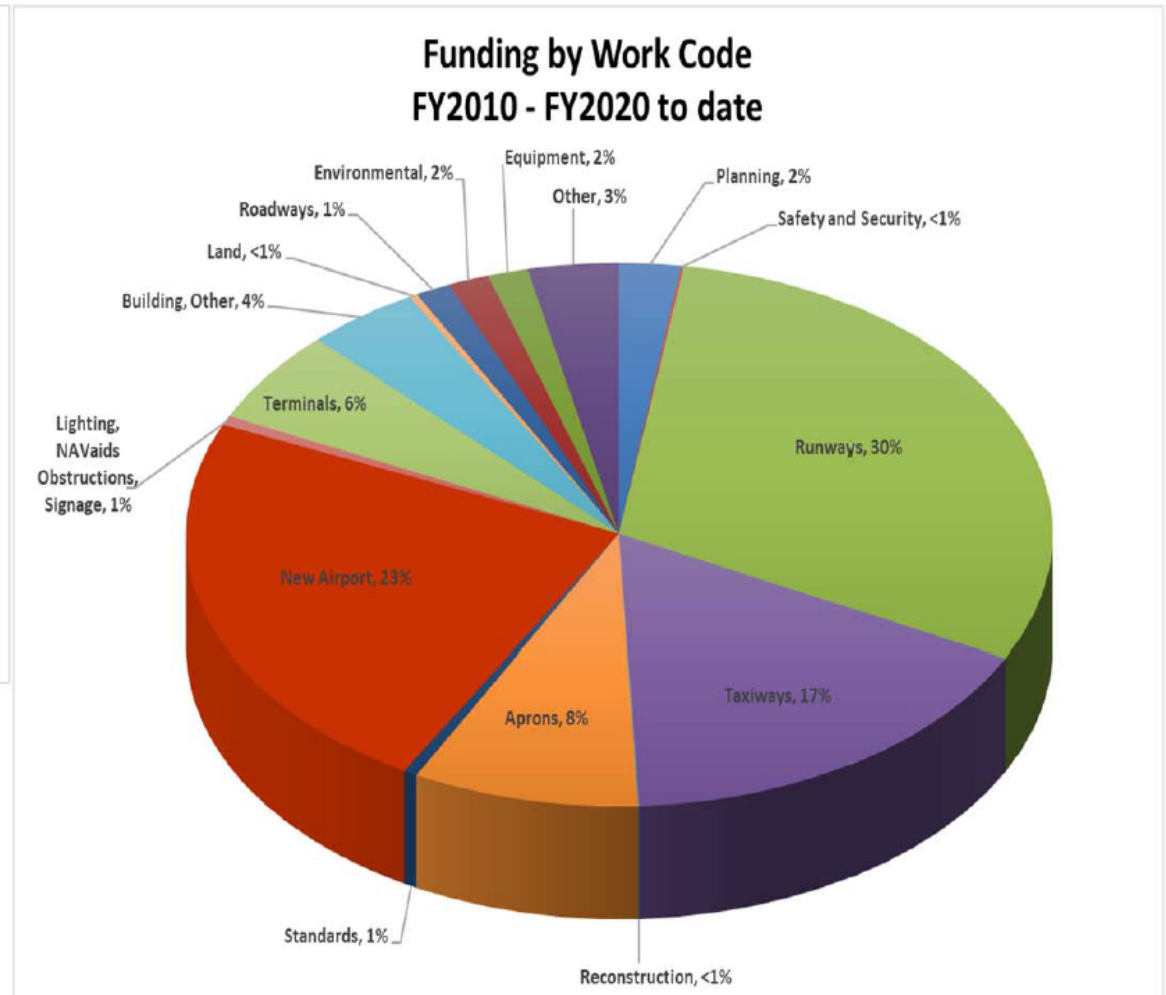
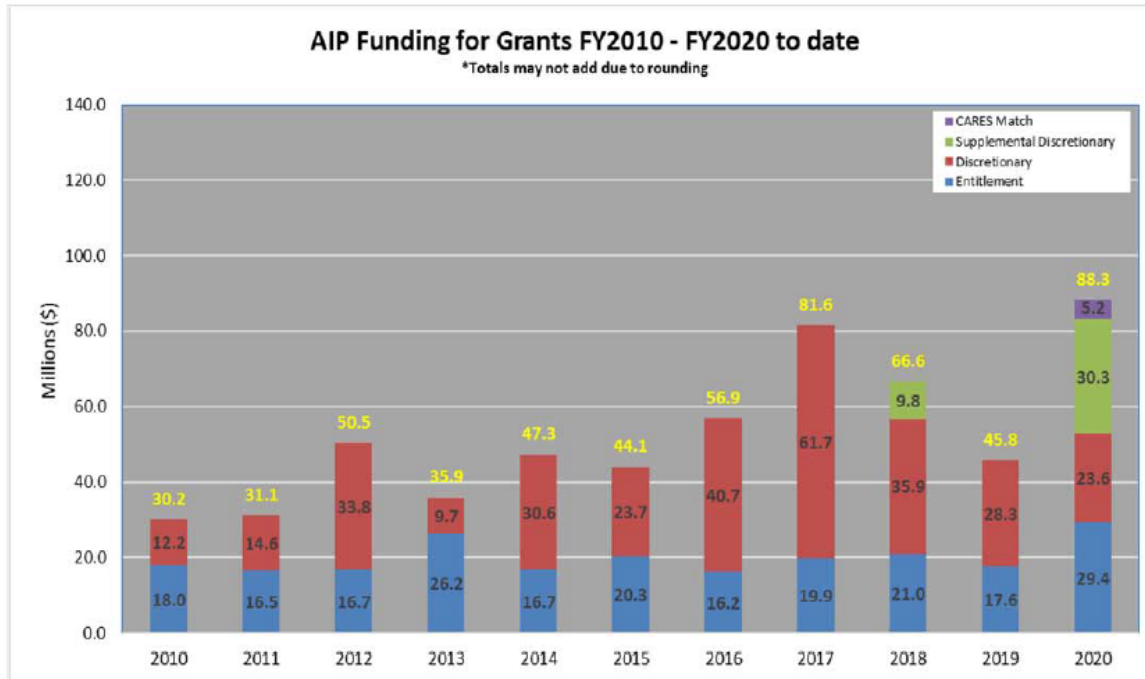
- Provided \$7 million in Airport infrastructure grants to 313 airport projects
- Provided \$7 million in Airport grants from one-time SIF funding for Dickinson and Watford City airport projects.
 - \$13 million in one-time SIF allocation remains for planned allocation to Dickinson in the Summer of 2021 to complete their Runway Reconstruction project.



COVID-19 has led to significant impacts to passenger demand

Historical Federal Funding for North Dakota Airports

North Dakota Grant Funding FY2010 – FY2020; Supplemental Appropriations and CARES Act



Supplemental Discretionary

Intent to Award

-6 Grants Totaling \$39,010,091

Fiscal Year	Grants	Total
2018	4	\$31,760,091
2019	1	\$2,400,000
2020	1	\$4,850,000

*FY2020 Supplemental will receive CARES Funds for 100% match as long as funding is available

CARES Act

-53 Grants Totaling \$69,489,703

Airport Type	Grants	Total
Small Hub	1	\$21,637,515
Non-Hub	6	\$45,408,388
Commercial Service	1	\$1,352,800
General Aviation	45	\$1,091,000

North Dakota's Return on Investment

From 2011-2020 (last 10 years):

- North Dakota has received \$548 million from Federal Government for Airport projects (not including CARES funds)
- The State of North Dakota has invested a total of \$151 million in airport projects.
 - Over the last 10 years - for every \$1 dollar that the state invested in airports, we have been able to leverage/receive approximately \$3.63 from the Federal Aviation Administration.



Biennium Project Highlights – Commercial Service

- **Fargo**
 - Cargo Apron Expansion
 - Snow Removal Equipment Building Expansion
- **Grand Forks**
 - Environmental work for future crosswind and primary runway upgrades
- **Devils Lake**
 - Snow Removal Equipment Upgrades
- **Jamestown**
 - Terminal Apron Reconstruction



Fargo – Cargo Apron Expansion (2020)

Biennium Project Highlights – Commercial Service

- **Minot**
 - General Aviation Apron Rehabilitation
- **Bismarck**
 - Primary Runway Rehabilitation – Final phase completed
- **Dickinson**
 - Parallel taxiway construction completed
- **Williston**
 - New airport successfully opened Fall of 2019
 - Crosswind Runway construction completed Fall of 2020



Williston Airport Crosswind Runway (2020)

Biennium Project Highlights – General Aviation

Runway Rehabilitations

- Cando
- Mohall (runway extension)
- Watford City (ongoing)

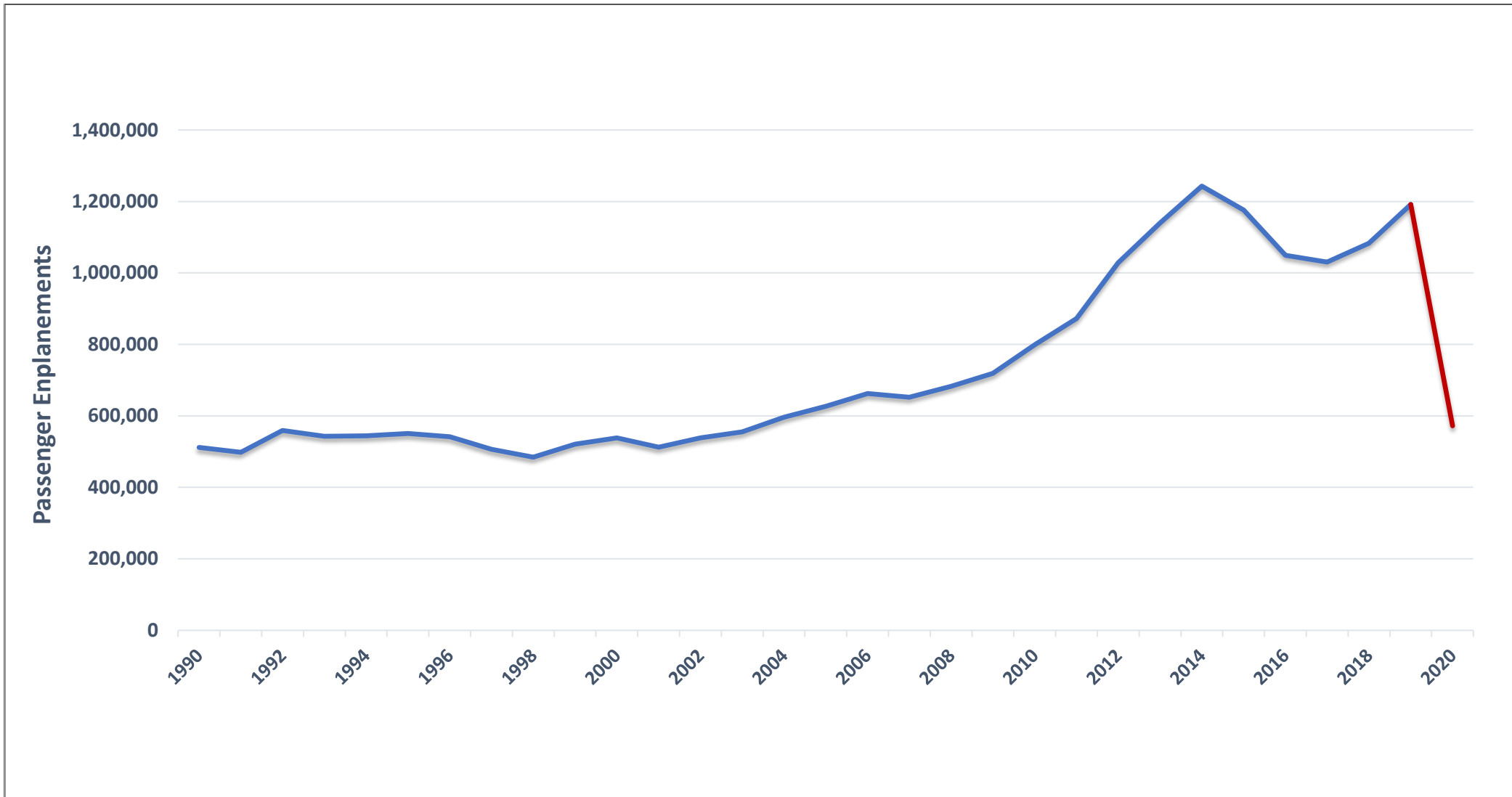
Taxiway/Apron Rehabilitations

- Hillsboro
- Tioga
- Washburn
- Garrison
- Hettinger
- Mandan
- Wahpeton

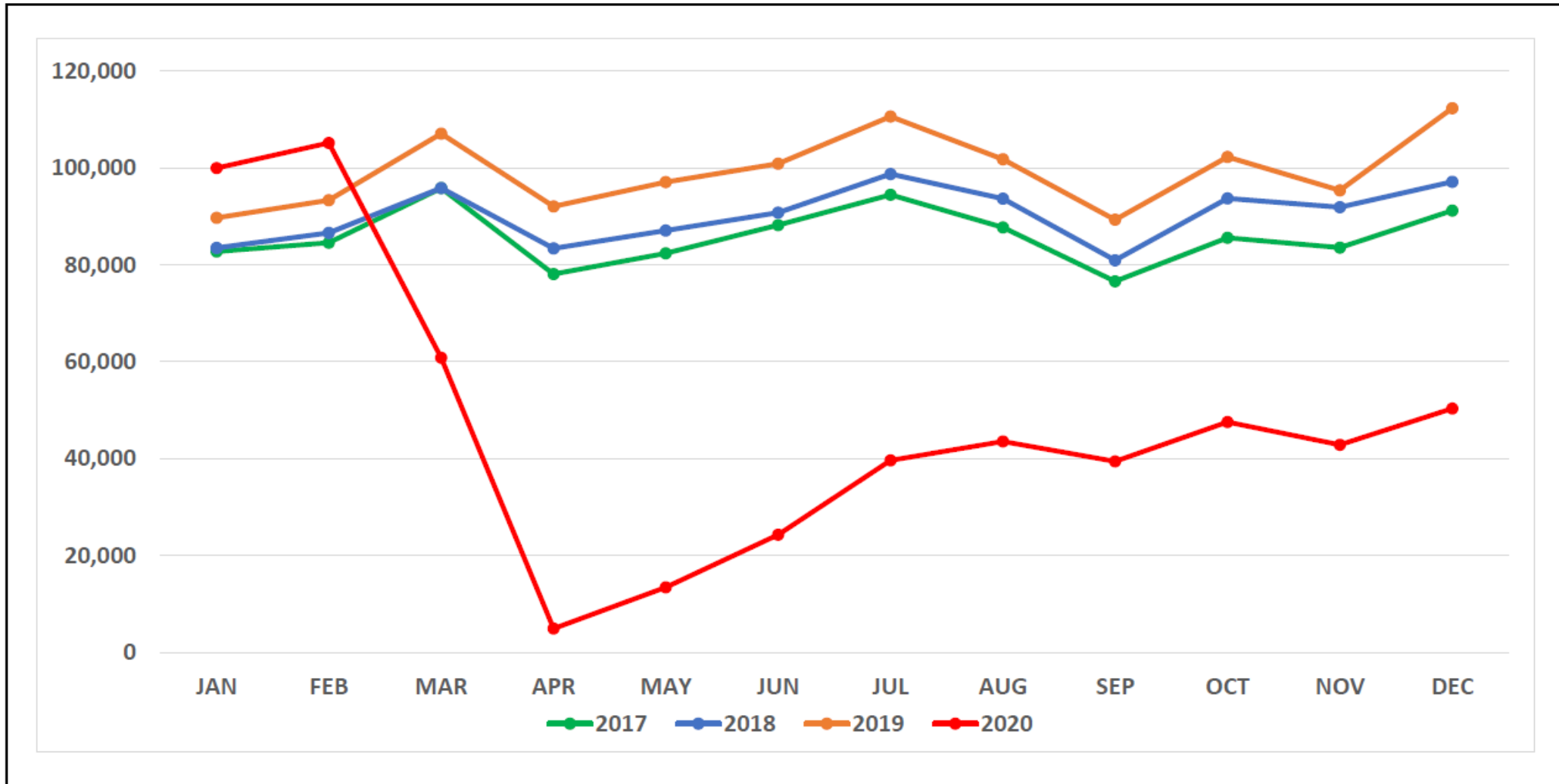


Hillsboro taxiway construction (2020)

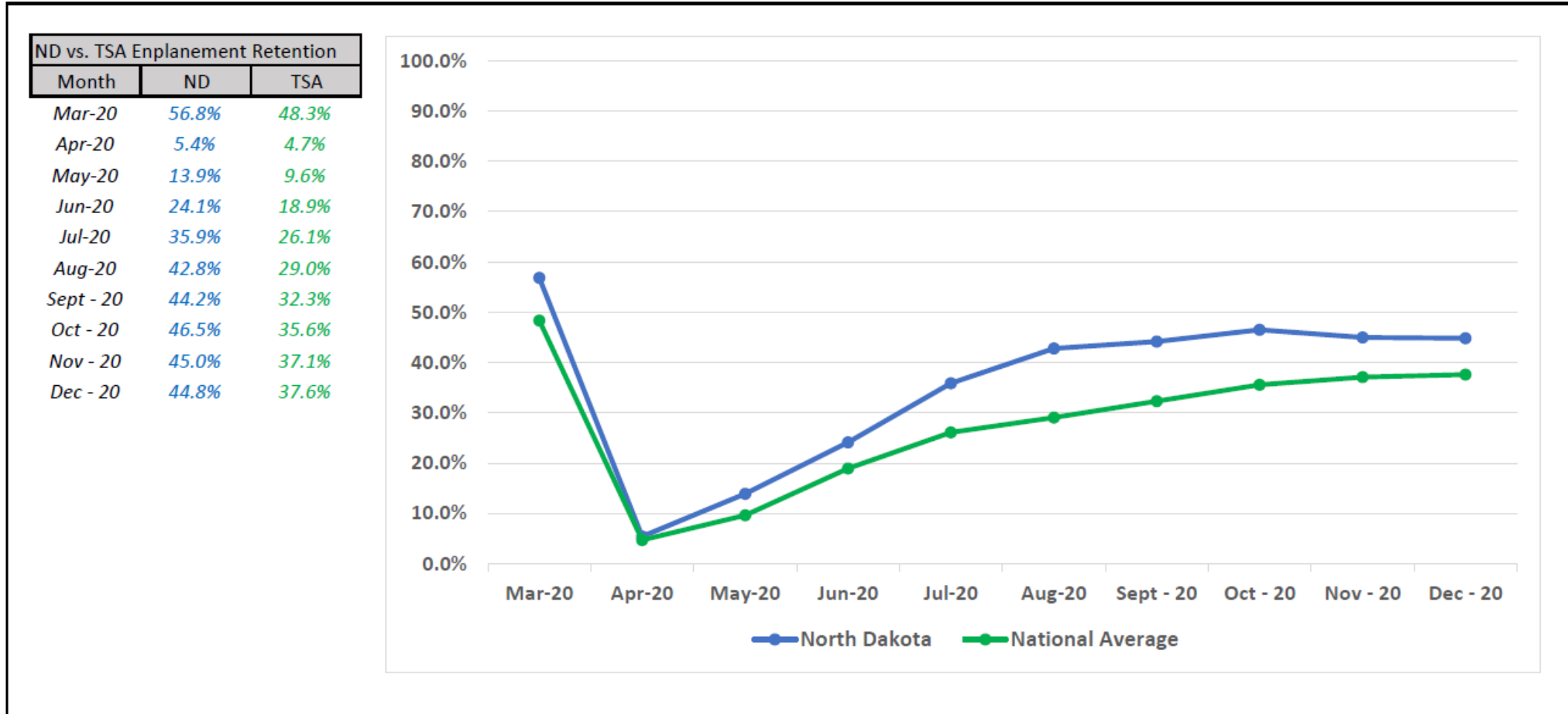
North Dakota – Historical Airline Boarding Numbers



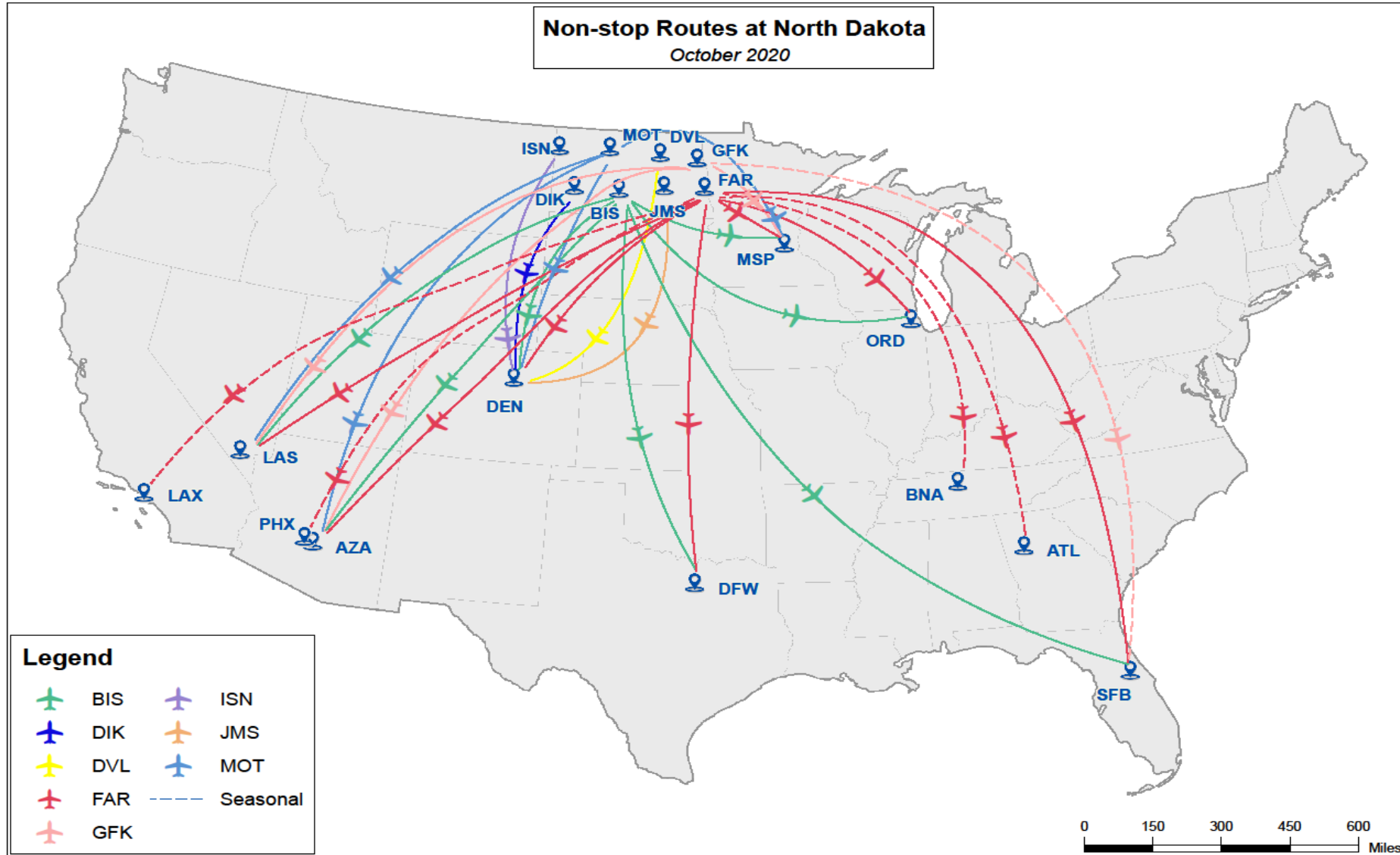
North Dakota Airline Passenger Boarding Trends



North Dakota versus National Average

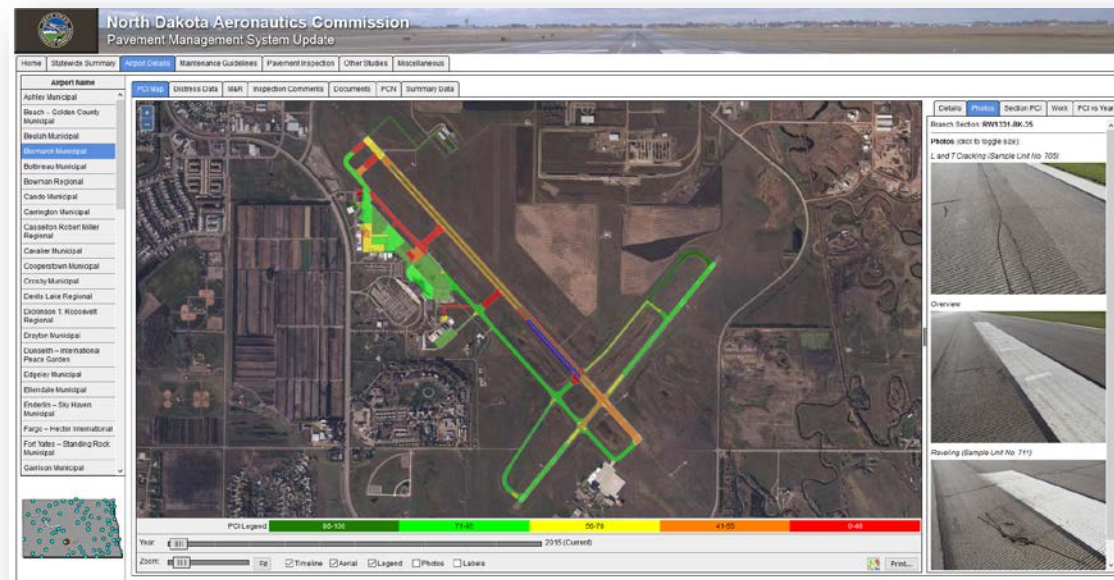


North Dakota Air Service Route Map

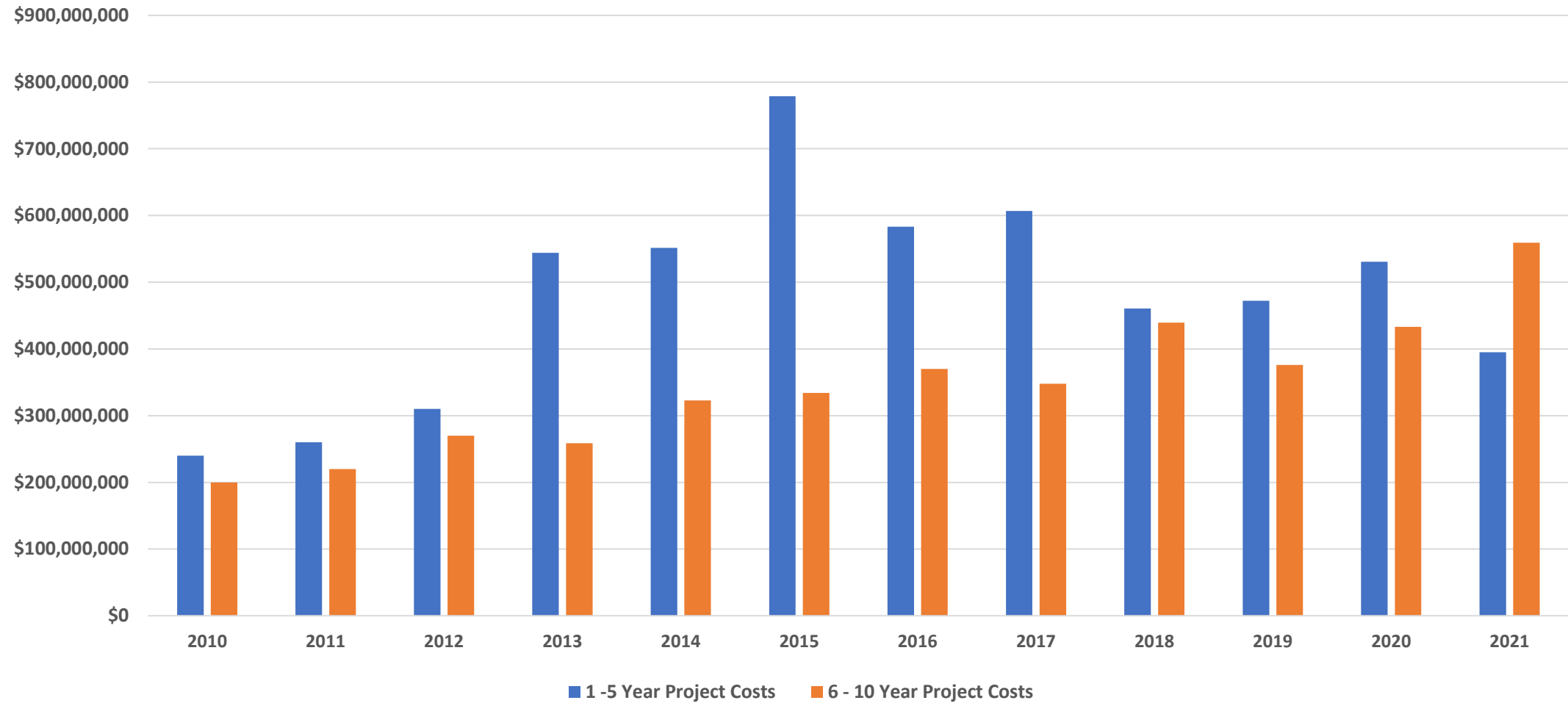


Next Biennium Goals/Plans

- Continue to support the aviation industry's recovery from COVID-19 pandemic
 - Fully understand Federal Airport Infrastructure program and funding availability as Congress finalizes relief and funding packages
 - Leverage federal funds where possible and utilize state grant funds on high priority projects
- Statewide Pavement Condition Index Study
 - Approximately 60 million square feet of pavement exists on our airports
 - Study conducted every 3 years to update online interactive database
 - Helps to prioritize federal and state funding and identifies best practices and recommendations for cost beneficial pavement management techniques



North Dakota Airport Infrastructure Needs Analysis



Major Airport Projects on Horizon

Commercial Aviation Major Projects

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation
- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
 - \$115 million total estimated cost (project years: 2021 – 2027)

General Aviation Runway Rehabilitations

- Beach
- Carrington
- Crosby
- Glen Ullin
- Hazen
- New Rockford
- Watford City (in progress)

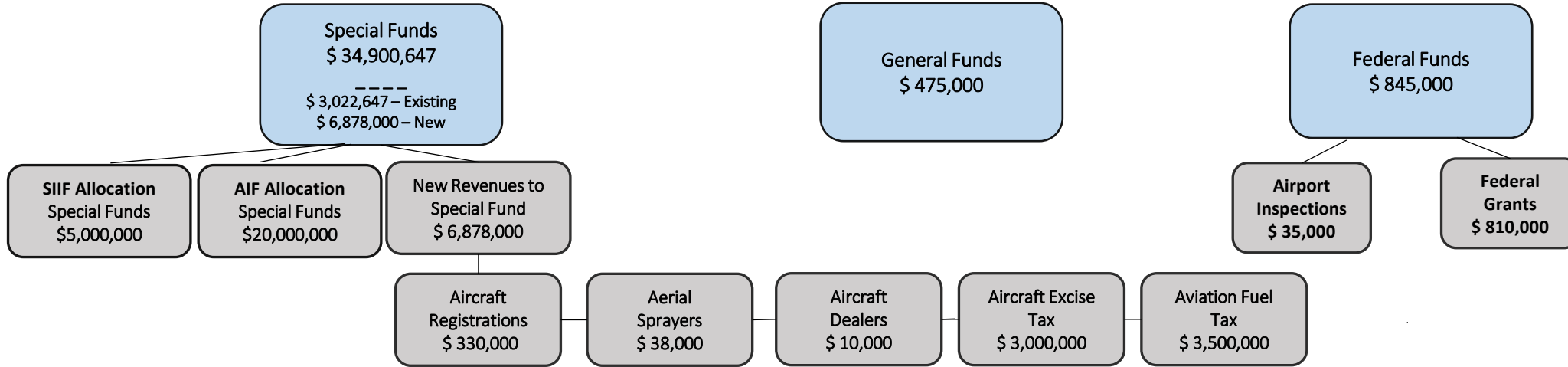


Fargo – Passenger Terminal (summer 2020)

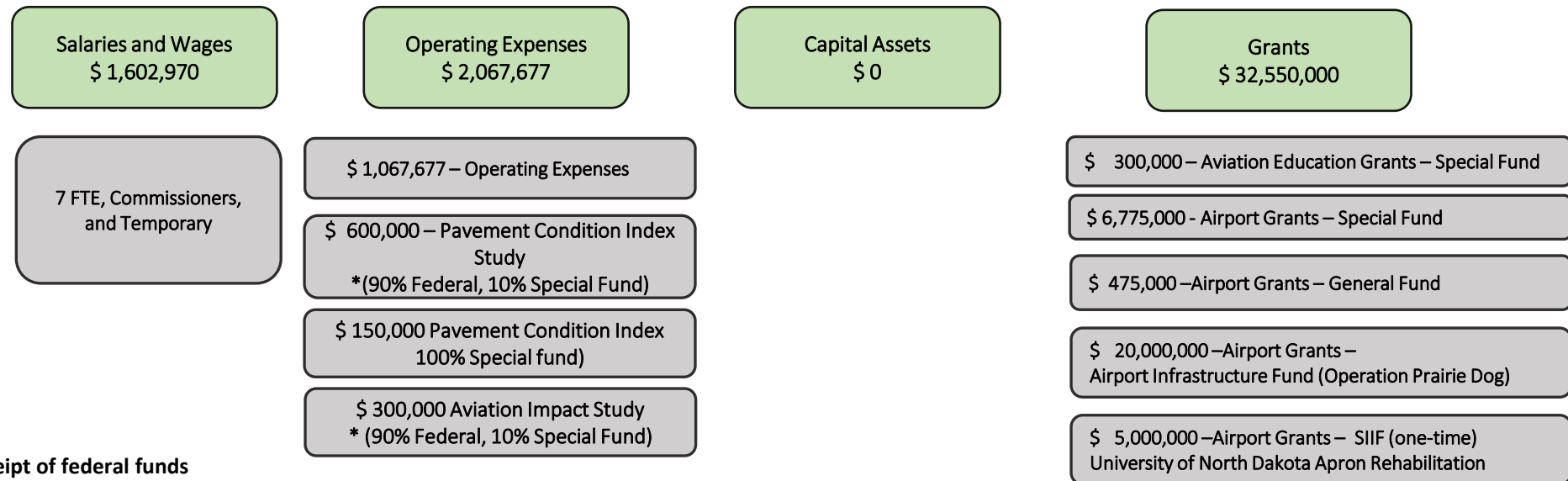


North Dakota Aeronautics Commission 2019 – 2021 Proposed Budget \$ 36,220,647

REVENUES

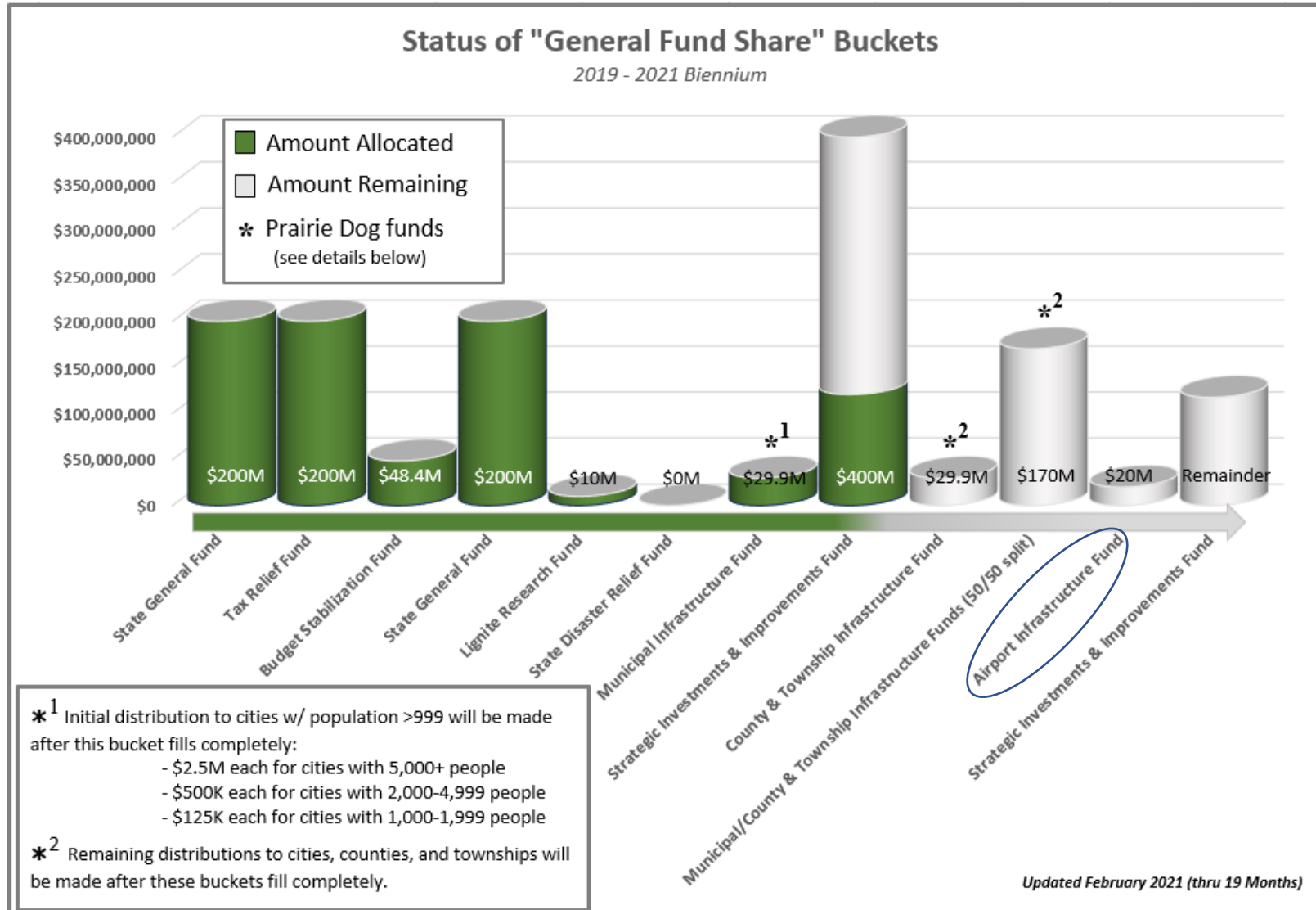


EXPENDITURES



*Fed – subject to receipt of federal funds

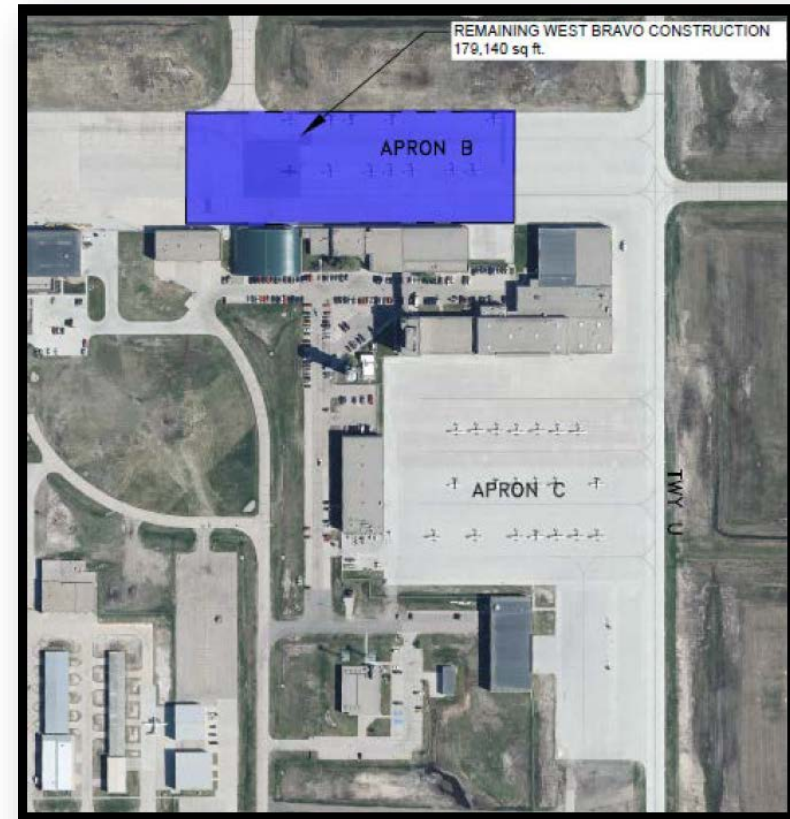
Status of Oil Revenue Buckets



University of North Dakota Apron Project – Phase 2



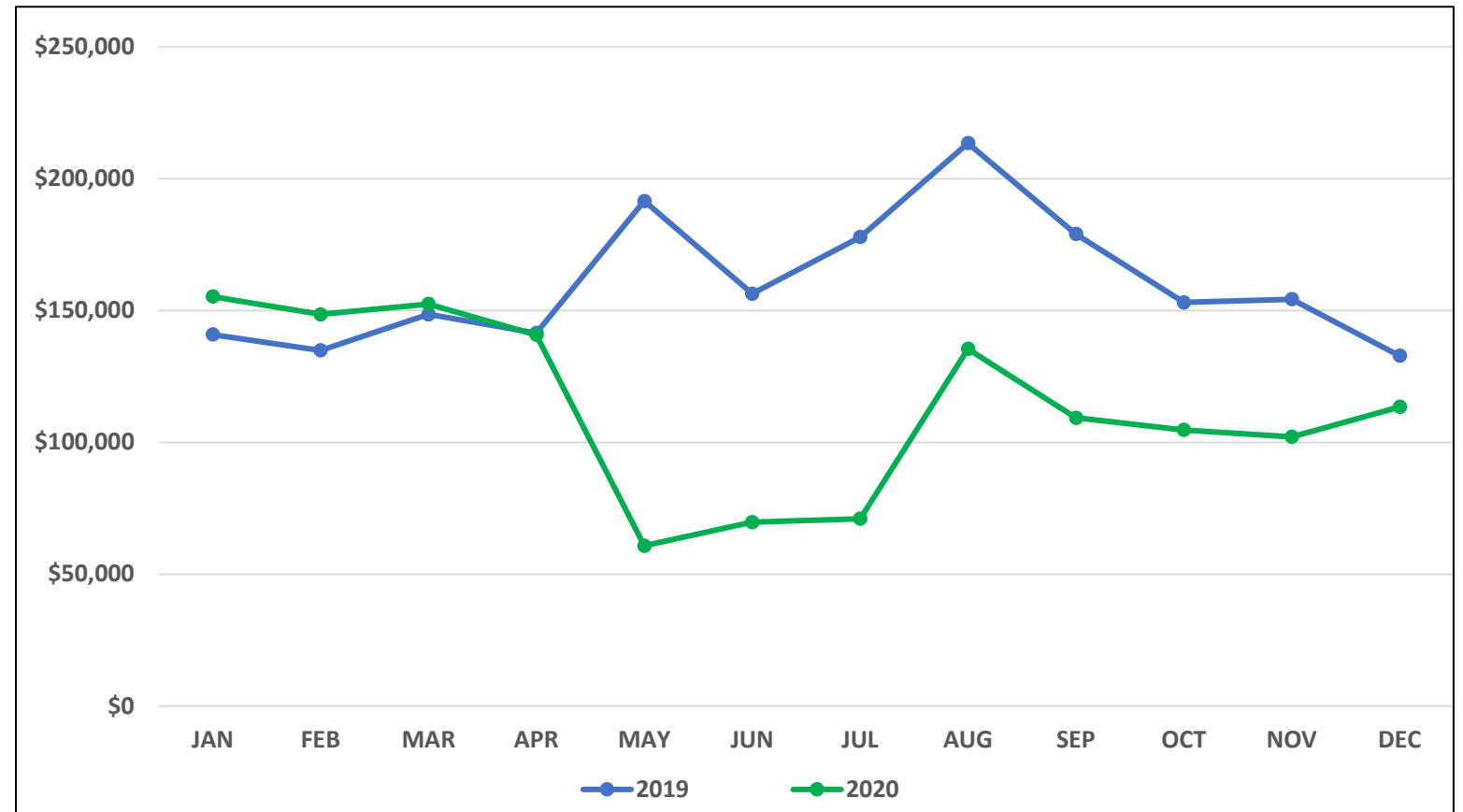
A yardstick for scale shows the amount of damage sustained by the concrete, as well as the potential for foreign object debris on UND's flight apron



University of North Dakota Flight Operations at GFK Airport

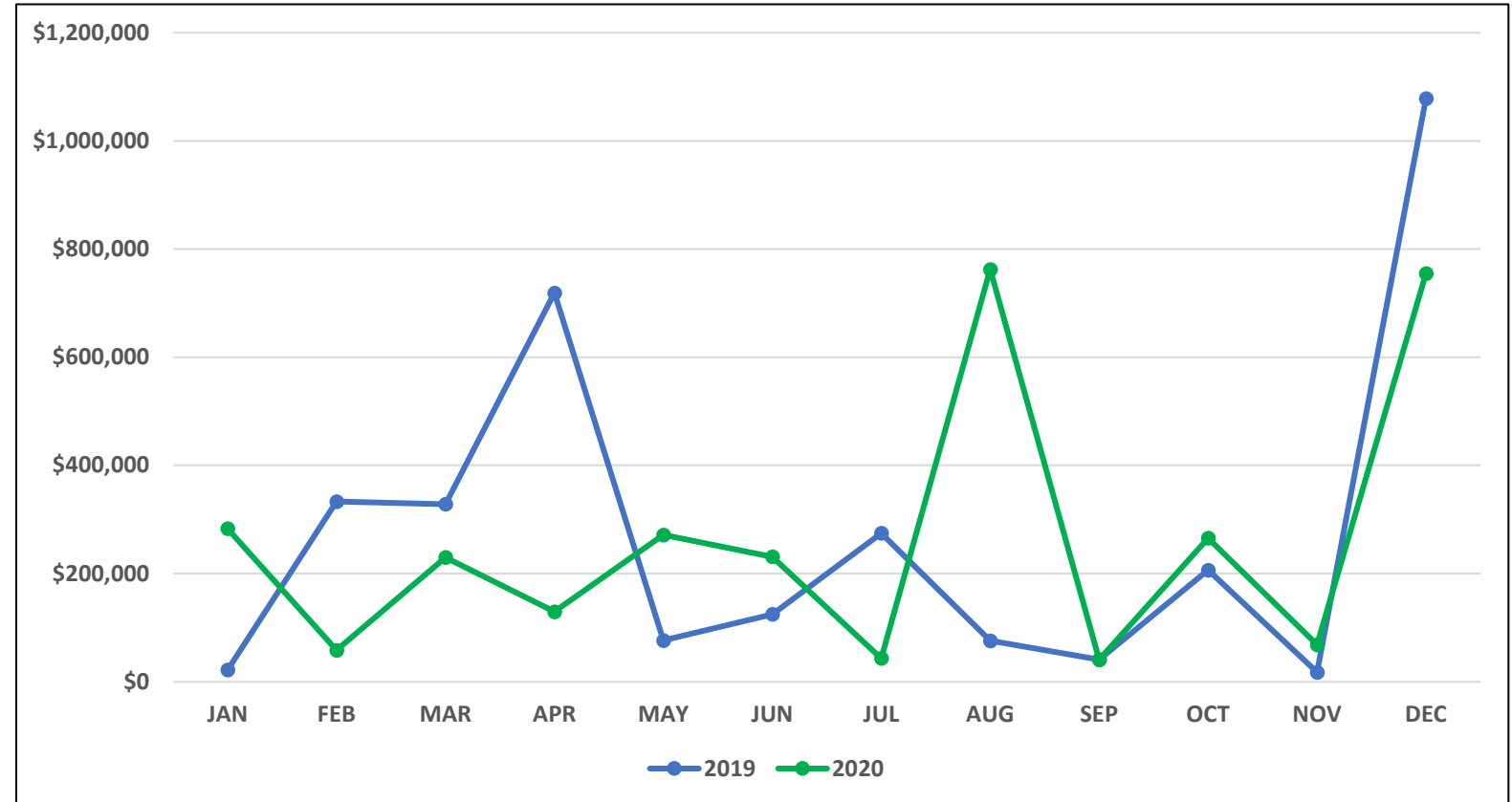
Revenue Impacts of COVID-19 – Aviation Fuel Tax

Month	2019	2020	% Change
JAN	\$140,925	\$155,293	9.3%
FEB	\$134,866	\$148,531	9.2%
MAR	\$148,532	\$152,471	2.6%
APR	\$141,487	\$140,795	-0.5%
MAY	\$191,540	\$60,798	-215.0%
JUN	\$156,404	\$69,763	-124.2%
JUL	\$177,867	\$71,028	-150.4%
AUG	\$213,482	\$135,437	-57.6%
SEP	\$179,013	\$109,333	-63.7%
OCT	\$153,094	\$104,712	-46.2%
NOV	\$154,281	\$102,115	-51.1%
DEC	\$132,871	\$113,487	-17.1%
TOTAL	\$1,924,362	\$1,363,763	-41.1%



Revenue Impacts of COVID-19 – Aircraft Excise Tax

Month	2019	2020	% Change
JAN	\$21,626	\$282,991	92.4%
FEB	\$333,193	\$58,108	-473.4%
MAR	\$328,226	\$229,783	-42.8%
APR	\$718,867	\$129,423	-455.4%
MAY	\$76,327	\$271,304	71.9%
JUN	\$124,559	\$230,983	46.1%
JUL	\$274,427	\$43,260	-534.4%
AUG	\$75,690	\$762,283	90.1%
SEP	\$40,900	\$40,571	-0.8%
OCT	\$206,500	\$265,590	22.2%
NOV	\$17,540	\$68,297	74.3%
DEC	\$1,078,632	\$755,103	-42.8%
TOTAL	\$3,296,487	\$3,137,696	-5.1%



Questions





YTD Boardings Comparison of Commercial Service Airports

Through December

Prepared by: N.D. Aeronautics Commission

11-Jan-21

	YTD 2020	YTD 2019	YTD 2018	YTD 2017	YTD 2016	YTD 2015	YTD 2014	YTD 2013	YTD 2012	YTD 2011	Difference 2020/2019	% Change
Bismarck	150,161	309,337	282,363	272,739	271,022	259,734	245,205	237,683	236,172	196,414	(159,176)	-51.46%
Devils Lake	3,865	6,973	6,684	6,644	6,290	4,760	2,676	2,667	2,998	5,488	(3,108)	-44.57%
Dickinson	11,368	23,901	22,592	18,938	16,795	41,846	58,843	35,277	23,796	18,958	(12,533)	-52.44%
Fargo	238,508	471,333	422,190	392,889	395,614	429,251	448,848	398,677	364,727	350,458	(232,825)	-49.40%
Grand Forks	46,410	114,627	112,027	114,707	128,847	142,639	142,782	146,068	135,209	116,938	(68,217)	-59.51%
Jamestown	5,655	11,175	11,808	12,865	11,123	7,996	3,428	2,672	3,861	5,689	(5,520)	-49.40%
Minot	84,601	165,988	151,658	143,172	151,706	182,872	222,144	222,083	224,421	150,450	(81,387)	-49.03%
Williston	31,525	88,235	73,795	68,685	68,021	106,945	119,069	94,459	37,359	27,860	(56,710)	-64.27%
TOTALS	572,093	1,191,569	1,083,117	1,030,639	1,049,418	1,176,043	1,242,995	1,139,586	1,028,543	872,255	(619,476)	-51.99%
Commercial (BIS- FAR-GFK-MOT-WIL)	551,205	1,149,520	1,042,033	992,192	1,015,210	1,121,441	1,178,048	1,098,970	997,888	842,120	(598,315)	-52.05%
Regional (DVL-DIK- JMS)	20,888	42,049	41,084	38,447	34,208	54,602	64,947	40,616	30,655	30,135	(21,161)	-50.32%

NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA



	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
1	Fargo FAR	203	Cargo Apron Expansion Phase IV	44	63	3500				
			Terminal Apron Reconstruction (D'21, Phase I C'22, Phase II C'23)	54	69	15000				
			Terminal Area Study	34	73	400				
			Replace Passenger Boarding Bridge	31	42	500				
			Pavement Maintenance (RTA, RCF, Seal)	56	81	1000	1000			
			Terminal Building Expan. (D'23, Phase I C'23, Phase II C'24)	31	42	37000				
			Glycol Pump Station (D'21, C'22)	31	60	2000				
			Rwy 9/27 Ext./Widening / Par. Twy EA, Design, Construct	46	51		65000			
			South GA Apron Rehabilitation	54	69	5000				
			SRE Acquisition	32	77	1000	2000			
			Construct Elevated Walkway	31	27	16000				
			North GA Taxilane Extension	45	61		1000			
			Perimeter Road Rehabilitation	31	48		2000			
			Twy D Reconstruction	55	76		3500			
2	Bismarck BIS	78	East GA Expansion	23	61		2000			
			Rehabilitate Runway 3-21 and Taxiway D	46	79		13000			
			Rehabilitate/Construct Parking Lot/Expansion	23	27		2000			
			GA Apron Expansion (Phase IV and V)	44	62	2000	2000			
			Purchase SRE Equipment	32	36	2300	800			
			Taxiway C North Rehab	45	74	10000				
			Rehabilitate Access Roads	23	27	1000	1600			
			Airfield Wetland Mitigation / Drainage Improvements (Phase VI - '21, VII - '22, VIII - '23)	31	41	16500	7000			
			Construct Terminal Building Expansion (D '25, C '25-'26)	31	40	500	54000			
			Expand Commercial Apron (Phase 1 D '23- C '24)	44	62	7000	7200			
			Purchase ARFF Equipment	32	36	750				
			Runway 13 RPZ Land Acquisition	41	44		2200			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	1000	1000			
			Rehabilitate/Construct SRE Building Expansion	32	36	4200				
Rehabilitate/Construct ARFF Building Expansion	31	43	1500							
Construct Service Road Expansion	23	27		3000						
3	Grand Forks GFK	189	Install New Passenger Boarding Bridges	31	39		11000			
			ASR Improvements	32	48	1600				
			Deicing Fluid Collection System	32	42	600				
			Commercial and GA Ramp Panel Replacement	44	38	2000				
			Relocate Airway Avenue/Airport Road Intersection	23	27		300			
			Update Noise Contours	21	65		250			
			Construct Taxilane Expansion	45	59	1000	500			
			Runway 9L-27R Extension - Land Acquisition, Wetland Mitigation	46	60	3900				
			Relocate Route 5	46	55	4600				
			Runway 9L-27R Extension - Reconstruct Runway Intersection	56	37	8600				
			Runway 9L-27R & TWY B Extension & Pavement Reconstruction	56	79	42600				
			Runway 17R/35L Reconstruction (C'25-'27)	56	79	26000	31000			
			Construct Runway 18-36	46	74		10000			
			Construct Access Road North of Terminal	41	39		1500			
Construct Terminal Apron	44	62		9000						
Purchase ARFF Equipment	52	87		1000						
4	Minot MOT	120	Taxiway C Rehab	45	74		4000			
			Replace T-Hangars	12	24	3000	3000			
			Northwest GA Apron	44	62		2000			
			Storm Water Improvements (C '22 - C '23)	31	41	8100				
			Purchase SRE Equipment	32	75	1600	1000			
			Purchase ARFF Truck	52	36	1000				
			Taxiway B/G Rehab	45	74		3000			
			Replace/Upgrade Airfield Security Fence	31	83		5000			
			Reconstruct/Expand Cargo Apron (C '20-'21)	54	67	3500				
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	1000	1000			
			Runway 8/26 Rehab/Threshold Relocation; Taxiway B Intersection; Taxiway D Expansion	56	79	5400	4300			
			Construct GA Landside Access Road and Parking Lot	23	27	3500				
			RWY 8 Approach Clearing/Tree Removal	57	86					
			5	Jamestown JMS	36	Rehabilitate Taxiways A, B & D (D'20 C'21)	45	74	2000	
Rehabilitate Runway 13/31, Taxiway D-1, & Taxiway A (D'22 C'24)	46	79				2400				
Reconstruct Terminal Apron Phase II	54	67				100	1500			
Airfield Lighting Rehabilitation	56	79				2100				
Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79				600	1100			
Acquire SRE	32	75					500			
Replace Passenger Boarding Bridge	31	40					800			
W. Industrial Park Infrastr. Improvements (C'25)	11	X					1500			
Terminal Expansion	31	40					2000			
Apron & Taxiway Concrete Section Rehabilitation	45	67					300			
Construct T-Hangar	12	24					700			
Purchase SRE Equipment	32	75				2200				
6	Williston XWA	49				Purchase ARFF Equipment	52	36		1000
						Pavement Maintenance (RTA, RCF)	56	79	400	500
			Construct Hangars	12	24	1000	2000			
			Terminal Parking Expansion	23	27	2500				
			Cargo Apron Construction	44	69	6100				
			Ground Service Equipment Building	32	36	400				
			Crosswind Parallel Taxiway	45	76		3000			
			Deicing Fluid Collection Improvements	32	41		1400			
			Construct Waste Water System	32	40		7000			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
7	Devils Lake DVL	13	Terminal Area Planning Study, Environmental, & ALP Terminal Plan Update	34	71	100				
			Apron & Taxiway Reconstruction	55	67	1700				
			Apron Lighting & Security Cameras	44	67	300				
			Terminal Expansion	32	40	3000				
			Install Passenger Boarding Bridge	31	40	1000				
			Improvements to Terminal Road & Parking Lot	21	37	1000				
			Runway 13/31 Pavement Rehabilitation	46	79	2000				
			Runway 13/31 Lighting Rehabilitation & Generator	56	79		1000			
			ALP/MP Update with Exhibit A/AGIS Component	37	71		500			
			Construct SRE/ARFF Building	32	57		2500			
8	Dickinson DIK	34	Rehabilitate Apron	44	67		500			
			Rehabilitate Taxiway A	45	74		800			
			Acquire SRE	32	75		1000			
			Terminal Design and Construction	33	45		30000			
			Reconstruct Runway 14/32	56	79	22000				
			Terminal Access and Parking Lot	31	40		5000			
			Purchase SRE Equipment	32	75	1200	1000			
			ARFF Truck / ARFF Building Expansion	32	87	750	2000			
			Construct Commercial Service Apron	44	62		6000			
			Construct Hangar Taxilanes	45	59		1000			
			Crosswind Parallel Taxiway	45	76		3000			
			SRE Building Expansion	32	45		2000			
			Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	56	72	750				
			GA Apron and Taxiway A Reconstruction (D '24, C '25)	55	74	4700				
			Commercial Service Airports Totals:						304450	337750
			9	Ashley ASY	11	BASIC Install LED MIRLs, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '21)	56	77	700	
						Pavement Maintenance (RTA, RCF, Seal)	56	77	150	200
						AGIS for IAP Development	37	67	150	
						Construct Terminal/SRE Building	32	39	500	
						Install AWOS	32	70		300
Construct Apron Expansion	44	59					1000			
Construct Fuel System (100LL + Jet A)	22	24					400			
10	Beach 20U	10				BASIC ALP/MP Update with Exhibit A/AGIS Component	31	42		300
						Rehabilitate Hangar Taxilanes	45	63		600
						Construct New Turf Runway	46	59		1000
			Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '22, C '23)	46	77	1600				
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400			
			Construct Hangar	12	22	1000				
			Construct Fence and Signage	31	38		2000			
			Construct Parallel Taxiway	45	48		1000			
			Construct Apron Expansion	44	59		500			
			11	Bottineau D09	17	LOCAL Construct Jet-A Fuel System	22	17	300	
Pavement Maintenance (RTA, RCF, Seal)	56	79				200	200			
Construct Taxiway Expansion	45	64				300	300			
Realign and Construct Turf X-Wind Runway	45	46					500			
Runway 13/31, Taxiway, Apron Pavement Rehabilitation	46	79					2200			
Demo Hangar and Construct New T-Hangar	12	24					1000			
Construct Fence and Signage	31	38					2000			
Conduct Misc Study/Request IFR on Runway 13	31	42				200				
ALP/MP Update with AGIS Component	31	42								
Install AWOS	32	72				300				
12	Bowman BWW	17	LOCAL Construct Partial Parallel Taxiway	45	48		3600			
			Construct Hangar (D '21, C '22)	12	24	1500				
			Construct Crosswind Runway	46	59		1500			
			Construct Taxilane	45	59		1000			
			Purchase SRE Equipment	32	45	500				
			Pavement Maintenance	56	79	200	200			
			Transfer Out Entitlements (\$32,000)	X	X	200	200			
			13	Cando 9D7	12	BASIC Replace Runway 16/34 Lighting System (D' 22, C' 23)	56	77	450	
						Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
						Construct Fuel System	22	24		400
Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	59					100			
Construct Wildlife Fence and Signage	31	34					1500			
Construct Partial Parallel Taxiway	45	75				1000				
ALP/MP Update with AGIS	37	69					300			
14	Carrington 46D	10				LOCAL Construct New Hangar	12	24		800
						Pavement Maintenance (RTA, RCF, Seal)	56	79	100	500
						Runway 13/31 & Taxiway Rehabilitation (D '21, C '22)	46	79	1900	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100			
			Apron Pavement Seal Coat & Taxilane Reconstruction	54	67	500				
			Rehabilitate Airfield Lights	56	79		500			
			Construct Fence and Signage	31	35		1000			
			15	Casselton 5N8	40	LOCAL Construct Wildlife Fence	31	35		2000
						Pavement Maintenance (RTA, RCF, Seal)	56	79	600	500
						Runway 13/31 Relocation & Parallel Taxiway Construction	46	79	300	13000
Environmental Assessment for Land Acquisition for Runway Relocation	46	70				250				
Land Acquisition for Runway Relocation	36	60				1200				
16	Cavalier 2C8	13				LOCAL Construct Drainage Improvements	46	41		100
						Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
						Relocate Powerline	47	40		50
						Runway Rehabilitation (D '26 C'27)	46	79		1000
						Purchase SRE Equipment	32	75	200	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100			
			Rehabilitate Airfield Lights (D'19, C '22)	56	79	800				
			Construct Fence and Signage	31	35		2000			
			Construct Full Length Taxiway	45	76		800			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	47	65	50	
17	Cooperstown S32	14	ALP/MP Update with AGIS Component	37	69	300	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Runway 13/31, Taxiway and Apron Rehabilitation	46	77	150	1500
			Construct Apron Expansion	44	67		500
			Construct Crosswind Runway	26	79		1000
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Parallel Taxiway	45	75		500
			Improve Access Road	31	35		300
			Transfer Out Entitlements (\$100,000)	X	X		
		BASIC	Snow Removal Equipment	32	42	300	
18	Crosby D50	11	Construct New SRE Building	32	48	500	
			Construct Runway Rehabilitation and New Windcone/Segmented Circle (D '21, C '22)	46	77	1200	
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS	31	42		300
			Construct Jet A Fuel System	12	17		300
			Construct Partial Parallel Taxiway	45	38		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
19	Dunseith - IPG S28	0	Environmental Assessment Runway 29	42	52	300	
			Land Acquisition - Runway 28 extension/RPZ	41	42	500	
			Runway, Taxiway, and Apron Reconstruction	56	66	2200	
			Construct Fence and Signage	31	38		2000
			Install MIRLS, PAPI and NPI Remarking	56	45	600	
			Transfer out Entitlements (\$300,000)	X	X		
		BASIC	Construct SRE Building	32	48		500
20	Edgeley 51D	10	Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	400
			Construct Runway Extension	46	71	1400	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
		BASIC	Improve Access Road	31	36		400
21	Ellendale 4E7	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Purchase SRE Equipment	32	73	300	
			Wildlife Site Visit & Wildlife Hazard Management Plan (WHMP)	31	69		100
			ALP/MP Update with AGIS	37	69		300
			Construct Wildlife Fence and Signage	31	34		1000
			Pave Turf Taxilane	45	58		300
			Install AWOS	32	70		200
			Reconstruct Apron Taxilane	55	63	300	
		BASIC	Construct Terminal, PAPIs (D '20, C '21), Threshold Lights, TWY Reflectors, RSA Grading	56	88	600	
22	Ft. Yates Y27	0	Pavement Maintenance (RTA, RCF, Seal) and Relocate Fence for LPV Approach	56	84	260	300
			Construct Hangar	12	22		600
			Construct SRE Building	32	48		700
			Access Road Improvements	33	20		900
			Construct Fuel System	22	17	300	
			Rehabilitate Runway, Taxiway, Apron	46	77		2000
		BASIC	Construct GA Terminal Building	21	38	700	
23	Garrison D05	11	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			RPZ Land Acquisition	32	48	400	
			Purchase SRE Equipment	41	41		300
			Construct Fence and Signage	31	83	50	1000
			Update ALP/MP with AGIS and Exhibit A	31	38		300
			Construct Hangar	12	22		700
			Construct North Hangar Taxilane	45	58		500
			Runway 13-31 Rehabilitation	56	66		2100
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
24	Glen Ullin D57	13	Runway, Taxiway, and Apron Rehabilitation (D '21, C '22)	46	77	1600	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		200
			Taxilane Extension	45	58	500	
			Construct Hangar	12	22		700
			Construct X-wind Rwy, EA, RPZ Land Acquisition	46	59		700
			Construct Partial Parallel Taxiway	45	52	100	700
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
25	Grafton GAF	14	Taxilane & Apron Reconstruction (D '23 C '24)	55	65	500	
			Construct Hangar	12	24		600
			Drainage Improvements (Phase I '21, Phase 2 '22) & Wetland Mitigation	56	41	1600	
			Construct New SRE Building	32	50		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Replace Airport Beacon	47	78	60	
			Runway 17/35 Rehabilitation	46	79		1600
			Remove Old Storage Building	12	45	200	
			Construct Fence and Signage	31	35		1000
		BASIC	Replace RWY 16/34 REILs & Repaint Airfield Markings	56	77	200	
26	Gwinner GWR	11	Reconstruct Taxilane & Access Road Improvements (D '22, C '23)	55	63	700	
			Update ALP/MP with AGIS and Exhibit A	37	69		300
			Purchase SRE Equipment	32	73		400
			Construct SRE Building	32	48		800
			Lighting Improvements	56	77	100	300
			Land Acquisition - Wildlife Fence	32	58		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	300
		BASIC	RPZ Land Acquisition and EA	41	42		800
27	Harvey 5H4	13	Rwy 11/29, Taxiway, Apron Rehabilitation (D '25, C '26)	46	77	200	2000
			New Crosswind Runway	46	59		800
			Update ALP/MP with AGIS and Exhibit A	31	69		300
			Parallel Taxiway	45	64		1000
			Apron Expansion	44	59		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Construct Hangar	12	22	700	
			AGIS Survey (LPV Approach, Both Ends)	42	52	200	
			Wildlife Fence and Signage	31	38		1000
			Replace Runway 11/29 PAPIs	56	46	100	

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
28	Hazen HZE	BASIC 16	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Rehabilitate Runway (D '19, C '21)	46	77	3000	
			Rehabilitate Taxiway and Apron (D '22, C '23)	45	72		
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS and Exhibit A	31	62		300
			Construct Crosswind Runway	46	49		500
			Construct Partial Parallel Taxiway & MITL	46	46		1600
			Replace MIRLS, PAPIs, Airfield Lighting Controls, & Construct New Vault (D '23, C '24)	56	77	600	
			45	58		600	
29	Hettinger HEI	LOCAL 20	Rehabilitate Taxiway C and South Hangar Taxilane (D '22, C '23)	45	74	600	
			Rehabilitate Taxiway B	45	74		400
			Apron Rehabilitation	44	67		900
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			ALP/Master Plan Update	31	55	300	
			Construct Hangar	12	24	700	
			Construct Hangar Taxilane	45	59		400
30	Hillsboro 3H4	LOCAL 22	Environmental Assessment for Runway Extension Land Acquisition	46	70	300	
			Purchase SRE Equipment	32	75	150	
			Land Acquisition for Runway Extension	36	60		200
			Construct Runway Extension	46	73		7000
			Apron Reconstruction (D'22, C'23)	54	67	3000	
			Reconstruct Access Road	31	46		200
			Construct Wildlife Fence and Signage	31	35		1000
			ALP/Master Plan Update	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
31	Kenmare 7K5	LOCAL 31	East Apron Construction	44	62		1200
			Construct Partial Parallel Taxiway and Hangar Taxilane (D '22, C '23)	46	76	1000	
			Relocate Fuel System	22	17		200
			Construct Access Road Extension and Parking Lot Expansion	33	20	300	
			Construct Runway 16/35 and Parallel Taxiway	46	42		6000
			Pavement Maintenance (RTA, RCF, Seal) and Partial Parallel Taxiway and Taxilane Env.	56	79	300	300
			Construct Terminal Building	21	35		500
32	Kindred K74	LOCAL 26	Airfield Lighting Rehabilitation	56	79		600
			EA, Land Acquisition, and Wetland Mitigation for Runway Extension	46	70		1000
			Replace Concrete Runway Panels	56	79	200	
			Construct Runway 11/29 Extension and Parallel Taxiway	46	73		7000
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Terminal Building	12	41	500	
			Relocate Road for Runway Extension	47	37		500
			Construct Fence and Signage	31	35		1000
33	Lakota 5L0	BASIC 7	Pavement Maintenance (RTA, RCF, Seal)	56	77	1800	
			Rehab of Rwy 15/33, Apron, and Taxiway (D '21, C '22)	46	77	100	300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Taxilane	45	58		500
			Construct Parking Lot	23	23		200
			Transfer Out Entitlements (\$131,000)	X	X		
34	LaMoure 4F9	NC 4	Pavement Maintenance (RTA, RCF, Seal)	56	72	100	200
			Replace Runway 16/34 Lighting System	56	72	500	
			Reconstruct Taxiway	55	68	400	
			Reconstruct Apron	54	60	400	
			Land Acquisition / RPZ	47	60		1000
			Wetland Mitigation	37	38		500
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	64		100
			Construct Terminal Building	21	35	400	
35	Langdon D55	LOCAL 19	Construct Hangar	12	17		700
			Construct Fuel System	22	20		300
			Rehabilitate Terminal Building	21	40		200
			Construct AWOS Access Road	31	39		300
			Expand Apron & Reconstruct Taxilane (D '21, C '23)	55	61	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Construct Parallel Taxiway	45	69		1000
			Construct Hangar	12	24	700	
36	Linton 7L2	LOCAL 20	Crosswind Runway Turf Rehabilitation	56	79		600
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Taxiway, Apron and Access Road Rehabilitation (D '22, C '23)	45	74	1100	
			Runway 9/27 Extension	46	51		1200
			ALP/MP Update with AGIS Component	31	42		300
			Construct Parallel Taxiway	46	76		1500
			Construct Hangar	12	24		700
37	Lisbon 6L3	BASIC 12	Construct SRE Building	32	48	500	
			Construct Fence and Signage	31	34		500
			Construct Turf Partial Parallel Taxiway (D'21, C'22)	45	67	600	
			Runway 14/32 and Taxiway Rehabilitation	46	77	200	1500
			Install AWOS	32	70		300
			Rwy 14/32 Lighting Rehabilitation	56	77		500
			Construct Apron Expansion	45	59		1000
			Pave Partial Parallel Taxiway	45	67		1000
			Construct Connector Taxiway to Correct Direct Access Issue	45	72		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Wetland Mitigation/ Drainage (D '19, C '22)	31	41	900	
38	Mandan Y19	83	Construct Parking Lot	23	27	200	
			Construct South Development Taxilane	45	59	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Runway Expansion (EA '23)	46	48	500	5000
			ALP/MP Update with AGIS Component	31	42		300
			Construct Corporate Apron and Taxilanes	43	62		3000
			Construct Terminal Building Expansion	21	29	200	
			Relocate County Road and Powerlines	46	48		2500
			Construct Hangar	12	24	1000	2000
			SRE Building Expansion	32	48	300	
			Purchase SRE Equipment	32	36	300	300
			Realign Parallel Taxiway	46	76		2200
			Install Fuel System	22	17	300	500
			Apron Expansion	44	61	1100	600
		LOCAL	Purchase SRE Equipment	32	75	300	
39	Mohall HBC	33	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55	150	
			Construct Wildlife Fence and Signage	31	29	1600	
			Construct Parallel Taxiway	46	76		1000
			Construct Hangar Taxilane	45	59		600
			Install AWOS	32	42	300	
		BASIC	Construct Hangar	12	22		600
40	Mott 3P3	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct Partial Parallel Taxiway	46	75		800
			Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA)	31	64		800
			Construct Hangar Taxilane (D and C '23)	45	58	350	
			Install AWOS	32	42		300
			Construct Runway Threshold Lighting, Add Non-Precision Runway Markings, Purchase SRE	56	73	250	
			Access and Parking Lot Improvements	33	20		300
			Apron Expansion	44	59		200
			Construct Runway Extension	46	56		2000
		LOCAL	Land Acquisition for Apron Expansion	34	60	200	
41	Northwood 4V4	19	Construct Taxilane and Apron Expansion (D '22, C '23)	45	60	600	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Fuel System	22	26		500
			Construct Terminal Building	21	39		700
			Construct New Runway 14/32	46	74		5200
			Environmental and Land Acquisition for Runway Development	46	70		800
			Construct Hangar	12	24		800
			Transfer Out Entitlements (\$75,000)	X	X		
		LOCAL	Taxiway Overlay & Airfield Seal Coat (D' 20,C '21)	45	74	500	
42	Oakes 2D5	11	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Wildlife Fence and Signage	31	35		1000
			Construct Parallel Taxiway	45	69		1200
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Acquire SRE	32	75	400	
			ALP/MP Update with AGIS Component	37	71		300
		BASIC	Obstruction Removal and Mitigation	57	88	300	
43	Park River Y37	10	Install AWOS	32	70		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		150
			Construct Wildlife Fence and Signage	31	38		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Runway 5/31, Apron, Taxiway Rehabilitation	46	79		1000
			Runway Extension Field Studies ('22), EA ('23), & Land Acquisition ('24)	46	68	600	
			Construct Runway Extension	46	71		1000
		BASIC	Construct Runway Extension	46	51		1400
44	Parshall Y74	8	Install AWOS	32	42		300
			Construct Apron Expansion and Access Road	44	59		400
			Construct Fence and Signage	31	38		1000
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Upgrade Jet Fuel System	22	17	300	
			Upgrade Runway Lighting (MIRL)	56	77	400	
			Reconstruct Taxiway, Apron, and Taxilane (EA '23, D '24, C '25)	55	72	800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
		BASIC	Flight Check, Replace Windsock, Install Drainage Control Gate	56	40	150	
45	Pembina PMB	9	Install Fuel System	22	24	500	
		↓	Runway and Taxiway Rehabilitation	46	77		1400
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	200
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Acquire SRE	32	73		400
			Construct Hangar	12	22	100	600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Airfield Electrical Rehabilitation	56	77	400	
46	Rolla 06D	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			ALP Update / AGIS and Exhibit A	32	55		300
			Land Acquisition (RPZ)	41	44		400
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	64		1000
		BASIC	Construct Hangar	12	22		700
47	Rugby RUG	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct SRE Building	32	48	700	
			Runway 12-30, Taxiway and Taxilane Rehabilitation (D '25, C '26)	46	77	100	1200
			ALP Update / AGIS and Exhibit A	32	55	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Terminal Building	21	29		750
			Construct Fence and Signage	31	38		1000
			Transfer Out Entitlements (\$163,000)	X	X		

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
48	Stanley 08D	28	Construct Jet Fuel System	22	17	400	
			Construct Runway Extension (EA '26)	46	71	100	3000
			Construct Road and Parking Improvements	12	27	800	
			Construct SRE Building	32	50	400	
			Construct Hangar	12	24	750	
			Construct PAPIs Runway 09 (D '21, C '22)	37	46	250	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	38		1000
		LOCAL	Reconstruct East Hangar Taxilanes and Rehabilitate East Apron (Reimbursement)	45	67	150	
49	Tioga D60	22	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Purchase SRE Equipment	32	75	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	45	62		100
			Construct Fence and Signage	31	64		2000
			Runway 12-30 Rehabilitation	46	79		2200
			Rehabilitate West Taxilanes	45	65	100	1500
			Construct MITL System For Taxiway/Apron (D '21, C '22)	45	78	400	
			Construct Full Length Parallel Taxiway	45	76		2000
		LOCAL	Construct Electrical Vault	52	70		200
50	Valley City BAC	33	Acquire SRE Snowblower attachment	32	75	250	
			Runway 13/31 Rehabilitation (D'22, C'23)	46	79	400	
			Apron Reconstruction	54	67	1100	
			EA and Land Acquisition for Turf Runway 5/23 Relocation	46	70	700	
			Turf Runway 5/23 Relocation Construction	46	79		1200
			ALP/MP Update with AGIS Component	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		LOCAL	Construct Hangar	12	24		1000
51	Wahpeton BWP	42	Apron Rehabilitation (D'20, C'21)	44	67	2500	
			Land Acquisition (Rwy 33 End-House)	46	67		300
			Wildlife Fence and Signage	31	35		1000
			South Taxilane/Apron Reconstruction	45	67		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		BASIC	Construct Hangar	12	22	600	
52	Walhalla 96D	8	Rehabilitate Airfield Lighting	56	77	500	
			ALP/MP Update with AGIS Component	37	69		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	100
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Airfield Pavement Rehabilitation	46	77		600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Replace Airport Lighting System	56	77	100	600
53	Washburn 5C8	11	Pavement Maintenance (RTA, RCF)	56	77	200	300
			Construct Hangar Taxilane and Non-Precision Runway Markings (D '21, C '22)	45	58	500	500
			Construct Fence and Signage	31	64		1000
			Construct Access Road	33	20	300	
			Obstruction Lights for GPS Approach Development	57	84	90	
			Construct Hangar	12	22	700	700
		LOCAL	Apron Expansion and Hangar Taxilane	44	61		1700
54	Watford City S25	37	Purchase SRE	32	75	200	
			Construct SRE Building	32	50	200	
			Construct Fence and Signage	31	64	200	3000
			Parking Lot Expansion and Terminal Area Drainage Improvements (C '24)	52	41	200	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Hangar	12	24	700	700
55	State PCI		Statewide PCI Study Update		68	1200	1200
56	State Aviation Impact		Statewide State Aviation Impact Update		68	600	
57	State System Plan		State Aviation System Plan Update		68	600	
	Total Based Aircraft	1441	General Aviation Airport Project Totals			90,510	221,350
			Commercial Airport Project Totals			304,450	337,750
			Total Airport Project Totals			394,960	559,100

Airports Not Included within Analysis:

Non NPIAS Paved (18):

55 Beulah
56 Drayton
57 Enderlin
58 Killdeer
59 Larimore
60 Leeds
61 Maddock
62 Mayville
63 Minto
64 Napoleon
65 New Rockford
66 New Town
67 Page
68 Rolette
69 St. Thomas
70 West Fargo
71 Westhope
72 Wishek

Non NPIAS Turf (170):

73 Arthur
74 Bowbells
75 Columbus
76 Elgin
77 Fessenden
78 Gackle
79 Hazelton
80 Kulm
81 Lidgerwood
82 McClusky
83 McVillie
84 Milnor
85 Plaza
86 Richardton
87 Riverdale
88 Towner
89 Turtle Lake

Coronavirus Aid, Relief, & Economic Security (CARES) Act

Salary & Operational Expense Grants for North Dakota Commercial-Service & General Aviation Airports

Commercial-Service Airports

Airport Name	Approved Grant Award Amount
Bismarck Municipal	\$20,291,850
Devils Lake Regional*	\$1,352,800
Dickinson-Theodore Roosevelt Regional	\$1,092,969
Fargo-Hector International	\$21,637,515
Grand Forks International	\$18,855,574
Jamestown Regional	\$1,061,538
Minot International	\$2,753,046
Williston Basin International	\$1,353,411
Commercial Service Airport Total:	\$68,398,703

*An additional \$15,529,827 has been allocated to Devils Lake per the formula as approved in the CARES Act. The FAA has not yet approved these dollars for the Devils Lake airport and we are awaiting clarification from the FAA to further understand if some of funds may be able to be accessed for high priority development projects on the Devils Lake airport.

General Aviation Airports

Airport Name	Approved Grant Award Amount
Ashley Municipal	\$20,000
Beach	\$20,000
Bottineau Municipal	\$30,000
Bowman Regional	\$30,000
Cando Municipal	\$20,000
Carrington Municipal	\$30,000
Casselton Robert Miller Regional	\$30,000
Cavalier Municipal	\$30,000
Cooperstown Municipal	\$20,000
Crosby Municipal	\$20,000

General Aviation Airports

Airport Name	Approved Grant Award Amount
Dunseith-International Peace Garden	\$20,000
Edgeley Municipal	\$20,000
Ellendale Municipal	\$20,000
Fort Yates-Standing Rock	\$20,000
Garrison Municipal	\$20,000
Glen Ullin Regional	\$20,000
Grafton-Hutson Field	\$30,000
Gwinner-Roger Melroe Field	\$20,000
Harvey Municipal	\$20,000
Hazen-Mercer County Regional	\$20,000
Hettinger Municipal	\$30,000
Hillsboro Municipal	\$30,000
Kenmare Municipal	\$30,000
Kindred-Robert Odegaard Field	\$30,000
Lakota Municipal	\$20,000
Langdon-Robertson Field	\$30,000
Linton Municipal	\$30,000
Lisbon Municipal	\$20,000
Mandan Municipal	\$30,000
Mohall Municipal	\$30,000
Mott Municipal	\$20,000
Northwood Municipal-Vince Field	\$30,000
Oakes Municipal	\$30,000
Park River-W.C. Skjerven Field	\$20,000
Parshall-Hankins	\$20,000
Pembina Municipal-Nord Field	\$20,000
Rolla Municipal	\$20,000
Rugby Municipal	\$20,000
Stanley Municipal	\$30,000
Tioga Municipal	\$30,000

General Aviation Airports

Airport Name	Approved Grant Award Amount
Valley City-Barnes County Municipal	\$30,000
Wahpeton-Harry Stern	\$30,000
Walhalla Municipal	\$1,000
Washburn Municipal	\$20,000
Watford City Municipal	\$30,000
General Aviation Airport Total:	\$1,091,000

Total CARES Act Grants for North Dakota Airports: \$69,489,703

Source: www.faa.gov/airports/cares_act/

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

SB2006
3/23/2021

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

4:27 **Chairman Vigesaa** brought the committee to order. Members present: Chairman Vigesaa, Vice Chairman Brandenburg, Representative Howe, Representative Meier, Representative Mock. Members absent: Representative Kempenich, Representative Bellew.

Discussion Topics:

- Grants

4:28 **Chairman Vigesaa** discussed the bill.

4:31 **Chairman Vigesaa** adjourned the meeting.

Sheri Lewis, Committee Clerk

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

SB2006
3/26/2021

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

09:42 **Chairman Vigesaa** brought the committee to order. Members present: Chairman Vigesaa, Vice Chairman Brandenburg, Representative Kempenich, Representative Howe, Representative Bellew, Representative Meier, Representative Mock.

Discussion Topics:

- CARES money

09:42 **Chairman Vigesaa** discussed the bill.

09:43 Chairman Vigesaa adjourned the meeting.

Sheri Lewis, Committee Clerk

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

SB 2006
3/30/2021

BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission; to provide for a report; and to provide an exemption.

11:11 Chairman Vigesaa Calls the meeting to order for SB 2006.

Attendance	P/A
Representative Don Vigesaa	P
Representative Mike Brandenburg	P
Representative Larry Bellew	A
Representative Michael Howe	P
Representative Keith Kempenich	P
Representative Lisa Meier	P
Representative Corey Mock	P

Discussion Topics:

- Phase 2 UND Apron Project
- Pay Package

11:12 Representative Mock- Reviews some possible changes for SB 2006.

Representative Kempenich- Makes a motion to amend Section 4 and the pay package.

Representative Howe- Seconds the motion

11:23 Voice Vote- Motion Carries

Further Discussion

11:23 Representative Kempenich- Makes a motion for a Do Pass as Amended.

11:24 Representative Mock seconded the motion.

11:24 Roll Call Vote was Taken.

Representatives	Vote
Representative Don Vigesaa	Y
Representative Mike Brandenburg	Y
Representative Larry Bellew	A
Representative Michael Howe	Y
Representative Keith Kempenich	Y
Representative Lisa Meier	Y
Representative Corey Mock	Y

Motion Carries- 6-0-1

11:25 Representative Vigesaa- Closes the meeting for SB2006.

Risa Berube, Committee Clerk for
Sheri Lewis, Committee Clerk

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

SB2006
4/1/2021

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

2:45 **Chairman Vigesaa** brought the committee to order. Members present: Chairman Vigesaa, Vice Chairman Brandenburg, Representative Howe, Representative Bellew, Representative Meier. Members absent: Representative Kempenich, Representative Mock.

Discussion Topics:

- UND apron

2:45 **Chairman Vigesaa** discussed the bill.

2:49 **Vice Chairman Brandenburg** made a motion to adopt the amendment. LC21.0288.02001 - #11309.

2:49 **Representative Meier** seconded the motion.

2:49 Voice vote.

2:49 Motion carried.

2:50 **Chairman Vigesaa** adjourned the meeting.

Sheri Lewis, Committee Clerk

21.0288.02001
Title.

Prepared by the Legislative Council staff for
the House Appropriations - Government
Operations Division Committee
April 1, 2021

Fiscal No. 1

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2006

Page 1, replace line 12 with:

"Salaries and wages	\$1,526,328	\$72,982	\$1,599,310"
---------------------	-------------	----------	--------------

Page 1, replace lines 14 through 16 with:

"Grants	<u>25,800,000</u>	<u>1,750,000</u>	<u>27,550,000</u>
Total all funds	\$29,331,082	\$1,885,905	\$31,216,987
Less estimated income	<u>28,831,082</u>	<u>1,910,905</u>	<u>30,741,987"</u>

Page 1, remove lines 19 through 22

Page 2, remove lines 1 through 7

Page 2, replace lines 15 through 17 with:

"SECTION 3. APPROPRIATION. There is appropriated from federal funds, the sum of \$5,000,000, or so much of the sum as may be necessary, to the state board of higher education for the purpose of reconstructing the university of North Dakota's apron at the Grand Forks airport, for the biennium beginning July 1, 2021, and ending June 30, 2023. This funding is considered to be a one-time funding item."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Summary of House Action

	Base Budget	Senate Version	House Changes	House Version
University System				
Total all funds	\$0	\$0	\$5,000,000	\$5,000,000
Less estimated income	0	0	5,000,000	5,000,000
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00
Aeronautics Commission				
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00
Bill total				
Total all funds	\$29,331,082	\$36,220,647	(\$3,660)	\$36,216,987
Less estimated income	28,831,082	35,745,647	(3,660)	35,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Senate Bill No. 2006 - University System - House Action

	Base Budget	Senate Version	House Changes	House Version
Capital assets			\$5,000,000	\$5,000,000
Total all funds	\$0	\$0	\$5,000,000	\$5,000,000
Less estimated income	0	0	5,000,000	5,000,000
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00

Department 214 - University System - Detail of House Changes

	Adds One-time Funding for Airport Apron ¹	Total House Changes
Capital assets	\$5,000,000	\$5,000,000
Total all funds	\$5,000,000	\$5,000,000
Less estimated income	5,000,000	5,000,000
General fund	\$0	\$0
FTE	0.00	0.00

¹ A section is added appropriating \$5 million from federal funds to the State Board of Higher Education for reconstructing the University of North Dakota's apron at the Grand Forks airport. The Senate did not include this appropriation to the State Board of Higher Education.

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,526,328	\$1,602,970	(\$3,660)	\$1,599,310
Operating expenses	2,004,754	2,067,677		2,067,677
Grants	25,800,000	32,550,000	(5,000,000)	27,550,000
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adds Funding for Salary and Benefit Increases ¹	Removes One-time Funding for Airport Grants ²	Total House Changes
Salaries and wages	(\$3,660)		(\$3,660)
Operating expenses			
Grants		(\$5,000,000)	(5,000,000)
Total all funds	(\$3,660)	(\$5,000,000)	(\$5,003,660)
Less estimated income	(3,660)	(5,000,000)	(5,003,660)
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Funding is adjusted to provide salary adjustments of 1.5 percent on July 1, 2021, with a minimum monthly increase of \$100, and 2 percent on July 1, 2022. The Senate provided salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300, and 2 percent on July 1, 2022.

² Funding of \$5 million from the strategic investment and improvements fund for airport grants. The Senate provided one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.

21.0288.02001
Title.

Prepared by the Legislative Council staff for
the House Appropriations - Government
Operations Division Committee
April 1, 2021

Fiscal No. 1

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2006

Page 1, replace line 12 with:

"Salaries and wages	\$1,526,328	\$72,982	\$1,599,310"
---------------------	-------------	----------	--------------

Page 1, replace lines 14 through 16 with:

"Grants	<u>25,800,000</u>	<u>1,750,000</u>	<u>27,550,000</u>
Total all funds	\$29,331,082	\$1,885,905	\$31,216,987
Less estimated income	<u>28,831,082</u>	<u>1,910,905</u>	<u>30,741,987"</u>

Page 1, remove lines 19 through 22

Page 2, remove lines 1 through 7

Page 2, replace lines 15 through 17 with:

"SECTION 3. APPROPRIATION. There is appropriated from federal funds, the sum of \$5,000,000, or so much of the sum as may be necessary, to the state board of higher education for the purpose of reconstructing the university of North Dakota's apron at the Grand Forks airport, for the biennium beginning July 1, 2021, and ending June 30, 2023. This funding is considered to be a one-time funding item."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Summary of House Action

	Base Budget	Senate Version	House Changes	House Version
University System				
Total all funds	\$0	\$0	\$5,000,000	\$5,000,000
Less estimated income	0	0	5,000,000	5,000,000
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00
Aeronautics Commission				
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00
Bill total				
Total all funds	\$29,331,082	\$36,220,647	(\$3,660)	\$36,216,987
Less estimated income	28,831,082	35,745,647	(3,660)	35,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Senate Bill No. 2006 - University System - House Action

	Base Budget	Senate Version	House Changes	House Version
Capital assets			\$5,000,000	\$5,000,000
Total all funds	\$0	\$0	\$5,000,000	\$5,000,000
Less estimated income	0	0	5,000,000	5,000,000
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00

Department 214 - University System - Detail of House Changes

	Adds One-time Funding for Airport Apron ¹	Total House Changes
Capital assets	\$5,000,000	\$5,000,000
Total all funds	\$5,000,000	\$5,000,000
Less estimated income	5,000,000	5,000,000
General fund	\$0	\$0
FTE	0.00	0.00

¹ A section is added appropriating \$5 million from federal funds to the State Board of Higher Education for reconstructing the University of North Dakota's apron at the Grand Forks airport. The Senate did not include this appropriation to the State Board of Higher Education.

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,526,328	\$1,602,970	(\$3,660)	\$1,599,310
Operating expenses	2,004,754	2,067,677		2,067,677
Grants	25,800,000	32,550,000	(5,000,000)	27,550,000
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adds Funding for Salary and Benefit Increases ¹	Removes One-time Funding for Airport Grants ²	Total House Changes
Salaries and wages	(\$3,660)		(\$3,660)
Operating expenses			
Grants		(\$5,000,000)	(5,000,000)
Total all funds	(\$3,660)	(\$5,000,000)	(\$5,003,660)
Less estimated income	(3,660)	(5,000,000)	(5,003,660)
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Funding is adjusted to provide salary adjustments of 1.5 percent on July 1, 2021, with a minimum monthly increase of \$100, and 2 percent on July 1, 2022. The Senate provided salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300, and 2 percent on July 1, 2022.

² Funding of \$5 million from the strategic investment and improvements fund for airport grants. The Senate provided one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynild Haugland Room, State Capitol

SB2006
4/5/2021

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.

09:11 **Chairman Vigesaa** brought the committee to order. Members present: Chairman Vigesaa, Vice Chairman Brandenburg, Representative Kempenich, Representative Howe, Representative Meier, Representative Mock. Members absent: Representative Bellew.

Discussion Topics:

- Amendments

09:11 **Chairman Vigesaa** explained the amendment for airports to add \$10 million from airport grants. Testimony #11374.

09:14 **Representative Kempenich** made a motion for a “Do Pass as Amended”.

09:15 **Representative Howe** seconded the motion

09:15 Roll call vote 6 Yeas 0 Nays 1 Absent

Motion carried

<i>Representatives</i>	Yes	No
<i>Chairman Vigesaa</i>	X	
<i>Vice Chairman Brandenburg</i>	A	
<i>Representative Kempenich</i>	X	
<i>Representative Howe</i>	X	
<i>Representative Meier</i>	X	
<i>Representative Bellew</i>	A	
<i>Representative Mock</i>	X	

09:15 **Chairman Vigesaa** closed the meeting.

The amendment to this bill had been previously adopted - no further amendments were added to the bill.

Sheri Lewis, Committee Clerk

Vigesaa, Donald W.

From: Lacey Anderson <landerson@Odney.com>
Sent: Sunday, April 4, 2021 6:54 PM
To: Vigesaa, Donald W.
Subject: Amendment language

***** **CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *****

Here is the language for both bills:

Aero budget SB 2006:

AIRPORT GRANTS. \$10,000,000 for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2021, and ending June 30, 2023. Any funds not spent by June 30, 2023, must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for providing grants to airports.

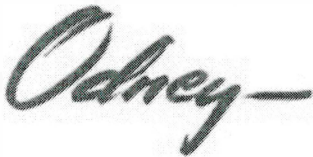
IT budget SB 2021 study language:

SECTION __ LEGISLATIVE MANAGEMENT STUDY—IMPACTS OF TECHNOLOGY COMPANIES

During the 2021-22 interim, the legislative management shall consider studying the competitive fairness and economic and societal impacts of big-tech companies doing business in the state and related opportunities for economic development.

Open to your thoughts/changes. I looked into it further and it turns out the Senate did not put counties and cities back whole from Prairie Dog—they gave them alternative options for funding of certain projects in other bills. I relayed this to the aeronautics commission and suggested they ask for half the amount (thus the \$10 million) if they still wanted to request the grants for federal match purposes. Please let me know which day you plan to discuss these. Appreciate it very much.

Lacey



Lacey Bjork Anderson, Esq.
 Senior Government Relations and Public Affairs Specialist
 PO Box 2035
 Bismarck ND 58502
 701-222-8721 ph
 701-595-4747 cell
 701-222-8172 fax

2021 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Brynhild Haugland Room, State Capitol

SB 2006
4/5/2021

BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission;
--

2:58 Chairman Delzer- Opened the meeting for SB 2006

Attendance	P/A
Representative Jeff Delzer	P
Representative Keith Kempenich	P
Representative Bert Anderson	P
Representative Larry Bellew	A
Representative Tracy Boe	P
Representative Mike Brandenburg	P
Representative Michael Howe	P
Representative Gary Kreidt	P
Representative Bob Martinson	P
Representative Lisa Meier	P
Representative Alisa Mitskog	P
Representative Corey Mock	P
Representative David Monson	P
Representative Mike Nathe	P
Representative Jon O. Nelson	P
Representative Mark Sanford	P
Representative Mike Schatz	P
Representative Jim Schmidt	P
Representative Randy A. Schobinger	P
Representative Michelle Strinden	P
Representative Don Vigesaa	P

Discussion Topics:

- **Budget changes**
- **Amendment**

Representative Vigesaa – Introduces the budget and the amendment 21.0288.02001

3:07 Representative Vigesaa Makes a motion to adopt the amendment

Representative Howe Second

Further discussion

3:08 Voice Vote- Motion Carries

3:08 Representative Kempenich Makes a motion for a Do Pass as Amended

Representative Howe Second

Further discussion

3:09 Roll Call Vote was Taken;

Representatives	Vote
Representative Jeff Delzer	Y
Representative Keith Kempenich	Y
Representative Bert Anderson	Y
Representative Larry Bellew	A
Representative Tracy Boe	Y
Representative Mike Brandenburg	Y
Representative Michael Howe	Y
Representative Gary Kreidt	Y
Representative Bob Martinson	Y
Representative Lisa Meier	Y
Representative Alisa Mitskog	Y
Representative Corey Mock	Y
Representative David Monson	Y
Representative Mike Nathe	Y
Representative Jon O. Nelson	Y
Representative Mark Sanford	Y
Representative Mike Schatz	Y
Representative Jim Schmidt	Y
Representative Randy A. Schobinger	Y
Representative Michelle Strinden	Y
Representative Don Vigesaa	Y

Motion Carries 20-0-1 Representative Kempenich will carry the bill

Additional written testimony: No Additional Testimony

3:15 Chairman Delzer- Closes the meeting for 2006

Risa Berube,

House Appropriations Committee Clerk

Senate Bill No. 2006 - University System - House Action

	Base Budget	Senate Version	House Changes	House Version
Capital assets			\$5,000,000	\$5,000,000
Total all funds	\$0	\$0	\$5,000,000	\$5,000,000
Less estimated income	0	0	5,000,000	5,000,000
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00

Department 214 - University System - Detail of House Changes

	Adds One-time Funding for Airport Apron¹	Total House Changes
Capital assets	\$5,000,000	\$5,000,000
Total all funds	\$5,000,000	\$5,000,000
Less estimated income	5,000,000	5,000,000
General fund	\$0	\$0
FTE	0.00	0.00

¹ A section is added appropriating \$5 million from federal funds to the State Board of Higher Education for reconstructing the University of North Dakota's apron at the Grand Forks airport. The Senate did not include this appropriation to the State Board of Higher Education.

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,526,328	\$1,602,970	(\$3,660)	\$1,599,310
Operating expenses	2,004,754	2,067,677		2,067,677
Grants	25,800,000	32,550,000	(5,000,000)	27,550,000
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adds Funding for Salary and Benefit Increases¹	Removes One-time Funding for Airport Grants²	Total House Changes
Salaries and wages	(\$3,660)		(\$3,660)
Operating expenses			
Grants		(\$5,000,000)	(5,000,000)
Total all funds	(\$3,660)	(\$5,000,000)	(\$5,003,660)
Less estimated income	(3,660)	(5,000,000)	(5,003,660)
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Funding is adjusted to provide salary adjustments of 1.5 percent on July 1, 2021, with a minimum monthly increase of \$100, and 2 percent on July 1, 2022. The Senate provided salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300, and 2 percent on July 1, 2022.

² Funding of \$5 million from the strategic investment and improvements fund for airport grants is removed. The Senate provided one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.

Senate Bill No. 2006 - University System - House Action

	Base Budget	Senate Version	House Changes	House Version
Capital assets			\$5,000,000	\$5,000,000
Total all funds	\$0	\$0	\$5,000,000	\$5,000,000
Less estimated income	0	0	5,000,000	5,000,000
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00

Department 214 - University System - Detail of House Changes

	Adds One-time Funding for Airport Apron ¹	Total House Changes
Capital assets	\$5,000,000	\$5,000,000
Total all funds	\$5,000,000	\$5,000,000
Less estimated income	5,000,000	5,000,000
General fund	\$0	\$0
FTE	0.00	0.00

¹ A section is added appropriating \$5 million from federal funds to the State Board of Higher Education for reconstructing the University of North Dakota's apron at the Grand Forks airport. The Senate did not include this appropriation to the State Board of Higher Education.

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,526,328	\$1,602,970	(\$3,660)	\$1,599,310
Operating expenses	2,004,754	2,067,677		2,067,677
Grants	25,800,000	32,550,000	(5,000,000)	27,550,000
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987
General fund	\$500,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adds Funding for Salary and Benefit Increases ¹	Removes One-time Funding for Airport Grants ²	Total House Changes
Salaries and wages	(\$3,660)		(\$3,660)
Operating expenses			
Grants		(\$5,000,000)	(5,000,000)
Total all funds	(\$3,660)	(\$5,000,000)	(\$5,003,660)
Less estimated income	(3,660)	(5,000,000)	(5,003,660)
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Funding is adjusted to provide salary adjustments of 1.5 percent on July 1, 2021, with a minimum monthly increase of \$100, and 2 percent on July 1, 2022. The Senate provided salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300, and 2 percent on July 1, 2022.

² Funding of \$5 million from the strategic investment and improvements fund for airport grants is removed. The Senate provided one-time funding of \$5 million from the strategic investment and improvements fund for airport grants.

2021 CONFERENCE COMMITTEE

SB 2006

2021 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2006
4/16/2021
Senate Appropriations Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

Senator Bekkedahl opened the hearing at 9:32 a.m.

Senators present: **Bekkedahl, Holmberg and Davison.**
Representatives present: **Kempenich, Meier and Mock**

Discussion Topics:

- Apron at UND

Representative Kempenich, explained House changes

Senator Bekkedahl closed the hearing at 9:42 a.m.

Skyler Strand, Committee Clerk

2021 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2006
4/21/2021
Senate Appropriations Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
--

Senator Bekkedahl opened the hearing at 11:34 AM.

Senators present: **Bekkedahl, Holmberg and Davison.**
Representatives present: **Kempenich, Meier and Mock**

Discussion Topics:

- Apron at UND airport

Senator Holmberg moved to remove the section dealing with the UND airport apron.
Senator Davison seconded the motion.

Senator Bekkedahl – Y
Senator Holmberg – Y
Senator Davison – Y

Representative Kempenich – Y
Representative Meier – Y
Representative Schmidt - Y

Roll call vote 6-0-0. Motion passed.

Representative Mock moved that the House recede from House amendments and amend;
LC 21.0288.02003.

Representative Meier second.

Senator Bekkedahl – Y
Senator Holmberg – Y
Senator Davison – Y

Representative Kempenich – Y
Representative Meier – Y
Representative Schmidt - Y

Roll call vote 6-0-0. Motion passed.

Senator Bekkedahl closed the hearing at 11:42 AM.

Rose Laning, Committee Clerk

SK
 1/22
 JK

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2006

That the House recede from its amendments as printed on pages 1363-1365 of the Senate Journal and pages 1468-1470 of the House Journal and that Engrossed Senate Bill No. 2006 be amended as follows:

Page 1, line 2, remove "to provide for a report;"

Page 1, replace line 12 with:

"Salaries and wages	\$1,526,328	\$72,982	\$1,599,310"
---------------------	-------------	----------	--------------

Page 1, replace lines 14 through 16 with:

"Grants	<u>25,800,000</u>	<u>1,750,000</u>	<u>27,550,000</u>
Total all funds	\$29,331,082	\$1,885,905	\$31,216,987
Less estimated income	<u>28,831,082</u>	<u>1,910,905</u>	<u>30,741,987"</u>

Page 1, line 19, remove "EFFECT ON BASE BUDGET - REPORT TO THE"

Page 1, line 20, remove "SIXTY-EIGHTH LEGISLATIVE ASSEMBLY"

Page 1 line 21, remove "and the"

Page 1 line 22, remove "2021-23 one-time funding items included in the appropriation in section 1 of this Act"

Page 2, replace lines 2 and 3 with:

"Airport grants	<u>\$20,000,000</u>	<u>\$0</u>
Total special funds	\$20,000,000	\$0"

Page 2, remove lines 4 through 7

Page 2, remove lines 15 through 17

Re-number accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Summary of Conference Committee Action

	Base Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
University System						
Total all funds	\$0	\$0	\$0	\$0	\$5,000,000	(\$5,000,000)
Less estimated income	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000,000</u>	<u>(5,000,000)</u>
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Aeronautics Commission						
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987	\$31,216,987	\$0
Less estimated income	<u>28,831,082</u>	<u>35,745,647</u>	<u>(5,003,660)</u>	<u>30,741,987</u>	<u>30,741,987</u>	<u>0</u>
General fund	\$500,000	\$475,000	\$0	\$475,000	\$475,000	\$0
FTE	7.00	7.00	0.00	7.00	7.00	0.00

202

Bill total						
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987	\$36,216,987	(\$5,000,000)
Less estimated income	<u>28,831,082</u>	<u>35,745,647</u>	<u>(5,003,660)</u>	<u>30,741,987</u>	<u>35,741,987</u>	<u>(5,000,000)</u>
General fund	\$500,000	\$475,000	\$0	\$475,000	\$475,000	\$0
FTE	7.00	7.00	0.00	7.00	7.00	0.00

Senate Bill No. 2006 - Aeronautics Commission - Conference Committee Action

	Base Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Salaries and wages	\$1,526,328	\$1,602,970	(\$3,660)	\$1,599,310	\$1,599,310	
Operating expenses	2,004,754	2,067,677		2,067,677	2,067,677	
Grants	<u>25,800,000</u>	<u>32,550,000</u>	<u>(5,000,000)</u>	<u>27,550,000</u>	<u>27,550,000</u>	
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987	\$31,216,987	\$0
Less estimated income	<u>28,831,082</u>	<u>35,745,647</u>	<u>(5,003,660)</u>	<u>30,741,987</u>	<u>30,741,987</u>	<u>0</u>
General fund	\$500,000	\$475,000	\$0	\$475,000	\$475,000	\$0
FTE	7.00	7.00	0.00	7.00	7.00	0.00

Department 412 - Aeronautics Commission - Detail of Conference Committee Changes

	Adds Funding for Salary and Benefit Increases ¹	Removes One-Time Funding for Airport Grants ²	Total Conference Committee Changes
Salaries and wages	(\$3,660)		(\$3,660)
Operating expenses			
Grants		<u>(\$5,000,000)</u>	<u>(5,000,000)</u>
Total all funds	(\$3,660)	(\$5,000,000)	(\$5,003,660)
Less estimated income	<u>(3,660)</u>	<u>(5,000,000)</u>	<u>(5,003,660)</u>
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Funding is adjusted to provide salary increases of 1.5 percent on July 1, 2021, with a minimum monthly increase of \$100, and 2 percent on July 1, 2022, the same as the House. The Senate provided salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300, and 2 percent on July 1, 2022.

² Funding of \$5 million from the strategic investment and improvements fund added by the Senate for airport grants is removed. The House also removed the funding, but provided \$5 million from federal funds to the University System office for the UND apron at the Grand Forks airport. The Conference Committee did not include the \$5 million from federal funds to the University System office.

**2021 SENATE CONFERENCE COMMITTEE
 ROLL CALL VOTES**

BILL/RESOLUTION NO. SB 2006 as (re) engrossed

Senate Appropriations Committee

- Action Taken** **SENATE accede to House Amendments**
 SENATE accede to House Amendments and further amend
 HOUSE recede from House amendments
 HOUSE recede from House amendments and amend as follows
- Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Remove section dealing with the UND airport apron

Motion Made by: Senator Holmberg Seconded by: Senator Davison

Senators					Representatives				
			Yes	No				Yes	No
Senator Bekkedahl			Y		Rep. Kempenich			Y	
Senator Holmberg			Y		Rep. Meier			Y	
Senator Davison			Y		Rep. Mock			Y	
Total Senate Vote			3	0	Total Rep. Vote			3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Number _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

**2021 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES**

BILL/RESOLUTION NO. SB 2006 as (re) engrossed

Senate Appropriations Committee

- Action Taken **SENATE accede to House Amendments**
 SENATE accede to House Amendments and further amend
 HOUSE recede from House amendments
 HOUSE recede from House amendments and amend as follows
- Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Rep. Mock Seconded by: Rep. Meier

Senators					Representatives				
			Yes	No				Yes	No
Senator Bekkedahl			Y		Rep. Kempenich			Y	
Senator Holmberg			Y		Rep. Meier			Y	
Senator Davison			Y		Rep. Mock			Y	
Total Senate Vote			3	0	Total Rep. Vote			3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier Senator Bekkedahl House Carrier Rep. Kempenich

LC Number 21.0288 . 02003 of amendment

LC Number 21.0288 . 04000 of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

REPORT OF CONFERENCE COMMITTEE

SB 2006, as engrossed: Your conference committee (Sens. Bekkedahl, Holmberg, Davison and Reps. Kempenich, Meier, Mock) recommends that the **HOUSE RECEDE** from the House amendments as printed on SJ pages 1363-1365, adopt amendments as follows, and place SB 2006 on the Seventh order:

That the House recede from its amendments as printed on pages 1363-1365 of the Senate Journal and pages 1468-1470 of the House Journal and that Engrossed Senate Bill No. 2006 be amended as follows:

Page 1, line 2, remove "to provide for a report;"

Page 1, replace line 12 with:

"Salaries and wages	\$1,526,328	\$72,982	\$1,599,310"
---------------------	-------------	----------	--------------

Page 1, replace lines 14 through 16 with:

"Grants	<u>25,800,000</u>	<u>1,750,000</u>	<u>27,550,000</u>
Total all funds	\$29,331,082	\$1,885,905	\$31,216,987
Less estimated income	<u>28,831,082</u>	<u>1,910,905</u>	<u>30,741,987"</u>

Page 1, line 19, remove **"EFFECT ON BASE BUDGET - REPORT TO THE"**

Page 1, line 20, remove **"SIXTY-EIGHTH LEGISLATIVE ASSEMBLY"**

Page 1 line 21, remove "and the"

Page 1 line 22, remove "2021-23 one-time funding items included in the appropriation in section 1 of this Act"

Page 2, replace lines 2 and 3 with:

"Airport grants	<u>\$20,000,000</u>	<u>\$0</u>
Total special funds	\$20,000,000	\$0"

Page 2, remove lines 4 through 7

Page 2, remove lines 15 through 17

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Summary of Conference Committee Action

	Base Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
University System						
Total all funds	\$0	\$0	\$0	\$0	\$5,000,000	(\$5,000,000)
Less estimated income	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000,000</u>	<u>(5,000,000)</u>
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Aeronautics Commission						
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987	\$31,216,987	\$0
Less estimated income	<u>28,831,082</u>	<u>35,745,647</u>	<u>(5,003,660)</u>	<u>30,741,987</u>	<u>30,741,987</u>	<u>0</u>
General fund	\$500,000	\$475,000	\$0	\$475,000	\$475,000	\$0
FTE	7.00	7.00	0.00	7.00	7.00	0.00
Bill total						

Insert LC: 21.0288.02003
 Senate Carrier: Bekkedahl
 House Carrier: Kempenich

Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987	\$36,216,987	(\$5,000,000)
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987	35,741,987	(5,000,000)
General fund	\$500,000	\$475,000	\$0	\$475,000	\$475,000	\$0
FTE	7.00	7.00	0.00	7.00	7.00	0.00

Senate Bill No. 2006 - Aeronautics Commission - Conference Committee Action

	Base Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Salaries and wages	\$1,526,328	\$1,602,970	(\$3,660)	\$1,599,310	\$1,599,310	
Operating expenses	2,004,754	2,067,677		2,067,677	2,067,677	
Grants	25,800,000	32,550,000	(5,000,000)	27,550,000	27,550,000	
Total all funds	\$29,331,082	\$36,220,647	(\$5,003,660)	\$31,216,987	\$31,216,987	\$0
Less estimated income	28,831,082	35,745,647	(5,003,660)	30,741,987	30,741,987	0
General fund	\$500,000	\$475,000	\$0	\$475,000	\$475,000	\$0
FTE	7.00	7.00	0.00	7.00	7.00	0.00

Department 412 - Aeronautics Commission - Detail of Conference Committee Changes

	Adds Funding for Salary and Benefit Increases ¹	Removes One-Time Funding for Airport Grants ²	Total Conference Committee Changes
Salaries and wages	(\$3,660)		(\$3,660)
Operating expenses			
Grants		(\$5,000,000)	(5,000,000)
Total all funds	(\$3,660)	(\$5,000,000)	(\$5,003,660)
Less estimated income	(3,660)	(5,000,000)	(5,003,660)
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Funding is adjusted to provide salary increases of 1.5 percent on July 1, 2021, with a minimum monthly increase of \$100, and 2 percent on July 1, 2022, the same as the House. The Senate provided salary adjustments of 2 percent on July 1, 2021, with a minimum monthly increase of \$80 and a maximum monthly increase of \$300, and 2 percent on July 1, 2022.

² Funding of \$5 million from the strategic investment and improvements fund added by the Senate for airport grants is removed. The House also removed the funding, but provided \$5 million from federal funds to the University System office for the UND apron at the Grand Forks airport. The Conference Committee did not include the \$5 million from federal funds to the University System office.

Engrossed SB 2006 was placed on the Seventh order of business on the calendar.