

2023 HOUSE APPROPRIATIONS

HB 1006

**Department 412 - Aeronautics Commission
House Bill No. 1006**

Executive Budget Comparison to Base Level

	General Fund	Other Funds	Total
2023-25 Executive Budget	\$475,000	\$38,194,156	\$38,669,156
2023-25 Base Level	475,000	30,741,987	31,216,987
Increase (Decrease)	\$0	\$7,452,169	\$7,452,169

Selected Budget Changes Recommended in the Executive Budget

	General Fund	Other Funds	Total
1. Adds funding for state employee salary and benefit increases, of which \$113,098 is for salary increases and \$35,996 is for health insurance increases	\$0	\$149,094	\$149,094
2. Adds funding for statewide system plan and economic impact of aviation study and pavement condition impact study	\$0	\$767,323	\$767,323
3. Transfers \$450,000 from airport grants to operating expenses for impact studies	\$0	\$0	\$0
4. Add one-time funding for International Peace Garden Airport rehabilitation	\$0	\$2,500,000	\$2,500,000
5. Adds one-time funding from agency special funds for airport infrastructure grants to provide a total of \$11.1 million	\$0	\$4,000,000	\$4,000,000

A summary of the executive budget changes to the agency's base level appropriations is attached as an appendix.

A copy of the draft appropriations bill containing the executive budget recommendations is attached as an appendix.

Selected Bill Sections Recommended in the Executive Budget

Exemption - Airport infrastructure fund - Section 3 would provide that \$20 million from the airport infrastructure fund is not subject to the provisions of North Dakota Century Code Section 54-44.1-11, and any unexpended funds during the 2023-25 biennium may be expended during the 2025-27 biennium to provide grants to airports.

Continuing Appropriations

There are no continuing appropriations for this agency.

Deficiency Appropriations

There are no deficiency appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

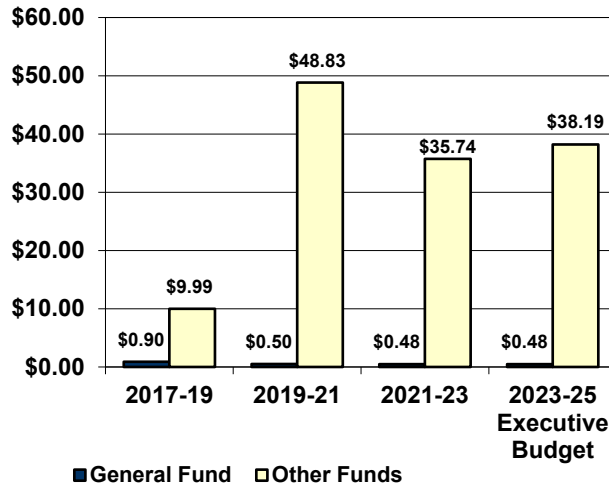
Major Related Legislation

At this time, no major legislation has been introduced affecting this agency.

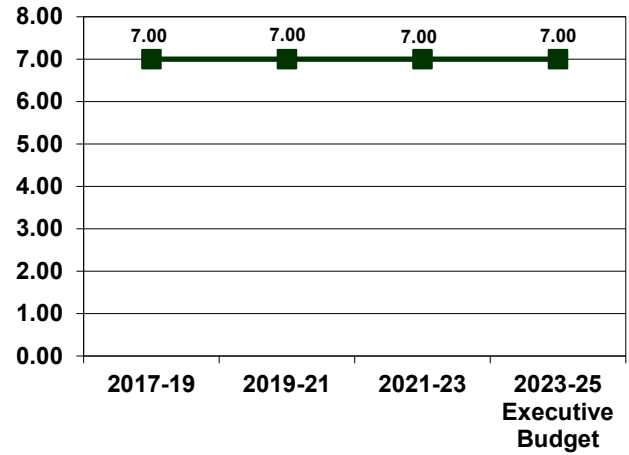
Historical Appropriations Information

Agency Appropriations and FTE Positions

Agency Funding (Millions)



FTE Positions



Ongoing General Fund Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
Ongoing general fund appropriations	\$934,500	\$900,000	\$500,000	\$475,000	\$475,000
Increase (decrease) from previous biennium	N/A	(\$34,500)	(\$400,000)	(\$25,000)	\$0
Percentage increase (decrease) from previous biennium	N/A	(3.7%)	(44.4%)	(5.0%)	0.0%
Cumulative percentage increase (decrease) from 2015-17 biennium	N/A	(3.7%)	(46.5%)	(49.2%)	(49.2%)

Major Increases (Decreases) in Ongoing General Fund Appropriations

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

1. Reduced funding for airport grants to provide \$475,000 (\$25,000)

2023-25 Biennium (Executive Budget Recommendation)

1. No major increases or decreases \$0

One-Time General Fund Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
One-time general fund appropriations	\$0	\$0	\$0	\$0	\$0

Major One-Time General Fund Appropriations

2017-19 Biennium

1. None \$0

2019-21 Biennium

1. None \$0

2021-23 Biennium

1. None \$0

2023-25 Biennium (Executive Budget Recommendation)

1. None \$0

Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

	Executive Budget Recommendation			
	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	7.00	\$475,000	\$30,741,987	\$31,216,987
2023-25 Ongoing Funding Changes				
Cost to continue salary increase			\$11,281	\$11,281
Salary increase			113,098	113,098
Health insurance increase			35,996	35,996
Adds funding for temporary salaries			24,471	24,471
Adds funding to operating expenses for impact studies			767,323	767,323
Transfers \$450,000 from airport grants to operating expenses				0
Total ongoing funding changes	0.00	\$0	\$952,169	\$952,169
One-time funding items				
Adds one-time funding for the International Peace Garden Airport rehabilitation			\$2,500,000	\$2,500,000
Adds one-time funding for airport infrastructure grants			4,000,000	4,000,000
Total one-time funding changes	0.00	\$0	\$6,500,000	\$6,500,000
Total Changes to Base Level Funding	0.00	\$0	\$7,452,169	\$7,452,169
2023-25 Total Funding	7.00	\$475,000	\$38,194,156	\$38,669,156
<i>Federal funds included in other funds</i>			<i>\$3,940,000</i>	
<i>Total ongoing changes as a percentage of base level</i>	<i>0.0%</i>	<i>0.0%</i>	<i>3.1%</i>	<i>3.1%</i>
<i>Total changes as a percentage of base level</i>	<i>0.0%</i>	<i>0.0%</i>	<i>24.2%</i>	<i>23.9%</i>

Other Sections in Aeronautics Commission - Budget No. 412

Exemption - Airport infrastructure fund

Executive Budget Recommendation

Section 3 would provide that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.

HOUSE BILL NO. 1006
(Governor’s Recommendation)

Introduced by

Appropriations Committee

(At the request of the Governor)

A bill for an act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

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, 2023 and ending June 30, 2025, as follows:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and Wages	\$ 1,599,310	\$ 184,846	\$ 1,784,156
Operating Expenses	2,067,677	1,467,323	3,535,000
Capital Assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total All Funds	\$31,216,987	\$7,452,169	\$38,669,156
Less Estimated Income	<u>30,741,987</u>	<u>7,452,169</u>	<u>38,194,156</u>
Total General Fund	\$ 475,000	\$0	\$ 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-seventh legislative assembly for the 2021-23 biennium:

<u>One-Time Funding Description</u>	<u>2021-23</u>	<u>2023-25</u>
Airport Grants	\$0	\$ 4,000,000
International Peace Garden Airport Rehabilitation	<u>0</u>	<u>2,500,000</u>
Total Other Funds	\$0	\$ 6,500,000

SECTION 3. ESTIMATED INCOME – AIRPORT INFRASTRUCTURE FUND – AIRPORT GRANTS - EXEMPTION. 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, 2023 and ending June 30, 2025. Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2025, must be continued into the biennium beginning July 1, 2025 and ending June 30, 2027, and may be expended only for providing grants to airports.

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

HB1006
1/6/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
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9:03 AM Chairman Monson opened the meeting on HB 1006.

Members present: Representatives Monson, Brandenburg, Bellew, Kempenich, Meier, Pyle

Members not present: Representative Mock

Discussion Topics:

- Statutory Authority
- Airport Infrastructure
- Special Projects

Kyle Wanner, Executive Director, ND Aeronautics Commission- #12466, 12467, 12468, 12469, 12501

Ryan Reisinger, President, Airport Association of ND; Executive Director, Grand Forks Regional Airport Authority- #12481

10:00 AM Vice Chairman Brandenburg closed the meeting.

Robyn Engelstad, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

HB1006
1/17/2023

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

2:00 PM Chairman Monson opened the meeting on HB 1006.

Members present: Representatives Monson, Brandenburg, Bellew, Kempenich, Meier, Pyle, Mock

Discussion Topics:

- Statutory Authority
- Airport Infrastructure
- Special Projects

Kyle Wanner, Executive Director, ND Aeronautics Commission- #14604

3:00 PM Chairman Monson closed the meeting.

Amy Liepke, *Committee Clerk*

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

HB1006
1/27/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
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8:35 AM Vice Chairman Brandenburg opened the meeting on HB 1006.

Members present: Vice Chairman Brandenburg, Rep. Meier, Rep Pyle, Rep Mock, Rep. Bellew, Rep. Kempenich

Members not present: Chairman Monson

Discussion Topics:

- Temporary Salaries
- Wetland Mitigation Projects
- Peace Garden Airport
- Reviewed Amendment

Vice Chairman Brandenburg presented Testimony# 17920 received from Legislative Council.

Kyle Wanner, Executive Director, ND Aeronautics Commission- Testimony
#17921

Representative Kempenich- Offered language for an amendment. Testimony #
17922

9:20 AM Vice Chairman Brandenburg closed the meeting for HB 1006.

Amy Liepke, *Committee Clerk*

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division Brynhild Haugland Room, State Capitol

HB 1006
2/2/2023

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

Chairman Monson opened the hearing at 3:26 PM

Members Present: Chairman Monson, Vice Chair Brandenburg, Rep. Bellew, Rep. Meier, Rep. Pyle

Members Absent: Rep. Kempenich, Rep. Mock

Discussion Topics:

- Projects on upcoming biennium
- Operating expenses
- New pavement for ND Roads
- Amendment (23.0235.01001)

Kyle Wanner, Director ND Aeronautics Commission, orally answered questions for the committee.

Representative Pyle moved to adopt the amendment (23.0235.01001) (#18898)

Representative Meier seconded motion

Roll call vote:

Representatives	Vote
Representative David Monson	Y
Representative Mike Brandenburg	Y
Representative Larry Bellew	N
Representative Keith Kempenich	AB
Representative Lisa Meier	Y
Representative Corey Mock	AB
Representative Brandy Pyle	Y

Motion carried 4-1-2

Representative Pyle Moved a DO PASS as amended.

Representative Meier seconded the motion.

Roll call vote:

Representatives	Vote
Representative David Monson	Y
Representative Mike Brandenburg	Y
Representative Larry Bellew	N

Representative Keith Kempenich	AB
Representative Lisa Meier	Y
Representative Corey Mock	AB
Representative Brandy Pyle	Y

Motion carries 4-1-2

Bill carrier: Representative Pyle

Additional Written Testimony: Representative Pyle (#18881) (#18877)

Chairman Monson closed the hearing at 3:41 PM

Amy Liepke, Committee Clerk by Leah Kuball,

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee Brynhild Haugland Room, State Capitol

HB 1006
2/8/2023

BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.
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11:53 AM Chairman Vigesaa- Meeting was called to order and roll call was taken:

Members present; Chairman Vigesaa, Representative Kempenich, Representative B. Anderson, Representative Brandenburg, Representative Hanson, Representative Kreidt, Representative Mitskog, Representative Meier, Representative Mock, Representative Monson, Representative Nathe, Representative J. Nelson, Representative O'Brien, Representative Pyle, Representative Richter, Representative Schatz, Representative Schobinger, Representative G. Stemen and Representative Swiontek.

Members not Present- Representative Strinden and Representative Sanford, Representative Bellew, and Representative Martinson

Discussion Topics:

- Amendment

Representative Pyle- Introduces the budget and the proposed amendment 23.0235.01001(Testimony #19891)

Representative Pyle Move to Adopt the amendment.

Representative Monson Second the motion

Roll call vote

Representatives	Vote
Representative Don Vigesaa	Y
Representative Keith Kempenich	Y
Representative Bert Anderson	Y
Representative Larry Bellew	A
Representative Mike Brandenburg	Y
Representative Karla Rose Hanson	Y
Representative Gary Kreidt	Y
Representative Bob Martinson	A
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 Emily O'Brien	Y
Representative Brandy Pyle	Y
Representative David Richter	Y
Representative Mark Sanford	A
Representative Mike Schatz	Y
Representative Randy A. Schobinger	Y
Representative Greg Stemen	Y
Representative Michelle Strinden	A
Representative Steve Swiontek	Y

Motion Carries 19-0-4

Representative Pyle- Move for a Do Pass as Amended

Representative Monson Seconds the motion.

Roll Call Vote

Representatives	Vote
Representative Don Vigesaa	Y
Representative Keith Kempenich	Y
Representative Bert Anderson	Y
Representative Larry Bellew	A
Representative Mike Brandenburg	Y
Representative Karla Rose Hanson	Y
Representative Gary Kreidt	Y
Representative Bob Martinson	A
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 Emily O'Brien	Y
Representative Brandy Pyle	Y
Representative David Richter	Y
Representative Mark Sanford	A
Representative Mike Schatz	Y
Representative Randy A. Schobinger	Y
Representative Greg Stemen	Y
Representative Michelle Strinden	A
Representative Steve Swiontek	Y

Motion Carries 19-0-4 Representative Pyle will carry the bill

Chairman Vigesaa Closed the meeting for HB 1006 12:03 PM

Risa Berube, Committee Clerk

JA
2-8-23

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

Page 1, replace lines 10 through 19 with:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
Less estimated income	<u>30,741,987</u>	<u>7,423,992</u>	<u>38,165,979</u>
Total general fund	\$475,000	\$0	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 20, after "FUNDING" insert "- EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-NINTH LEGISLATIVE ASSEMBLY"

Page 1, line 21, after "biennium" insert "and the 2023-25 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 22 through 24 with:

<u>"One-Time Funding Description</u>	<u>2021-23</u>	<u>2023-25</u>
International Peace Garden airport rehabilitation	\$0	\$2,500,000
Airport grants	<u>5,000,000</u>	<u>4,000,000</u>
Total other funds	\$5,000,000	\$6,500,000

The 2023-25 biennium one-time funding amounts are not a part of the entity's base budget for the 2025-27 biennium. The aeronautics commission shall report to the appropriation committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

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 funds not spent by June 30, 2025, must be continued into the biennium beginning July 1, 2025, and ending June 30, 2027, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

	<u>Base Budget</u>	<u>House Changes</u>	<u>House Version</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets		2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
Less estimated income	<u>30,741,987</u>	<u>7,423,992</u>	<u>38,165,979</u>

General fund	\$475,000	\$0	\$475,000
FTE	7.00	0.00	7.00

2-8-23

Department 412 - Aeronautics Commission - Detail of House Changes

	Adjusts Funding for Base Payroll Changes ¹	Adds Funding for Salary and Benefit Increases ²	Adds Temporary Salaries Funding ³	Adjusts Operating Funding ⁴	Adjusts Operating Expenses and Grants Funding ⁵	Adds One-Time Funding for Peace Garden Airport ⁶
Salaries and wages	\$11,281	\$120,917	\$24,471			
Operating expenses				\$767,323	\$450,000	\$250,000
Capital assets						2,250,000
Grants					(450,000)	
Total all funds	\$11,281	\$120,917	\$24,471	\$767,323	\$0	\$2,500,000
Less estimated income	11,281	120,917	24,471	767,323	0	2,500,000
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Adds One-Time Funding for Airport Grants ⁷	Total House Changes
Salaries and wages		\$156,669
Operating expenses		1,467,323
Capital assets		2,250,000
Grants	\$4,000,000	3,550,000
Total all funds	\$4,000,000	\$7,423,992
Less estimated income	4,000,000	7,423,992
General fund	\$0	\$0
FTE	0.00	0.00

¹ Funding is added for cost to continue salary increases.

² The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance from \$1,429 to \$1,648 per month:

	<u>Other Funds</u>
Salary increase	\$84,093
Health insurance increase	<u>36,824</u>
Total	\$120,917

³ Funding is increased for temporary salaries.

⁴ Funding for operating expenses is reduced by \$77,677 from special funds and increased by \$845,000 from federal funds for impact studies.

⁵ Funding of \$450,000 is transferred from the grants line item to the operating expenses line item.

⁶ One-time funding of \$2,250,000 from federal funds and \$250,000 from special funds is added for the rehabilitation of the International Peace Garden airport.

⁷ One-time funding of \$4 million from special funds is added for airport infrastructure grants.

This amendment also provides an exemption to authorize the Aeronautics Commission to continue \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium into the 2025-27 biennium.

REPORT OF STANDING COMMITTEE

HB 1006: Appropriations Committee (Rep. Vigesaa, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (19 YEAS, 0 NAYS, 4 ABSENT AND NOT VOTING). HB 1006 was placed on the Sixth order on the calendar.

Page 1, replace lines 10 through 19 with:

"		<u>Adjustments or</u>	
	<u>Base Level</u>	<u>Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
Less estimated income	<u>30,741,987</u>	<u>7,423,992</u>	<u>38,165,979</u>
Total general fund	\$475,000	\$0	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 20, after "FUNDING" insert "- EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-NINTH LEGISLATIVE ASSEMBLY"

Page 1, line 21, after "biennium" insert "and the 2023-25 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 22 through 24 with:

<u>"One-Time Funding Description</u>	<u>2021-23</u>	<u>2023-25</u>
International Peace Garden airport rehabilitation	\$0	\$2,500,000
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Total other funds	\$5,000,000	\$6,500,000

The 2023-25 biennium one-time funding amounts are not a part of the entity's base budget for the 2025-27 biennium. The aeronautics commission shall report to the appropriation committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

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 funds not spent by June 30, 2025, must be continued into the biennium beginning July 1, 2025, and ending June 30, 2027, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

	<u>Base Budget</u>	<u>House Changes</u>	<u>House Version</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets		2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
Less estimated income	<u>30,741,987</u>	<u>7,423,992</u>	<u>38,165,979</u>
General fund	\$475,000	\$0	\$475,000
FTE	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adjusts Funding for Base Payroll Changes ¹	Adds Funding for Salary and Benefit Increases ²	Adds Temporary Salaries Funding ³	Adjusts Operating Funding ⁴	Adjusts Operating Expenses and Grants Funding ⁵	Adds One-Time Funding for Peace Garden Airport ⁶
Salaries and wages	\$11,281	\$120,917	\$24,471			
Operating expenses				\$767,323	\$450,000	\$250,000
Capital assets						2,250,000
Grants					(450,000)	
Total all funds	\$11,281	\$120,917	\$24,471	\$767,323	\$0	\$2,500,000
Less estimated income	11,281	120,917	24,471	767,323	0	2,500,000
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Adds One-Time Funding for Airport Grants ⁷	Total House Changes
Salaries and wages		\$156,669
Operating expenses		1,467,323
Capital assets		2,250,000
Grants	\$4,000,000	3,550,000
Total all funds	\$4,000,000	\$7,423,992
Less estimated income	4,000,000	7,423,992
General fund	\$0	\$0
FTE	0.00	0.00

¹ Funding is added for cost to continue salary increases.

² The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance from \$1,429 to \$1,648 per month:

	Other Funds
Salary increase	\$84,093
Health insurance increase	36,824
Total	\$120,917

³ Funding is increased for temporary salaries.

⁴ Funding for operating expenses is reduced by \$77,677 from special funds and increased by \$845,000 from federal funds for impact studies.

⁵ Funding of \$450,000 is transferred from the grants line item to the operating expenses line item.

⁶ One-time funding of \$2,250,000 from federal funds and \$250,000 from special funds is added for the rehabilitation of the International Peace Garden airport.

⁷ One-time funding of \$4 million from special funds is added for airport infrastructure grants.

This amendment also provides an exemption to authorize the Aeronautics Commission to continue \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium into the 2025-27 biennium.

2023 SENATE APPROPRIATIONS

HB 1006

**Department 412 - Aeronautics Commission
House Bill No. 1006**

First Chamber Comparison to Base Level

	General Fund	Other Funds	Total
2023-25 First Chamber Version	\$475,000	\$38,165,979	\$38,640,979
2023-25 Base Level	475,000	30,741,987	31,216,987
Increase (Decrease)	\$0	\$7,423,992	\$7,423,992

First Chamber Changes

A summary of the first chamber's changes to the agency's base level appropriations and the executive budget is attached as an appendix.

Selected Bill Sections Included in the First Chamber Version

Exemption - Airport infrastructure fund - Section 3 provides that any unexpended funds from the airport infrastructure fund in Section 1 are not subject to the provisions of North Dakota Century Code Section 54-44.1-11 and may be expended during the 2025-27 biennium to provide grants to airports.

Continuing Appropriations

There are no continuing appropriations for this agency.

Deficiency Appropriations

There are no deficiency appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

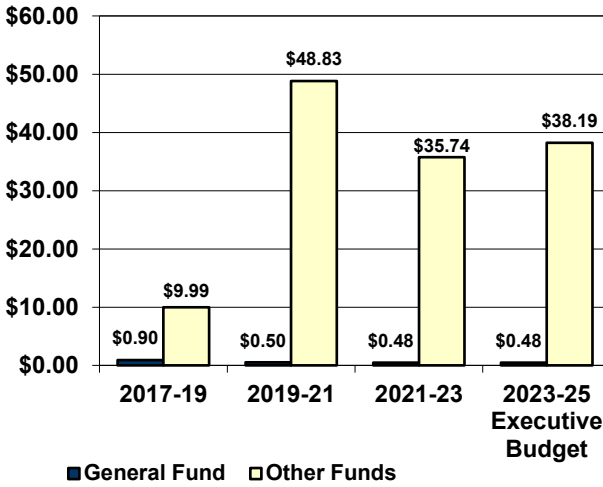
Major Related Legislation

At this time, no major legislation has been introduced affecting this agency.

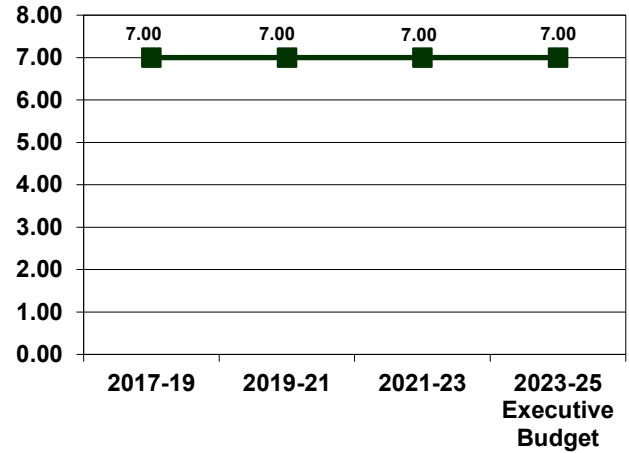
Historical Appropriations Information

Agency Appropriations and FTE Positions

Agency Funding (Millions)



FTE Positions



Ongoing General Fund Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
Ongoing general fund appropriations	\$934,500	\$900,000	\$500,000	\$475,000	\$475,000
Increase (decrease) from previous biennium	N/A	(\$34,500)	(\$400,000)	(\$25,000)	\$0
Percentage increase (decrease) from previous biennium	N/A	(3.7%)	(44.4%)	(5.0%)	0.0%
Cumulative percentage increase (decrease) from 2015-17 biennium	N/A	(3.7%)	(46.5%)	(49.2%)	(49.2%)

Major Increases (Decreases) in Ongoing General Fund Appropriations

2017-19 Biennium

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

2019-21 Biennium

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

2021-23 Biennium

Reduced funding for airport grants to provide \$475,000 (\$25,000)

2023-25 Biennium (Executive Budget Recommendation)

None \$0

One-Time General Fund Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
One-time general fund appropriations	\$0	\$0	\$0	\$0	\$0

Major One-Time General Fund Appropriations

2017-19 Biennium

None \$0

2019-21 Biennium

None \$0

2021-23 Biennium

None \$0

2023-25 Biennium (Executive Budget Recommendation)

None \$0

Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

	Executive Budget Recommendation				House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	7.00	\$475,000	\$30,741,987	\$31,216,987	7.00	\$475,000	\$30,741,987	\$31,216,987
2023-25 Ongoing Funding Changes								
Cost to continue salary increase			\$11,281	\$11,281			\$11,281	\$11,281
Salary increase			113,098	113,098			84,093	84,093
Health insurance increase			35,996	35,996			36,824	36,824
Retirement contribution increase				0				0
Adds funding for temporary salaries			24,471	24,471			24,471	24,471
Adds funding to operating expenses for impact studies			767,323	767,323			767,323	767,323
Transfers \$450,000 from airport grants to operating expenses				0				0
Total ongoing funding changes	0.00	\$0	\$952,169	\$952,169	0.00	\$0	\$923,992	\$923,992
One-Time Funding Items								
Adds one-time funding for the International Peace Garden Airport rehabilitation			\$2,500,000	\$2,500,000			\$2,500,000	\$2,500,000
Adds one-time funding for airport infrastructure grants			4,000,000	4,000,000			4,000,000	4,000,000
Total one-time funding changes	0.00	\$0	\$6,500,000	\$6,500,000	0.00	\$0	\$6,500,000	\$6,500,000
Total Changes to Base Level Funding	0.00	\$0	\$7,452,169	\$7,452,169	0.00	\$0	\$7,423,992	\$7,423,992
2023-25 Total Funding	7.00	\$475,000	\$38,194,156	\$38,669,156	7.00	\$475,000	\$38,165,979	\$38,640,979
<i>Federal funds included in other funds</i>			\$3,940,000				\$3,940,000	
<i>Total ongoing changes as a percentage of base level</i>	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	3.0%	3.0%
<i>Total changes as a percentage of base level</i>	0.0%	0.0%	24.2%	23.9%	0.0%	0.0%	24.1%	23.8%

Other Sections in Aeronautics Commission - Budget No. 412

	Executive Budget Recommendation	House Version
Exemption - Airport infrastructure fund	Section 3 would provide that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.	Section 3 provides that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Education and Environment Division Sakakawea Room, State Capitol

HB 1006
3/13/2023

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

10:31 AM Chairman Sorvaag opened the hearing on HB 1006.

Members present: Senators Sorvaag, Krebsbach, Rust, Schaible, and Meyer

Discussion Topics:

- North Dakota Aeronautics Commission

10:31 AM Chairman Sorvaag noted of record that no one was present to testify and that the hearing will be held open until 3:45 PM today

10:32 AM Chairman Sorvaag closed the hearing.

Kathleen Hall, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Education and Environment Division Sakakawea Room, State Capitol

HB 1006
3/13/2023

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

3:28 PM Chairman Sorvaag opened the hearing on HB 1006.

Members present: Senators Sorvaag, Krebsbach, Rust, Schaible, and Meyer

Discussion Topics:

- North Dakota Aeronautics Commission
- Statewide airports
- Organizational chart
- Historical state funding
- Accomplishments
- Aviation statistics
- Passenger flights
- Air cargo
- Airport pavement conditions
- Future needs
- Revenues/Expenditures

3:28 PM Kyle Wanner, Executive Director North Dakota Aeronautics Commission, introduced the bill, testified in favor, testimony # 24457 and # 24458

Additional written testimony:

- **Ryan Riesinger, President Airport Association of North Dakota & Executive Director Grand Forks Regional Airport Authority, testimony # 23981**

4:14 PM Chairman Sorvaag closed the hearing.

4:15 PM Chairman Sorvaag adjourned.

Kathleen Hall, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Education and Environment Division Sakakawea Room, State Capitol

HB 1006
3/20/2023

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

2:53 PM Chairman Sorvaag opened the meeting on HB 1006.

Members present: Senators Sorvaag, Krebsbach, Rust, Schaible, and Meyer

Discussion Topics:

- Aeronautics Commission
- Committee discussion
- Budget long sheets

2:53 PM Adam Mathiak, Legislative Council, explained the long sheets, testimony #28080

2:55 PM Committee discussion

2:57 PM Chairman Sorvaag closed the meeting.

Kathleen Hall, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Education and Environment Division Sakakawea Room, State Capitol

HB 1006
3/27/2023

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

10:36 AM Chairman Sorvaag opened the meeting on HB 1006.

Members present: Senators Sorvaag, Krebsbach, Rust, Schaible, and Meyer

Discussion Topics:

- Aeronautics Commission
- International Peace Garden airport
- Infrastructure grants
- Committee discussion

10:36 AM Senator Krebsbach explained the budget and requests, no written testimony

10:38 AM Senator Krebsbach moved to adopt amendment for salary adjustments, AMENDMENT LC 23.0235.02001, testimony # 26955.
Senator Schaible seconded the motion.

Senators	Vote
Senator Ronald Sorvaag	Y
Senator Karen K. Krebsbach	Y
Senator Scott Meyer	Y
Senator David S. Rust	Y
Senator Donald Schaible	Y

Motion passed 5-0-0.

10:39 AM Senator Krebsbach moved DO PASS AS AMENDED.
Senator Schaible seconded the motion.

Senators	Vote
Senator Ronald Sorvaag	Y
Senator Karen K. Krebsbach	Y
Senator Scott Meyer	Y
Senator David S. Rust	Y
Senator Donald Schaible	Y

Motion passed 5-0-0.

Senate Appropriations Education and Environment Division
HB 1006
March 27, 2023
Page 2

Senator Krebsbach will carry this to the full committee.

10:40 AM Chairman Sorvaag closed the meeting.

Kathleen Hall, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee Roughrider Room, State Capitol

HB 1006
3/28/2023

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

2:38 PM Chairman Bekkedahl opened the meeting on HB 1006.

Members present: Senators Bekkedahl, Krebsbach, Burckhard, Davison, Dever, Dwyer, Erbele, Kreun, Meyer, Roers, Schaible, Sorvaag, Vedaa, Wanzek, Rust, and Mathern.

Discussion Topics:

- North Dakota Aeronautics Commission
- Committee discussion

2:38 PM Senator Krebsbach introduced the bill, no written testimony

2:42 PM Senator Krebsbach moved to adopt amendment LC 23.0235.02001, testimony #26917.

Senator Kreun seconded the motion.

Senators	Vote
Senator Brad Bekkedahl	Y
Senator Karen K. Krebsbach	Y
Senator Randy A. Burckhard	Y
Senator Kyle Davison	Y
Senator Dick Dever	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Curt Kreun	Y
Senator Tim Mathern	Y
Senator Scott Meyer	Y
Senator Jim P. Roers	Y
Senator David S. Rust	Y
Senator Donald Schaible	Y
Senator Ronald Sorvaag	Y
Senator Shawn Vedaa	Y
Senator Terry M. Wanzek	Y

Motion passes 16-0-0.

2:43 PM Senator Krebsbach moved DO PASS AS AMENDED.
Senator Kreun seconded the motion.

Senators	Vote
Senator Brad Bekkedahl	Y
Senator Karen K. Krebsbach	Y
Senator Randy A. Burckhard	Y
Senator Kyle Davison	Y
Senator Dick Dever	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Curt Kreun	Y
Senator Tim Mathern	Y
Senator Scott Meyer	Y
Senator Jim P. Roers	Y
Senator David S. Rust	Y
Senator Donald Schaible	Y
Senator Ronald Sorvaag	Y
Senator Shawn Vedaa	Y
Senator Terry M. Wanzek	Y

Motion passes 16-0-0.

Senator Krebsbach will carry the bill.

2:46 PM Chairman Bekkedahl closed the hearing.

Kathleen Hall, Committee Clerk

Alt
3-28-23
(1-2)

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

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

Page 1, replace lines 12 through 18 with:

"Salaries and wages	\$1,599,310	\$160,357	\$1,759,667
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,427,680	\$38,644,667
Less estimated income	<u>30,741,987</u>	<u>7,427,680</u>	<u>38,169,667</u>
Total general fund	\$475,000	\$0	\$475,000"

Page 2, after line 15, insert:

"SECTION 4. EXEMPTION - FEDERAL STATE FISCAL RECOVERY FUND.

Section 54-44.1-11 does not apply to the appropriation in subsection 41 of section 1 of chapter 550 of the 2021 Special Session Session Laws, and any unexpended funds from this appropriation may be continued and used for the purpose of airport infrastructure grants during the biennium beginning July 1, 2023, and ending June 30, 2025."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	\$1,599,310	\$1,755,979	\$3,688	\$1,759,667
Operating expenses	2,067,677	3,535,000		3,535,000
Capital assets		2,250,000		2,250,000
Grants	<u>27,550,000</u>	<u>31,100,000</u>		<u>31,100,000</u>
Total all funds	\$31,216,987	\$38,640,979	\$3,688	\$38,644,667
Less estimated income	<u>30,741,987</u>	<u>38,165,979</u>	<u>3,688</u>	<u>38,169,667</u>
General fund	\$475,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

REPORT OF STANDING COMMITTEE

HB 1006, as engrossed: Appropriations Committee (Sen. Bekkedahl, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (16 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). Engrossed HB 1006 was placed on the Sixth order on the calendar. This bill does not affect workforce development.

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

Page 1, replace lines 12 through 18 with:

"Salaries and wages	\$1,599,310	\$160,357	\$1,759,667
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,427,680	\$38,644,667
Less estimated income	<u>30,741,987</u>	<u>7,427,680</u>	<u>38,169,667</u>
Total general fund	\$475,000	\$0	\$475,000"

Page 2, after line 15, insert:

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Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
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Operating expenses	2,067,677	3,535,000		3,535,000
Capital assets		2,250,000		2,250,000
Grants	<u>27,550,000</u>	<u>31,100,000</u>		<u>31,100,000</u>
Total all funds	\$31,216,987	\$38,640,979	\$3,688	\$38,644,667
Less estimated income	<u>30,741,987</u>	<u>38,165,979</u>	<u>3,688</u>	<u>38,169,667</u>
General fund	\$475,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases ¹	Removes Salary Funding for Funding Pool ²	Total Senate Changes
Salaries and wages	\$28,177	(\$24,489)	\$3,688
Operating expenses			
Capital assets			
Grants			
Total all funds	\$28,177	(\$24,489)	\$3,688
Less estimated income	<u>28,177</u>	<u>(24,489)</u>	<u>3,688</u>
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Salaries and wages funding is adjusted to provide for the 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds	
Salary increase		\$29,005
Health insurance adjustment		(828)
Total		\$28,177

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

² Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds	
New FTE positions		\$0
Vacant FTE positions		(24,489)
Total		(\$24,489)

This amendment adds a section to allow funding from the federal State Fiscal Recovery Fund from the 2021-23 biennium for airport infrastructure grants to continue into the 2023-25 biennium.

TESTIMONY

HB 1006

TESTIMONY OF
KYLE C. WANNER
EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION
BEFORE THE
HOUSE APPROPRIATIONS – GOVERNMENT OPERATIONS DIVISION
JANUARY 6th, 2023
HOUSE BILL 1006

Chairman Monson and members of the committee,

My name is Kyle Wanner and as the Director for the North Dakota Aeronautics Commission, I will be providing testimony today regarding House Bill 1006.

(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 special fund 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, the North Dakota Atmospheric Resource Board, and the North Dakota Aviation Association. I also serve as the Board Chair for the North Dakota Aviation Hall of Fame.

Lastly, I am happy to report that the audit for the ND Aeronautics for the biennium ending June 30th, 2021, did not identify any exceptions or defaults.

(Slide 3)

The North Dakota Aeronautics Commission serves multiple functions. As previously mentioned, one of the main responsibilities includes providing airport infrastructure grant funding as well as airport planning services to the 89 public service airports throughout the state.

The aeronautics staff visits at least 1/3 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.

One exceptional program to note is that our office manages a statewide maintenance contract for 24 of our Automated Weather Observation Systems that were installed at airports across the state. This program provides assistance to each of these airports and ensures that we have certified weather for pilots, businesses, and medical service providers as they fly into our airports and throughout our state.

(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 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 requested budget current allows up to 7 full time equivalent staff members which is unchanged from the previous biennium.

(Slide 6)

To introduce our commissioners:

Kyle Humann, of Mandan is currently the Commission Chairperson. Dr. Kim Kenville of Grand Forks, Warren Pietsch of Minot, Jay B. Lindquist of Hettinger, and Steve Blazek of Fargo – together, comprise the full group. The Aeronautics Commission is geographically represented well, and each member brings a different set of 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, air cargo, 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 recent COVID-19 pandemic, our public airports 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 airline passenger traffic was significantly impacted by COVID-19, our airports have almost fully recovered to pre-pandemic levels, and they continue to see a record amount of air cargo usage.

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 small private airstrips that also exist throughout the state that receive no public improvement funds.

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 significant economic engines for their communities. This is documented by the last economic impact study which was completed in 2015 and revealed that the public airports in the state provided an annual economic impact of \$1.6 billion dollars to the state's economy while supporting over 12,200 jobs.

Our airports have also played a critical role in our nation's post pandemic recovery, and they will continue to do so as they connect our businesses and citizens to the rest of the world.

(Slide 8)

Our agency has accomplished much over the past biennium. Above and beyond ensuring the continuity of operations and running our current programs, I would like to highlight a few other major accomplishments.

The airport planning section of the agency has had to quickly react to the changing environment at our airports due to impacts that the COVID-19 pandemic originally had on aviation demand. Our staff has been continually working with the FAA, the airport management teams, and their engineers to re-prioritize projects listed on their capital improvement plans. This readjustment of airport development priorities was critical so that we could adapt to the situation while continuing to leverage federal airport infrastructure funds. We also wanted to be flexible and prepared to move projects forward as soon as additional federal or state dollars became available. Now that we have witnessed a full recovery in many areas of aviation, we need to prepare for certain expansionary projects that were previously delayed to now move forward.

A major challenge for our airport planning staff over the past biennium was for us to become familiar with the new federal programs that were being offered to airports through the Coronavirus Aid, Relief, and Economic Security Act (CARES), the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA), The American Rescue Plan Act (ARPA), and the most recent new program is in the form of the Bipartisan Infrastructure Law (BIL) or (by another name) the Infrastructure and Investment Jobs Act

(IIJA). There is also a Terminal BIL program that is specifically designed to provide additional federal funding for airport terminal work over the next 5 years and we have multiple airports that plan to target this program significantly.

To date, these federal programs altogether have provided an additional \$115 million in aid to North Dakota airports since 2020.

Over the last two years, the ND Aeronautics Commission also allocated a total of \$22 million in state airport infrastructure grants to 270 different airport projects all throughout the state.

During the 2019 legislative session, our agency was provided with a one-time \$20 million-dollar transfer from the Strategic Investment and Improvement Fund (SIIF) to help with major airport projects in Dickinson and Watford City. \$7 million was allocated last biennium and \$13 million was allocated during the current biennium. We expect all of the funds to be expended by June 30th, 2023, which is when the appropriation for the one-time funds will end. It is also estimated that this \$20 million-dollar one-time transfer will have successfully leveraged an estimated \$37 million in additional federal funds.

We also needed to further adapt to the fact that the originally anticipated \$20 million dollar deposit to the Airport Infrastructure Fund (as a result of the past "Operation Prairie Dog" bill) did not arrive at the end of the previous biennium. It is for this reason that the legislators in the 2021 special session provided a \$5 million dollar appropriation from the state's Federal Fiscal Recovery Funds. The full \$5 million has been obligated for airport projects and an estimated \$2 million of those funds have been expended to date. We also anticipate all of these funds to be expended by the end of the current biennium.

(Slide 9)

The North Dakota Aeronautics Commission is also proud of our efforts to grow aviation education initiatives throughout the state. Workforce development challenges are well known in the aviation sector, and we have worked hard throughout the years to support efforts to assist in alleviating those concerns within the aviation industry.

This past biennium, we partnered with the North Dakota Aviation Association and University of North Dakota to receive a \$500,000 federal workforce development grant. The goal was to create professional development opportunities for our high school teachers and to promote aviation curriculum within the school systems.

We also support and assisted in the development and growth of aviation related programming at our high schools. We are excited that six different cities throughout the state now provide aviation specific course work and that all high school students have an opportunity to access aviation curriculum through the state's distance education program.

Additionally, we partnered with the North Dakota Aviation Association to develop both one-time and endowed scholarship funds for students trying to pursue a career in aviation. We also assisted the ND Aviation Association and our aviation museums in Fargo and Minot with starting an annual Aviation Career Expo. This event draws over 150 high school students from all over North Dakota who are specifically interested in aviation careers, and we expect this event to continue to grow along with the scholarships that are provided.

Our office is also currently working with the Bank of North Dakota and Payments to develop an online payment system for all transactions that occur with our office. We currently only allow credit card payments to be provided for aircraft registration renewals, however; this new system will allow credit card and e-check payments to be processed for aircraft excise taxes, aerial applicator licenses, and aircraft dealer licenses. We hope that this provides another option and a better experience for aircraft owners and businesses who need to process payments through our office.

Lastly, we also conducted an update to the statewide pavement condition index study which is a large benefit to our airports and helps us to maintain our pavements throughout the state in the most cost beneficial way. More details on this study will be provided later in the presentation.

(Slide 10)

This slide represents all of the airport infrastructure grant funds that has been provided by the State of North Dakota since 2001.

During the 2012 legislative session, we came to the legislature with a new proposal and request. At the time, we had an airport system that was significantly underfunded for decades, and we were struggling with maintaining the current system. Additionally, we were faced with the incredible growth that the Western part of the state was experiencing, and we estimated that an additional \$500 million of newly identified airport projects were needed to accommodate the growing needs of the region.

Increasing local funding for projects is always difficult, the cost of construction was continually increasing, and as always, we were challenged with the short construction season. Additionally, substantial growth and expansion needs were prevalent during the same time that we needed to begin replacing aging airport infrastructure throughout the entire state.

We argued that the state of North Dakota could take on a leadership role and offer additional solutions to assist with the airport infrastructure challenges our state was facing. We also believed that additional federal funds could be leveraged and received with an increase in state investments.

(Slide 11)

This slide represents all of the federal investment for airports that has been received into the state of North Dakota since 2001.

It's important to note that the amount of funds available nationally in the FAA's Airport improvement program (which is depicted in blue within this graphic) has remained at essentially the same level since 2001 at approximately \$3.5 Billion dollars. This means that since 2001, North Dakota's airports have had to compete nationally for the same amount of available federal funds each year. This has been a challenge as all of the country's airport needs have grown significantly along with rising construction and inflationary costs.

Prior to 2012, our state was averaging approximately \$24 million dollars in grant funds per year being received from the FAA. Since 2012, our annual average of FAA funding being received in-state from the Airport Improvement Program has now more than doubled to an average \$54 million per year. For an

“apples-to-apples comparison,” this \$54 million per year number does not include the CARES, ARPA, and CRRSAA funding shown in green on the graphic.

It is also important to denote that the main intent of the CARES, ARPA, and CRRSAA funding was not to assist with airport projects, but to help the airports to fund ongoing salaries and operational expenses to help cope with the lower operational revenue being received due to the impacts COVID-19 had on passenger counts.

This success in our ability to leverage additional federal funding throughout the past decade 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 competitive federal fiscal year window and short North Dakota construction season
- Ensuring the availability of state and local funding to match the federal funds

As we continue to maintain and grow our airport infrastructure, federal funding 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. They compete for these funds nationally and may receive up to 90% funding if resources become 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%. It is in these cases, when local and state dollars are needed to fill in the gaps.

Additionally, the recent availability of the new federal programs from the BIL or IIJA program – have created new opportunities to capitalize on additional airport investments where matching funds can be provided. Other states may not have adequate local or state funds to leverage those federal dollars and many airports throughout the country are also unwilling to take on financial risks prior to grant funds being received. As always, I recommend that North Dakota position itself wisely in order to allow its airports to adapt to the current challenges and prepare accordingly for all federal funding opportunities.

Overall, 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 assist with our infrastructure challenges will continue.

(Slide 12)

Throughout the past decade, the legislature provided us with an opportunity to investment in North Dakota’s airport infrastructure. We requested the ability to utilize additional state infrastructure grant dollars in order to better leverage both local and federal dollars and to increase the overall investment in our airport facilities. Throughout this time, new airports were built in Bowman and Williston. The Williston project actually became the fastest new commercial service airport to ever be built in the modern era within the United States.

An entirely new Commercial Terminal and parking area was built in Minot. We upgraded and expanded runways at Watford City and multiple other locations. This past Fall, Dickinson completed its new and

expanded runway system. New taxiways and aprons were also developed throughout the entire state to accommodate growing private investments in our airport facilities.

Throughout the past decade, we strategically worked to develop almost 50 new individual airport layout plan documents. These planning efforts were critical to provide our airports with updated blueprints to help protect their facilities and plan for future growth. Over this timeframe, we also assisted with major runway rehabilitations at over 37 general aviation airports and 5 commercial service airports. Multiple runways were also extended and strengthened to accommodate larger aircraft. New drainage improvements were installed throughout the state to protect the investments made in our new pavements. We built 18 new pilot lounge and terminal buildings at general aviation airports, upgraded snow removal equipment, and developed new instrument approaches and weather reporting stations throughout the state. All of these improvements have now left us with a safer, more efficient, and stronger aviation system than our state has ever had before.

We asked for the opportunity to provide smart investments with state funds that would hopefully pay dividends back to the citizens of the state in the form of a higher standard of living, increased economic activity, private investment, and federal grant funding. After a decade of being provided with that opportunity, I believe that we have shown that we can deliver.

(Slide 13)

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 \$541 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 \$167 million in airport projects. For every \$1 dollar that the state has invested in airport projects over that timeframe; we have received \$3.24 from the federal government which is an incredible return on investment.

Now is not the time to step off the gas, but to allow the Aeronautics Commission to continue to work with the FAA and our community leaders to make smart and strategic investments in our airport system.

(Slide 14)

At this time, I would like to cover some statistical information to bring you up to speed on some of the economic indicators that show the health of the state's aviation industry.

This slide shows the number of aircraft that are based and registered within the state of North Dakota. In 2022, we had 2,163 aircraft identified within our state which is at or close to record levels. This also represents a 32% growth from the aircraft based in the state in 2011.

This increase in aircraft counts has resulted in historical private investments on our airports in the form of hangars and business operation facilities. Recent inflationary pressures; however, have resulted in both the purchase price of new aircraft and the construction cost of new hangars to become a challenge for the industry. We hope to see those pressures subside in the coming years to allow our aircraft counts to continue to grow.

(Slide 15)

Another key indicator of the health of the aviation industry can be found by reviewing the aviation fuel usage. This graphic provides a look at the taxable aviation fuel sales of both Jet Fuel and 100LL within each state fiscal year.

Aviation fuel purchases surged after 2011 due to the additional economic activity and energy sector development that was experienced throughout the state. The COVID-19 pandemic resulted in a significant drop in usage initially; however, we have now seen a full recovery to pre-pandemic levels and FY 2022 saw approximately 23 million gallons of taxable aviation fuel sold within the state.

The ND Aeronautics Commission receives 8 cents per gallon of taxable aviation fuel sold which amounts to approximately \$1.8 million of revenue annually.

(Slide 16)

Aerial applicators are an active and critical part of our aviation community and provide a large economic impact to the agricultural sector by protecting crops and increasing production.

This graphic shows the historical acreage that was serviced by aerial applicators in North Dakota, which is on average, 3.8 million acres annually. We had a down year in 2021 due to drought conditions, however 2023 was an active and above average year with an estimated 4.2 million acres being sprayed.

We currently have 96 licensed aerial applicators throughout the state that utilize 191 aircraft and 172 different pilots.

(Slide 17)

This slide highlights the historical number of airline passenger enplanements on our commercial service flights in North Dakota over the last 30 years. We experienced steady and slow growth until 2009 when a rollercoaster ride for the aviation sector in North Dakota began.

Our average annual growth of 2% transitioned to an astounding 14% annual average from 2009 to 2014 as the state experienced significant growth to its economy and specifically its energy sectors. When we conducted a state aviation system plan update in 2008; it was forecasted that we wouldn't reach 1 million passenger enplanements for another 25 years or around 2030. In reality, our state broke this milestone only 4 years later in 2012.

After seeing tremendous growth, our state experienced a downturn in the energy sector from 2015 - 2017 and then 2018-2019 brought us into a growth stage once again. We were actually expecting 2020 to be a record-breaking year for passenger numbers when the COVID-19 pandemic arrived and resulted in a significant and historical decline to our airline passenger counts.

Passenger demand has slowly been recovering since March of 2020 and we do expect to eclipse the 1 million passenger mark once again in 2022. A full recovery to pre-pandemic levels and beyond should be possible in 2023 or 2024 but is predicated upon the airlines adding seat capacity to our markets through additional flights or larger aircraft. This has been a challenge for the industry due to workforce challenges and the availability of qualified pilots.

We have definitely been on a roller-coaster ride over the last decade. We are hoping to reach a point of steady and sustainable growth once again which would also lead to improved air service throughout the state.

(Slide 18)

This slide shows a monthly comparison of the airline boarding numbers and you can see by looking at the red line...that we started 2020 strong in both 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 in April of that year; our airline boardings dropped an astounding 95% from normal levels. We have been working through a slow recovery to reach where we now are in 2022 which is just below pre-pandemic levels.

(Slide 19)

This slide shows a monthly comparison of North Dakota to the national average when looking at the retention and recovery rate of airline passenger numbers. It compares each month since March of 2020 to the 2019 pre-covid passenger levels. As you can see, the blue line which represents North Dakota was consistently higher in the beginning stages of the recovery than the green line which represents the national average. This shows that our state was able to recover our passenger numbers faster than the national average.

Since the Summer of 2021, North Dakota has also been consistently between 5-20% of a full recovery to 2019's pre-pandemic levels.

(Slide 20)

As previously stated, our main challenge to continue to grow passenger counts at the commercial service airports is the number of seats available for the public to purchase. We currently have an estimated 15% less airline flights and seat availability than we did in 2019.

Our average aircraft load factor (the percentage of capacity on the aircraft) is currently elevated at 84% which shows that demand is high, and airlines are profitable. This is also an indication that passenger counts would be able to increase if additional capacity is added to the system.

This brings us back to the previous comment I made as well, that the airlines have been hard pressed to commit to additional flights or larger aircraft as they would be pulling resources from other profitable markets, and they are currently working through a pilot shortage. These are challenges that the industry will be working through in the near future.

Overall, we continue to see positive signs that passenger demand continues to be strong in North Dakota.

(Slide 21)

The graphic on this slide shows all of the routes and destinations that are currently available to the general public. Seven different direct flight destinations (three seasonal) are available to connect North Dakota to the rest of the world and all eight commercial service airports provide jet service options.

Our airports have overall weathered the impacts to COVID-19. The only direct flight destinations that we lost during the last two years are direct flights from Bismarck to Chicago and Williston direct to Minneapolis. Williston's Minneapolis route has since been restored and Sun Country also added new seasonal service from Williston to Phoenix and Las Vegas. As the recovery continues, we hope to see additional opportunities for our communities.

One additional challenge to denote is that Dickinson, Jamestown, and Devils Lake continue to operate on the Essential Air Service program which provides a federal subsidy to allow air service operations in rural communities. United Airlines was selected this past Fall in Dickinson to continue air service to Denver for the next two years. This upcoming June; the USDOT will be issuing a Request for Proposal for air service in Jamestown and Devils Lake where SkyWest currently provides service to Denver. Jamestown and Devils Lake are hopeful that SkyWest will continue to provide service to the communities even though they and other regional airlines are struggling with pilot shortage issues.

(Slide 22)

This graphic shows the current Air Cargo routes that provide service to our citizens and businesses. Fargo has become a major regional hub for FEDEX, and UPS service providers and the other major airports and North Dakota are spokes for that distribution center.

(Slide 23)

This slide showcases the historical landed weight of air cargo into North Dakota over the last decade. We have recently reached a record level of service which is due to the growth in shipping and the major distribution center that has been established in Fargo.

(Slide 24)

Now, I would like to provide an update on the pavement condition index study that we conducted in 2021 and is planned on three-year intervals. All airport pavements within the study, are classified on a 100-point scale with 0 being that the pavement is no longer serviceable and 100 being in perfect condition.

The results of the study can be found on our interactive website. This pavement management system shows 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 has served us very well.

(Slide 25)

The recent study shows that there exists approximately 60 million square feet of pavement at our airports that need to be maintained. This pavement represents multi-billion dollars of investments that has occurred over decades and the information provided within this study helps to fully understand and systematically protect these investments.

The graphic on this slide shows a summary of the current conditions of all of the airport pavements throughout North Dakota. Approximately 87% of the pavement was identified to be in fair to good condition which leaves 13% or 7.5 million square feet of the pavement in moderate to poor condition. These lower conditions will require a major rehabilitation project in the very near future.

(Slide 26)

This slide is a reminder of the overall lifespan of pavements and why it is critical to be pro-active and identify problems and maintenance solutions before a major rehabilitation or reconstruction is needed.

It is for this reason that one of the highest priorities of state airport grant funds is to provide assistance for routine pavement crack sealing and preventative maintenance projects.

(Slide 27)

The study also revealed that if all pavement maintenance and rehabilitation projects were provided full funding within the next 5 years... it would require an approximate \$251 million investment. The pie chart on this slide also showcases the various types of investments that are currently needed for our airport pavements.

(Slide 28)

Understanding that funding has never been available to fully accommodate all of the requests within the system, we are continually tasked with the prioritization of projects. So how can we know if we have been successful in maintaining our airport system?

Since the PCI Study is conducted every 3 years, we have been able to systematically track our ability to maintain the system over time. This graph shows the changes in the overall pavement condition since 2009 when the system had an average PCI of 76 and 52.1 million square feet of pavement.

In 2021, the overall PCI was determined to be a 77 while at the same time we have grown the amount of pavement in the system to a total of 59.5 million square feet. This is a 14% increase or 7.4 million additional square feet of pavement since 2009.

This is great news as it shows that North Dakota has successfully maintained our airport pavements while also increasing the amount of pavement in the system to accommodate growth and expansion of our communities.

Each of you were also provided with the executive summary from this study and I would encourage you to further look through the information if interested in learning more about the airport pavement program.

(Slide 29)

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 completed the construction of a major snow removal equipment building expansion which is a critical upgrade to house and maintain all of the equipment the airport needs to keep the airport operational in the winter. The airport also recently finalized a study of its terminal area as it looks to expand the facility in the very near future.
- This past August, Grand Forks closed its airport to all air service for two weeks to accommodate the reconstruction of the intersection between its primary and secondary runway. The University of North Dakota also completed a critical infrastructure upgrade by reconstructing their Bravo apron with funds provided to them by the state in the previous legislative session.
- Devils Lake moved forward on the design work to upgrade their passenger terminal building.
- Jamestown completed work on a terminal apron reconstruction project.

(Slide 30)

- Minot completed the rehabilitation of its general aviation apron and cargo apron areas.
- Bismarck has continued to work on major infield drainage improvements to protect its pavement surfaces and remove wildlife attractions.
- Dickinson completed the reconstruction, shift, and extension of its primary runway from 6,400 feet to 7,300 feet. The airport also has a new parallel taxiway and upgraded instrument approach - all of which is a significant upgrade for Southwestern North Dakota.
- The new airport in Williston opened in the Fall of 2019, completed the construction of its crosswind runway in the Fall of 2020 and is currently working through a master plan update.

(Slide 31)

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

- Watford City completed its major overall project. The runway was completely reconstructed and shifted to a new location where it went from a 4400 ft runway to 6550 ft. A new lighting system and parallel taxiway was also installed. The community in the epicenter of the Bakken can now accommodate most large business jets.
- Mohall completed a 500-foot runway extension to bring its runway to 3600 feet.
- Multiple airports also underwent major taxiway and apron construction projects.

(Slide 32)

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:

- **Bismarck:** Crosswind Runway Rehabilitation
- **Devils Lake:** Commercial Terminal Improvements
- **Dickinson:** Commercial Terminal Improvements
- **Fargo:** Commercial Terminal Expansion
- **Grand Forks:** Crosswind Runway Reconstruction/Extension and Primary Runway Reconstruction
- **Jamestown:** Primary Runway Rehabilitation
- **Minot:** Storm Water & Drainage Improvements
- **Williston:** Deicing Containment Area Expansion

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 Crosby, the International Peace Gardens, Lakota, Leeds, New Rockford, and Westhope.

(Slide 33)

This Fall, our office was able to update our statewide capital improvement plan for airports. A simplified version that details each identified airport project has been provided to you within your packet.

This effort is a culmination of the approximately 50 individual airport capital improvement plan meetings that took place over the last few months. Multiple external deliberations also occurred with the FAA to review the entire document and ensure that we are on the same page with them regarding the upcoming projects and funding priorities.

Essentially, just over \$1 Billion in projects have been identified within the upcoming 10-year window for the 54 NPIAS airports in North Dakota. It's important to also note that a vast majority of the project needs exist on our 8 commercial service airports.

We can also currently estimate that an approximate average of \$60 million in federal funds would be received in each year which would leave an estimated \$467 million-dollar total funding gap over the next 10 years. The federal funds will need to be matched and all other project funding that could occur over this time period would need to be provided by state & local funds.

(Slide 34)

One of the significant challenges we have seen throughout the years is the higher overall cost of construction. The NDDOT recently updated their construction cost index and airport projects have followed a very similar trend.

This past year was even more challenging than in the past as the industry experienced an average 26% cost increase from 2021 to 2022. 2023 is currently estimated to see another 7% increase.

Higher project costs are a reality of our situation but an important challenge to be aware of; as we continue to push forward to maintain and grow our infrastructure.

(Slide 35)

Our next biennium goal is to continue 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, eligibility criteria, and the timing of the release of their funds.

We will also continue to partner with our airports to ensure high priority shovel ready projects are ready to go, as grant funding becomes available. Additionally, we will also continue to support and enhance aviation education and workforce development initiatives.

Within our budget we have also planned for multiple statewide aviation studies to occur within next biennium's window. We are planning an update to the statewide aviation system plan and economic impact of aviation with their anticipated release in 2025. These planning studies are recommended to be updated approximately every 10 years and our last update was completed in 2014. We will also be updating our pavement condition index study in 2024 which is a project that is completed every three years. Each of these projects are anticipated to receive a federal grant at or near a 90% funding level.

We will also continue to work with the Northern Plains UAS Test Site and the VANTIS Beyond Visual Line of Site network. This effort is critical to ensure the safe integration of UAS into the National Airspace System and to further assist in the diversification of our economy.

(Slide 36)

As the owner and operator of the International Peace Garden Airport, the ND Aeronautics Commission is tasked with ensuring that the airport is maintained. It is also a NPIAS airport, is eligible for federal funding, and is utilized for recreation and access to U.S. and Canadian Customs at our border.

We are currently working through the design phase for a major rehabilitation of all airside pavements and are anticipating the construction to occur for the project in the summer of 2024. Project costs are anticipated at \$2.5 million, and a majority of those costs are planned to be covered with federal grant funds.

(Slide 37)

This slide provides a graphical view of the Aeronautics Commission budget as recommended by Governor Burgum. Also of note is that the governor has recommended all of the agency's requests within his budget proposal.

Revenues

The majority of the anticipated Aeronautics Commission revenue is comprised of special fund dollars which are received from multiple revenue streams such as aviation fuel taxes, aircraft excise taxes, and registration and licensing fees. Our budget also includes an appropriation to utilize up to \$20 million from the Airport Infrastructure fund if the oil revenues are deposited into the account next biennium.

The ND Aeronautics Commission also receives funding from the federal government for conducting airport inspections and in the form of grants that we expect to receive for the statewide aeronautical studies and project at the International Peace Garden Airport.

We are also currently budgeted to receive \$475,000 in general fund allocation for airport improvements in the following biennium.

Expenditures

On the expenditure side, we prioritized our budget to ensure that we can maintain our current staff levels of up to 7 full time equivalents. We want to ensure that operating expenses are also adequate to maintain effective operations while also allowing us with the ability to plan to conduct the statewide aeronautical studies and a rehabilitation the international peace garden airport. These projects are the reason that the increase is being requested in the operating expenses and capital asset areas of the budget.

The airport grants line item is also being requested at a higher \$31.1 million dollar level to allow ND Aeronautics with the ability to utilize additional special fund appropriation for airport infrastructure grant funding throughout the state of North Dakota. This additional request is possible due to higher-than-expected aircraft excise tax revenue over the past biennium as aircraft sales have been higher than anticipated.

(Slide 38)

The aviation industry operates in an incredibly difficult and unpredictable funding environment as the federal program is normally run on a continuous appropriation and the timing of grant releases can be unpredictable. Reliable state and local funding for transportation projects is critical in order for state and local leaders to plan ahead, create shovel ready projects, and to maximize federal grant funding. It is also important to ensure that high priority projects can move forward as efficiently as possible throughout the planning, environmental, design, bidding, and construction stages.

(Slide 39)

The original concept for the Airport Infrastructure Fund was to accommodate this difficult schedule and to provide reliable state funding for critical airport projects.

The “Operation Prairie Dog” proposal that was approved in the 2019 legislative allows \$20 million to be deposited from oil revenues into the Airport Infrastructure Fund during each biennium; however, due to the fact that the bucket is one of the last to fill, it unfortunately did not receive any funds last biennium.

At the beginning of the current biennium, it was also not forecasted to fill once again and so we were unable to anticipate receiving the funds and had to plan accordingly. We were fortunate to eventually see higher than anticipated oil prices and production and the \$20 million has recently been deposited into the account. We have now been planning to begin the allocation of the funds this upcoming Spring.

The unpredictability of the funding to be received each biennium is a challenge and I encourage the legislature to consider sound fiscal policy that ensures that reliable long-term funding mechanisms are in place for infrastructure funding.

Something to also note, is that the original prairie dog proposal did not have the \$400 million SIIF bucket in position prior to the municipal and airport infrastructure funds receiving the deposits. This original concept may be an optimal solution for the legislature to further discuss and debate.

(Slide 40)

Lastly, I currently have two requested language changes for the current bill. A handout has also been provided that lists all of the proposed changes.

The first change is to update the language in Section 2 to correct the purpose of the one-time funding provided during the special legislative session and to strike the “International Peace Garden airport rehabilitation” and replace with “Airport Grants”

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

This is similar language that was passed last legislative session and it allows the continuing appropriation of any dollars received in the airport infrastructure fund until June 30th, 2027 – 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 within 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 appropriately.



STATEWIDE AIRPORT CAPITAL IMPROVEMENT PLANNING REPORT - NORTH DAKOTA

FAA / State General Aviation and Commercial Service Program (NPIAS AIRPORTS)

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
			Terminal/Cargo Apron Rehabilitation	1000	
1	Fargo FAR	218	Terminal Apron Expansion (Phase I C'23, Phase II '24)	17000	
			South GA Apron Rehabilitation/Reconstruction	12000	
			Terminal Building Expansion (D'23, Phase I C'24, Phase II C'25)	100000	
			North GA Apron Expansion & Perimeter Road Reconstruction (C'23)	14000	
			Terminal Apron Reconstruction & Glycol Capture (D'25, Phase I C'26, Phase II C'27)	21000	
			Replace Passenger Boarding Bridge	1000	
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Glycol Pump Station	2000	
			Terminal Parking Lot Rehabilitation & Expansion	1500	
			SRE Acquisition	2000	2000
			Rwy 9/27 Ext./Widening w/ Parallel Taxiway - Study, EA, Design, Construct		65000
			North GA Taxilane Extension		1000
			East GA Expansion		2000
			Airfield Wetland Mitigation / Drainage Improvements	9000	7000
2	Bismarck BIS	90	GA Apron Expansion	6000	2000
			Hangar 5 Demolition	700	
			Rehabilitate Runway 3-21	8000	
			Rehabilitate Taxiway D	5000	
			Expand Commercial Apron	14000	
			Construct Terminal Building Expansion	60000	
			Install New Passenger Boarding Bridges	7000	4000
			Rehabilitate Taxiway C North	10000	
			Runway 13 RPZ Land Acquisition		2200
			Purchase SRE Equipment	3000	1000
			Construct SRE Building	1000	
			Purchase ARFF Equipment	1000	1000
			Deicing Fluid Collection System	500	
			Rehabilitate/Construct ARFF Building Expansion	1000	
			Commercial and GA Ramp Panel Replacement	1000	1000
			Construct Taxilane Expansion	1000	500
			Rehabilitate/Construct Parking Lot/Expansion	1500	
			Rehabilitate Access Roads		1600
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Construct Service Road Expansion		300
			Relocate Airway Avenue/Airport Road Intersection		300
			Corporate Area Hangar Development		3300
			Update Noise Contours		250
			Runway 9L-27R & TWY B Extension, Lighting, & Reconstruction (C'23-'24)	34800	
3	Grand Forks GFK	138	Runway 17R-35L Reconstruction (D'24, Phase II C'25, Phase III C'26, Phase III C'27)	75000	
			Construct Runway 18-36		10000
			Expand Terminal Apron		10000
			Expand Terminal		20000
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Runway 17L-35R Rehabilitation		12000
			Fencing & Perimeter Road Improvements	1000	
			Storm Water and Drainage Improvements (C '23)	9000	
4	Minot MOT	128	Purchase SRE Equipment	2000	1000
			RWY 8 Approach Clearing/Tree Removal	250	
			RWY 8/26 Rehab/T-hold Relocation; TWY B Intersection; TWY D Exp. (D '24, C '25-'26)	10000	
			Purchase ARFF Truck		1000
			Taxiway C Rehabilitation	5000	
			Replace T-Hangars	3000	3000
			Northwest GA Apron		2000
			Taxiway B & T-Hangar Rehabilitation	3000	
			Pavement Maintenance (RTA,RCF, Seal, Remarking)	1000	1000
			Construct GA Landside Access Road and Parking Lot	3500	
			Rehabilitate Runway 13/31, Taxiway D-1, Taxiway A, & Airfield Lighting	5100	
5	Jamestown JMS	36	Rehabilitate Terminal Apron Phase II & GA Apron/Taxiways/Taxilanes	500	
			Acquire SRE	600	
			SRE Building Expansion (D'24, C'25)	1200	
			Perimeter Fence Improvements	300	
			Terminal Remodel/Reconfiguration & Parking Lot Improvements (C'26)	2000	
			Storm Sewer Rehabilitation	1700	
			Taxiway B Rehabilitation	600	
			Replace Passenger Boarding Bridge		1000
			W. Industrial Park Infrastr. Improvements		1500
			Pavement Maintenance (RTA,RCF, Seal), Remarking	1000	1000
			Runway 4/22 Rehabilitation and Airfield Crack Sealing		1500
			Taxiway A, B, & D Rehabilitation		600
			Acquire ARFF Vehicle		900
			Construct T-Hangar		1000

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
			Purchase SRE Equipment	2000	1000
6	Williston XWA	32	Deicing Fluid Collection Improvements	4000	
			Cargo Apron Construction	6000	
			Pavement Maintenance (RTA, RCF)	1500	3000
			Construct Hangars	2000	2000
			Ground Service Equipment Building	500	
			Terminal Parking Expansion	2000	
			Construct Sanitary Force Main	2300	
			Pave Perimeter Roads	2700	
			Construct Runway 4-22 Parallel Taxiway		6500
			Purchase ARFF Equipment		1000
			Pavement Maintenance (RTA, RCF, Seal)	500	500
7	Devils Lake DVL	28 ↑ 15	Apron & Taxiway Reconstruction	3200	
			Runway 13/31 & Taxiway A Pavement Rehabilitation	1700	
			Construct SRE/ARFF Building		3800
			Rehabilitate Terminal Apron		1000
			Wildlife Hazard Assessment & WHMP Update	200	
			Reconstruct GA Apron		1500
			Lighting Rehabilitation		1500
			Acquire SRE		800
8	Dickinson DIK	35 =	Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	1700	
			Purchase SRE Equipment	1000	1000
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			SRE/ARFF Building Expansion		3000
Commercial Service Airports Totals:				545150	203550
9	Ashley ASY	BASIC 13	Construct Apron Expansion (D'23, C'25)	900	
			Pavement Maintenance (RTA, RCF, Seal)	100	300
			Construct Terminal	800	
			Construct Fuel System (100LL + Jet A)		800
			Install AWOS		400
			Construct Partial Parallel Taxiway		1100
10	Beach 20U	BASIC 11	Rehabilitate Runway 12/30, Taxiway, Apron Pavement	150	
			Construct Hangar (D '25, C '26)	1200	
			Rehabilitate Hangar Taxilanes	1100	
			ALP/MP Update with Exhibit A/AGIS Component		300
			Construct New Turf Runway		1000
			Pavement Maintenance (RTA, RCF, Seal)	300	400
			Construct Fence and Signage		500
			Construct AWOS Access Road	200	
11	Bottineau D09	LOCAL 16	Runway 13/31, Taxiway, Apron Pavement Rehabilitation		2000
			Construct New Hangar	800	800
			Realign and Construct Turf Crosswind Runway		1000
			Replace Fuel System	700	
			Pavement Maintenance (RTA, RCF, Seal)	500	200
			Airport Beacon & Electrical Vault Rehabilitation	200	
			Terminal Improvements (D'25, C'26)	600	
			Construct Taxiway Expansion	300	300
			Construct Fence and Signage		2000
12	Bowman BWW	LOCAL 17	Construct Hangar ('23, '24 Ongoing Reimbursements)	500	
			Pavement Maintenance	400	400
			Construct Partial Parallel Taxiway	1000	1000
			Construct Crosswind Runway		1500
			Construct Taxilane		1000
13	Cando 9D7	BASIC 11	Rehabilitate Runway 16/34 Lighting System	800	
			Pavement Maintenance (RTA, RCF, Seal)	300	500
			Construct Fuel System	700	
			ALP/MP Update with AGIS		300
			Construct Hangar		1000
			Acquire SRE Equipement		400
14	Carrington 46D	BASIC 12	Apron Pavement Seal Coat & Taxilane Reconstruction	600	
			Rehabilitate Airfield Lights	500	
			Construct New Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	100	500
			Construct Fence & Signage		200
			South Apron Rehabilitation		300
15	Casselton 5N8	LOCAL 35	Runway Repairs	500	
			Env. Assessment & Land Acquisition for Runway Relocation (EA '23, Acq '25)	1500	
			Runway 13/31 Relocation & Parallel Taxiway Construction	14800	
			Construct Fence		2000
			Pavement Maintenance (RTA, RCF, Seal)	200	200
			Construct New Hangar	1000	1000
			Apron Reconstruction		1700

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
		BASIC	Airfield Lighting Rehabilitation		
16	Cavalier 2C8	16	Runway, Taxiway, & Apron Rehabilitation (D'24, C'25)	2600	
			Construct Drainage Improvements	150	
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			Construct Full Parallel Taxiway		2000
			Relocate Powerline		50
			Construct Fence and Signage		500
		LOCAL	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	50	
17	Cooperstown S32	15	Runway 13/31, Taxiway and Apron Rehabilitation (D'24, C'25)	2000	
			Pavement Maintenance (RTA, RCF, Seal)	100	500
			ALP/MP Update with AGIS Component		300
			Access Road Improvements		300
			Construct Fence and Signage		2000
			Construct Parallel Taxiway		500
			Lighting System Rehabilitation		700
			Transfer Out		
		BASIC	Construct New SRE Building (D '24, C '25)	800	
18	Crosby D50	11	Replace Airport Beacon (C'27)	150	
			Construct Partial Parallel Taxiway		1000
			Construct Hangar		1000
			ALP/MP Update with AGIS		400
			Snow Removal Equipment	400	
			Construct Jet A Fuel System		500
			Pavement Maintenance (RTA, RCF, Seal)	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	100
19	Dunseith - IPG S28	0	Runway, Taxiway, and Apron Reconstruction (D '23, C '24)	2500	
			Install Airfield Lighting		700
			Construct Terminal Building		500
		BASIC	Rehabilitation of Apron, Taxiway, & Access Road (D'25, C'26)	500	
20	Edgeley 51D	10	Airfield Lighting Rehabilitation	800	
			Pavement Maintenance (RTA, RCF, Seal)	100	300
			Construct Runway Extension		1600
			Construct Fence and Signage		200
		BASIC	Reconstruct Taxilane & Seal Coat Pavements	600	
21	Ellendale 4E7	11	Pavement Maintenance (RTA, RCF, Seal)	100	500
			Replace Hangar (D'24, C'25)	1000	
			Pave Turf Taxilane	700	
			ALP/MP Update with AGIS		300
			Construct Fence and Signage		200
			Install AWOS		400
		BASIC	Construct Terminal Building	800	
22	Ft. Yates Y27	0	Pavement Maintenance (RTA, RCF, Seal)	300	100
			Rehabilitate Runway, Taxiway, Apron (D '26, C '27)	2500	
			Construct Fuel System		500
			Access Road Improvements		900
			Instrument Approach Development	300	
			Construct Hangar		800
			Construct SRE Building		700
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	100	400
23	Garrison D05	13	Construct Security Fence and Signage	200	1000
			Construct GA Terminal Building (D '25, C '26)	1000	
			Construct Hangar Taxilane		500
			Upgrade Fuel System		300
			Purchase SRE Equipment		300
			Update ALP/MP with AGIS and Exhibit A		300
			Construct Hangar	800	
		BASIC	Runway, Taxiway, and Apron Rehabilitation	150	
24	Glen Ullin D57	11	Construct Partial Parallel Taxiway (D '26, C '27)	1200	
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			ALP Update with AGIS		300
			Taxilane Extension		500
			Construct Hangar		800
			Construct Crosswind Rwy, EA, RPZ Land Acquisition		1000
		LOCAL	Taxilane & Apron Reconstruction (D'23, C'24)	1000	
25	Grafton GAF	18	Construct Hangar (D/C '23, Ongoing Reimbursements '24-26)	900	
			Drainage Improvements & Wetland Mitigation	2000	
			Construct New SRE Building		400
			Replace Airport Beacon		60
			Runway 17/35 Rehabilitation		1600
			Pavement Maintenance (RTA, RCF, Seal)	300	300
			Remove Old Storage Building		200
			Construct Fence and Signage		2000
		BASIC	Reconstruct Taxilane & Access Road Improvements	700	
26	Gwinner GWR	12	Construct Terminal/SRE Building (D'25, C'26)	1000	
			Taxiway Turnaround Widening	300	
			Update ALP/MP with AGIS and Exhibit A		300
			Land Acquisition - Fence		300
			Construct Fence and Signage		500
			Pavement Maintenance (RTA, RCF, Seal)	100	500

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
		BASIC	Rwy 11-29, Taxiway, Apron Rehabilitation	200	2000
27	Harvey 5H4	12	RPZ Land Acquisition and EA		800
			Pavement Maintenance (RTA, RCF, Seal)	300	100
			Runway 11-29 Extension		2000
			New Crosswind Runway		800
			Update ALP/MP with AGIS and Exhibit A		300
			Parallel Taxiway		1000
			Apron Expansion		300
			Construct Hangar	1000	
			AGIS Survey (LPV Approach, Both Ends)	200	
			Construct Fence and Signage	200	
		LOCAL	ALP/MP Update with AGIS and Exhibit A	300	
28	Hazen HZE	16	Purchase SRE Equipment	300	
			Construct Partial Parallel Taxiway & Lighting		1000
			North Hangar Taxilane Construction		700
			Pavement Maintenance (RTA, RCF, Seal)	400	200
			Construct Fence & Signage		2000
			Replace UST Fuel System (100LL & Jet A AST)	1300	
			Construct Hangar	1100	
			Construct Crosswind Runway		1000
		LOCAL	Rehabilitate Taxiway C and Rehab/Extend South Hangar Taxilane (C '23)	800	
29	Hettinger HEI	32	Construct Hangar	1000	
			Apron Rehabilitation	1000	
			Construct Hangar Taxilane	500	
			ALP/Master Plan Update		300
			Rehabilitate Taxiway B	500	
			Construct Fence & Signage		2000
			Pavement Maintenance (RTA, RCF, Seal)	400	300
		LOCAL	Apron Rehabilitation, Taxilane Extension, & Drainage Improvements	3200	
30	Hillsboro 3H4	32	Construct T-hangar (BIL in '24, '25, & '26)	600	
			Land Acquisition for Runway Extension (EA '26, Acquisition '28)	400	200
			Construct Runway Extension		6500
			Terminal Improvements	100	
			Reconstruct Access Road		500
			Construct Fence and Signage		2000
			Purchase SRE Equipment	150	
			ALP/Master Plan Update		300
			Install Jet A Fuel System		500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Construct Partial Parallel Taxiway and Hangar Taxilane (C '23)	1200	
31	Kenmare 7K5	31	Purchase SRE	300	
			Construct Access Road Extension and Parking Lot Expansion	1000	
			Hangar Taxilane Expansion	800	
			Relocate Fuel System		200
			Construct Terminal Building		500
			Construct Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	500	300
		LOCAL	Construct Hangar Taxilane	1000	
	Kindred K74	25	Replace Concrete Runway and Apron Panels	300	
32			Airfield Lighting Rehabilitation (D '25, C'26)	800	
			Runway 11/29 Extension & Par. Taxiway (EA, Land Acq., Wetland Mit., Design, Const.)		5000
			Pavement Maintenance (RTA, RCF, Seal)	100	300
			Purchase SRE		150
			Construct Terminal Building		500
			Construct Fence and Signage		2000
		BASIC	Rehab of Rwy 15/33, Apron, and Taxiway	1700	
33	Lakota 5L0	10	Pavement Maintenance (RTA, RCF, Seal)	100	500
			Construct Fence and Signage		500
			Construct Taxilane	700	
			Lighting system rehabilitation	800	
		U	Pavement Maintenance (RTA, RCF, Seal)	200	300
34	LaMoure 4F9	3	Rehabilitate Runway 16/34 Lighting System		700
			Reconstruct Taxiway	400	
			Land Acquisition of Airport Footprint	1000	
			Construct Terminal Building		400
			Construct Hangar		700
			Construct Fuel System		500
		LOCAL	Reconstruct Partial Taxilane & Construct Partial Parallel Taxiway	1000	
35	Langdon D55	16	Taxiway and Apron Expansion	1100	
			Rehabilitate Terminal Building		200
			Construct Hangar	100	800
			Pavement Maintenance (RTA, RCF, Seal)	200	500
			Construct Full Parallel Taxiway		1700
			Crosswind Runway Turf Rehabilitation		600
		LOCAL	Taxiway and Apron Rehabilitation and Improve Access Road (C '23)	1100	
36	Linton 7L2	18	Pavement Maintenance (RTA, RCF, Seal)	400	200
			ALP/MP Update with AGIS Component	300	
			Runway 9/27 Extension and Widening		1300
			Construct Parallel Taxiway		1800
			Construct Hangar		1000
			Acquire SRE Equipment	300	
			Construct SRE Building	500	

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
		BASIC	Construct Apron Expansion & RSA Improvements	150	
	Lisbon		Runway 14/32 Rehabilitation (D'25, C'26)	1700	
37	6L3	12	Rwy 14/32 Lighting Rehabilitation	100	600
			Construct Apron Expansion		900
			Apron and Taxilane Rehabilitation		400
			Construct Connector Taxiway to Correct Direct Access Issue		600
			Extend Partial Parallel Taxiway		1000
			Install AWOS		300
			Construct Fence and Signage		200
			Construct Taxilane Extension		500
			Construct Runway Turnaround		500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	500	500
38	Mandan	97	Wetland Mitigation/ Drainage (C'23)	1500	2000
	Y19		Construct Parking Lot	300	
			Purchase SRE Equipment	400	300
			Install 100LL and Jet A Fuel System	900	
			Construct Terminal Building	700	
			Construct Runway Expansion		5000
			Relocate County Road and Powerlines		2500
			Construct South Development Taxilane	1800	
			Construct Hangar	2000	2000
			Construct T-Hangar Pavement	1000	
			Realign Parallel Taxiway	200	2000
			Reconstruct Hangar Taxilanes	1000	
			Construct Corporate Apron and Taxilanes		2000
			SRE Building Expansion		300
			ALP/MP Update with AGIS Component		300
		LOCAL	Drainage Improvements	600	
39	Mohall	31	Construct Fence and Signage	1600	
	HBC		Pavement Maintenance (RTA, RCF, Seal)	500	300
			Pave Access Road & Parking Area		800
			Construct Hangar		1000
			Construct Parallel Taxiway		1000
			Construct Hangar Taxilane		600
		BASIC	Construct Hangar Taxilane	400	
40	Mott	10	Construct Terminal, Access Road, & Parking Lot		
	3P3		Runway Rehabilitation		1500
			Construct Hangar	1000	
			Obsruction Removal and RSA Grading	250	
			Construct Partial Parallel Taxiway		800
			Install AWOS		500
			Pavement Maintenance (RTA, RCF, Seal)	300	300
		LOCAL	Taxilane and Apron Expansion	1000	
41	Northwood	21	Construct Terminal Building (D'25, C'26)	600	
	4V4		Construct Hangar (D'25, C'26)	1500	
			Pavement Maintenance (RTA, RCF, Seal)	100	500
			Construct Fuel System		1000
			Acquire SRE		300
		BASIC	Construct Replacement T-Hangar (D'24, C'25)	2000	
42	Oakes	9	Construct Taxilane	700	
	2D5		Construct Fuel System		1000
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			Construct Fence and Signage	200	
			Runway and Apron Rehabilitation		1500
			ALP/MP Update with AGIS Component		300
		BASIC	Lighting System Rehabilitation (C'23, Ongoing Reimbursement '24?)	800	
43	Park River	9	Runway 13/31, Apron, Taxiway Rehabilitation		1000
	Y37		Construct Fence and Signage		200
			Pavement Maintenance (RTA, RCF, Seal)	500	200
			Runway Extension EA, Land Acquisition, and Construction	300	1300
			Install AWOS		300
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	300
44	Parshall	10	Reconstruct Taxiway, Apron, and Taxilane		800
	Y74		Construct Runway Extension		2000
			Rehabilitate Access Road	300	
			Install AWOS	300	
			Runway 30 RPZ Land Acquisition	300	
			Replace Airport Beacon & PAPIs	300	
			Construct Hangar	1000	
		BASIC	Replace Windsock & Install Secondary	150	
45	Pembina	13	Pavement Maintenance (RTA, RCF, Seal)	500	200
	PMB		Install Fuel System	500	
			Construct Hangar		1000
			Runway and Taxiway Rehabilitation		1400
			Acquire SRE		400
			Construct Fence and Signage	200	
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	500
46	Rolla	11	Airfield Electrical Rehabilitation	800	
	06D		ALP Update / AGIS and Exhibit A		300
			Land Acquisition (RPZ)		400
			Acquire SRE Equipment	400	

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
		BASIC	Construct SRE/Terminal Building (D '22, C '23)	1000	
	Rugby	11	Runway 12-30, Taxiway and Taxilane Rehabilitation (D '25, C '26)	2200	
47	RUG		Purchase SRE Equipment	400	
			Construct Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	300	300
			ALP Update / AGIS and Exhibit A		400
		LOCAL	Targeted ALP Update	150	
48	Stanley	29	Pavement Maintenance (RTA, RCF, Seal)	300	300
	08D		Construct Crosswind Runway	1000	
			Construct Fence and Signage		2000
			Construct Runway Extension		3000
			Construct Road and Parking Improvements	800	
			Construct Hangar	1000	
		LOCAL	Construct Lighting System For Taxiway/Apron	500	
49	Tioga	23	Runway 12-30 Rehabilitation		2000
	D60		Rehabilitate West Taxilanes	1500	
			Pavement Maintenance (RTA, RCF, Seal)	700	300
			Construct Fence and Signage		2000
			Purchase SRE Equipment	300	
			Construct Full Length Parallel Taxiway		2000
		LOCAL	Construct Electrical Vault	150	
50	Valley City	28	Acquire SRE with Snowblower Attachment	600	
	BAC		Runway 13/31 Rehabilitation		1000
			Apron Reconstruction	1400	
			Turf Runway 5/23 Relocation - EA, Land Acquisition, Design, & Construction		1500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Taxiway Rehabilitation	400	
51	Wahpeton	37	T-Hangar Drainage Improvements	200	
	BWP		Install Taxiway Lighting	600	
			Pavement Maintenance (RTA, RCF, Seal)	200	300
			Construct Fence and Signage		2000
			South Taxilane/Apron Reconstruction		1100
			Purchase SRE		500
			Land Acquisition (House on Runway 33 End)		400
		BASIC	Construct Hangar (C'24, Ongoing Reimbursement '25 & '26)	1400	
52	Walhalla	10	Rehabilitate Airfield Lighting		700
	96D		ALP/MP Update with AGIS Component		300
			Pavement Maintenance (RTA, RCF, Seal)	200	200
			Runway, Taxiway, & Apron Pavement Rehabilitation/Reconstruction		2200
			Upgrade Fuel System	500	
			Transfer Out Entitlements		
		BASIC	Construct Parallel Taxiway (D'23, C'24)	1000	
53	Washburn	17	Pavement Maintenance (RTA, RCF)	200	300
	5C8		Replace LED MIRLs, MITLs, PAPIs, Beacon, Windcone and Signs	700	
			Construct Fence and Signage		2000
			Construct Access Road		300
			Land Acquisition for Future Development		200
			Upgrade Fuel System		500
			Construct Hangar		1000
		LOCAL	Construct SRE Building (D'23, C'24)	1000	
54	Watford City	35	Pavement Maintenance (RTA, RCF, Seal)	300	300
	S25		Construct Fence and Signage	500	1500
			Parking Lot Expansion and Terminal Area Drainage Improvements	300	
			Apron Expansion and Hangar Taxilane		1700
			Construct Hangar		1000
55	State PCI		Statewide PCI Study Update	600	1200
56	State Aviation Impact		Statewide State Aviation Impact Update	500	
57	State System Plan		State Aviation System Plan Update	500	
Total Based Aircraft		1458	General Aviation Airport Project Totals:	139,550	179,260
			Commercial Service Airport Project Totals:	545,150	203,550
			Total Airport Project Totals:	684,700	382,810

Airports Not Included within Analysis:

Non NPIAS Paved (18):

Non NPIAS Turf (17):

- | | |
|-----------------|----------------|
| 55 Beulah | 73 Arthur |
| 56 Drayton | 74 Bowbells |
| 57 Enderlin | 75 Columbus |
| 58 Killdeer | 76 Elgin |
| 59 Larimore | 77 Fessenden |
| 60 Leeds | 78 Gackle |
| 61 Maddock | 79 Hazelton |
| 62 Mayville | 80 Kulm |
| 63 Minto | 81 Lidgerwood |
| 64 Napoleon | 82 McClusky |
| 65 New Rockford | 83 McVile |
| 66 New Town | 84 Milnor |
| 67 Page | 85 Plaza |
| 68 Rolette | 86 Richardton |
| 69 St. Thomas | 87 Riverdale |
| 70 West Fargo | 88 Towner |
| 71 Westhope | 89 Turtle Lake |
| 72 Wishek | |

Requested changes to House Bill No. 1006

1. Request to update the language in Section 2 to correct the purpose of the one-time funding provided during the special legislative session:

SECTION 2. ONE-TIME FUNDING.

~~International Peace Garden airport rehabilitation~~ – Airport Grants

2. Request to 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 - EXEMPTION. 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, 2023 and ending June 30, 2025. **Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2025, must be continued into the biennium beginning July 1, 2025 and ending June 30, 2027 and may be expended only for providing grants to airports.**



North Dakota Aeronautics Commission Budget Hearing

HB 1006

House Appropriations – Government Operations Divisions
January 6th, 2023

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, 2021:

- The audit did not identify any exceptions or defaults.



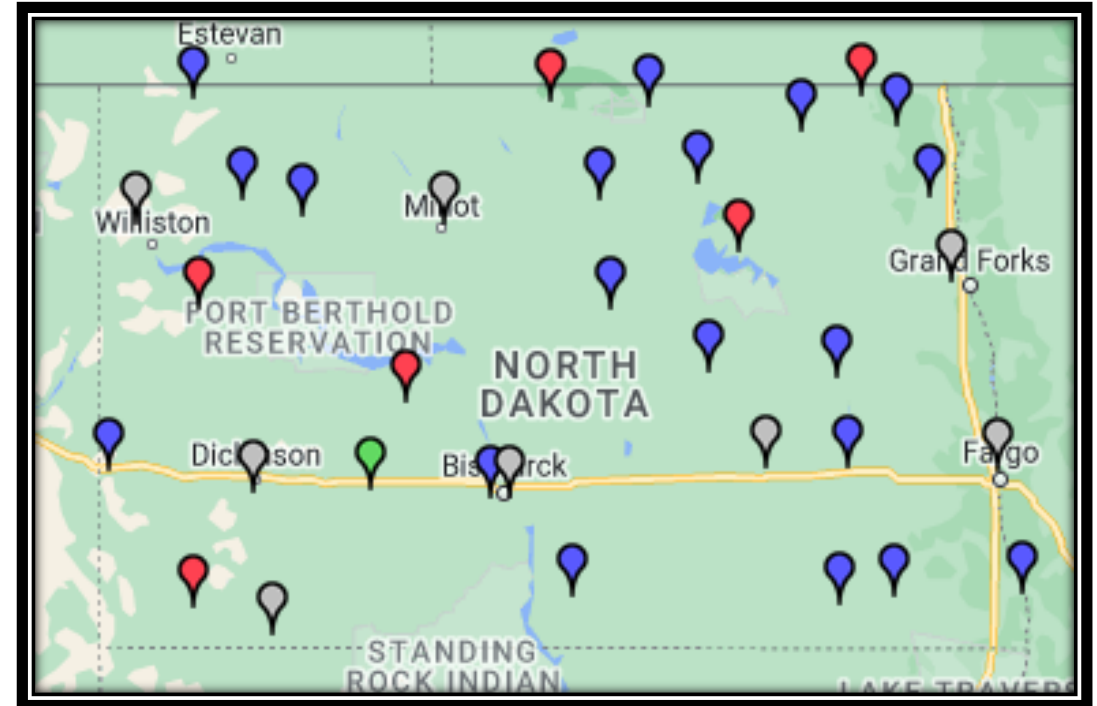
Additional Core Agency Duties

- 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
- Aerial Applicator Alert Map
- Disadvantage Business Enterprise (DBE) Goal and Accomplishment Assistance for airports
- Statewide Automated Weather Observation System (AWOS) Maintenance Program

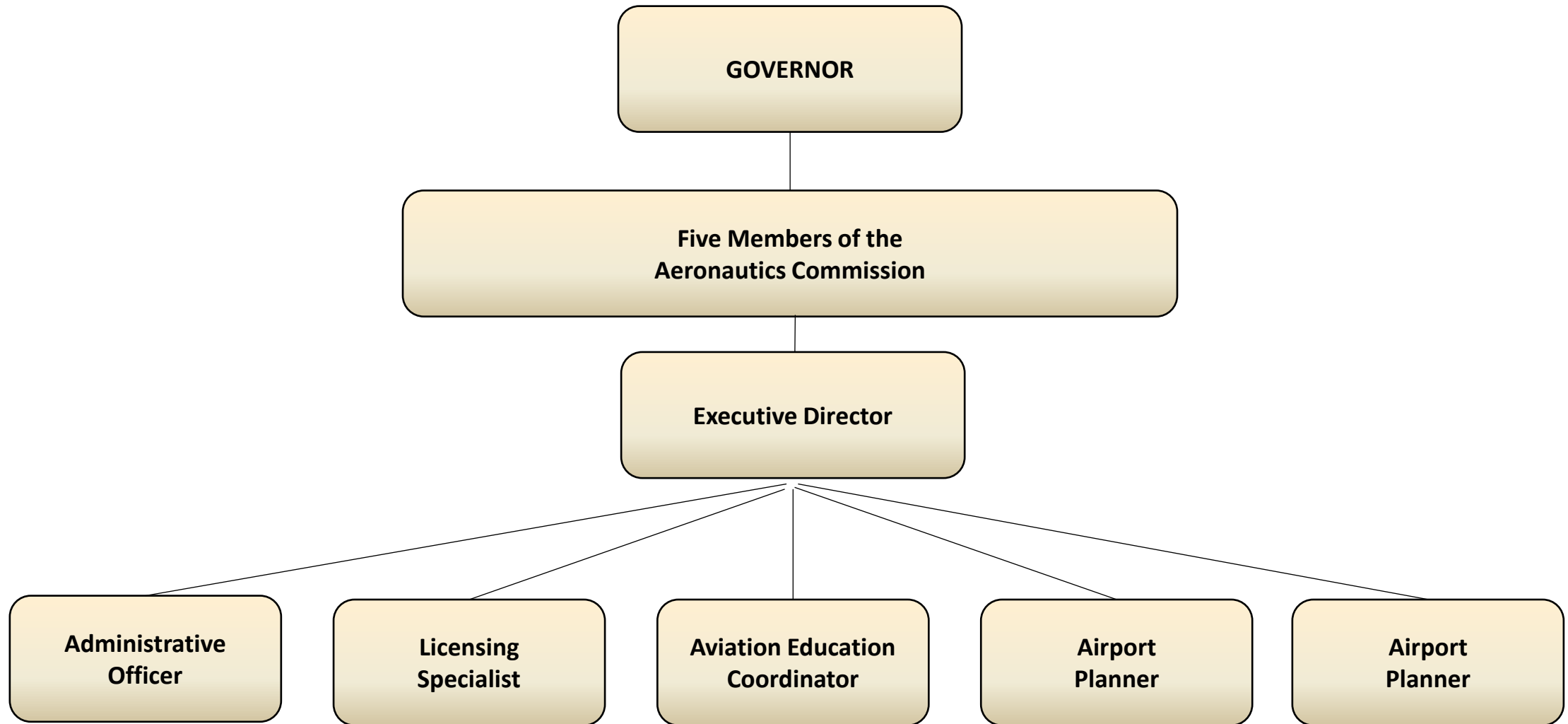


33 Certified Weather Observation Systems for Aviation

**National Weather Service Maintains 9 Stations*

**ND Aeronautics Assists in Maintenance of 24 stations*

Current Organizational Chart



Organization/Leadership – Aeronautics Commission

5 Member Commission Appointed by the Governor



Kyle Humann, Mandan - Chair

- Appointed in 2019



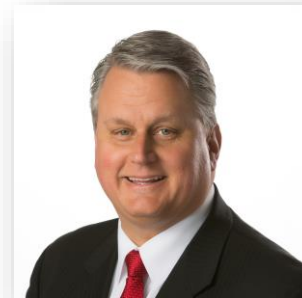
Jay B. Lindquist, Hettinger

- Appointed in 1993



Dr. Kim Kenville, Grand Forks

- Appointed in 2011



Steve Blazek, Fargo

- Appointed in 2022



Warren Pietsch, Minot

- Appointed in 2012

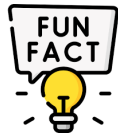
North Dakota's Airport System

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

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

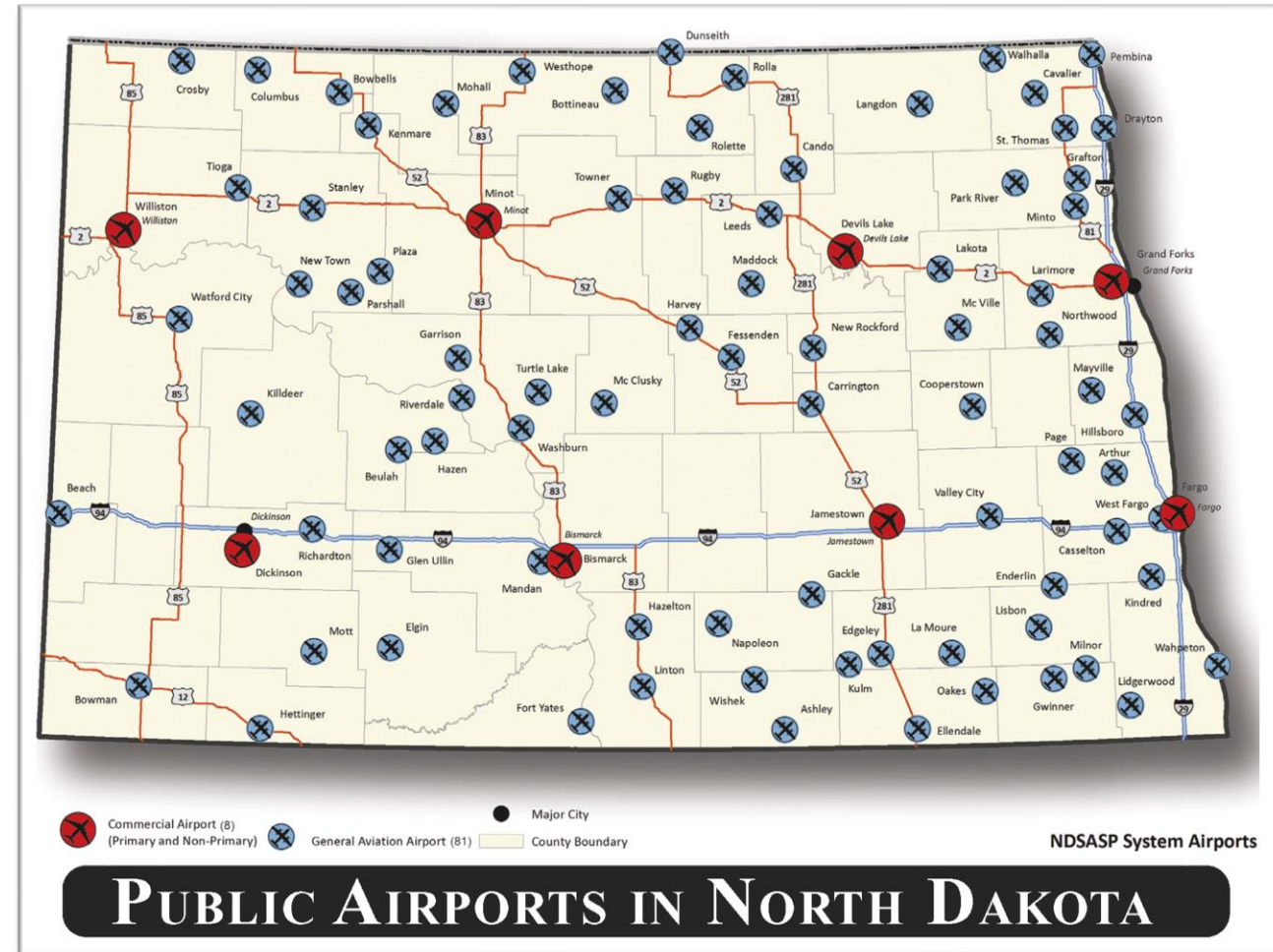
\$505.2 million



Output

Annual economic output for five activity centers

\$1.56 billion



Major Biennial Accomplishments

Adapting North Dakota to Federal Funding Opportunities

- New Federal Funding Programs
 - CARES/CRRSAA/ARPA & BIL/IIJA
- Successfully reacted to changes in environment to maximize federal funding and utilize state funding to fill in gaps and provide additional assistance to airports
- Redeveloped and re-prioritized the statewide Capital Improvement plans for airport development projects. The planning efforts also considered projects that were impacted by COVID-19 and the lack of “Operation Prairie Dog” funds.

State Airport Grant Funding

- Provided approximately \$22 million in State Airport Infrastructure Grants to 270 airport projects
 - \$13 million in one-time SIIF allocation from 2019 legislative session.
 - Legislative appropriation ends June 30th, 2023
 - \$5 million in one-time ARPA allocation from 2021 special legislative session
 - All funds have been obligated for airport projects and approximately \$2 million has been expended to date.
 - \$3.5 million Aeronautics Commission special fund allocation
 - \$475,000 state general fund allocation



COVID-19 initially led to significant impacts to passenger demand and greatly impacted local revenue streams for the airports.

Major Biennial Accomplishments

Aviation Education Initiatives

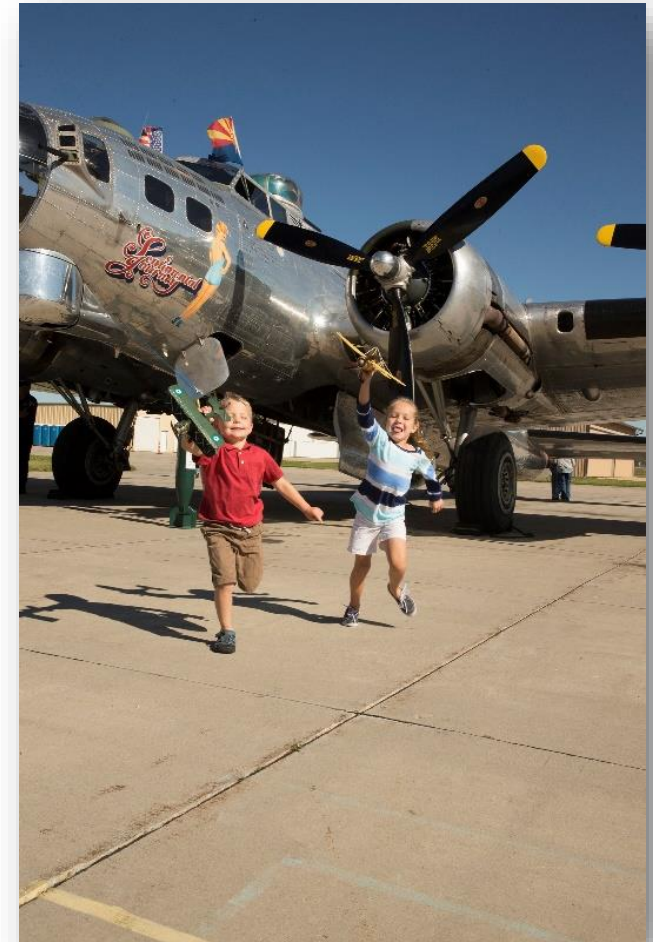
- NDAC partnered with NDAA and UND to receive a federal workforce development grant
 - \$500,000 was received to create professional development opportunities for teachers
- Assisting in the development and growth of aviation programming at high schools
 - Six cities in North Dakota now have aviation related courses
 - Distance Education is available to all high school students
- Annual Career Expo's were developed to occur every Fall to rotate between the Minot Air Museum and Fargo Air Museum
 - 3 Career Expo's have now occurred, and the last event drew over 170 students interested in aviation careers
 - Scholarship Fund development through NDAA

Online Payment System will be available Spring 2023

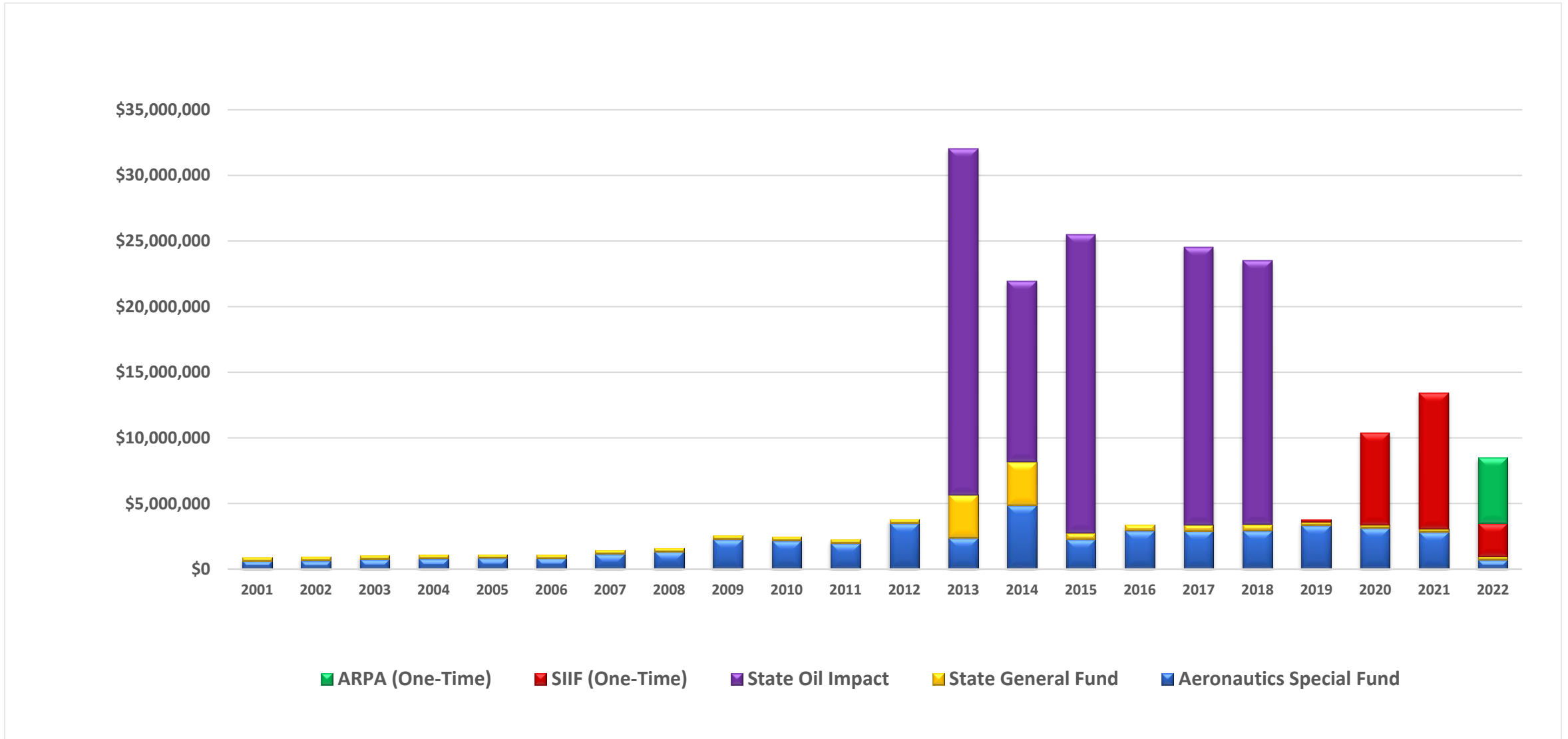
- NDAC is working with BND, NDITD, and Paymentus to develop an updated online payment system
 - Credit card & E-check payment methods will be accepted for all transactions

Updated Pavement Condition Index Study

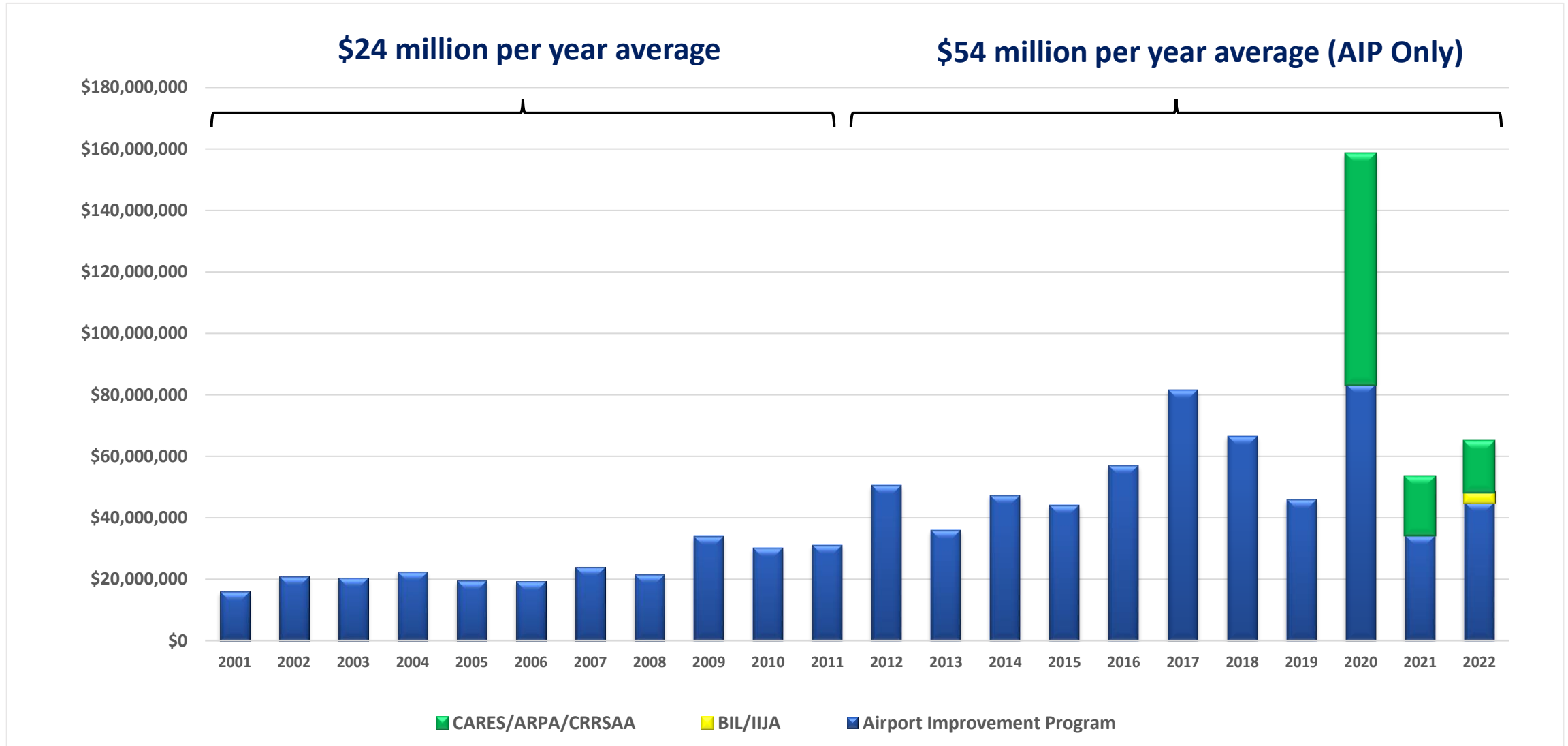
- Updated inventory data was collected in 2021 and released for all airports with pavements



Historical State Funding for North Dakota Airports



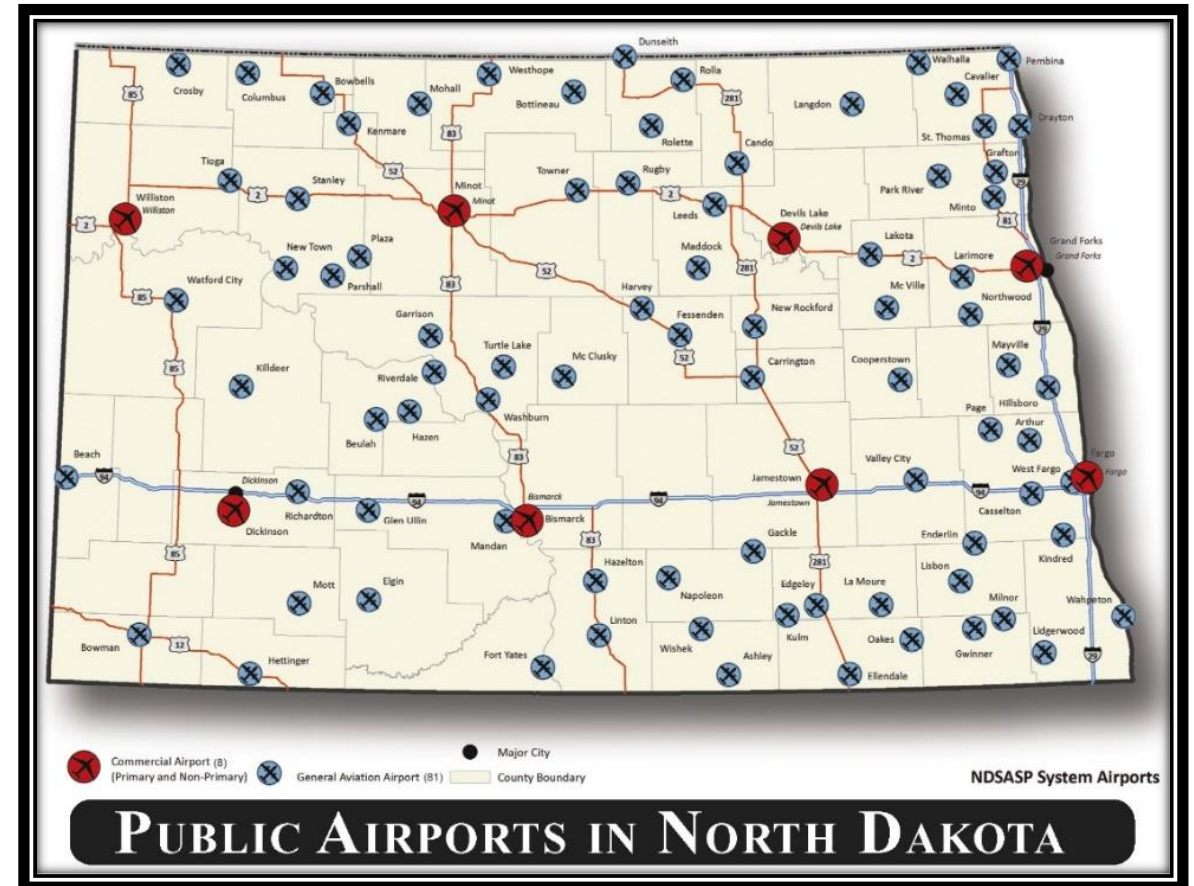
Historical Federal Funding for North Dakota Airports



A Decade of Accomplishments

2012 - 2022

- New Bowman Airport (2015)
- New Williston Basin International Airport (2019)
- Airport Layout Plan/Master Plan Updates
 - 37 General Aviation Airports
 - 8 Commercial Airports
- Runway Rehabilitations
 - 34 General Airport Runways
 - 7 Commercial Airport Runways
- Airport Terminals
 - 18 General Aviation Airports
 - New (Minot & Williston)
 - Multiple Commercial Terminal Upgrades
- Other Airport Upgrades
 - Snow Removal Equipment
 - Drainage Improvements
 - Instrument Approaches/Weather Reporting Upgrades
 - Lighting Upgrades



North Dakota's Return on Investment

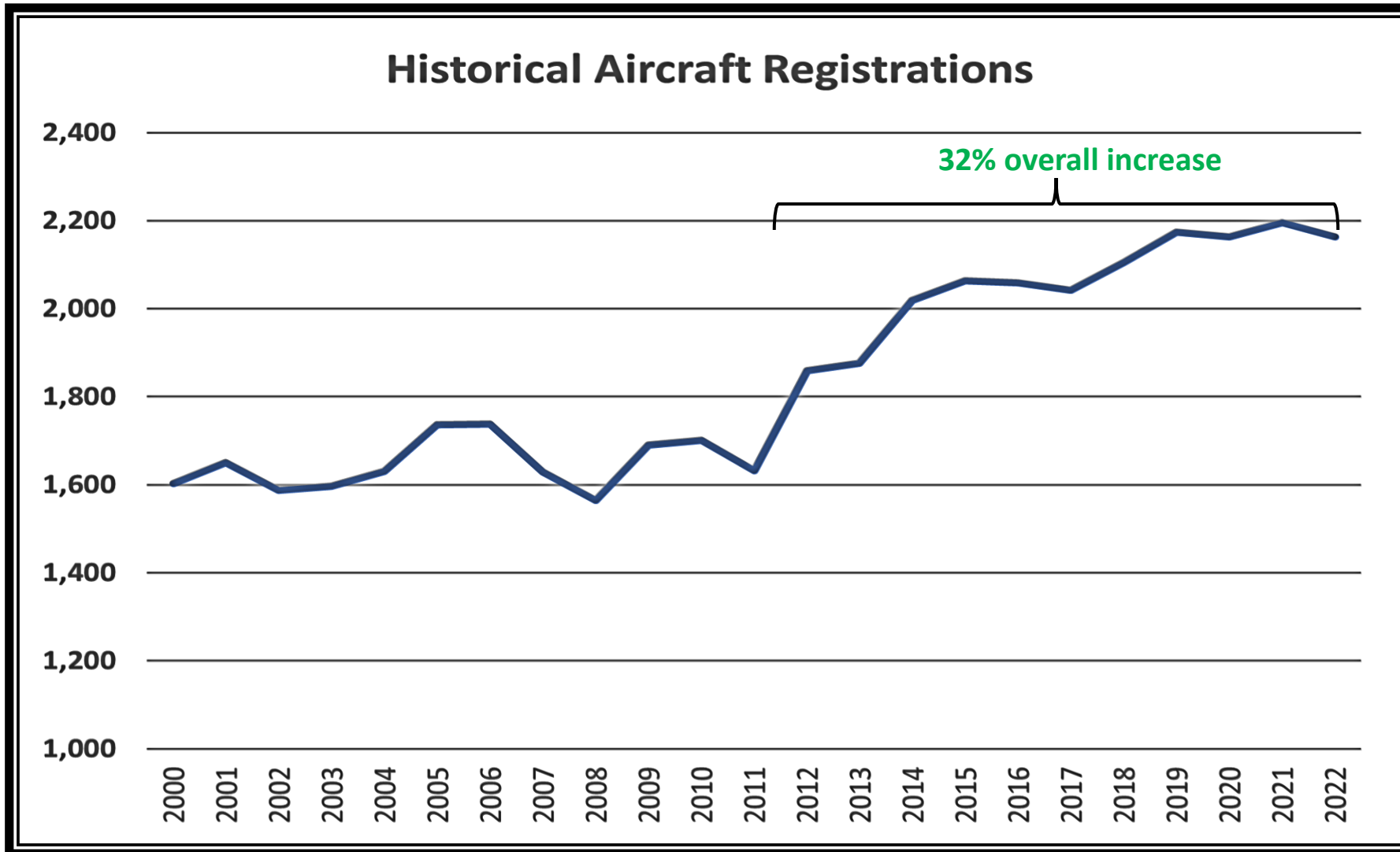
From 2013-2022 (Last 10 years):

- North Dakota has received \$541 million from Federal Government for Airport projects
- The State of North Dakota has invested a total of \$167 million in airport projects.

Over the last 10 years - for every \$1 dollar that the state has invested in airports, we have been able to leverage/receive approximately \$3.24 from the Federal Aviation Administration.

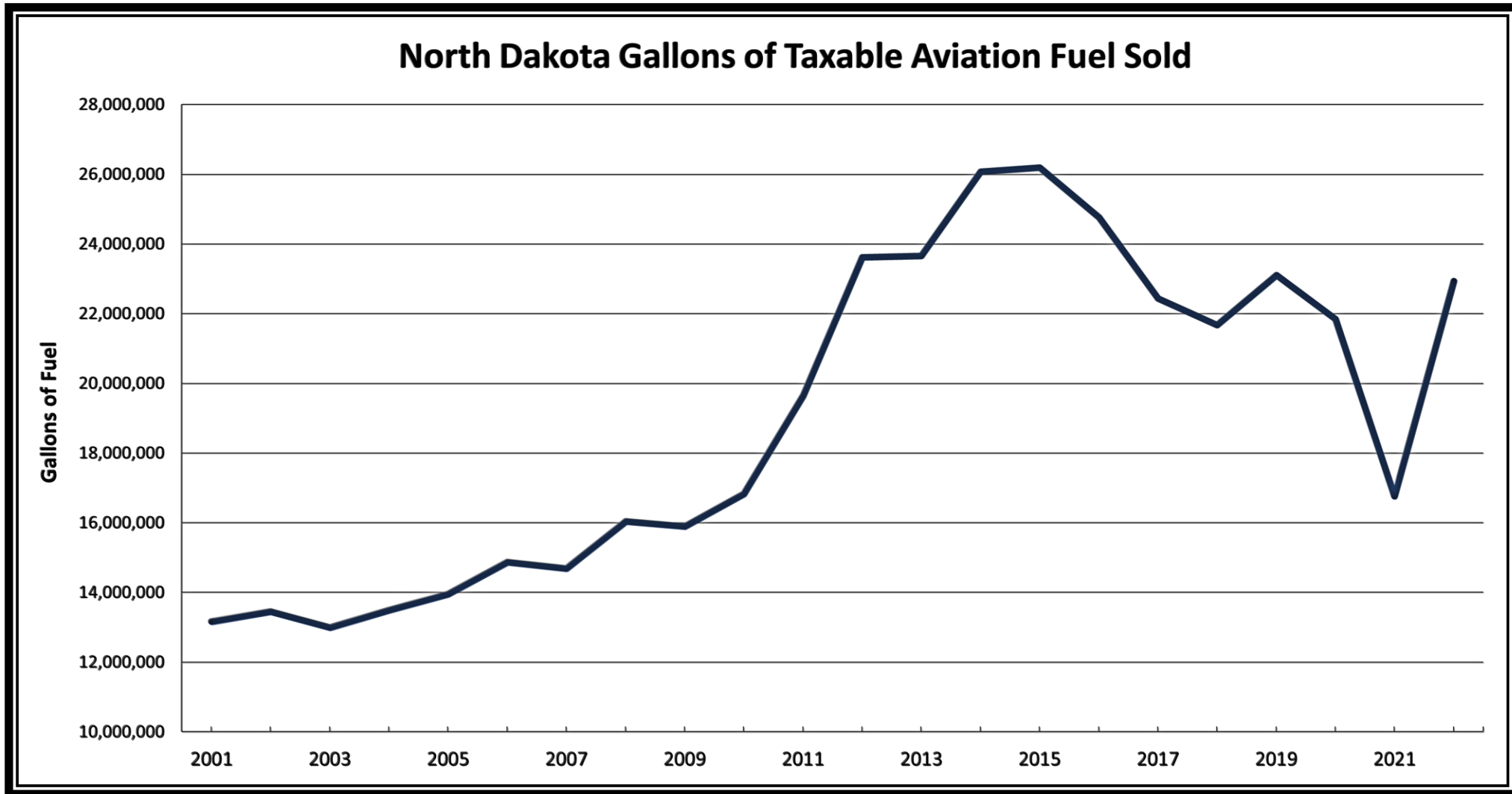


Aviation Statistics – Based Aircraft



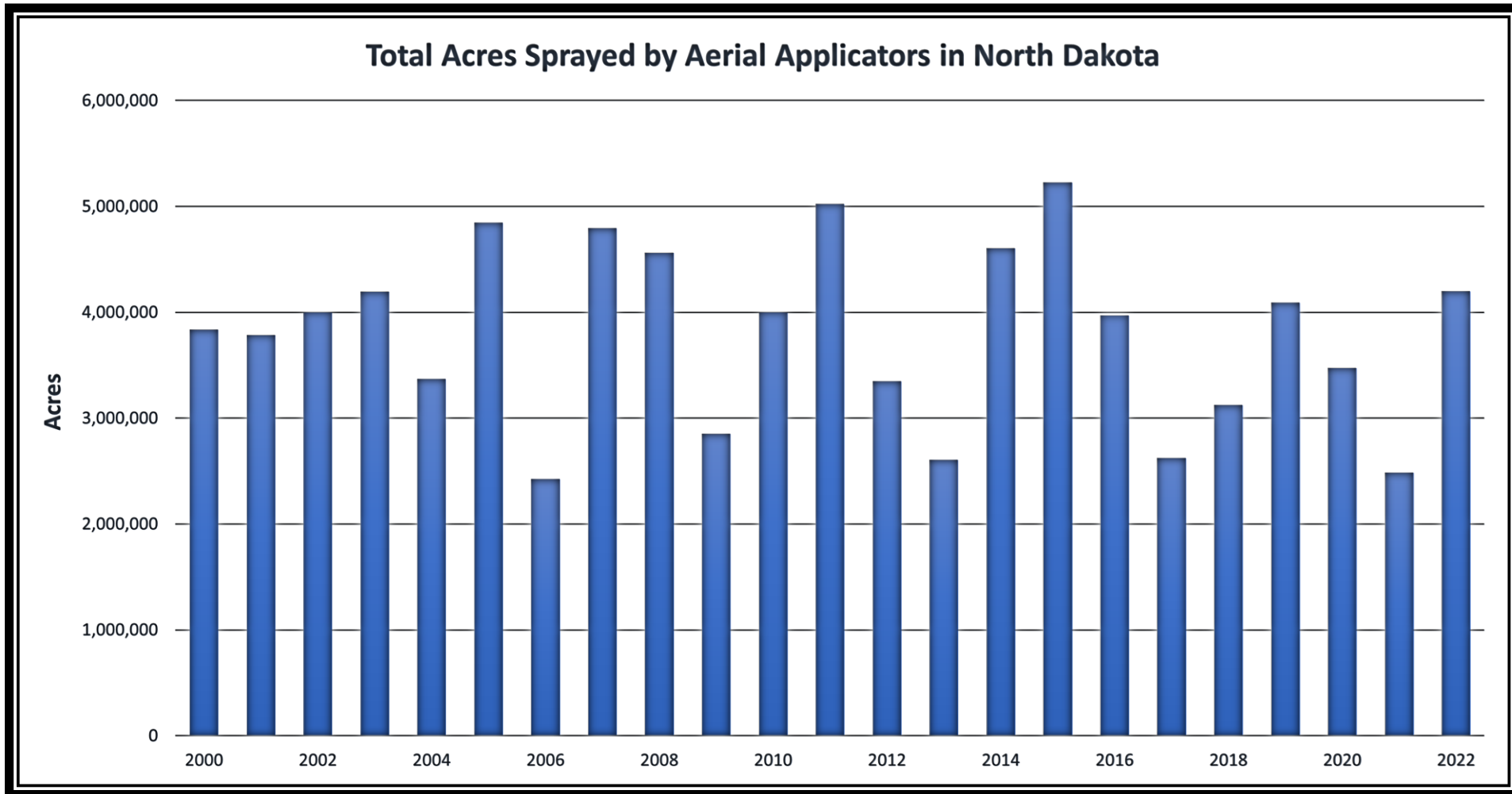
Aircraft Based in North Dakota are at record levels

Aviation Statistics – Aviation Fuel Purchases (Fiscal Year)



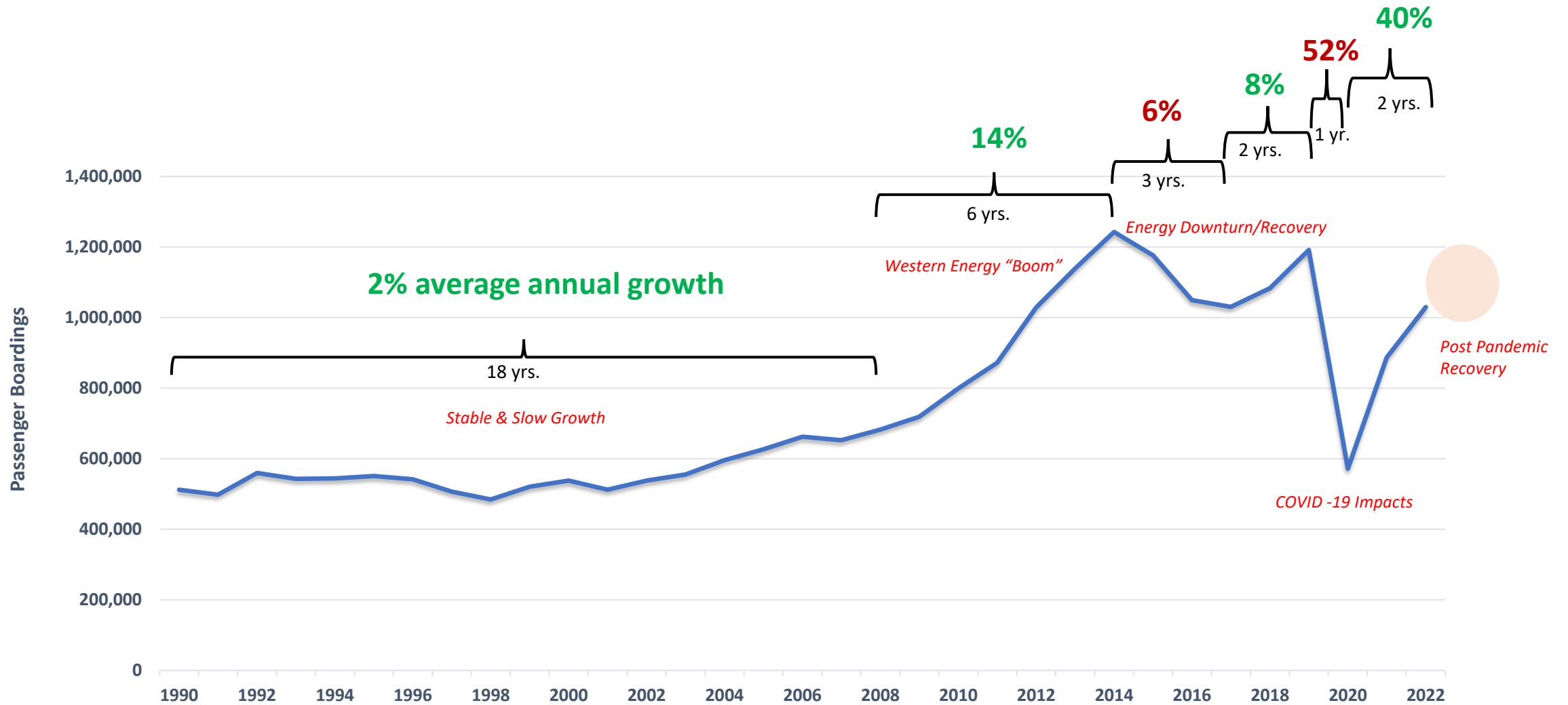
Aviation Fuel Use (100LL & Jet A) have recovered to Pre-pandemic levels

Aviation Statistics – Aerial Application

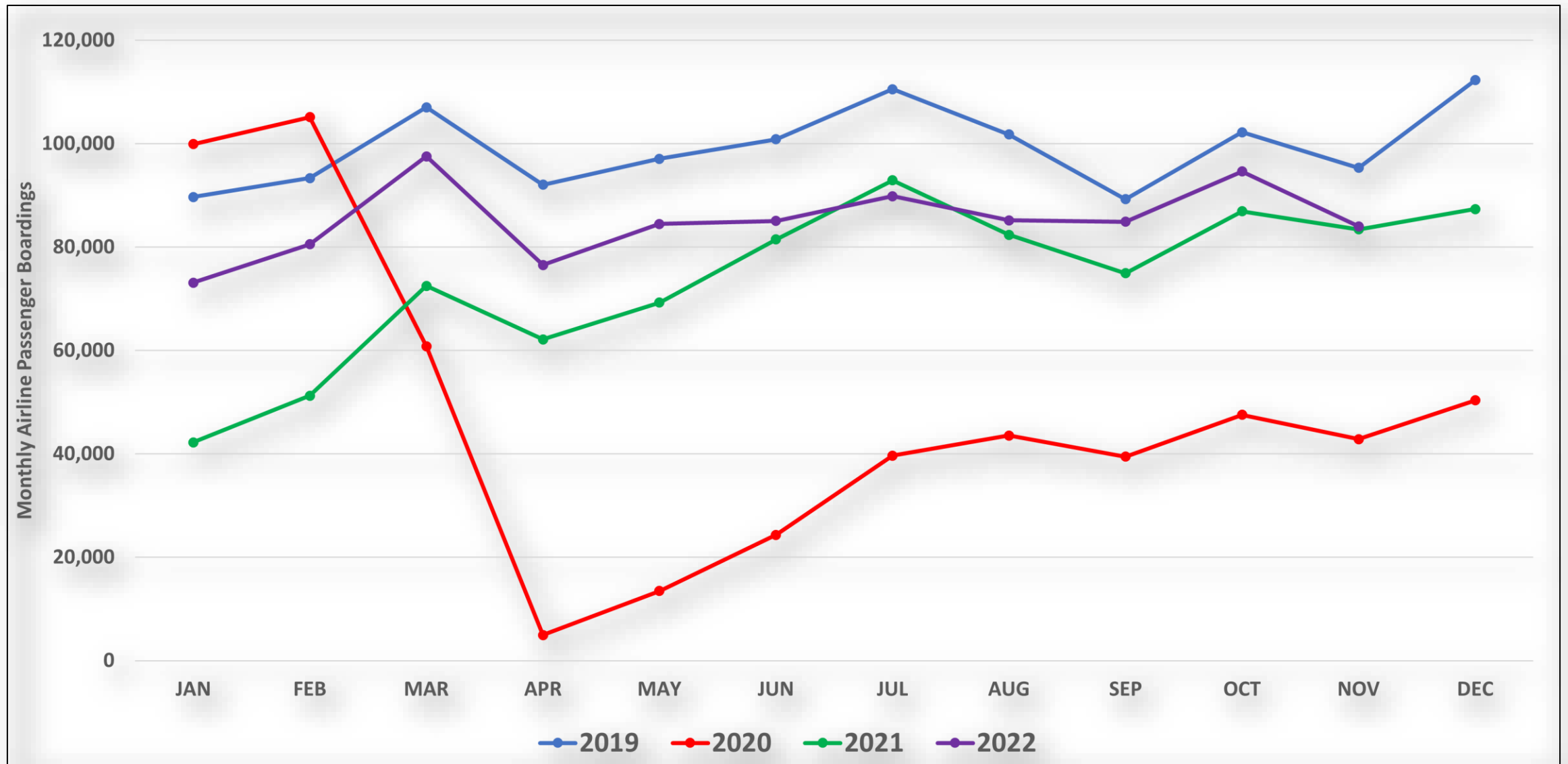


*2022 was an above average year for ND Aerial Applicators – 4.2 million acres
(3.8 million acres is 20-year average)
96 Aerial Applicator Businesses utilizing 191 aircraft and 172 pilots*

Aviation Statistics – Historical Airline Boardings



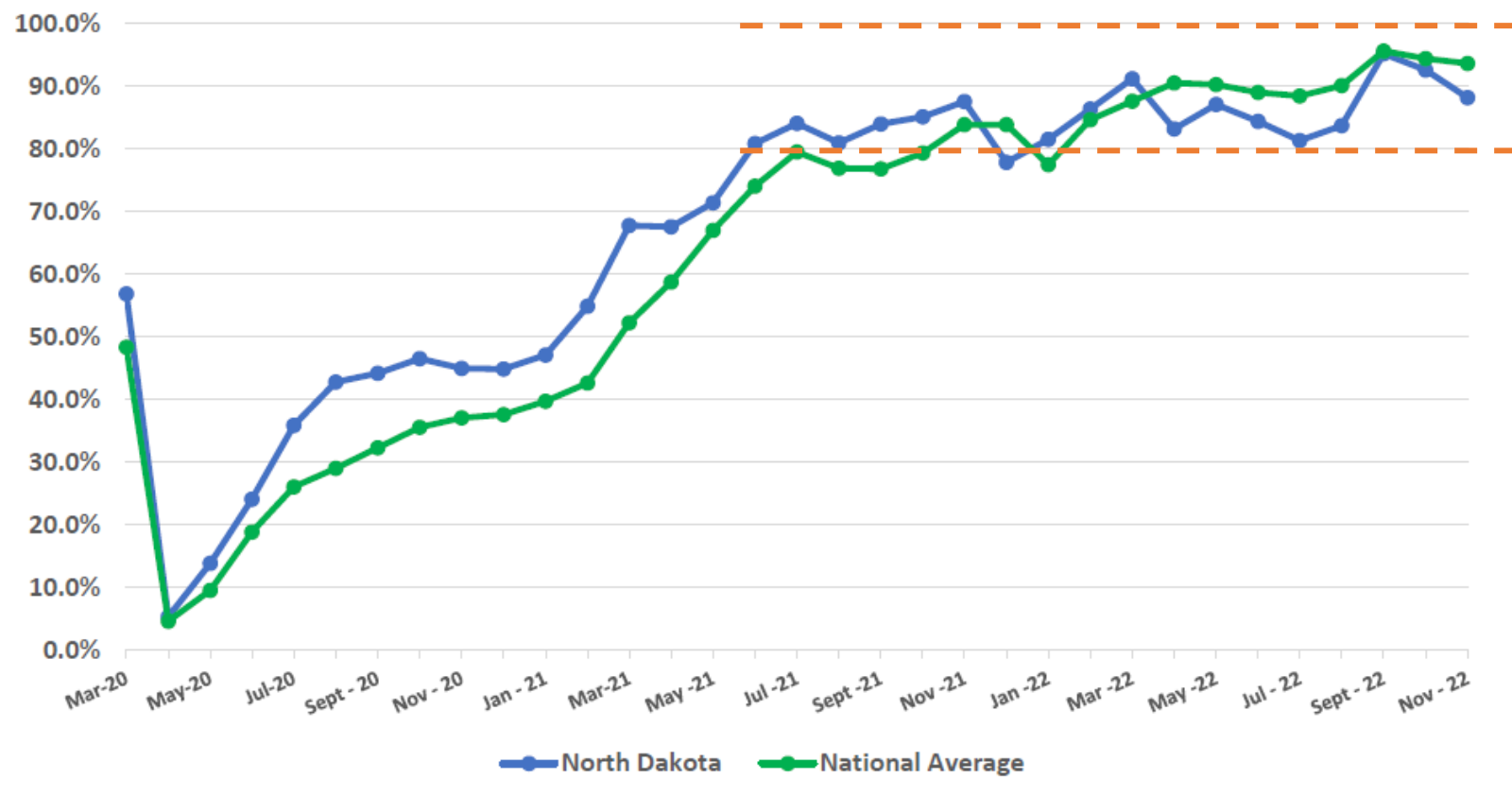
North Dakota Airline Passenger Boarding Trends



North Dakota versus National Average – Post Pandemic Recovery Analysis

ND vs. TSA Enplanement Retention

Month	ND	TSA
Mar-20	56.8%	48.3%
Apr-20	5.4%	4.7%
May-20	13.9%	9.6%
Jun-20	24.1%	18.9%
Jul-20	35.9%	26.1%
Aug-20	42.8%	29.0%
Sept - 20	44.2%	32.3%
Oct - 20	46.5%	35.6%
Nov - 20	45.0%	37.1%
Dec - 20	44.8%	37.6%
Jan - 21	47.1%	39.7%
Feb - 21	54.9%	42.6%
Mar-21	67.7%	52.2%
Apr - 21	67.5%	58.7%
May - 21	71.4%	67.0%
Jun - 21	80.8%	74.0%
Jul - 21	84.0%	79.5%
Aug - 21	80.9%	76.9%
Sept - 21	83.9%	76.8%
Oct - 21	85.0%	79.3%
Nov - 21	87.5%	83.8%
Dec - 21	77.8%	83.8%
Jan - 22	81.5%	77.4%
Feb - 22	86.3%	84.6%
Mar - 22	91.2%	87.6%
Apr - 22	83.2%	90.5%
May - 22	87.0%	90.2%
Jun - 22	84.3%	89.0%
Jul - 22	81.3%	88.4%
Aug - 22	83.7%	90.1%
Sept - 22	95.1%	95.6%
Oct - 22	92.5%	94.4%
Nov - 22	88.1%	93.6%



National statistics were retrieved from TSA website: <https://www.tsa.gov/coronavirus/passenger-throughput>

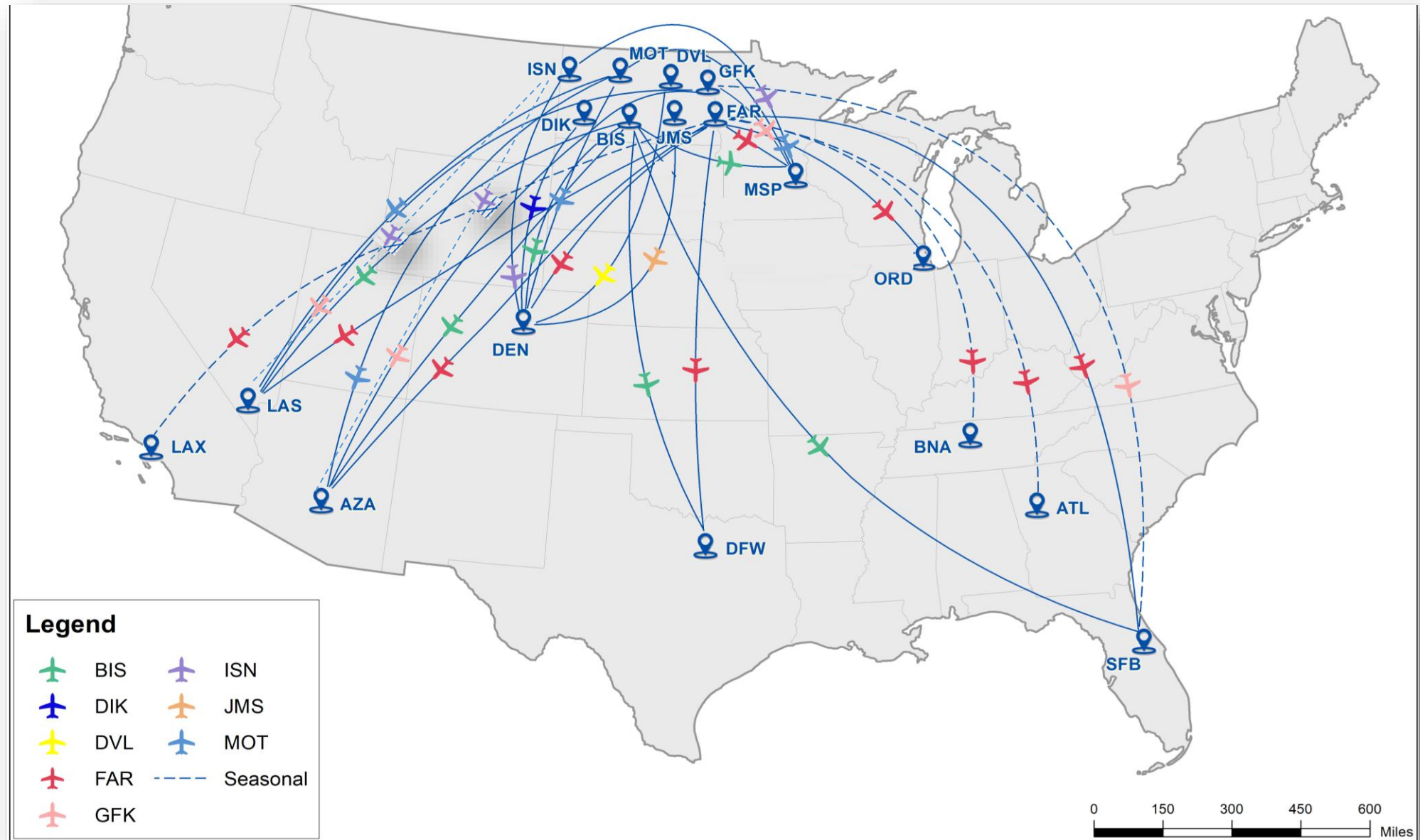
North Dakota Airline Annual Data

Year	Departures Performed	Available Seats	Aircraft Load Factor	Enplaned Revenue Passengers
2010	24,427	1,236,628	74.03%	806,230
2011	25,017	1,224,961	78.45%	869,582
2012	27,224	1,388,337	79.88%	1,028,543
2013	29,782	1,549,244	79.19%	1,139,586
2014	27,361	1,549,482	83.33%	1,242,995
2015	27,194	1,583,643	78.54%	1,176,043
2016	24,089	1,420,610	78.93%	1,049,418
2017	24,292	1,423,992	76.90%	1,030,639
2018	24,734	1,427,462	80.75%	1,083,117
2019	26,408	1,548,298	80.33%	1,191,569
2020	19,019	1,096,015	57.23%	572,093
2021	22,521	1,320,409	70.18%	886,809
2022 *	21,600	1,300,000	84.00%	1,030,000

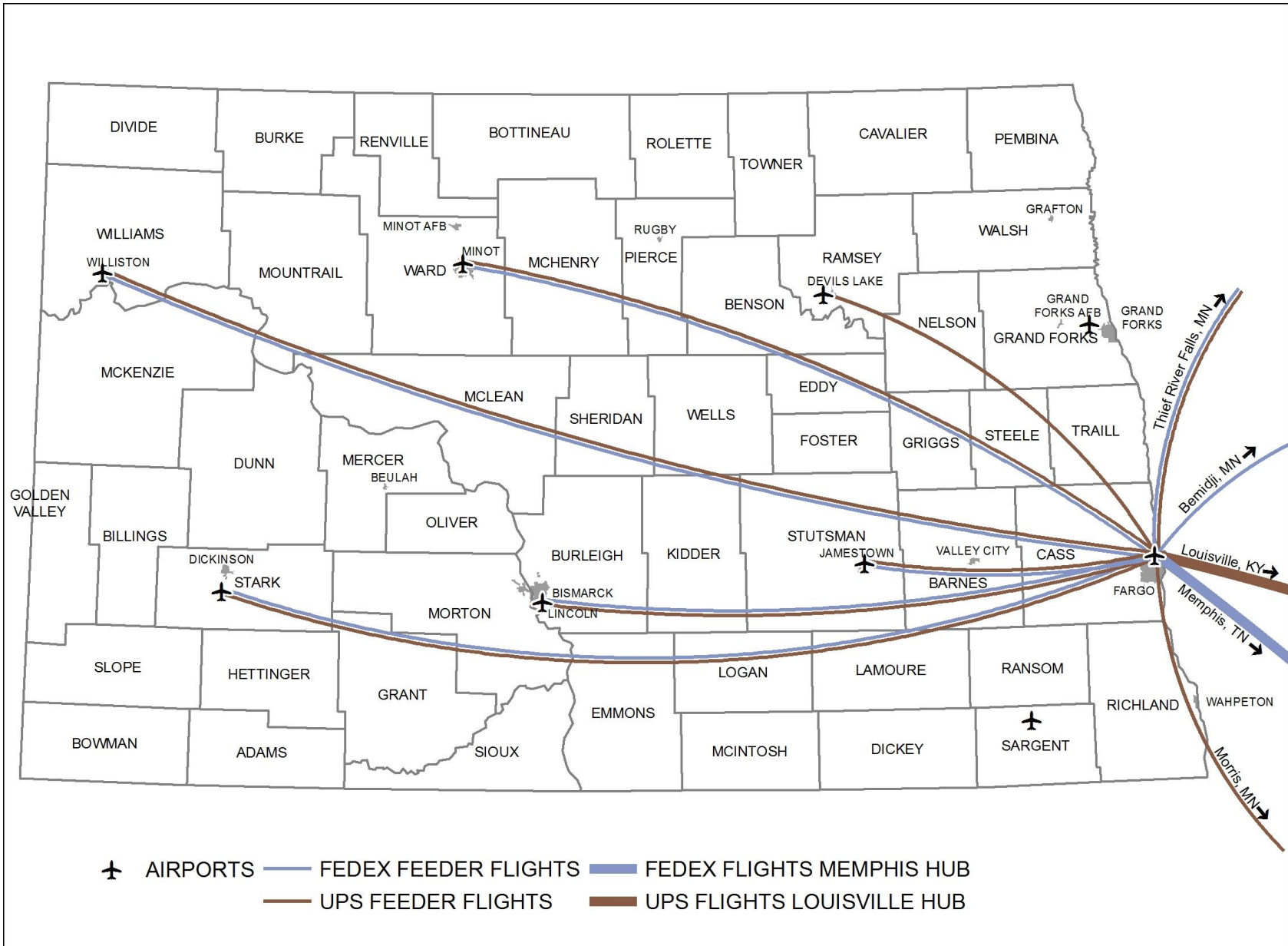
*2022 data is estimating October, November, and December months

- Approximately 15% less flight departures, available seats, and passenger counts than in 2019
- 2022 Load Factor is elevated which shows additional capacity is desired
 - Pilot & workforce shortage is currently preventing airlines from adding capacity

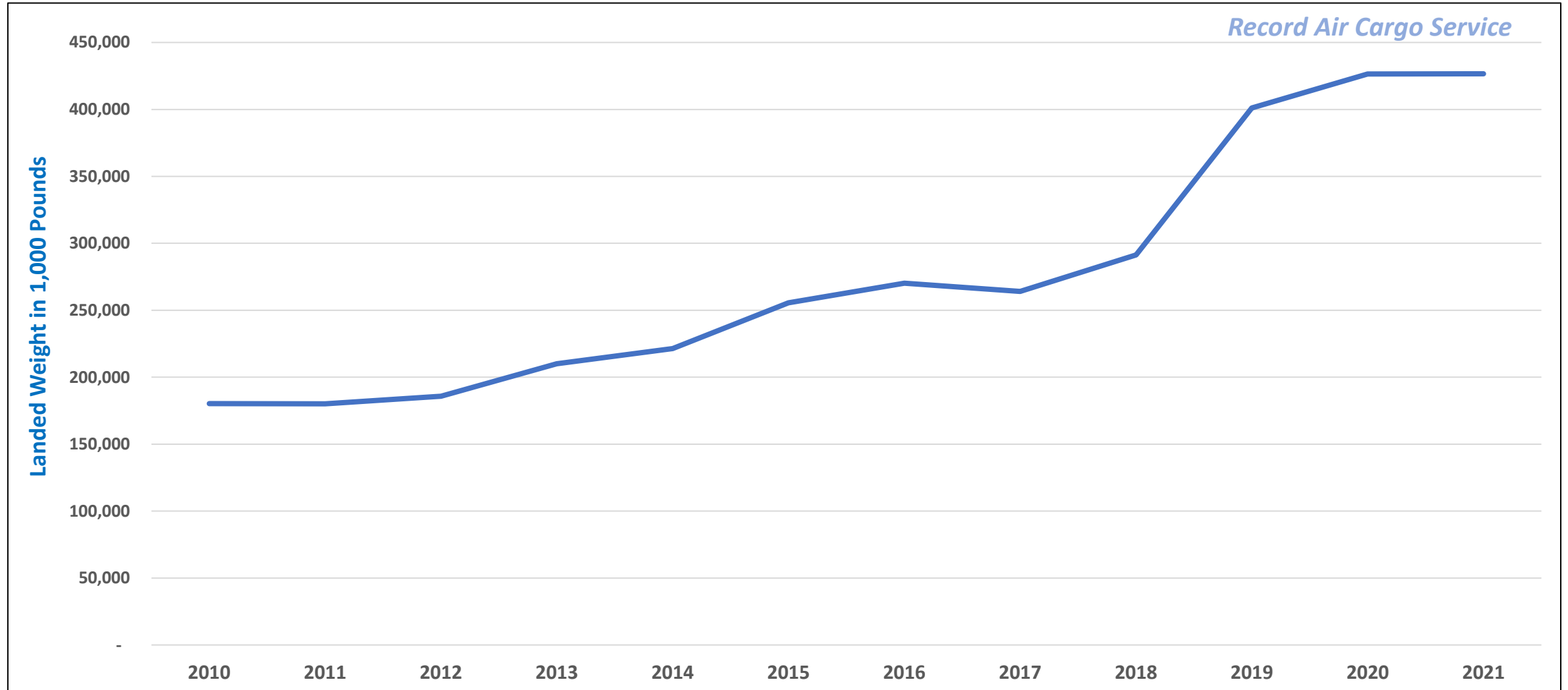
North Dakota Air Service Route Map - 2022



North Dakota Air Cargo Route Map - 2022



North Dakota Air Cargo Total Landed Weight



Pavement Condition Index Study

- 60 million square feet of concrete and asphalt pavement are inventoried, and condition is tracked every 3 years.
- Results are provided an interactive Airport Pavement Management System (APMS) tool
<https://apps.aero.nd.gov/app/pavement/>
- Fulfills FAA Grant Assurance 11 and Public Law 103-305 requirements for federal funded airports

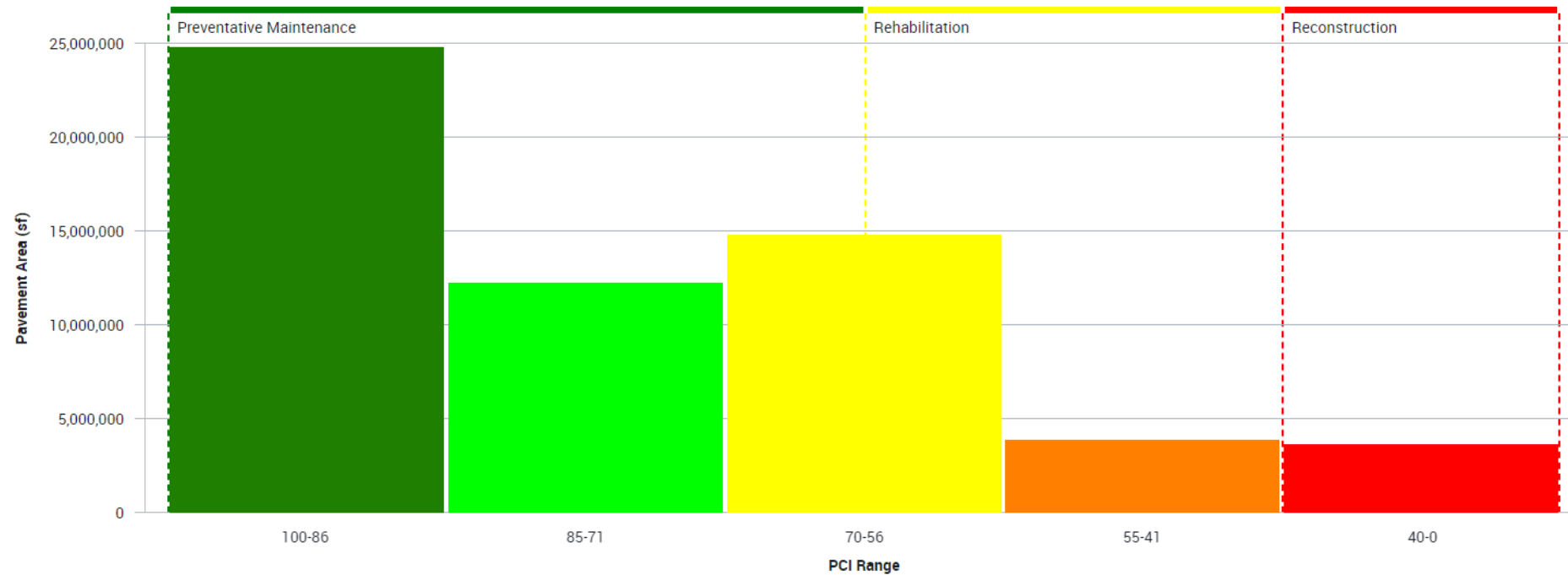
Interactive APMS Tool Includes:

Statewide Summarized Results
Individual Airport Results, including:
Pavement Inventory and Work History
PCI Results
Photographs
Condition Analysis
Needs Analysis
Report Documents

The screenshot displays the North Dakota Aeronautics Commission website. The header includes navigation links: Maps, Forms, News, Events, Regulations, Publications, About, Contact, Renew Aircraft Registration, and Search. The main navigation bar features: AIRPORTS >, EDUCATION/PROGRAMS >, LICENSING >, STUDIES >, and UNMANNED AIRCRAFT >. The 'STUDIES' dropdown menu is open, showing options: Aviation Statistics, Economic Impact, Pavement Condition Index (highlighted with a red box and a red arrow), and Statewide System Plan. The main content area features a large banner for the '2021 PCI STUDY' with the text 'Know Your Airport's Pavement Condition Index (PCI)'. Below the banner is a 'LATEST NEWS' section with two articles: '12/05/22 (Mon) North Dakota Aviation Association Awards \$13,000+ in Scholarships at Fly-ND Career Expo and is Recognized by the National Business Aviation Association' and '11/21/22 (Mon) Air Travel Poised for Strong Holiday Season'. The left sidebar contains 'UPCOMING EVENTS' with details for 'FAA Weather Camera Program Webinar' (Dec 06, 2022) and 'NDAAA Tri-State Aerial Applicators Convention' (Feb 14, 2023). A social media widget for 'North Dakota Aeronautics Commission' is also visible.

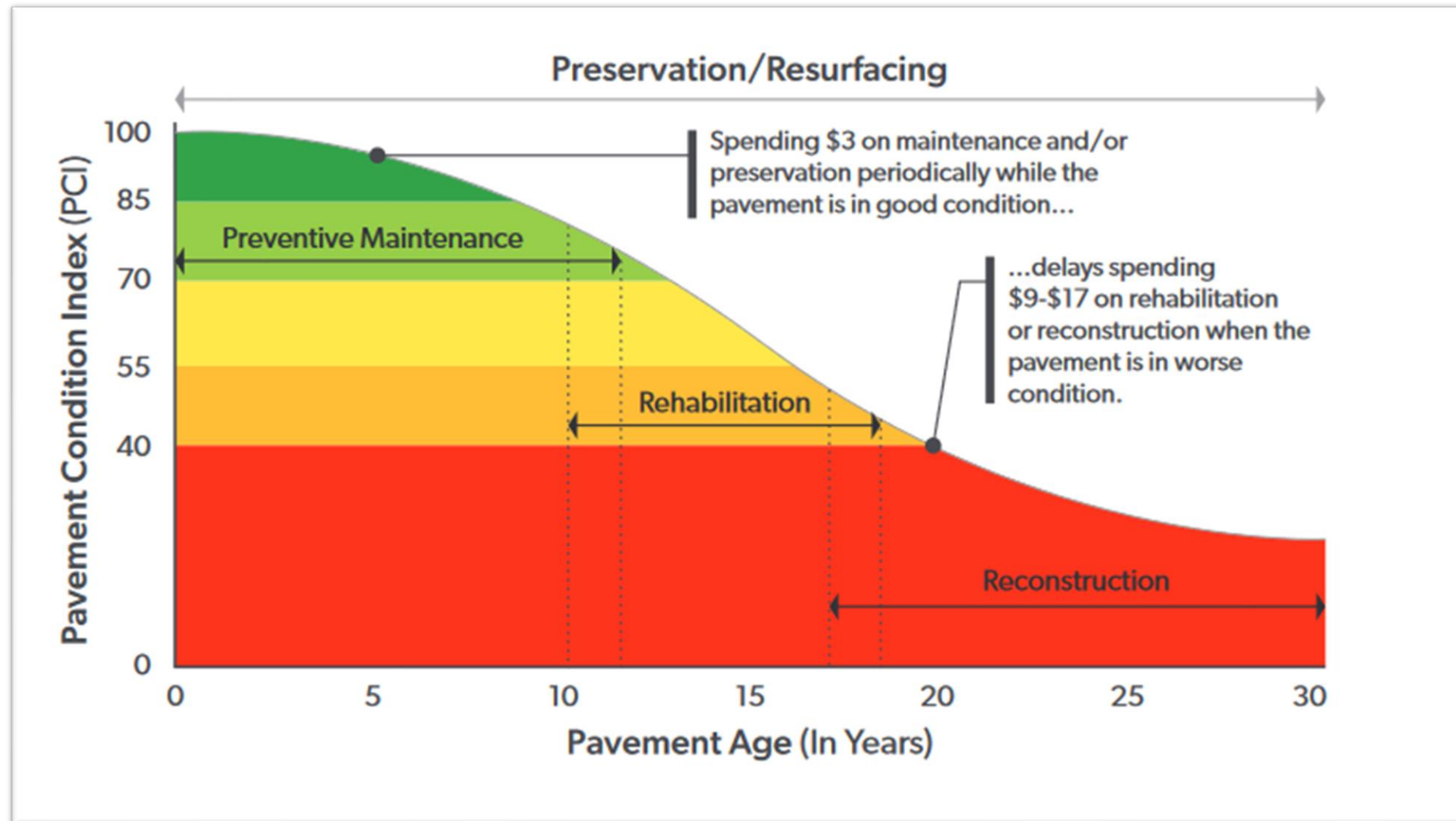
Pavement Condition Index Study

2021 Statewide Pavement Area by PCI Range



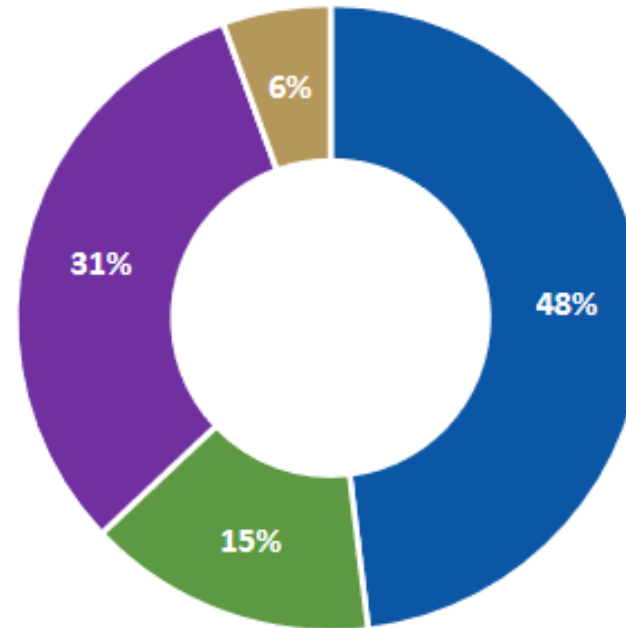
PCI Range	Pavement Area (sf)	Category
● 100-86	24,849,364	■ Preventative Maintenance
● 85-71	12,262,501	■ Preventative Maintenance
● 70-56	14,844,899	■ Preventative Maintenance ■ Rehabilitation
● 55-41	3,883,211	■ Rehabilitation
● 40-0	3,661,030	■ Reconstruction

Pavement Condition Index Study



Pavement Condition Index Study

If all projects identified within PCI Study were funded, an approximate total of \$251 million would be needed during the next 5 years



Overall State Airport System IN SQUARE FEET

■ Preventative Maintenance	28,613,741
■ Surface Treatments	8,847,337
■ Major Rehabilitation	18,741,180
■ Major Reconstruction	3,298,747

Pavement Condition Index Study

Branch Use	Area - Weighted Average Condition (PCI)				
	2009	2012	2015	2018	2021
Entire System	76	77	76	79	77
Runways	78	81	79	82	79
Taxiways	76	77	73	79	78
Aprons	72	69	72	73	71
Hangar Taxiways	64	64	72	76	75
Total Pavement (millions sq ft)	52.1	51.9	55.3	56.9	59.5

North Dakota has been able to successfully maintain our airport pavements over time while also increasing the amount of pavement in the system as our communities and airports grow.

Biennium Project Highlights – Commercial Service

Fargo

- Commercial Terminal Area Study
- Snow Removal Equipment Building Expansion

Grand Forks

- Reconstruct Intersection for Rwy 9L/27R and Rwy 17R/35L
- UND Bravo Apron Reconstruction

Devils Lake

- Commercial Terminal Design Work

Jamestown

- Terminal Apron Reconstruction



*Grand Forks – Runway Intersection
Reconstruction (2022)*

Biennium Project Highlights – Commercial Service

Minot

- General Aviation & Cargo Apron Rehabilitation

Bismarck

- Major In-Field Drainage Improvements

Dickinson

- Primary Runway Reconstruction & Extension

Williston

- New airport successfully opened Fall of 2019
- Crosswind Runway construction completed Fall of 2020
- Master Plan Update Ongoing



*Dickinson Airport Primary Runway
Construction (2022)*

Biennium Project Highlights – General Aviation

Runway Rehabilitations

- Beach
- Carrington
- Cando
- Glen Ullin
- Hazen
- Mohall (runway extension)
- Watford City (runway extension)

Taxiway/Apron Rehabilitations

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



*Watford City Airport Runway
Reconstruction & Extension (2021)*

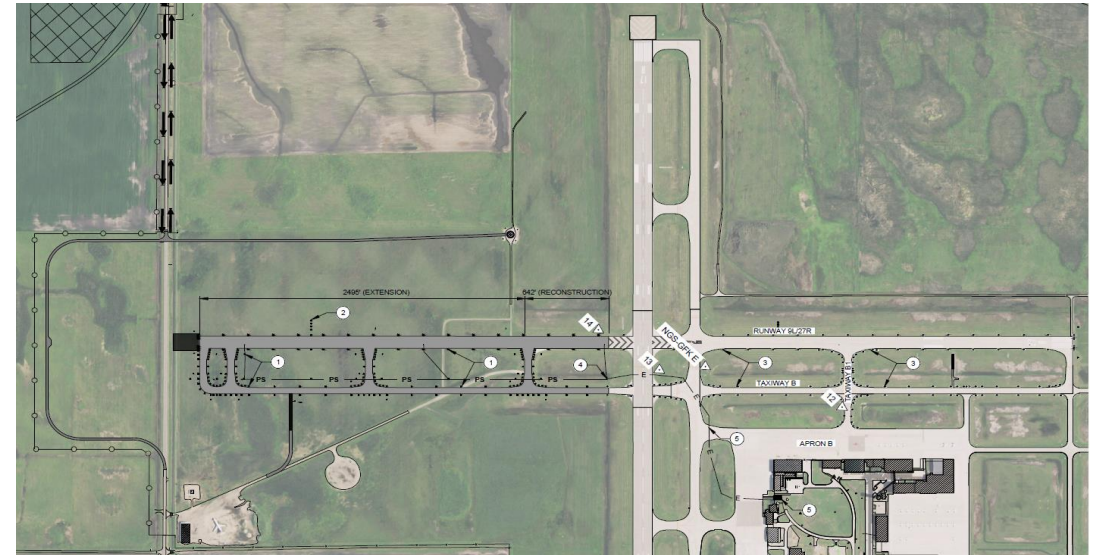
Major Airport Projects on Horizon

Commercial Aviation Major Projects

- **Bismarck:** Crosswind Runway Rehabilitation
- **Devils Lake:** Commercial Terminal Improvements
- **Dickinson:** Commercial Terminal Improvements
- **Fargo:** Commercial Terminal Expansion
- **Grand Forks:** Crosswind Runway Reconstruction/Extension and Primary Runway Reconstruction
- **Jamestown:** Primary Runway Rehabilitation
- **Minot:** Storm Water & Drainage Improvements
- **Williston:** Deicing Containment Area Expansion

General Aviation Runway Rehabilitations

- Crosby
- International Peace Gardens
- Lakota
- Leeds
- New Rockford
- Westhope



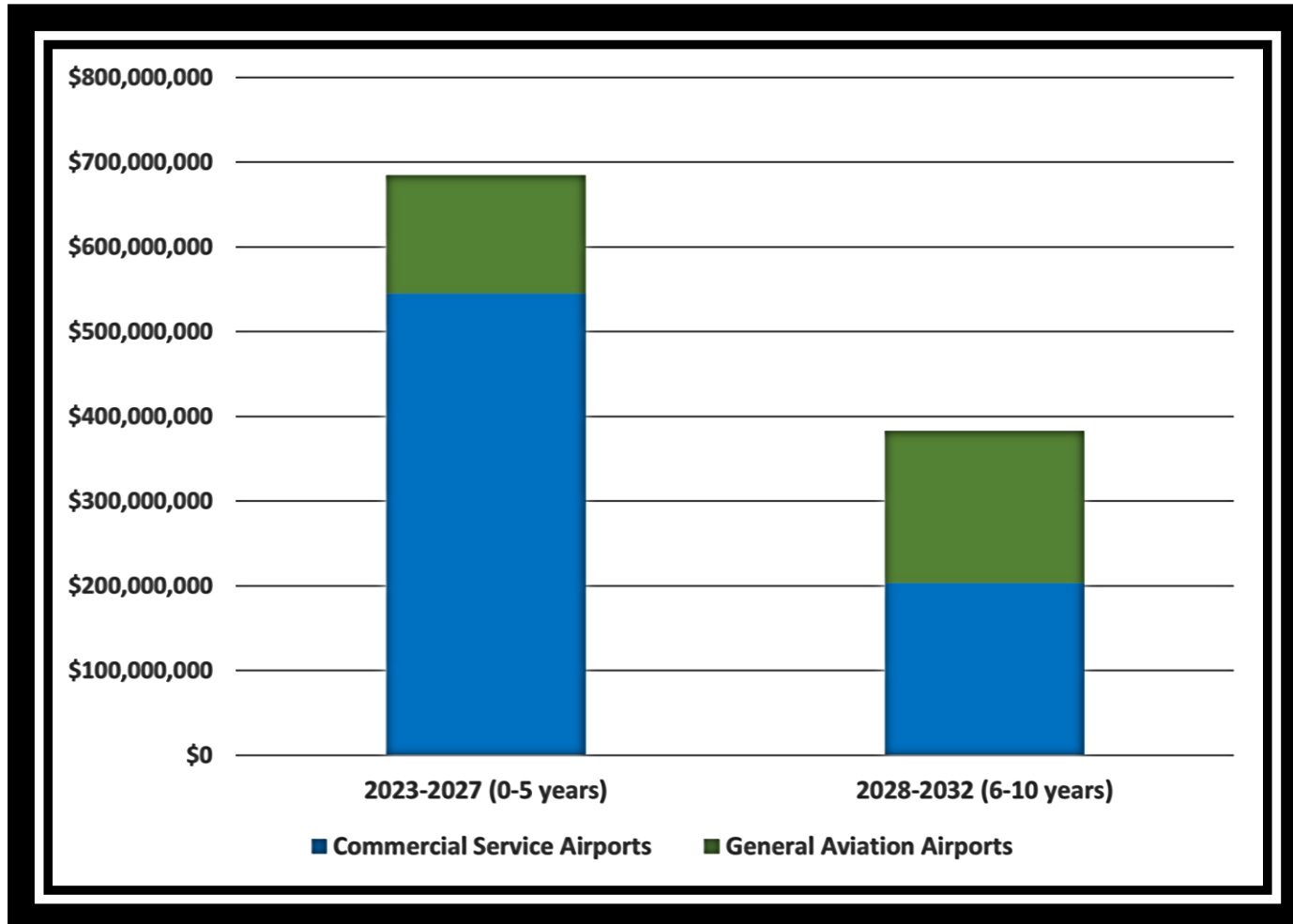
Grand Forks Crosswind Runway Extension



Fargo Commercial Terminal Preferred Alternative Looking Southwest

North Dakota Airport Infrastructure Needs Analysis

Identified Airport Infrastructure Projects
(NPIAS Only)



0-5 year identified projects: \$684 Million

6-10 year identified projects: \$383 Million

Total 10-year project costs: **\$1.067 Billion**

Anticipated 10-year federal investment: \$600 million

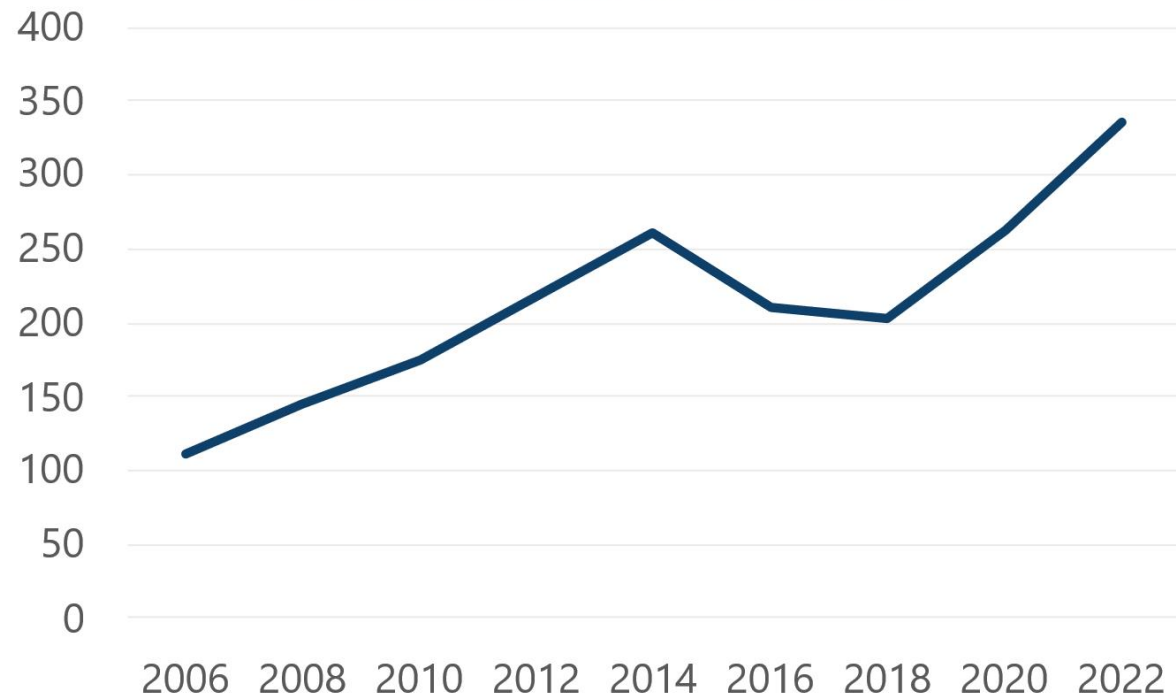
Funding Gap for State & Local: \$467 million

INCREASE IN CONSTRUCTION COSTS



- Construction costs increased 26% from 2021 to 2022.
- Projections for 2023 range from 4% -14%.
 - Will likely be around 7%.

Construction Cost Index



Looking Forward

Continue to support the aviation industry's recovery from COVID-19 pandemic

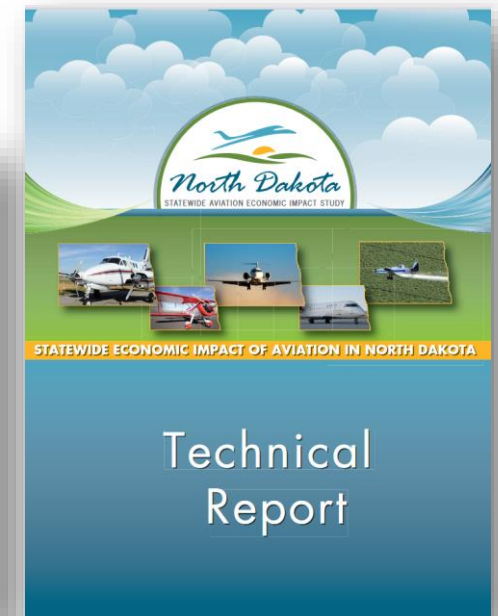
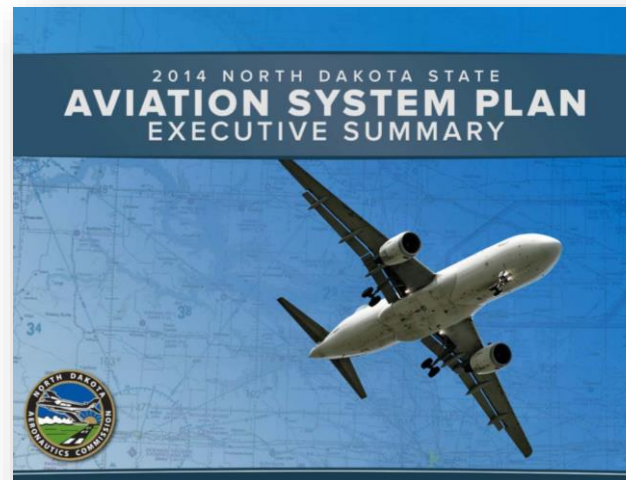
- Fully understand Federal Airport Infrastructure program and funding availability as Congress finalizes relief and funding packages
- Leverage federal funds where possible and utilize state grant funds on high priority projects
- Support aviation education and workforce development initiatives

Update Statewide Aviation System Studies

- Aviation System Plan and Economic Impact of Aviation Studies (Documents produced approximately every 10 years)
 - Anticipated release in 2025
- Updated Pavement Condition Index Study in 2024 (Study produced every 3 years)

Support the Northern Plains UAS Test Site and VANTIS

- Safe integration of UAS into National Airspace System



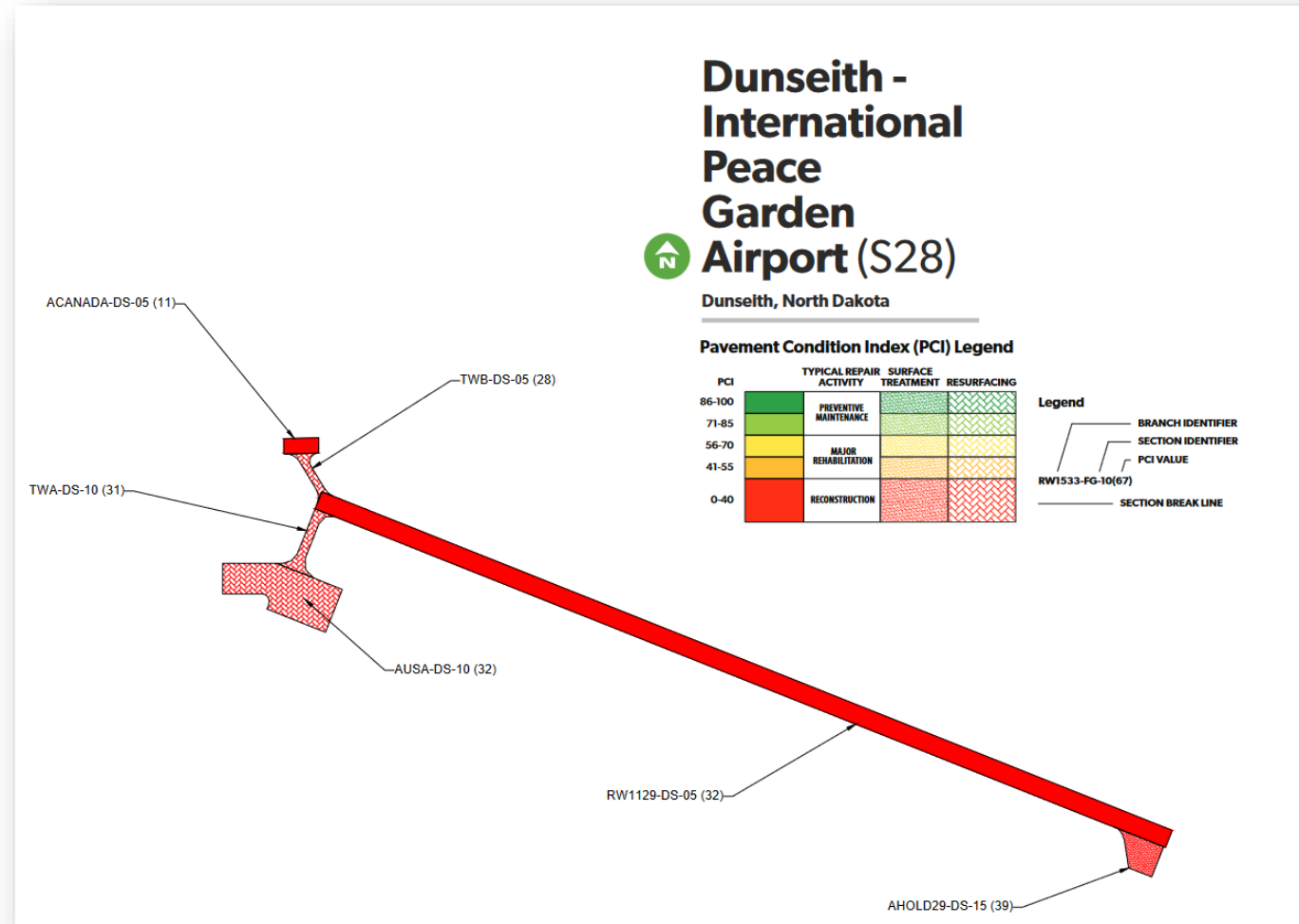
Looking Forward

International Peace Garden Airport Rehabilitation Project

- Airport is owned and operated by ND Aeronautics
- It is a NPIAS airport and eligible for federal funding
- Airport is utilized for tourism and access to U.S. and Canadian Customs at the border.

Airside pavements are in poor condition and aging pavements require a major rehabilitation.

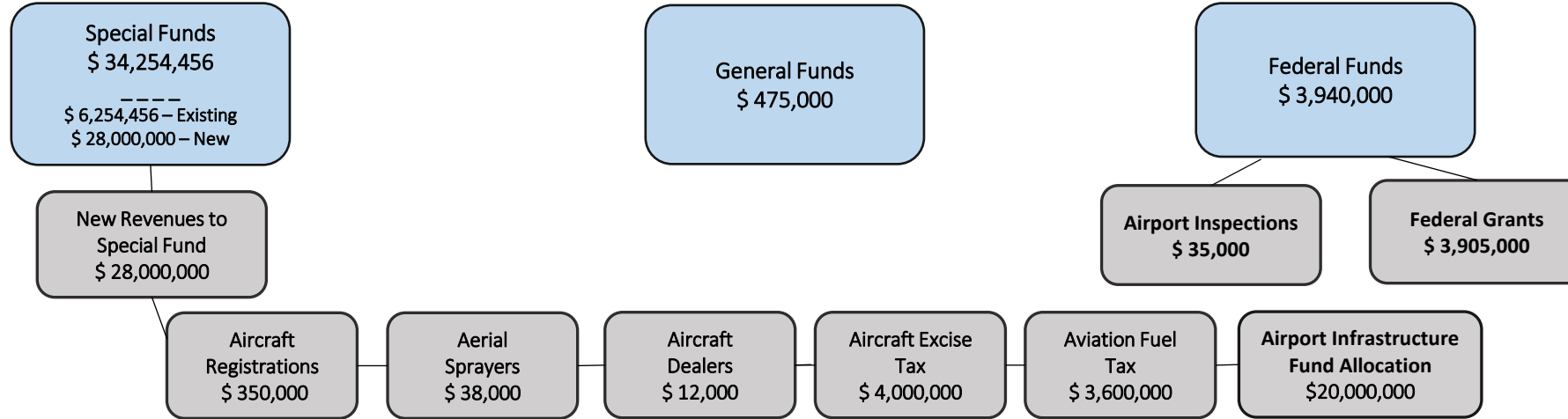
- Design will occur 2023
- Construction planned in 2024



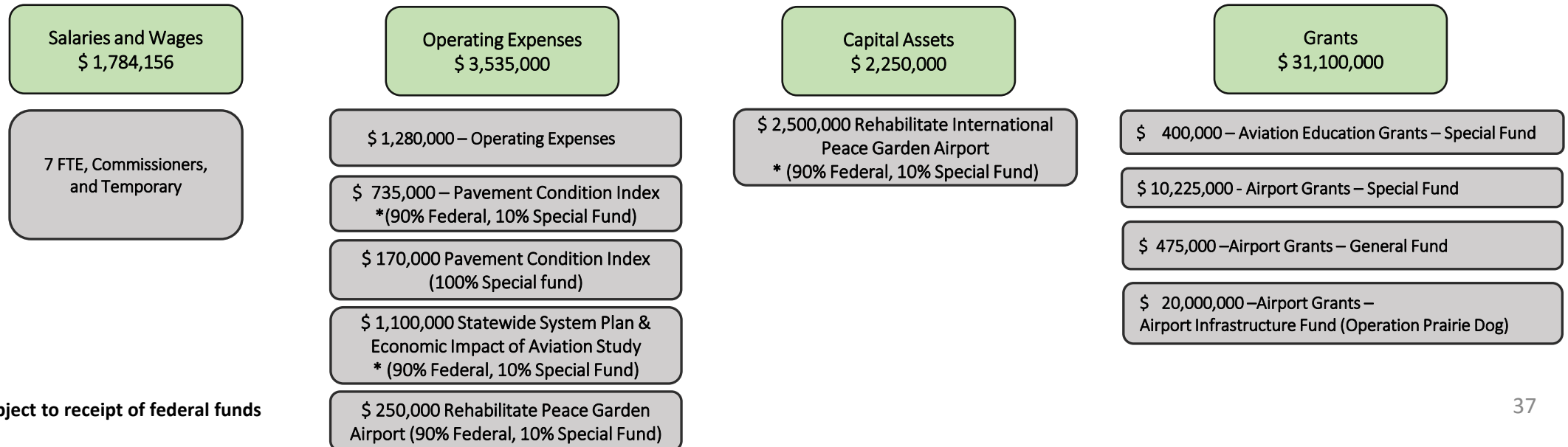


North Dakota Aeronautics Commission 2023 – 2025 Executive Recommendation \$ 38,669,156

REVENUES

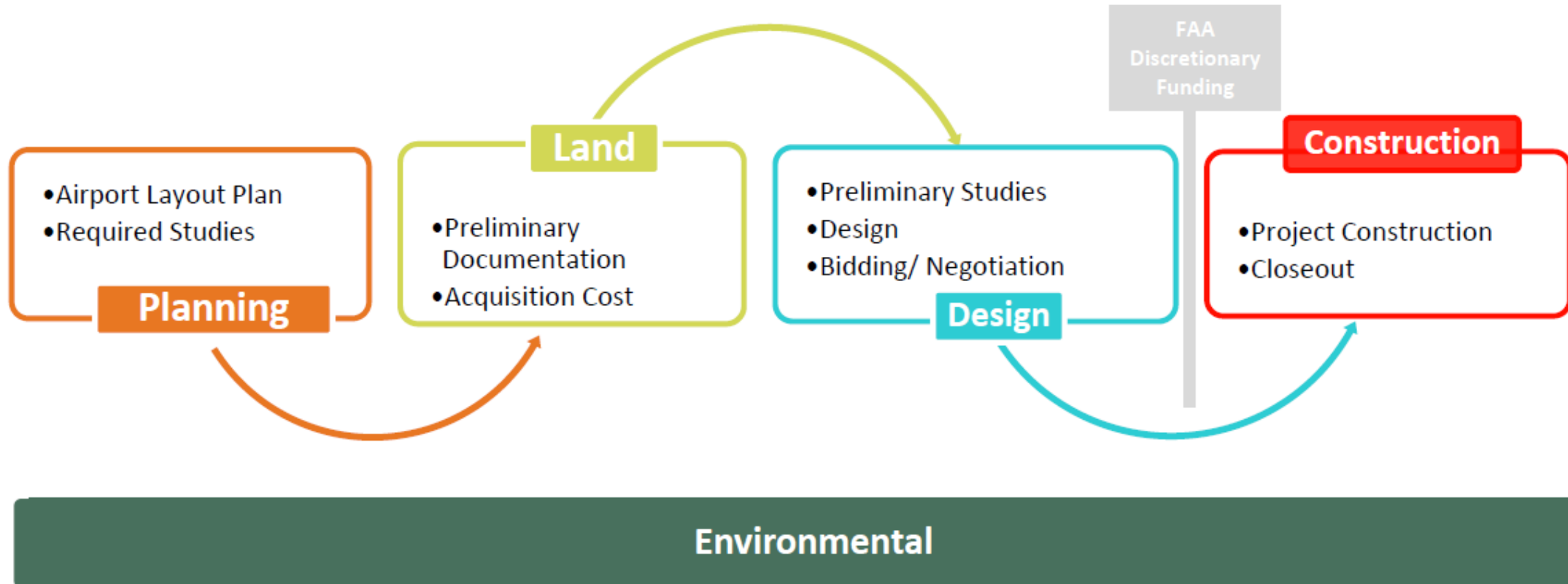


EXPENDITURES

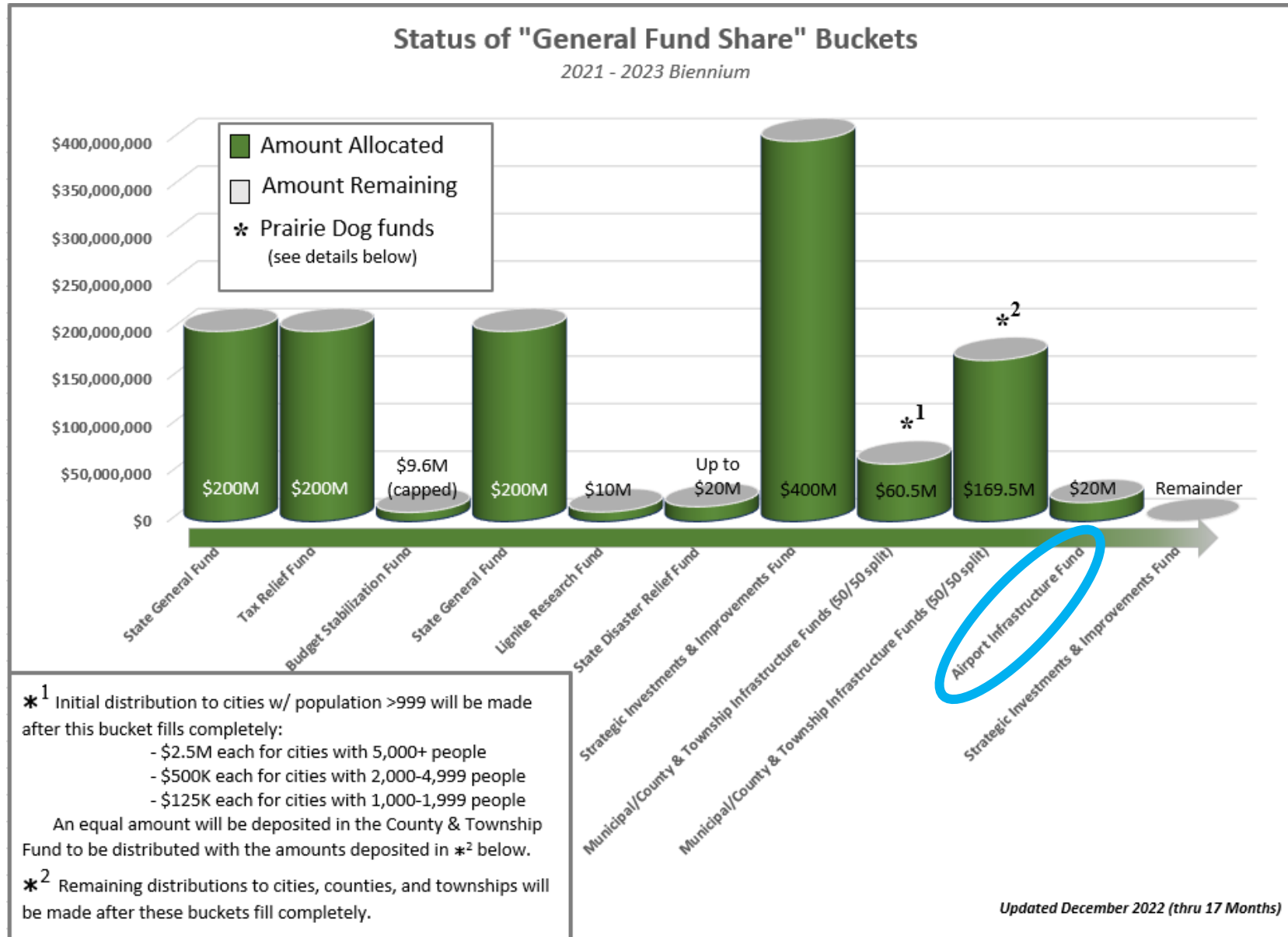


*Fed – subject to receipt of federal funds

Importance of Planning & Reliable Funding Sources



Status of Oil Revenue Buckets



Requested Language Change

Request to update the language in Section 2 to correct the purpose of the one-time funding provided during the special legislative session:

SECTION 2. ONE-TIME FUNDING.

~~International Peace Garden airport rehabilitation~~ **Airport Grants**

Request to 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, 2023, and ending June 30, 2025. **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, 2025 and ending June 30th, 2027, and may be expended only for providing grants to airports.**

Questions





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
1-701-738-4646

January 6, 2023

**RE: Testimony to House Appropriations Committee - Government Operations Division on
HB 1006 – Aeronautics Commission Budget**

Chairman Monson 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 HB 1006 and the requested language changes proposed by Executive Director Wanner.

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. We continue to be very supportive of their efforts.

As our airports plan for future development and growth the funding needs are projected to be significant. Over \$1 billion in projects have been identified over the next 10 years at airports in North Dakota, and the amount for 2023-2027 alone is \$684 million (please see attachment). Our airports work cooperatively with the Federal Aviation Administration (FAA) to maximize federal grant participation, but additional investment from the State and local airport sponsors will be required to meet these forecasts. We support the Governor's recommended Aeronautics Commission budget, including the \$31.1 million being requested for Airport and Aviation grant funding for the next biennium, as we have confidence that it will be administered in the best interest of airports in the State.

In closing, AAND and GFK are supportive of HB 1006 with the requested language changes. 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', written in a cursive style.

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

Attachment: Statewide Airport Capital Improvement Planning Report



STATEWIDE AIRPORT CAPITAL IMPROVEMENT PLANNING REPORT - NORTH DAKOTA

FAA / State General Aviation and Commercial Service Program (NPIAS AIRPORTS)

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
			Terminal/Cargo Apron Rehabilitation	1000	
1	Fargo FAR	218	Terminal Apron Expansion (Phase I C'23, Phase II '24)	17000	
			South GA Apron Rehabilitation/Reconstruction	12000	
			Terminal Building Expansion (D'23, Phase I C'24, Phase II C'25)	100000	
			North GA Apron Expansion & Perimeter Road Reconstruction (C'23)	14000	
			Terminal Apron Reconstruction & Glycol Capture (D'25, Phase I C'26, Phase II C'27)	21000	
			Replace Passenger Boarding Bridge	1000	
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Glycol Pump Station	2000	
			Terminal Parking Lot Rehabilitation & Expansion	1500	
			SRE Acquisition	2000	2000
			Rwy 9/27 Ext./Widening w/ Parallel Taxiway - Study, EA, Design, Construct		65000
			North GA Taxilane Extension		1000
			East GA Expansion		2000
			Airfield Wetland Mitigation / Drainage Improvements	9000	7000
2	Bismarck BIS	90	GA Apron Expansion	6000	2000
			Hangar 5 Demolition	700	
			Rehabilitate Runway 3-21	8000	
			Rehabilitate Taxiway D	5000	
			Expand Commercial Apron	14000	
			Construct Terminal Building Expansion	60000	
			Install New Passenger Boarding Bridges	7000	4000
			Rehabilitate Taxiway C North	10000	
			Runway 13 RPZ Land Acquisition		2200
			Purchase SRE Equipment	3000	1000
			Construct SRE Building	1000	
			Purchase ARFF Equipment	1000	1000
			Deicing Fluid Collection System	500	
			Rehabilitate/Construct ARFF Building Expansion	1000	
			Commercial and GA Ramp Panel Replacement	1000	1000
			Construct Taxilane Expansion	1000	500
			Rehabilitate/Construct Parking Lot/Expansion	1500	
			Rehabilitate Access Roads		1600
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Construct Service Road Expansion		300
			Relocate Airway Avenue/Airport Road Intersection		300
			Corporate Area Hangar Development		3300
			Update Noise Contours		250
			Runway 9L-27R & TWY B Extension, Lighting, & Reconstruction (C'23-'24)	34800	
3	Grand Forks GFK	138	Runway 17R-35L Reconstruction (D'24, Phase II C'25, Phase III C'26, Phase III C'27)	75000	
			Construct Runway 18-36		10000
			Expand Terminal Apron		10000
			Expand Terminal		20000
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Runway 17L-35R Rehabilitation		12000
			Fencing & Perimeter Road Improvements	1000	
4	Minot MOT	128	Storm Water and Drainage Improvements (C '23)	9000	
			Purchase SRE Equipment	2000	1000
			RWY 8 Approach Clearing/Tree Removal	250	
			RWY 8/26 Rehab/T-hold Relocation; TWY B Intersection; TWY D Exp. (D '24, C '25-'26)	10000	
			Purchase ARFF Truck		1000
			Taxiway C Rehabilitation	5000	
			Replace T-Hangars	3000	3000
			Northwest GA Apron		2000
			Taxiway B & T-Hangar Rehabilitation	3000	
			Pavement Maintenance (RTA, RCF, Seal, Marking)	1000	1000
			Construct GA Landside Access Road and Parking Lot	3500	
			Rehabilitate Runway 13/31, Taxiway D-1, Taxiway A, & Airfield Lighting	5100	
5	Jamestown JMS	36	Rehabilitate Terminal Apron Phase II & GA Apron/Taxiways/Taxilanes	500	
			Acquire SRE	600	
			SRE Building Expansion (D'24, C'25)	1200	
			Perimeter Fence Improvements	300	
			Terminal Remodel/Reconfiguration & Parking Lot Improvements (C'26)	2000	
			Storm Sewer Rehabilitation	1700	
			Taxiway B Rehabilitation	600	
			Replace Passenger Boarding Bridge		1000
			W. Industrial Park Infrastr. Improvements		1500
			Pavement Maintenance (RTA, RCF, Seal), Marking	1000	1000
			Runway 4/22 Rehabilitation and Airfield Crack Sealing		1500
			Taxiway A, B, & D Rehabilitation		600
			Acquire ARFF Vehicle		900
			Construct T-Hangar		1000

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)					
				1 to 5	6 to 10				
				Yrs.	Yrs.				
6	Williston XWA	32	Purchase SRE Equipment	2000	1000				
			Deicing Fluid Collection Improvements	4000					
			Cargo Apron Construction	6000					
			Pavement Maintenance (RTA, RCF)	1500	3000				
			Construct Hangars	2000	2000				
			Ground Service Equipment Building	500					
			Terminal Parking Expansion	2000					
			Construct Sanitary Force Main	2300					
			Pave Perimeter Roads	2700					
			Construct Runway 4-22 Parallel Taxiway		6500				
7	Devils Lake DVL	28 ↑ 15	Purchase ARFF Equipment		1000				
			Pavement Maintenance (RTA, RCF, Seal)	500	500				
			Apron & Taxiway Reconstruction	3200					
			Runway 13/31 & Taxiway A Pavement Rehabilitation	1700					
			Construct SRE/ARFF Building		3800				
			Rehabilitate Terminal Apron		1000				
			Wildlife Hazard Assessment & WHMP Update	200					
			Reconstruct GA Apron		1500				
			Lighting Rehabilitation		1500				
			Acquire SRE		800				
8	Dickinson DIK	35 =	Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	1700					
			Purchase SRE Equipment	1000	1000				
			ARFF Truck Acquisition & ARFF Building Expansion	1500					
			Runway 7-25 & GA Apron Pavement Maintenance	600					
			GA Apron and Taxiway A Rehabilitation	5000					
			Terminal Design and Construction	30000					
			Commercial Terminal Apron, Access Road, & Parking Lot	11000					
			Construct Hangar Taxilanes		1000				
			Crosswind Parallel Taxiway		3000				
			Runway 7-25 Rehabilitation		7000				
	Commercial Service Airports Totals:			545150	203550				
	9	Ashley ASY	BASIC 13	Construct Apron Expansion (D'23, C'25)	900				
				Pavement Maintenance (RTA, RCF, Seal)	100	300			
				Construct Terminal	800				
				Construct Fuel System (100LL + Jet A)		800			
				Install AWOS		400			
				Construct Partial Parallel Taxiway		1100			
				Rehabilitate Runway 12/30, Taxiway, Apron Pavement	150				
				10	Beach 20U	BASIC 11	Construct Hangar (D '25, C '26)	1200	
							Rehabilitate Hangar Taxilanes	1100	
ALP/MP Update with Exhibit A/AGIS Component								300	
Construct New Turf Runway		1000							
Pavement Maintenance (RTA, RCF, Seal)	300	400							
Construct Fence and Signage		500							
Construct AWOS Access Road	200								
11	Bottineau D09	LOCAL 16	Runway 13/31, Taxiway, Apron Pavement Rehabilitation					2000	
			Construct New Hangar				800	800	
			Realign and Construct Turf Crosswind Runway					1000	
			Replace Fuel System	700					
			Pavement Maintenance (RTA, RCF, Seal)	500	200				
			Airport Beacon & Electrical Vault Rehabilitation	200					
			Terminal Improvements (D'25, C'26)	600					
			Construct Taxiway Expansion	300	300				
			Construct Fence and Signage		2000				
			12	Bowman BWW	LOCAL 17	Construct Hangar ('23, '24 Ongoing Reimbursements)	500		
Pavement Maintenance	400	400							
Construct Partial Parallel Taxiway	1000	1000							
Construct Crosswind Runway		1500							
Construct Taxilane		1000							
13	Cando 9D7	BASIC 11				Rehabilitate Runway 16/34 Lighting System	800		
						Pavement Maintenance (RTA, RCF, Seal)	300	500	
						Construct Fuel System	700		
						ALP/MP Update with AGIS		300	
						Construct Hangar		1000	
			Acquire SRE Equipment		400				
			14	Carrington 46D	BASIC 12	Apron Pavement Seal Coat & Taxilane Reconstruction	600		
						Rehabilitate Airfield Lights	500		
						Construct New Hangar		1000	
						Pavement Maintenance (RTA, RCF, Seal)	100	500	
Construct Fence & Signage		200							
South Apron Rehabilitation		300							
15	Casselton 5N8	LOCAL 35				Runway Repairs	500		
						Env. Assessment & Land Acquisition for Runway Relocation (EA '23, Acq '25)	1500		
						Runway 13/31 Relocation & Parallel Taxiway Construction	14800		
						Construct Fence		2000	
			Pavement Maintenance (RTA, RCF, Seal)	200	200				
			Construct New Hangar	1000	1000				
			Apron Reconstruction		1700				

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Airfield Lighting Rehabilitation		
16	Cavalier	16	Runway, Taxiway, & Apron Rehabilitation (D'24, C'25)	2600	
	2C8		Construct Drainage Improvements	150	
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			Construct Full Parallel Taxiway		2000
			Relocate Powerline		50
			Construct Fence and Signage		500
		LOCAL	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	50	
17	Cooperstown	15	Runway 13/31, Taxiway and Apron Rehabilitation (D'24, C'25)	2000	
	S32		Pavement Maintenance (RTA, RCF, Seal)	100	500
			ALP/MP Update with AGIS Component		300
			Access Road Improvements		300
			Construct Fence and Signage		2000
			Construct Parallel Taxiway		500
			Lighting System Rehabilitation		700
			Transfer Out		
		BASIC	Construct New SRE Building (D '24, C '25)	800	
18	Crosby	11	Replace Airport Beacon (C'27)	150	
	D50		Construct Partial Parallel Taxiway		1000
			Construct Hangar		1000
			ALP/MP Update with AGIS		400
			Snow Removal Equipment	400	
			Construct Jet A Fuel System		500
			Pavement Maintenance (RTA, RCF, Seal)	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	100
19	Dunseith - IPG	0	Runway, Taxiway, and Apron Reconstruction (D '23, C '24)	2500	
	S28		Install Airfield Lighting		700
			Construct Terminal Building		500
		BASIC	Rehabilitation of Apron, Taxiway, & Access Road (D'25, C'26)	500	
20	Edgeley	10	Airfield Lighting Rehabilitation	800	
	51D		Pavement Maintenance (RTA, RCF, Seal)	100	300
			Construct Runway Extension		1600
			Construct Fence and Signage		200
		BASIC	Reconstruct Taxilane & Seal Coat Pavements	600	
21	Ellendale	11	Pavement Maintenance (RTA, RCF, Seal)	100	500
	4E7		Replace Hangar (D'24, C'25)	1000	
			Pave Turf Taxilane	700	
			ALP/MP Update with AGIS		300
			Construct Fence and Signage		200
			Install AWOS		400
		BASIC	Construct Terminal Building	800	
22	Ft. Yates	0	Pavement Maintenance (RTA, RCF, Seal)	300	100
	Y27		Rehabilitate Runway, Taxiway, Apron (D '26, C '27)	2500	
			Construct Fuel System		500
			Access Road Improvements		900
			Instrument Approach Development	300	
			Construct Hangar		800
			Construct SRE Building		700
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	100	400
23	Garrison	13	Construct Security Fence and Signage	200	1000
	D05		Construct GA Terminal Building (D '25, C '26)	1000	
			Construct Hangar Taxilane		500
			Upgrade Fuel System		300
			Purchase SRE Equipment		300
			Update ALP/MP with AGIS and Exhibit A		300
			Construct Hangar	800	
		BASIC	Runway, Taxiway, and Apron Rehabilitation	150	
24	Glen Ullin	11	Construct Partial Parallel Taxiway (D '26, C '27)	1200	
	D57		Pavement Maintenance (RTA, RCF, Seal)	100	400
			ALP Update with AGIS		300
			Taxilane Extension		500
			Construct Hangar		800
			Construct Crosswind Rwy, EA, RPZ Land Acquisition		1000
		LOCAL	Taxilane & Apron Reconstruction (D'23, C'24)	1000	
25	Grafton	18	Construct Hangar (D/C '23, Ongoing Reimbursements '24-26)	900	
	GAF		Drainage Improvements & Wetland Mitigation	2000	
			Construct New SRE Building		400
			Replace Airport Beacon		60
			Runway 17/35 Rehabilitation		1600
			Pavement Maintenance (RTA, RCF, Seal)	300	300
			Remove Old Storage Building		200
			Construct Fence and Signage		2000
		BASIC	Reconstruct Taxilane & Access Road Improvements	700	
	Gwinner	12	Construct Terminal/SRE Building (D'25, C'26)	1000	
26	GWR		Taxiway Turnaround Widening	300	
			Update ALP/MP with AGIS and Exhibit A		300
			Land Acquisition - Fence		300
			Construct Fence and Signage		500
			Pavement Maintenance (RTA, RCF, Seal)	100	500

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
		BASIC	Rwy 11-29, Taxiway, Apron Rehabilitation	200	2000
27	Harvey	12	RPZ Land Acquisition and EA		800
	5H4		Pavement Maintenance (RTA, RCF, Seal)	300	100
			Runway 11-29 Extension		2000
			New Crosswind Runway		800
			Update ALP/MP with AGIS and Exhibit A		300
			Parallel Taxiway		1000
			Apron Expansion		300
			Construct Hangar	1000	
			AGIS Survey (LPV Approach, Both Ends)	200	
			Construct Fence and Signage	200	
		LOCAL	ALP/MP Update with AGIS and Exhibit A	300	
28	Hazen	16	Purchase SRE Equipment	300	
	HZE		Construct Partial Parallel Taxiway & Lighting		1000
			North Hangar Taxilane Construction		700
			Pavement Maintenance (RTA, RCF, Seal)	400	200
			Construct Fence & Signage		2000
			Replace UST Fuel System (100LL & Jet A AST)	1300	
			Construct Hangar	1100	
			Construct Crosswind Runway		1000
		LOCAL	Rehabilitate Taxiway C and Rehab/Extend South Hangar Taxilane (C '23)	800	
29	Hettinger	32	Construct Hangar	1000	
	HEI		Apron Rehabilitation	1000	
			Construct Hangar Taxilane	500	
			ALP/Master Plan Update		300
			Rehabilitate Taxiway B	500	
			Construct Fence & Signage		2000
			Pavement Maintenance (RTA, RCF, Seal)	400	300
		LOCAL	Apron Rehabilitation, Taxilane Extension, & Drainage Improvements	3200	
30	Hillsboro	32	Construct T-hangar (BIL in '24, '25, & '26)	600	
	3H4		Land Acquisition for Runway Extension (EA '26, Acquisition '28)	400	200
			Construct Runway Extension		6500
			Terminal Improvements	100	
			Reconstruct Access Road		500
			Construct Fence and Signage		2000
			Purchase SRE Equipment	150	
			ALP/Master Plan Update		300
			Install Jet A Fuel System		500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Construct Partial Parallel Taxiway and Hangar Taxilane (C '23)	1200	
31	Kenmare	31	Purchase SRE	300	
	7K5		Construct Access Road Extension and Parking Lot Expansion	1000	
			Hangar Taxilane Expansion	800	
			Relocate Fuel System		200
			Construct Terminal Building		500
			Construct Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	500	300
		LOCAL	Construct Hangar Taxilane	1000	
	Kindred	25	Replace Concrete Runway and Apron Panels	300	
32	K74		Airfield Lighting Rehabilitation (D '25, C'26)	800	
			Runway 11/29 Extension & Par. Taxiway (EA, Land Acq., Wetland Mit., Design, Const.)		5000
			Pavement Maintenance (RTA, RCF, Seal)	100	300
			Purchase SRE		150
			Construct Terminal Building		500
			Construct Fence and Signage		2000
		BASIC	Rehab of Rwy 15/33, Apron, and Taxiway	1700	
33	Lakota	10	Pavement Maintenance (RTA, RCF, Seal)	100	500
	5L0		Construct Fence and Signage		500
			Construct Taxilane	700	
			Lighting system rehabilitation	800	
		U	Pavement Maintenance (RTA, RCF, Seal)	200	300
34	LaMoire	3	Rehabilitate Runway 16/34 Lighting System		700
	4F9		Reconstruct Taxiway	400	
			Land Acquisition of Airport Footprint	1000	
			Construct Terminal Building		400
			Construct Hangar		700
			Construct Fuel System		500
		LOCAL	Reconstruct Partial Taxilane & Construct Partial Parallel Taxiway	1000	
35	Langdon	16	Taxiway and Apron Expansion	1100	
	D55		Rehabilitate Terminal Building		200
			Construct Hangar	100	800
			Pavement Maintenance (RTA, RCF, Seal)	200	500
			Construct Full Parallel Taxiway		1700
			Crosswind Runway Turf Rehabilitation		600
		LOCAL	Taxiway and Apron Rehabilitation and Improve Access Road (C '23)	1100	
36	Linton	18	Pavement Maintenance (RTA, RCF, Seal)	400	200
	7L2		ALP/MP Update with AGIS Component	300	
			Runway 9/27 Extension and Widening		1300
			Construct Parallel Taxiway		1800
			Construct Hangar		1000
			Acquire SRE Equipment	300	
			Construct SRE Building	500	

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Construct Apron Expansion & RSA Improvements	150	
	Lisbon		Runway 14/32 Rehabilitation (D'25, C'26)	1700	
37	6L3	12	Rwy 14/32 Lighting Rehabilitation	100	600
			Construct Apron Expansion		900
			Apron and Taxilane Rehabilitation		400
			Construct Connector Taxiway to Correct Direct Access Issue		600
			Extend Partial Parallel Taxiway		1000
			Install AWOS		300
			Construct Fence and Signage		200
			Construct Taxilane Extension		500
			Construct Runway Turnaround		500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	500	500
38	Mandan	97	Wetland Mitigation/ Drainage (C'23)	1500	2000
	Y19		Construct Parking Lot	300	
			Purchase SRE Equipment	400	300
			Install 100LL and Jet A Fuel System	900	
			Construct Terminal Building	700	
			Construct Runway Expansion		5000
			Relocate County Road and Powerlines		2500
			Construct South Development Taxilane	1800	
			Construct Hangar	2000	2000
			Construct T-Hangar Pavement	1000	
			Realign Parallel Taxiway	200	2000
			Reconstruct Hangar Taxilanes	1000	
			Construct Corporate Apron and Taxilanes		2000
			SRE Building Expansion		300
			ALP/MP Update with AGIS Component		300
		LOCAL	Drainage Improvements	600	
39	Mohall	31	Construct Fence and Signage	1600	
	HBC		Pavement Maintenance (RTA, RCF, Seal)	500	300
			Pave Access Road & Parking Area		800
			Construct Hangar		1000
			Construct Parallel Taxiway		1000
			Construct Hangar Taxilane		600
		BASIC	Construct Hangar Taxilane	400	
40	Mott	10	Construct Terminal, Access Road, & Parking Lot		
	3P3		Runway Rehabilitation		1500
			Construct Hangar	1000	
			Obstruction Removal and RSA Grading	250	
			Construct Partial Parallel Taxiway		800
			Install AWOS		500
			Pavement Maintenance (RTA, RCF, Seal)	300	300
		LOCAL	Taxilane and Apron Expansion	1000	
41	Northwood	21	Construct Terminal Building (D'25, C'26)	600	
	4V4		Construct Hangar (D'25, C'26)	1500	
			Pavement Maintenance (RTA, RCF, Seal)	100	500
			Construct Fuel System		1000
			Acquire SRE		300
		BASIC	Construct Replacement T-Hangar (D'24, C'25)	2000	
42	Oakes	9	Construct Taxilane	700	
	2D5		Construct Fuel System		1000
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			Construct Fence and Signage	200	
			Runway and Apron Rehabilitation		1500
			ALP/MP Update with AGIS Component		300
		BASIC	Lighting System Rehabilitation (C'23, Ongoing Reimbursement '24?)	800	
43	Park River	9	Runway 13/31, Apron, Taxiway Rehabilitation		1000
	Y37		Construct Fence and Signage		200
			Pavement Maintenance (RTA, RCF, Seal)	500	200
			Runway Extension EA, Land Acquisition, and Construction	300	1300
			Install AWOS		300
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	300
44	Parshall	10	Reconstruct Taxiway, Apron, and Taxilane		800
	Y74		Construct Runway Extension		2000
			Rehabilitate Access Road	300	
			Install AWOS	300	
			Runway 30 RPZ Land Acquisition	300	
			Replace Airport Beacon & PAPIs	300	
			Construct Hangar	1000	
		BASIC	Replace Windsock & Install Secondary	150	
45	Pembina	13	Pavement Maintenance (RTA, RCF, Seal)	500	200
	PMB		Install Fuel System	500	
			Construct Hangar		1000
			Runway and Taxiway Rehabilitation		1400
			Acquire SRE		400
			Construct Fence and Signage	200	
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	500
46	Rolla	11	Airfield Electrical Rehabilitation	800	
	06D		ALP Update / AGIS and Exhibit A		300
			Land Acquisition (RPZ)		400
			Acquire SRE Equipment	400	

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Construct SRE/Terminal Building (D '22, C '23)	1000	
	Rugby	11	Runway 12-30, Taxiway and Taxiway Rehabilitation (D '25, C '26)	2200	
47	RUG		Purchase SRE Equipment	400	
			Construct Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	300	300
			ALP Update / AGIS and Exhibit A		400
		LOCAL	Targeted ALP Update	150	
48	Stanley 08D	29	Pavement Maintenance (RTA, RCF, Seal)	300	300
			Construct Crosswind Runway	1000	
			Construct Fence and Signage		2000
			Construct Runway Extension		3000
			Construct Road and Parking Improvements	800	
			Construct Hangar	1000	
		LOCAL	Construct Lighting System For Taxiway/Apron	500	
49	Tioga D60	23	Runway 12-30 Rehabilitation		2000
			Rehabilitate West Taxiways	1500	
			Pavement Maintenance (RTA, RCF, Seal)	700	300
			Construct Fence and Signage		2000
			Purchase SRE Equipment	300	
			Construct Full Length Parallel Taxiway		2000
		LOCAL	Construct Electrical Vault	150	
50	Valley City BAC	28	Acquire SRE with Snowblower Attachment	600	
			Runway 13/31 Rehabilitation		1000
			Apron Reconstruction	1400	
			Turf Runway 5/23 Relocation - EA, Land Acquisition, Design, & Construction		1500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Taxiway Rehabilitation	400	
51	Wahpeton BWP	37	T-Hangar Drainage Improvements	200	
			Install Taxiway Lighting	600	
			Pavement Maintenance (RTA, RCF, Seal)	200	300
			Construct Fence and Signage		2000
			South Taxiway/Apron Reconstruction		1100
			Purchase SRE		500
			Land Acquisition (House on Runway 33 End)		400
		BASIC	Construct Hangar (C'24, Ongoing Reimbursement '25 & '26)	1400	
52	Walhalla 96D	10	Rehabilitate Airfield Lighting		700
			ALP/MP Update with AGIS Component		300
			Pavement Maintenance (RTA, RCF, Seal)	200	200
			Runway, Taxiway, & Apron Pavement Rehabilitation/Reconstruction		2200
			Upgrade Fuel System	500	
			Transfer Out Entitlements		
		BASIC	Construct Parallel Taxiway (D'23, C'24)	1000	
53	Washburn 5C8	17	Pavement Maintenance (RTA, RCF)	200	300
			Replace LED MIRLS, MITLs, PAPIs, Beacon, Windcone and Signs	700	
			Construct Fence and Signage		2000
			Construct Access Road		300
			Land Acquisition for Future Development		200
			Upgrade Fuel System		500
			Construct Hangar		1000
		LOCAL	Construct SRE Building (D'23, C'24)	1000	
54	Watford City S25	35	Pavement Maintenance (RTA, RCF, Seal)	300	300
			Construct Fence and Signage	500	1500
			Parking Lot Expansion and Terminal Area Drainage Improvements	300	
			Apron Expansion and Hangar Taxiway		1700
			Construct Hangar		1000
55	State PCI		Statewide PCI Study Update	600	1200
56	State Aviation Impact		Statewide State Aviation Impact Update	500	
57	State System Plan		State Aviation System Plan Update	500	
Total Based Aircraft 1458			General Aviation Airport Project Totals:	139,550	179,260
			Commercial Service Airport Project Totals:	545,150	203,550
			Total Airport Project Totals:	684,700	382,810

Airports Not Included within Analysis:

Non NPIAS Paved (18):

Non NPIAS Turf (17):

- | | |
|-----------------|----------------|
| 55 Beulah | 73 Arthur |
| 56 Drayton | 74 Bowbells |
| 57 Enderlin | 75 Columbus |
| 58 Killdeer | 76 Elgin |
| 59 Larimore | 77 Fessenden |
| 60 Leeds | 78 Gackle |
| 61 Maddock | 79 Hazelton |
| 62 Mayville | 80 Kulm |
| 63 Minto | 81 Lidgerwood |
| 64 Napoleon | 82 McClusky |
| 65 New Rockford | 83 McVie |
| 66 New Town | 84 Milnor |
| 67 Page | 85 Plaza |
| 68 Rolette | 86 Richardton |
| 69 St. Thomas | 87 Riverdale |
| 70 West Fargo | 88 Towner |
| 71 Westhope | 89 Turtle Lake |
| 72 Wishek | |



2021 STATEWIDE EXECUTIVE SUMMARY AIRPORT PAVEMENT CONDITION INDEX (PCI) STUDY

Federal Aviation Administration
A.I.P. No. 3-38-0000-015-2021

This document was prepared
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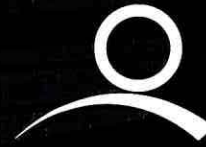
The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as approved under the Airport and Airway Improvement Act of 1982. The contents of this report do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.

2021 STATEWIDE EXECUTIVE SUMMARY AIRPORT PAVEMENT CONDITION INDEX (PCI) STUDY

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Overview



The Federal Aviation Administration (FAA) developed the Airport Pavement Management System (APMS) with the intent to provide a consistent and systematic approach to identify pavement needing maintenance or rehabilitation. The North Dakota Aeronautics Commission (NDAC) developed a customized APMS according to FAA requirements.

An APMS evaluates the current pavement condition and predicts a future condition based on the Pavement Condition Index (PCI). This allows the individual airports, the NDAC, and the FAA to monitor the condition of the airport pavements and budget for required maintenance to avoid excessive deterioration. The maintenance or rehabilitation timing is vital to support the crucial role airport pavement conditions play in safeguarding airport users.

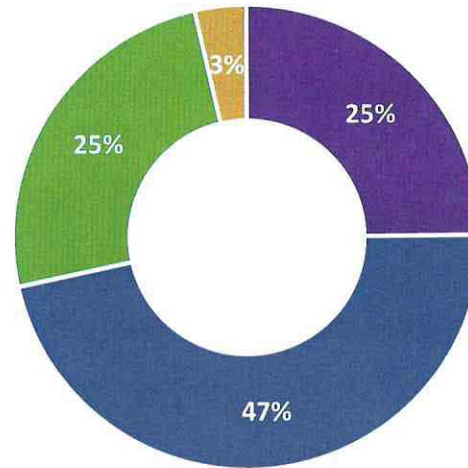
The North Dakota APMS is provided in an electronic format to make the data readily available. The APMS is updated every three years to accurately reflect pavement conditions across the state's airports. PCI results are used to build 5- and 10-year capital improvement plans (CIPs) with each airport's respective city, county, or airport authority.

In 2021, Mead & Hunt along with Applied Pavement Technology and Martinez Geospatial conducted the update to the North Dakota APMS. As part of this update, the past three years of pavement history information was added to the online database, pavement inspections were completed, and functionality improvements were made to the website. This report includes the findings and recommendations of the APMS update. Full results can be found on the NDAC website, WWW.AERO.ND.GOV.

Pavement Inventory

In 2021, 72 airports were assessed. Of these, 54 were part of the National Plan of Integrated Airport Systems (NPIAS) and 18 were non-NPIAS. Of the 54 NPIAS airports assessed, 8 were commercial service and 46 were general aviation. Only NPIAS airports qualify for federal funding, so the FAA provided funding for the pavement inspections and reports for the NPIAS airports, while the NDAC solely funded the same work for the non-NPIAS airports. A PCI of 100 was assumed for all newly constructed pavement or pavement programmed to be reconstructed in the next year for airports statewide. Pavement inventory data includes area, age, surface type, and observed distresses. The map on page 5 identifies all North Dakota airports that were included in the 2021 APMS update.

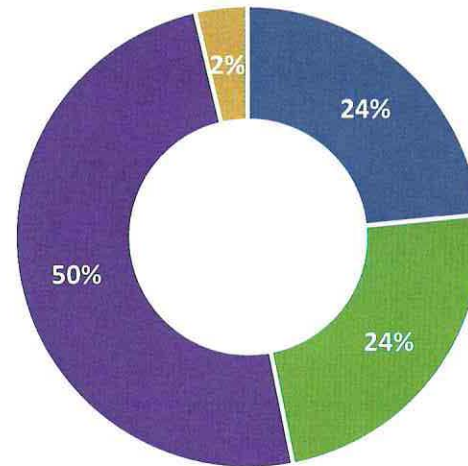
These airports represent 59.5 million square feet of concrete and asphalt pavement as summarized in the *Area by Use* and *Area by Surface Type* charts on this page. Pavement at the airports in the state **have an average age of 15 years for commercial service airports and 11 years for general aviation airports**. Throughout the years, the airports have performed preventive maintenance and carried out a series of rehabilitation/reconstruction projects to eliminate foreign object debris (FOD) as well as sustain and extend the pavement life. The charts shown on the next page, *Pavement Area by Use* and *Area-Weighted Average Age by Use*, summarize the total square footage of pavements found in the state and the average age of those pavements based on use, broken out for the overall state system, commercial service airports, and general aviation airports.



Area by Use

IN SQUARE FEET

Apron	14,778,584
Runway	27,842,448
Taxiway	14,747,081
T-Hangar	2,132,891



Area by Surface Type

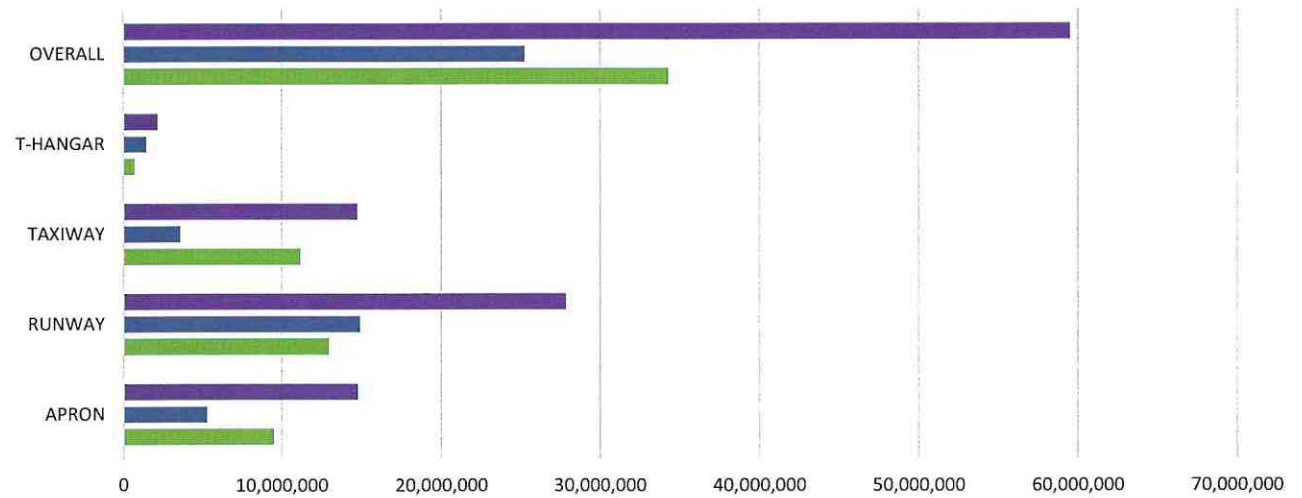
IN SQUARE FEET

Asphalt Concrete	14,236,905
Asphalt Over Asphalt Concrete	14,191,769
Portland Cement Concrete	29,942,102
Asphalt Over Portland Cement Concrete	1,129,228

Pavement Area by Use

IN SQUARE FEET

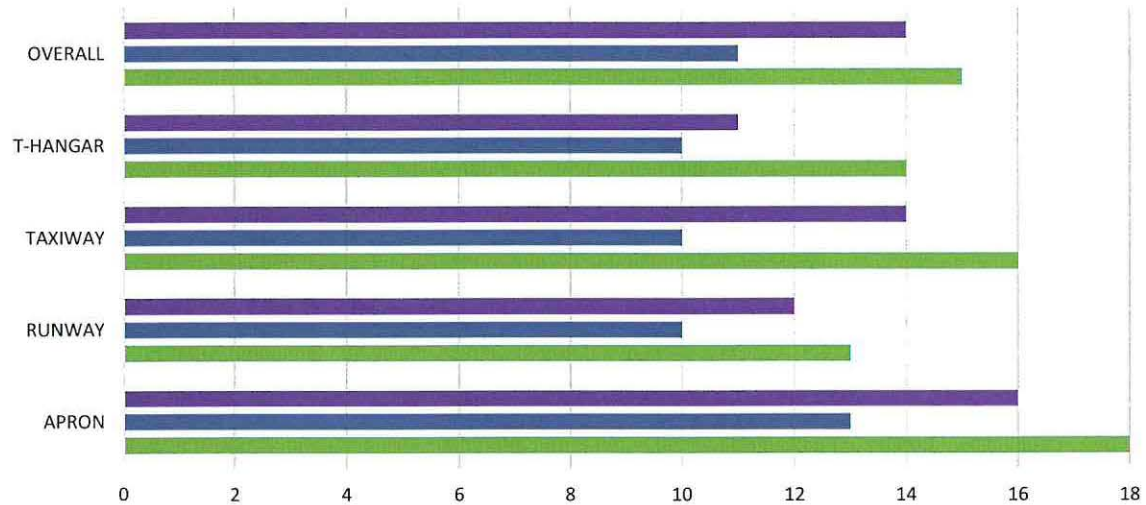
- Overall State Airport System
- General Aviation Airports
- Commercial Service Airports



Area-Weighted Average Age by Use

IN SQUARE FEET

- Overall State Airport System
- General Aviation Airports
- Commercial Service Airports
















Pavement Evaluation

Pavement Evaluation Procedure

A PCI survey was conducted at each of the 72 airports inspected according to the procedures outlined in American Society for Testing and Materials (ASTM) Standard D5340, *Standard Test Method for Airport Pavement Condition Index Surveys* and the FAA's Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*. A PCI survey consists of dividing pavement sections into a series of sample units, selecting random sample units for inspection, and collecting the distress data within the sample units to determine overall pavement deterioration. Pavement deterioration is based on quantifying the different types, the severity, and the number of distresses present in the sample section. This information is then used to formulate a composite index numerical value that represents the overall pavement condition. This value will range from 0 (failed) to 100 (excellent).

As part of the APMS, the PCI will be used to determine current pavement conditions, predict future conditions, develop a maintenance program, and identify the most cost-effective time frame to perform major rehabilitation. The PCI will also aid in tracking and determining causes of deterioration on a pavement. The correlation between a PCI number and a recommended repair is shown in the illustration below. Preventive maintenance consists of patching, crack sealing, and joint sealing. Pavement rehabilitation includes surface treatments and thin overlays. Pavement reconstruction refers to full-depth reconstruction and thick overlays. Surface treatments are used to address weathering and low-severity raveling. Nominal resurfacing is used to address medium- and high-severity raveling.

	PCI	Surface Treatment	Resurfacing	Representative Pavement Surface	Repair Alternative
Preventive Maintenance	86-100				Pavements with PCIs above 70 benefit from cost-effective preventive maintenance, such as crack sealing and surface treatments.
	71-85				
Major Rehabilitation	56-70				Pavements with a PCI in the range of 41 to 70 will typically require more expensive rehabilitation, such as an overlay.
	41-55				
Reconstruction	0-40				Pavement allowed to deteriorate to a PCI of 40 or below could require costly reconstruction to restore it to operational condition.

North Dakota Airports included in the 2021 Airport Pavement Management System Update



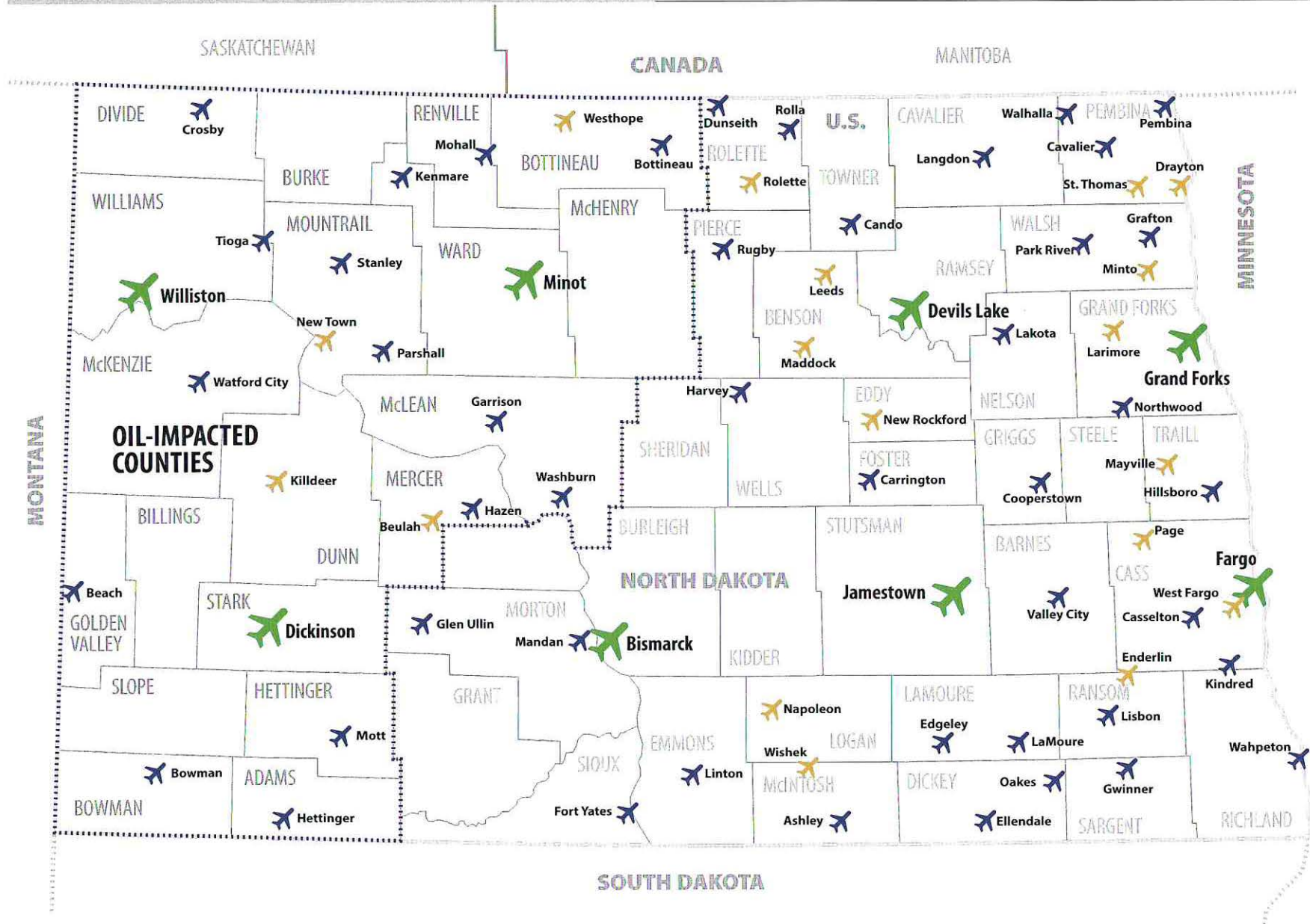
Commercial Service (Federal Funding)



General Aviation NPIAS (Federal Funding)



General Aviation Non-NPIAS (State Funding)



Typical Distress Types

The FAA Advisory Circular provides a list of specific distresses to be analyzed and recorded when inspecting pavement. Airports in North Dakota are a combination of asphalt concrete (AC) pavement and Portland cement concrete (PCC) pavement with there being slightly more AC pavement than PCC pavement. These two pavement types have unique pavement distresses and repairs. The following is a brief description of commonly observed pavement distresses at North Dakota airports.



ALLIGATOR CRACKING. Alligator (fatigue) cracking is a load-related distress caused by excessive tensile strains at the bottom of the AC layer or stabilized asphalt base layer from repeated aircraft loadings. Alligator cracking typically shows up on the surface as a series of parallel cracks, which eventually interconnect to form a pattern resembling the skin of an alligator.



DURABILITY CRACKING. Durability cracking in PCC pavement usually appears as a series of parallel cracks adjacent to a joint or crack. This is caused by environmental factors such as freeze-thaw cycles and the concrete's inability to withstand them.



JOINT SEAL DAMAGE. Joint sealant damage is any condition that enables soil or rocks to accumulate in the joints or allows significant infiltration of water. Accumulation of incompressible materials prevents the slabs from expanding and may result in buckling, shattering, or spalling. A pliable joint filler bonded to the edges of the slabs protects the joints from accumulation of materials and prevents water from seeping down and softening the foundation supporting the slab. Typical types of joint seal damage are: (1) stripping of joint sealant, (2) extrusion of joint sealant, (3) weed growth, (4) hardening of the filler (oxidation), (5) loss of bond to the slab edges, and (6) absence of sealant in the joint.

PAVEMENT DISTRESS



LONGITUDINAL AND TRANSVERSE CRACKING. The predominant distress type found on asphalt pavements at North Dakota airports is longitudinal and transverse (L&T) cracking. This distress can be caused by any of the following: (1) separation of pavement at paving lane joints, (2) shrinkage of AC pavement due to temperature differentials in older or brittle pavements, or (3) reflection cracking from underlying faults in supportive layers of pavement or subgrade. Cracking is also a common distress type for PCC pavement. This distress is caused by a combination of load repetition, curling stresses, and shrinkage stresses.



RAVELING. As pavements age and are exposed to oxidation and other environmental stresses, they may experience a loss in the material making up the pavement matrix. Raveling is the dislodging and loss of coarse aggregate in the surface of a pavement. The pavement may be showing signs of aging and hardening and may result in the production of FOD.



SPALLING. Spalling in PCC pavement is the breakdown of the slab edges near the slab joint. Spalling is identified as occurring in the corner or along the joint of a PCC slab. Spalling is typically caused by the introduction of incompressible material in the joint, weaker pavement at the joint caused by overworking of the pavement during construction, traffic loading, or a combination of these.

Pavement Classification Number (PCN)

A PCN is a value that indicates the strength of a pavement as it relates to aircraft classification numbers, which are assigned to each type of aircraft. Aircraft traffic information as well as subgrade and pavement strengths are critical inputs in determining this value. Runway pavements at the commercial service airports were analyzed in 2012 to provide a PCN value as detailed in FAA Advisory Circular 150/5335-5B, *Standardized Method of Reporting Airport Pavement Strength – PCN*. Any updated PCN values provided by the airports for major runway construction projects completed since the 2012 analysis were calculated according to the updated FAA Advisory Circular, 150/5335-5C. The PCN is expressed as a five-part code. The first part of the PCN is a numerical value indicating the load-carrying capacity of the pavement. This numerical value is followed by four codes representing the following categories:

- **Pavement Type**

- R = Rigid

- F = Flexible

- **Subgrade Strength**

- A = High (k-value \geq 442 psi/in or CBR \geq 13)

- B = Medium (221 psi/in < k-value < 442 psi/in or 8 < CBR < 13)

- C = Low (92 psi/in < k-value \leq 221 psi/in or 4 < CBR \leq 8)

- D = Ultra Low (k-value \leq 92 psi/in or CBR \leq 4)

- **Maximum Allowable Tire Pressure**

- W = High (no pressure limit)

- X = Medium (146 to 218 psi)

- Y = Low (74 to 145 psi)

- Z = Ultra Low (pressure limited to 73 psi)

- **Pavement Evaluation Method**

- T = Technical Evaluation

- U = Using Aircraft Evaluation

The table below contains the most current PCN data available for each commercial service airport. A PCN denoted with a year behind it indicates the year it was calculated if more recently than 2012. A detailed PCN report for each commercial service airport can be found on the NDAC website, WWW.AERO.ND.GOV. Instructions for accessing the PCI Study section of the website are included on page 9 of this report. PCN information can be found under Airport Details.

PCN Results

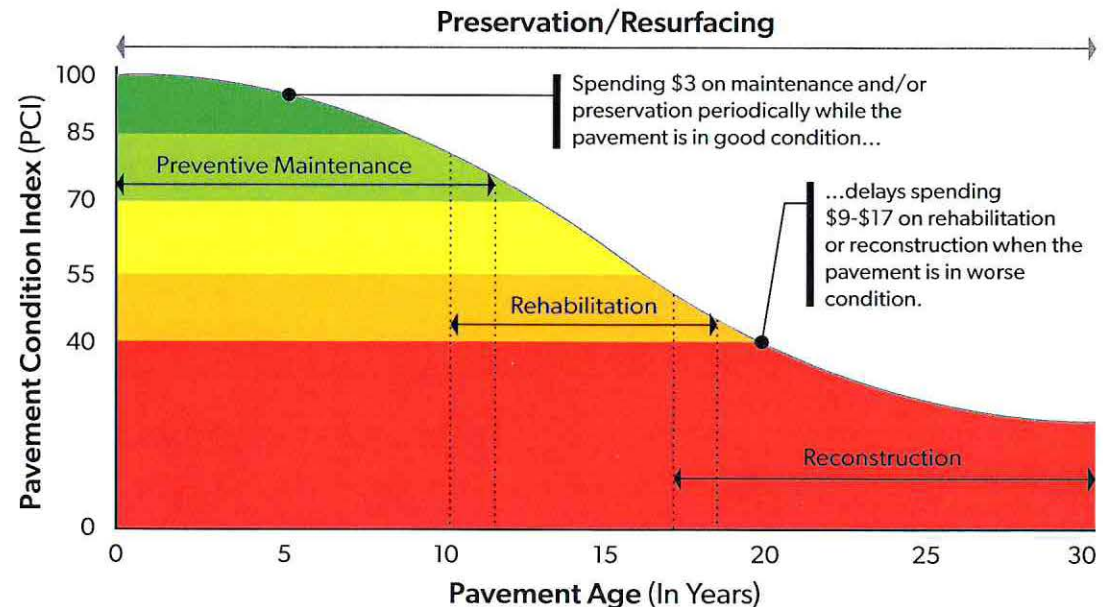
AIRPORT	BRANCH ID	PCN
Bismarck Municipal Airport	Runway 13-31	100 R/B/X/T (2018)
	Runway 3-21	26 F/A/W/T
Devils Lake Regional Airport	Runway 13-31	27 F/D/W/T
	Runway 3-21	26 F/D/W/T
Dickinson Theodore Roosevelt Regional Airport	Runway 14-32	25 R/B/W/T (2021)
	Runway 7-25	6 F/D/W/T
Fargo - Hector International Airport	Runway 18-36	95 R/C/W/T
	Runway 9-27	25 R/C/W/T
	Runway 13-31	17 R/D/W/T
Grand Forks International Airport	Runway 17L-35R	9 R/C/W/T
	Runway 17R-35L	35 R/C/W/T
	Runway 9L-27R	24 R/B/W/T
Jamestown Regional Airport	Runway 9R-27L	10 R/C/W/T
	Runway 13-31	79 F/C/W/T
Minot International Airport	Runway 4-22	25 F/D/W/T
	Runway 13-31	43 R/C/W/T
Williston Basin International Airport	Runway 8-26	34 F/D/W/T
	Runway 14-32	56 R/B/W/T (2018)
	Runway 4-22	4 F/C/Y/U (2018)

Analysis of Results

Critical PCI Values

For each year of the analysis, the future condition of each of the pavements was estimated. The next step was to determine whether preventive maintenance or major rehabilitation/reconstruction was the appropriate and most cost-effective method of maintaining pavement life. If a pavement was projected to be above the critical PCI values listed below, the pavement was recommended for preventive maintenance. Major rehabilitation/reconstruction was recommended for any PCI value below the PCI critical thresholds. Surface treatments were identified for viable candidates that exhibited weathering and/or raveling. These were identified separate from the critical value analysis.

- **60 for general aviation taxiways and aprons**
- **65 for commercial service taxiways and aprons**
- **70 for general aviation runways**
- **75 for commercial service runways**



Interested in a Particular Airport's Pavement Condition & History?



For information on pavement distresses for a specific airport, visit the Interactive Data Exchange Application (IDEA) website by going to WWW.AERO.ND.GOV and navigating to "**Studies**" then "**Pavement Condition Index**" then "**Click Here.**" Once there, you can view a list of the distresses that were identified as well as a maintenance and rehabilitation plan for each airport. The IDEA site also contains photos of each airport along with an interactive version of the airport's PCI map.

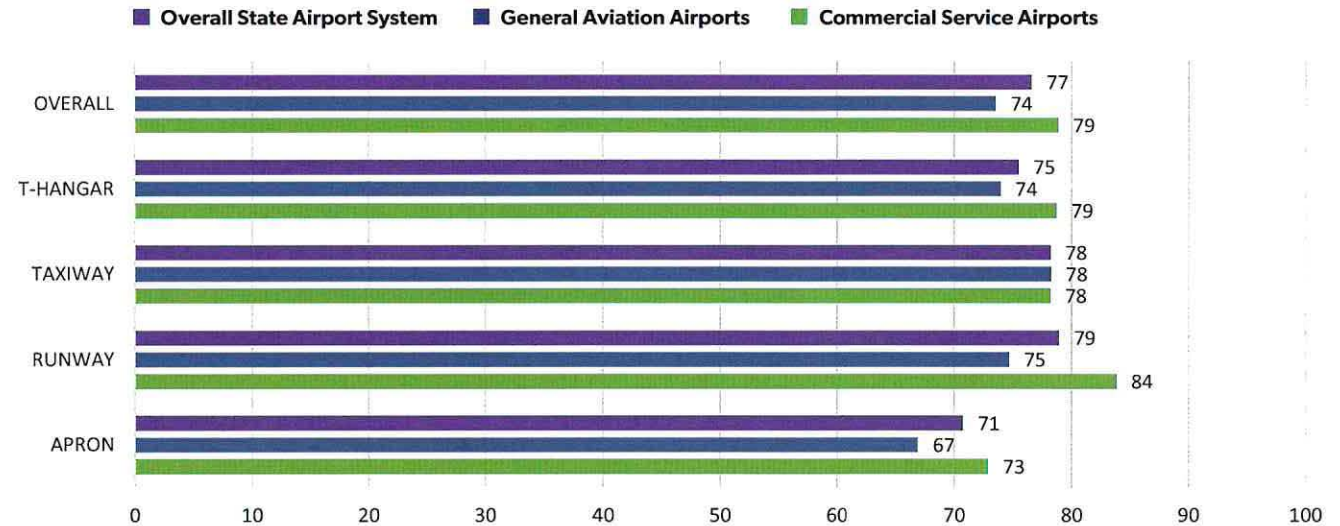
Overall Pavement Condition

Each airport was inspected, and an overall area-weighted pavement condition was assigned to each. The information collected at each airport is used to provide greater detail on the uses of pavements and the correlating PCI value associated with each use. The overall area-weighted PCI of all the airports included in this study is 77. The *Area-Weighted Average PCI Value by Use* chart shows the 2021 condition of the pavement broken out by use and airport classification.

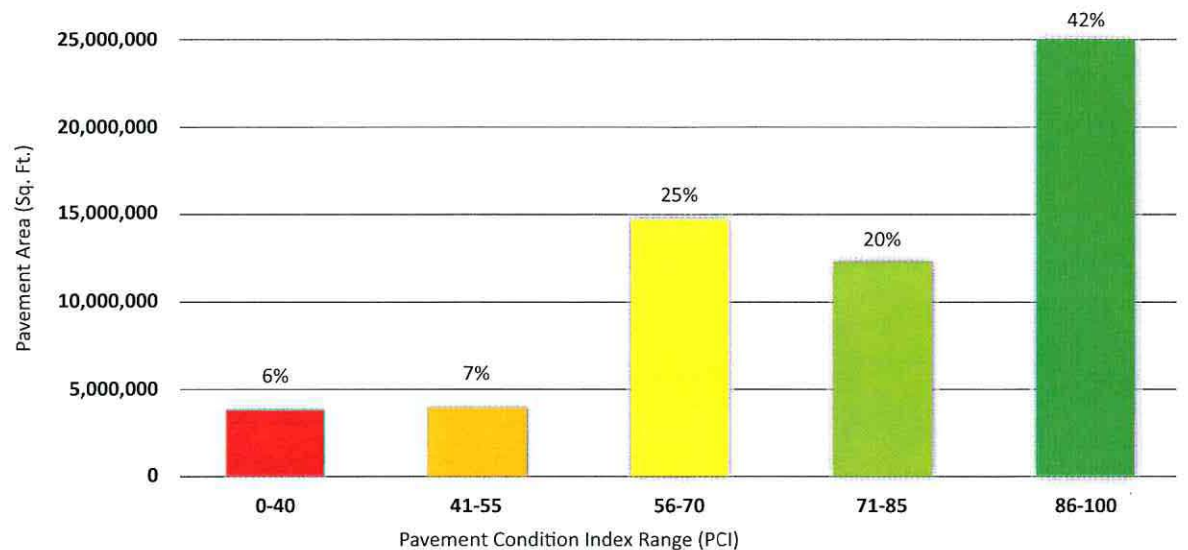
The *Total Statewide Pavement Area by PCI Range (All Airports)* chart depicts the amount of the state's airport pavement (in square feet) that falls into each PCI range. The *Overall Area-Weighted PCI* table on the next page provides the area-weighted PCI for each airport, which is comprised of all pavements on the airport.

Area-Weighted Average PCI Value by Use

BY PCI INDEX



Total Statewide Pavement Area by PCI Range (All Airports)



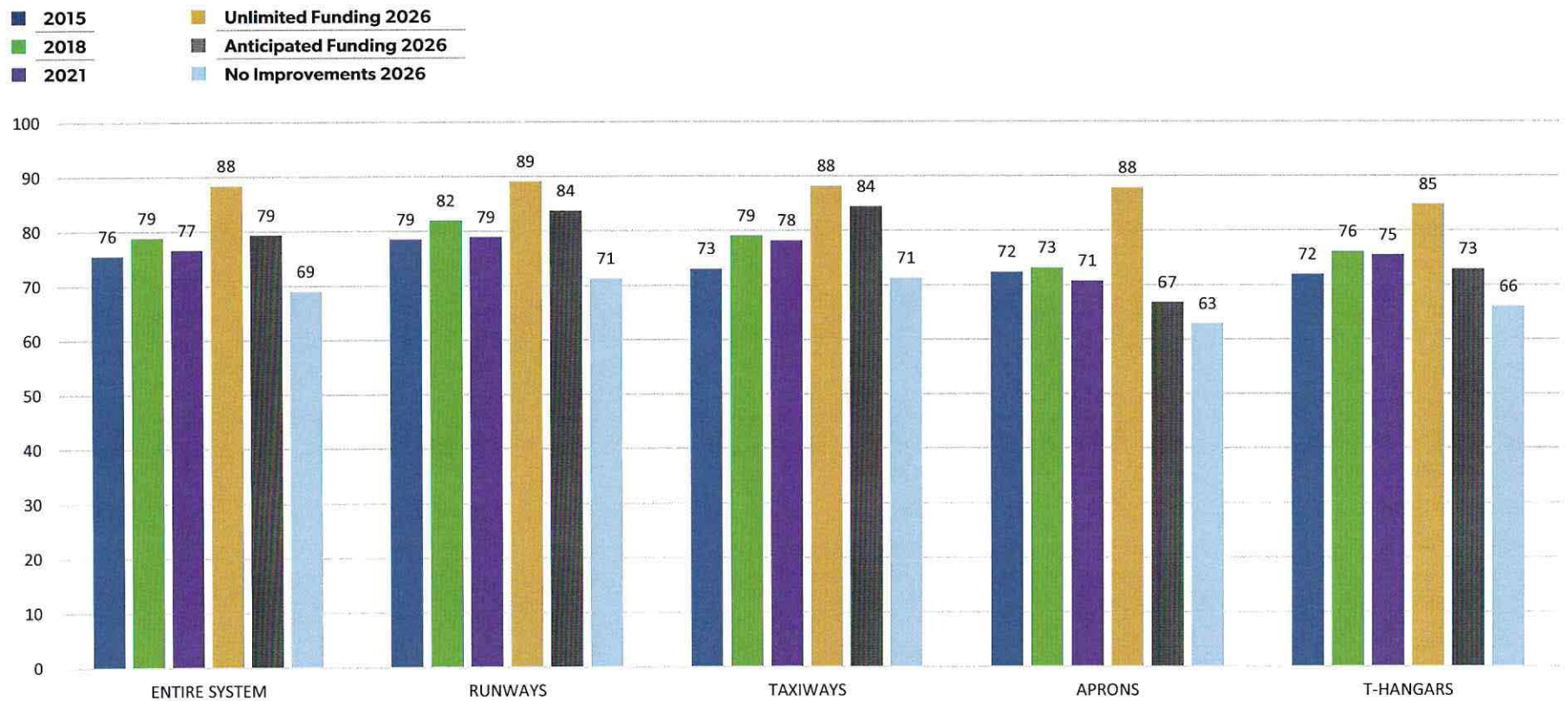
Overall Area-Weighted PCI

AIRPORT NAME	AREA-WEIGHTED PCI	AIRPORT NAME	AREA-WEIGHTED PCI	AIRPORT NAME	AREA-WEIGHTED PCI
Ashley Municipal	79	Harvey Municipal	85	Oakes Municipal	88
Beach	75	Hazen - Mercer County Regional	99	Page Regional	48
Beulah Municipal	69	Hettinger Municipal	78	Park River - W.C. Skjerven Field	62
Bismarck Municipal	76	Hillsboro Regional	82	Parshall-Hankins	68
Bottineau Municipal	63	Jamestown Regional	70	Pembina Municipal - Thomas Nord Field	55
Bowman Regional	97	Kenmare Municipal	90	Rolette	55
Cando Municipal	91	Killdeer - Dunn County	80	Rolla Municipal	64
Carrington Municipal	62	Kindred - Robert Odegaard Field	75	Rugby Municipal	64
Casselton - Robert Miller Regional	55	Lakota Municipal	27	St. Thomas Municipal	43
Cavalier Municipal	61	LaMoure Rott Municipal	70	Stanley Municipal	71
Cooperstown Municipal	66	Langdon - Robertson Field	77	Tioga Municipal	75
Crosby Municipal	71	Larimore Municipal	56	Valley City - Barnes County Municipal	80
Devils Lake Regional	66	Leeds Municipal	25	Wahpeton - Harry Stern	90
Dickinson Theodore Roosevelt Regional	89	Linton Municipal	72	Walhalla Municipal	69
Drayton Municipal	79	Lisbon Municipal	72	Washburn Municipal	91
Dunseith - International Peace Garden	32	Maddock Municipal	93	Watford City Municipal	97
Edgeley Municipal	64	Mandan Regional - Lawler Field	81	West Fargo Municipal	57
Ellendale Municipal	60	Mayville Municipal	52	Westhope Municipal	63
Enderlin - Sky Haven	74	Minot International	74	Williston Basin International	99
Fargo - Hector International	80	Minto Municipal	76	Wishek Municipal	61
Fort Yates - Standing Rock	57	Mohall Municipal	86		
Garrison Municipal	88	Mott Municipal	72		
Glen Ullin Regional	56	Napoleon Municipal	82		
Grafton Hutson Field	64	New Rockford - Tomlinson Field	55		
Grand Forks International	76	New Town Municipal	79		
Gwinner-Roger Melroe Field	91	Northwood Municipal - Vince Field	82		

Historic Pavement Condition

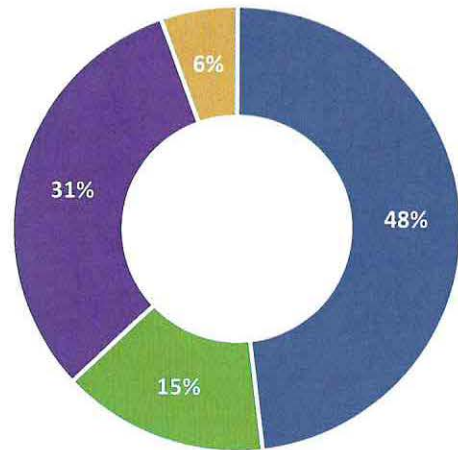
The APMS is updated every three years. It is important to track how the system as a whole is performing from update to update. Overall, the statewide airport system PCI will experience cyclical ups and downs for a variety of reasons including but not limited to large amounts of new pavement added to the system, timing and availability of project funding, and the types of distresses observed on pavements. The *Historical PCI and Projected Area-Weighted Average PCI by Funding Scenario* chart below provides a summary of the 2015 and 2018 historic PCI values; current 2021 PCI values; projected PCI values in 2026 if unlimited funding were available; projected PCI values in 2026 if only the anticipated state budget funding were available; and the projected PCI values in 2026 if no improvements were completed on the existing system.

Historical PCI and Projected Area-Weighted Average PCI by Funding Scenario



Pavement Condition Distribution

The overall state airport system chart below summarizes the data for the airports included in the 2021 APMS. Approximately 48 percent have PCIs indicating they will benefit from preventative maintenance actions, such as crack sealing, joint sealing, and patching. Roughly 15 percent would benefit from applying a surface treatment. Approximately 31 percent of the pavement infrastructure needs more extensive rehabilitation, while 6 percent needs reconstruction to restore the pavement. This same information is included in the commercial service and general aviation airports charts.



Overall State Airport System

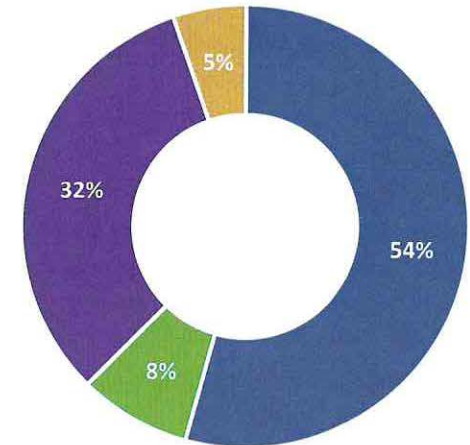
IN SQUARE FEET

Preventative Maintenance	28,613,741
Surface Treatments	8,847,337
Major Rehabilitation	18,741,180
Major Reconstruction	3,298,747

Commercial Service Airports

IN SQUARE FEET

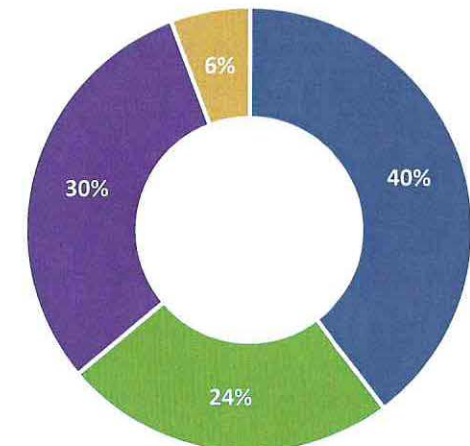
Preventative Maintenance	18,588,257
Surface Treatments	2,776,351
Major Rehabilitation	11,062,940
Major Reconstruction	1,831,409



General Aviation Airports

IN SQUARE FEET

Preventative Maintenance	10,005,827
Surface Treatments	6,092,544
Major Rehabilitation	7,675,707
Major Reconstruction	1,467,970



Pavement Funding Assessment

Funding for aviation projects within the state is crucial to maintain a steady pavement condition and safeguard aviation users. If no funding is provided for pavement maintenance and repair, North Dakota’s pavement system will experience a slow and steady decline in condition. This decline would create a need for more major rehabilitation or reconstruction projects, which in turn significantly increases future cost.

Using the information collected during the pavement inspection, a rehabilitation program for 2022 through 2026 was developed for every airport in the study. A five-year program was prepared with the goal of maintaining the pavement above the established critical PCI values listed earlier in this report. The program generates a major rehabilitation recommendation for pavement in the year they drop below their critical PCI.

If all projects identified in the PCI study were funded, an approximate total of \$251 million would be needed during the next five years – \$155.8 million for commercial service airports and \$95.2 million for general aviation airports. The unlimited budget funding for individual airport needs through 2026 are summarized in the table shown to the right, *Five-Year Funding Plan*. This analysis is for 2022 through 2026 with an inflation factor of 7 percent for 2022 and 5 percent for 2023 through 2026 when calculating future cost of work. The unit costs used to estimate overall project costs are based on averages of recent projects completed throughout the state. These costs are averages and are not intended to be used for specific project planning purposes. Funding needs identified in an unlimited budget scenario are to maintain or rehabilitate existing infrastructure and do not include any additional needs or improvements made.

Five-Year Funding Plan

CLASSIFICATION	AIRPORT NAME	5-YEAR TOTAL FUNDING NEEDS
Commercial Service	Bismarck Municipal Airport	\$25,116,554
	Devils Lake Regional Airport	\$9,524,350
	Dickinson Theodore Roosevelt Regional Airport	\$6,456,244
	Fargo - Hector International Airport	\$44,809,411
	Grand Forks International Airport	\$32,770,039
	Jamestown Regional Airport	\$14,176,959
	Minot International Airport	\$22,975,144
	Williston Basin International Airport	\$8,310
Five-Year Commercial Service Total		\$155,837,011
General Aviation (NPIAS)	Ashley Municipal Airport	\$159,483
	Beach Airport	\$1,216,216
	Bottineau Municipal Airport	\$446,534
	Bowman Regional Airport	\$23,158
	Cando Municipal Airport	\$182,994
	Carrington Municipal Airport	\$3,225,400
	Casselton - Robert Miller Regional Airport	\$10,066,479
	Cavalier Municipal Airport	\$3,109,093
	Cooperstown Municipal Airport	\$2,553,111
	Crosby Municipal Airport	\$2,096,754
	Dunseith - International Peace Garden Airport	\$2,881,821
	Edgeley Municipal Airport	\$314,701
	Ellendale Municipal Airport	\$604,547
	Fort Yates - Standing Rock Airport	\$2,109,695
	Garrison Municipal Airport	\$185,804
	Glen Ullin Regional Airport	\$2,079,056
Grafton Hutson Field Airport	\$4,150,409	
Gwinner-Roger Melroe Field Airport	\$273,240	
Harvey Municipal Airport	\$0	

CLASSIFICATION	AIRPORT NAME	5-YEAR TOTAL FUNDING NEEDS
General Aviation (NPIAS)	Hazen - Mercer County Regional Airport	\$4,065
	Hettinger Municipal Airport	\$1,248,407
	Hillsboro Regional Airport	\$1,842,097
	Kenmare Municipal Airport	\$466
	Kindred - Robert Odegaard Field Airport	\$2,517,186
	Lakota Municipal Airport	\$4,935,751
	LaMoure Rott Municipal Airport	\$1,193,169
	Langdon - Robertson Field Airport	\$452,236
	Linton Municipal Airport	\$573,362
	Lisbon Municipal Airport	\$1,570,785
	Mandan Regional Airport - Lawler Field	\$2,003,862
	Mohall Municipal Airport	\$500,023
	Mott Municipal Airport	\$172,735
	Northwood Municipal - Vince Field Airport	\$487,111
	Oakes Municipal Airport	\$75,888
	Park River Airport - W.C. Skjerven Field	\$1,682,274
	Parshall-Hankins Airport	\$1,231,308
	Pembina Municipal -Thomas Nord Field	\$2,906,859
	Rolla Municipal Airport	\$2,368,105
	Rugby Municipal Airport	\$1,727,084
	Stanley Municipal Airport	\$570,980
	Tioga Municipal Airport	\$3,448,467
	Valley City - Barnes County Municipal Airport	\$1,934,318
	Wahpeton - Harry Stern Airport	\$1,583,491
	Walhalla Municipal Airport	\$539,457
	Washburn Municipal Airport	\$104,922
Watford City Municipal Airport	\$69,434	
Five-Year General Aviation NPIAS Total	\$71,422,337	

CLASSIFICATION	AIRPORT NAME	5-YEAR TOTAL FUNDING NEEDS
General Aviation (Non-NPIAS)	Beulah Municipal Airport	\$2,179,611
	Drayton Municipal Airport	\$874,955
	Enderlin - Sky Haven Airport	\$622,095
	Killdeer - Dunn County Airport	\$76,236
	Larimore Municipal Airport	\$1,819,077
	Leeds Municipal Airport	\$2,659,593
	Maddock Municipal Airport	\$31,357
	Mayville Municipal Airport	\$2,494,975
	Minto Municipal Airport	\$431,135
	Napoleon Municipal Airport	\$69,714
	New Rockford - Tomlinson Field Airport	\$2,730,033
	New Town Municipal Airport	\$4,833
	Page Regional Airport	\$1,308,043
	Rolette Airport	\$602,018
	St. Thomas Municipal Airport	\$2,370,438
	West Fargo Municipal Airport	\$1,513,211
	Westhope Municipal Airport	\$1,649,174
	Wishek Municipal Airport	\$2,320,428
	Five-Year General Aviation Non-NPIAS Total	\$23,756,926
	FIVE-YEAR STATEWIDE FUNDING TOTAL	

No or minimal five-year funding needs are due to the airport recently completing a pavement preservation project, construction, reconstruction, or rehabilitation.

Summary

This report summarizes the results of the pavement evaluation conducted in North Dakota as part of the state APMS database update for airports. This includes 8 NPIAS commercial service airports, 46 NPIAS general aviation airports, and 18 non-NPIAS general aviation airports. The system currently has 59.5 million square feet of pavement – 34.3 million square feet at commercial service airports and 25.2 million square feet at general aviation airports. **In 2018, the PCI value for the overall state airport system pavement network was 79. During visual pavement inspections in 2021, the current weighted PCI was found to be 77.** If no funding is provided, this PCI value will steadily fall to 69 by the end of 2026. If the funding anticipated in the state budget is provided, the 2026 overall PCI value of the system is anticipated to be 79. If all work identified were to be completed, the 2026 overall PCI of the system is anticipated to increase to a value of 88.



Approximately \$251 million in funding would be needed over the next five years to complete all work that has been identified in the unlimited budget scenario. This includes approximately \$155.8 million for commercial service airports and \$95.2 million for general aviation airports. Additional information can be found by visiting the NDAC website, **WWW.AERO.ND.GOV**.

STATEWIDE EXECUTIVE SUMMARY AIRPORT PAVEMENT CONDITION INDEX (PCI) STUDY

For additional information, please visit www.AERO.ND.GOV



NORTH DAKOTA
AERONAUTICS COMMISSION
A STATEWIDE VOICE FOR AVIATION

STATEWIDE EXECUTIVE SUMMARY AIRPORT PAVEMENT CONDITION INDEX (PCI) STUDY



Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

	Executive Budget Recommendation				House Version				House Changes to Executive Budget Increase (Decrease) - Executive Budget			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	7.00	\$475,000	\$30,741,987	\$31,216,987	7.00	\$475,000	\$30,741,987	\$31,216,987	0.00	\$0	\$0	\$0
2023-25 Ongoing Funding Changes												
Cost to continue salary increase			\$11,281	\$11,281				\$0			(\$11,281)	(\$11,281)
Salary increase			113,098	113,098				0			(113,098)	(113,098)
Health insurance increase			35,996	35,996				0			(35,996)	(35,996)
Adds funding for temporary salaries			24,471	24,471				0			(24,471)	(24,471)
Adds funding to operating expenses for impact studies			767,323	767,323				0			(767,323)	(767,323)
Transfers \$450,000 from airport grants to operating expenses				0				0				0
Total ongoing funding changes	0.00	\$0	\$952,169	\$952,169	0.00	\$0	\$0	\$0	0.00	\$0	(\$952,169)	(\$952,169)
One-Time Funding Items												
Adds one-time funding for the International Peace Garden Airport rehabilitation			\$2,500,000	\$2,500,000				\$0			(\$2,500,000)	(\$2,500,000)
Adds one-time funding for airport infrastructure grants			4,000,000	4,000,000				0			(4,000,000)	(4,000,000)
Total one-time funding changes	0.00	\$0	\$6,500,000	\$6,500,000	0.00	\$0	\$0	\$0	0.00	\$0	(\$6,500,000)	(\$6,500,000)
Total Changes to Base Level Funding	0.00	\$0	\$7,452,169	\$7,452,169	0.00	\$0	\$0	\$0	0.00	\$0	(\$7,452,169)	(\$7,452,169)
2023-25 Total Funding	7.00	\$475,000	\$38,194,156	\$38,669,156	7.00	\$475,000	\$30,741,987	\$31,216,987	0.00	\$0	(\$7,452,169)	(\$7,452,169)
<i>Federal funds included in other funds</i>			\$3,940,000				\$845,000				(\$3,095,000)	
<i>Total ongoing changes as a percentage of base level</i>	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%				
<i>Total changes as a percentage of base level</i>	0.0%	0.0%	24.2%	23.9%	0.0%	0.0%	0.0%	0.0%				

Other Sections in Aeronautics Commission - Budget No. 412

Exemption - Airport infrastructure fund

Executive Budget Recommendation	House Version
Section 3 would provide that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.	

2018-2022 Wetland Mitigation Projects at North Dakota Airports

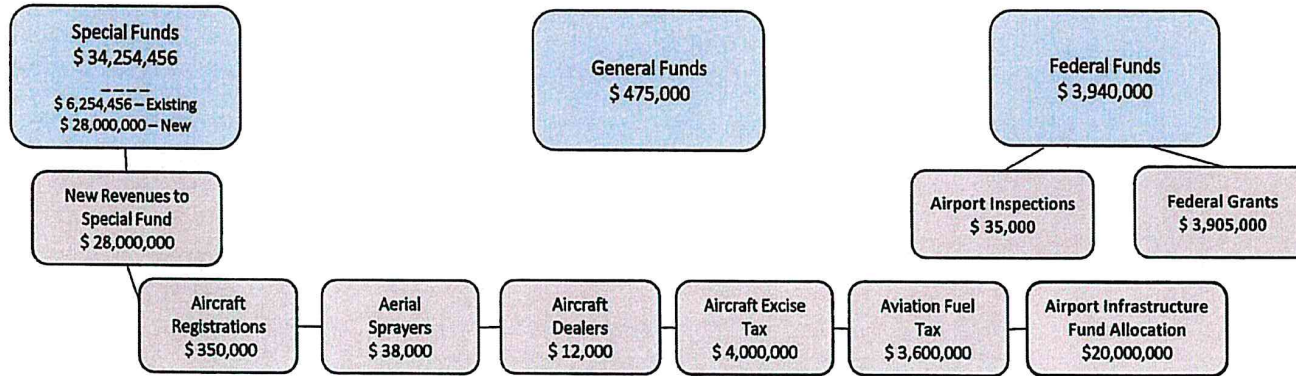
Projects Completed or Under Construction

Airport	Grant Year	Project Description	Overall Project Cost	State Aeronautics		Wetland Credits Cost		Notes
				Grant(s)	Acres Mitigated	Estimate		
Dickinson	2017	Runway Extension - Wetland Mitigation Phase	\$ 139,500.00	\$ 125,550.00	2.70	\$ 139,500.00	Energy Impact grant awarded Dec. 2017 but credits purchased in Sept. 2018.	
Mandan	2018	Construct Wildlife Fence	\$ 2,392,000.00	\$ 119,600.00	8.30	\$ 415,000.00	Wetland credits and mitigation performed as part of overall project.	
Kindred	2018-19	Airport Drainage Improvements	\$ 1,336,040.00	\$ 66,802.00	1.90	\$ 60,000.00	Wetland credits and mitigation performed as part of overall project. Project also constructed a turf parallel taxiway.	
Mohall	2019-20	Runway Extension - Design, Land, Wetland Mitigation, & Construction Phase	\$ 3,725,072.00	\$ 166,583.00	1.50	\$ 83,500.00	Wetland credits and mitigation performed as part of overall project.	
Bismarck	2019-21	Wetland Removal Phases 5, 5A, & 6	\$ 24,725,140.00	\$ 457,596.00	60.00	\$ 2,400,000.00	Approximately 60 acres mitigated over the course of a series of project phases. Credits were purchased before 2018. CARES/ARPA funded the state/local shares of Phase 6 and Entitlement portion of Phase 5A.	
Grand Forks	2021	Runway Extension - Design, Land, Wetland Mitigation, & Road Relocation Phase	\$ 7,201,820.00	\$ -	15.48	\$ 589,800.00	15.48 total acres mitigated with 5.25 acres used from the airport's existing bank and an additional 10.23 acres purchased for \$589,800. 100% FAA funded under AIP & COVID relief programs with no state share.	
Totals:			\$ 36,988,072.00	\$ 690,981.00	78.88	\$ 3,133,300.00		
Average Cost per Acre for Wetland Credit:						\$39,722		

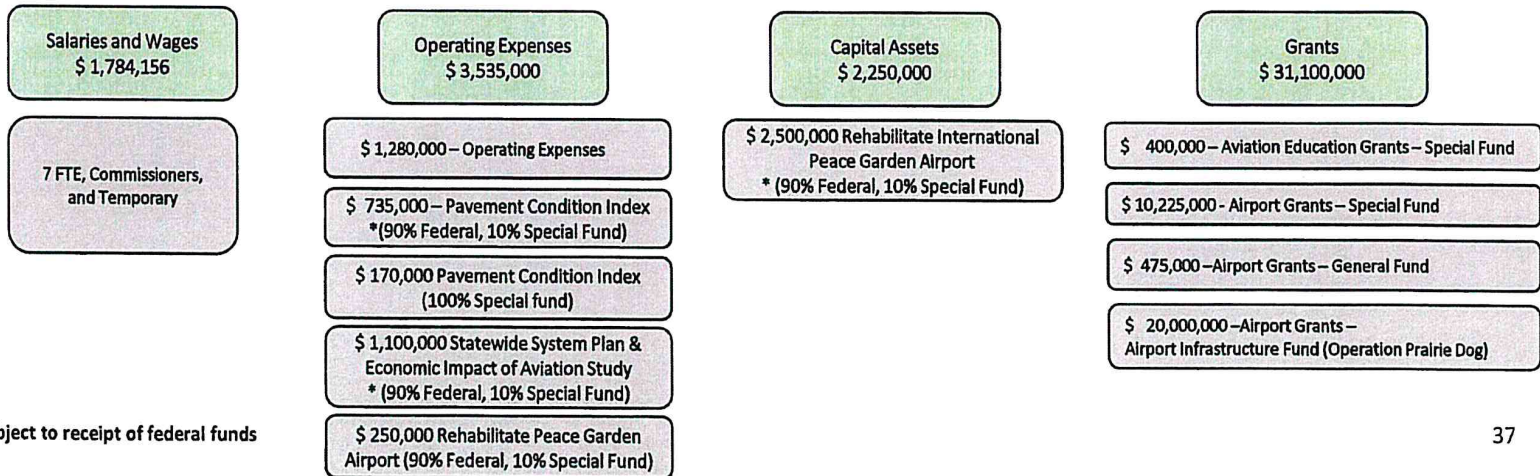


North Dakota Aeronautics Commission 2023 – 2025 Executive Recommendation \$ 38,669,156

REVENUES



EXPENDITURES



*Fed – subject to receipt of federal funds

Requested changes to House Bill No. 1006

1. Request to update the language in Section 2 to correct the purpose of the one-time funding provided during the special legislative session:

SECTION 2. ONE-TIME FUNDING.

~~International Peace Garden airport rehabilitation~~–Airport Grants

2. Request to 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 - EXEMPTION. 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, 2023 and ending June 30, 2025. Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2025, must be continued into the biennium beginning July 1, 2025 and ending June 30, 2027 and may be expended only for providing grants to airports.

23.0235.01001

Sixty-eighth
Legislative Assembly
of North Dakota

HOUSE BILL NO. 1006

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; and to provide an appropriation.

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 2023, and ending June 30, 2025, as follows:

	<u>Governor's</u>		
	<u>Base Level</u>	<u>Recommendation</u>	<u>Appropriation</u>
10			
11			
12	Salaries and wages	\$1,599,310	\$1,784,156
13	Operating expenses	2,067,677	3,535,000
14	Capital assets	0	2,250,000
15	Grants	27,550,000	31,100,000
16	Total all funds	\$31,216,987	\$38,669,156
17	Less estimated income	30,741,987	38,194,156
18	Total general fund	\$475,000	\$475,000
19	Full-time equivalent positions	7.00	7.00
20			
21			
22	<u>Salaries and wages</u>	<u>\$1,599,310</u>	<u>\$156,669</u>
23	<u>Operating expenses</u>	<u>2,067,677</u>	<u>1,467,323</u>
24	<u>Capital assets</u>	<u>0</u>	<u>2,250,000</u>

1	Grants	27,550,000	3,550,000	31,100,000
2	Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
3	Less estimated income	30,741,987	7,423,992	38,165,979
4	Total general fund	\$475,000	\$0	\$475,000
5	Full-time equivalent positions	7.00	0.00	7.00

6 **SECTION 2. ONE-TIME FUNDING - EFFECT ON BASE BUDGET - REPORT TO THE**
7 **SIXTY-NINTH LEGISLATIVE ASSEMBLY.** The following amounts reflect the one-time funding
8 items approved by the sixty-seventh legislative assembly for the 2021-23 biennium and the
9 2023-25 one-time funding items included in the appropriation in section 1 of this Act:

10	One-Time Funding Description	2021-23	2023-25
11	International Peace Garden airport rehabilitation	\$5,000,000	\$0
12	Total other funds	\$5,000,000	\$0
13	One-Time Funding Description	2021-23	2023-25
14	International Peace Garden airport rehabilitation	\$0	\$2,500,000
15	Airport grants	5,000,000	4,000,000
16	Total other funds	\$5,000,000	\$6,500,000

17 The 2023-25 biennium one-time funding amounts are not a part of the entity's base budget
18 for the 2025-27 biennium. The aeronautics commission shall report to the appropriation
19 committees of the sixty-ninth legislative assembly on the use of this one-time funding for the
20 biennium beginning July 1, 2023, and ending June 30, 2025.

21 **SECTION 3. ESTIMATED INCOME - AIRPORT INFRASTRUCTURE FUND - AIRPORT**
22 **GRANTS - EXEMPTION.** The estimated income line item in section 1 of this Act includes
23 \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide
24 grants to airports during the biennium beginning July 1, 2023, and ending June 30, 2025.
25 Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2025,
26 must be continued into the biennium beginning July 1, 2025, and ending June 30, 2027, and
27 may be expended only for providing grants to airports.

Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

	Executive Budget Recommendation				House Version				House Changes to Executive Budget			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	Increase (Decrease) - Executive Budget			
									FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	7.00	\$475,000	\$30,741,987	\$31,216,987	7.00	\$475,000	\$30,741,987	\$31,216,987	0.00	\$0	\$0	\$0
2023-25 Ongoing Funding Changes												
Cost to continue salary increase			\$11,281	\$11,281			\$11,281	\$11,281				\$0
Salary increase			113,098	113,098			84,093	84,093			(29,005)	(29,005)
Health insurance increase			35,996	35,996			36,824	36,824			828	828
Adds funding for temporary salaries			24,471	24,471			24,471	24,471				0
Adds funding to operating expenses for impact studies			767,323	767,323			767,323	767,323				0
Transfers \$450,000 from airport grants to operating expenses				0				0				0
Total ongoing funding changes	0.00	\$0	\$952,169	\$952,169	0.00	\$0	\$923,992	\$923,992	0.00	\$0	(\$28,177)	(\$28,177)
One-Time Funding Items												
Adds one-time funding for the International Peace Garden Airport rehabilitation			\$2,500,000	\$2,500,000			\$2,500,000	\$2,500,000				\$0
Adds one-time funding for airport infrastructure grants			4,000,000	4,000,000			4,000,000	4,000,000				0
Total one-time funding changes	0.00	\$0	\$6,500,000	\$6,500,000	0.00	\$0	\$6,500,000	\$6,500,000	0.00	\$0	\$0	\$0
Total Changes to Base Level Funding	0.00	\$0	\$7,452,169	\$7,452,169	0.00	\$0	\$7,423,992	\$7,423,992	0.00	\$0	(\$28,177)	(\$28,177)
2023-25 Total Funding	7.00	\$475,000	\$38,194,156	\$38,669,156	7.00	\$475,000	\$38,165,979	\$38,640,979	0.00	\$0	(\$28,177)	(\$28,177)
<i>Federal funds included in other funds</i>			\$3,940,000				\$3,940,000				\$0	
<i>Total ongoing changes as a percentage of base level</i>	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	3.0%	3.0%				
<i>Total changes as a percentage of base level</i>	0.0%	0.0%	24.2%	23.9%	0.0%	0.0%	24.1%	23.8%				

Other Sections in Aeronautics Commission - Budget No. 412

Exemption - Airport infrastructure fund

	Executive Budget Recommendation	House Version
Exemption - Airport infrastructure fund	Section 3 would provide that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.	Section 3 would provide that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.

23.0235.01001
Title.

Prepared by the Legislative Council staff for
the House Appropriations - Government
Operations Division Committee

Fiscal No. 1

February 1, 2023

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

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

Page 1, replace lines 10 through 19 with:

"		<u>Adjustments or</u>	
	<u>Base Level</u>	<u>Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
Less estimated income	<u>30,741,987</u>	<u>7,423,992</u>	<u>38,165,979</u>
Total general fund	\$475,000	\$0	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 20, after "**FUNDING**" insert "**- EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-NINTH LEGISLATIVE ASSEMBLY**"

Page 1, line 21, after "biennium" insert "and the 2023-25 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 22 through 24 with:

<u>"One-Time Funding Description</u>	<u>2021-23</u>	<u>2023-25</u>
International Peace Garden airport rehabilitation	\$0	\$2,500,000
Airport grants	<u>5,000,000</u>	<u>4,000,000</u>
Total other funds	\$5,000,000	\$6,500,000

The 2023-25 biennium one-time funding amounts are not a part of the entity's base budget for the 2025-27 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

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 funds not spent by June 30, 2025, must be continued into the biennium beginning July 1, 2025, and ending June 30, 2027, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

	<u>Base Budget</u>	<u>House Changes</u>	<u>House Version</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets		2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>

Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
Less estimated income	30,741,987	7,423,992	38,165,979
General fund	\$475,000	\$0	\$475,000
FTE	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adjusts Funding for Base Payroll Changes ¹	Adds Funding for Salary and Benefit Increases ²	Adds Temporary Salaries Funding ³	Adjusts Operating Funding ⁴	Adjusts Operating Expenses and Grants Funding ⁵	Adds One-Time Funding for Peace Garden Airport ⁶
Salaries and wages	\$11,281	\$120,917	\$24,471			
Operating expenses				\$767,323	\$450,000	\$250,000
Capital assets						2,250,000
Grants					(450,000)	
Total all funds	\$11,281	\$120,917	\$24,471	\$767,323	\$0	\$2,500,000
Less estimated income	11,281	120,917	24,471	767,323	0	2,500,000
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Adds One-Time Funding for Airport Grants ⁷	Total House Changes
Salaries and wages		\$156,669
Operating expenses		1,467,323
Capital assets		2,250,000
Grants	\$4,000,000	3,550,000
Total all funds	\$4,000,000	\$7,423,992
Less estimated income	4,000,000	7,423,992
General fund	\$0	\$0
FTE	0.00	0.00

¹ Funding is added for cost to continue salary increases.

² The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance from \$1,429 to \$1,648 per month:

	Other Funds
Salary increase	\$84,093
Health insurance increase	36,824
Total	\$120,917

³ Funding is increased for temporary salaries.

⁴ Funding for operating expenses is reduced by \$77,677 from special funds and increased by \$845,000 from federal funds for impact studies.

⁵ Funding of \$450,000 is transferred from the grants line item to the operating expenses line item.

⁶ One-time funding of \$2,250,000 from federal funds and \$250,000 from special funds is added for the rehabilitation of the International Peace Garden airport.

⁷ One-time funding of \$4 million from special funds is added for airport infrastructure grants.

This amendment also provides an exemption to authorize the Aeronautics Commission to continue \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium into the 2025-27 biennium.

23.0235.01001
Title.

Prepared by the Legislative Council staff for
the House Appropriations - Government
Operations Division Committee
February 1, 2023

Fiscal No. 1

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

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

Page 1, replace lines 10 through 19 with:

	<u>Base Level</u>	<u>Adjustments or Enhancements</u>	<u>Appropriation</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,423,992	\$38,640,979
Less estimated income	<u>30,741,987</u>	<u>7,423,992</u>	<u>38,165,979</u>
Total general fund	\$475,000	\$0	\$475,000
Full-time equivalent positions	7.00	0.00	7.00"

Page 1, line 20, after "FUNDING" insert "- EFFECT ON BASE BUDGET - REPORT TO THE SIXTY-NINTH LEGISLATIVE ASSEMBLY"

Page 1, line 21, after "biennium" insert "and the 2023-25 one-time funding items included in the appropriation in section 1 of this Act"

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<u>"One-Time Funding Description</u>	<u>2021-23</u>	<u>2023-25</u>
International Peace Garden airport rehabilitation	\$0	\$2,500,000
Airport grants	<u>5,000,000</u>	<u>4,000,000</u>
Total other funds	\$5,000,000	\$6,500,000

The 2023-25 biennium one-time funding amounts are not a part of the entity's base budget for the 2025-27 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

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 funds not spent by June 30, 2025, must be continued into the biennium beginning July 1, 2025, and ending June 30, 2027, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

	<u>Base Budget</u>	<u>House Changes</u>	<u>House Version</u>
Salaries and wages	\$1,599,310	\$156,669	\$1,755,979
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets		2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>

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Less estimated income	30,741,987	7,423,992	38,165,979
General fund	\$475,000	\$0	\$475,000
FTE	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adjusts Funding for Base Payroll Changes ¹	Adds Funding for Salary and Benefit Increases ²	Adds Temporary Salaries Funding ³	Adjusts Operating Funding ⁴	Adjusts Operating Expenses and Grants Funding ⁵	Adds One-Time Funding for Peace Garden Airport ⁶
Salaries and wages	\$11,281	\$120,917	\$24,471			
Operating expenses				\$767,323	\$450,000	\$250,000
Capital assets						2,250,000
Grants					(450,000)	
Total all funds	\$11,281	\$120,917	\$24,471	\$767,323	\$0	\$2,500,000
Less estimated income	11,281	120,917	24,471	767,323	0	2,500,000
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Adds One-Time Funding for Airport Grants ⁷	Total House Changes
Salaries and wages		\$156,669
Operating expenses		1,467,323
Capital assets		2,250,000
Grants	\$4,000,000	3,550,000
Total all funds	\$4,000,000	\$7,423,992
Less estimated income	4,000,000	7,423,992
General fund	\$0	\$0
FTE	0.00	0.00

¹ Funding is added for cost to continue salary increases.

² The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance from \$1,429 to \$1,648 per month:

	Other Funds
Salary increase	\$84,093
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Total	\$120,917

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⁷ One-time funding of \$4 million from special funds is added for airport infrastructure grants.

This amendment also provides an exemption to authorize the Aeronautics Commission to continue \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium into the 2025-27 biennium.



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
1-701-738-4646

March 13, 2023

**RE: Testimony to Senate Appropriations Committee – Education and Environment
Division on HB 1006 – Aeronautics Commission Budget**

Chairman Sorvaag 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 HB 1006.

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. We continue to be very supportive of their efforts.

As our airports plan for future development and growth the funding needs are projected to be significant. Over \$1 billion in projects have been identified over the next 10 years at airports in North Dakota, and the amount for 2023-2027 alone is \$684 million (please see attachment). Our airports work cooperatively with the Federal Aviation Administration (FAA) to maximize federal grant participation, but additional investment from the State and local airport sponsors will be required to meet these forecasts. We support the Governor's recommended Aeronautics Commission budget, including the \$31.1 million being requested for Airport and Aviation grant funding for the next biennium, as we have confidence that it will be administered in the best interest of airports in the State.

In closing, AAND and GFK are supportive of HB 1006. 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,



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

Attachment: Statewide Airport Capital Improvement Planning Report



STATEWIDE AIRPORT CAPITAL IMPROVEMENT PLANNING REPORT - NORTH DAKOTA

FAA / State General Aviation and Commercial Service Program (NPIAS AIRPORTS)

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
1	Fargo FAR	218	Terminal/Cargo Apron Rehabilitation	1000	
			Terminal Apron Expansion (Phase I C'23, Phase II '24)	17000	
			South GA Apron Rehabilitation/Reconstruction	12000	
			Terminal Building Expansion (D'23, Phase I C'24, Phase II C'25)	100000	
			North GA Apron Expansion & Perimeter Road Reconstruction (C'23)	14000	
			Terminal Apron Reconstruction & Glycol Capture (D'25, Phase I C'26, Phase II C'27)	21000	
			Replace Passenger Boarding Bridge	1000	
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Glycol Pump Station	2000	
			Terminal Parking Lot Rehabilitation & Expansion	1500	
			SRE Acquisition	2000	2000
			Rwy 9/27 Ext./Widening w/ Parallel Taxiway - Study, EA, Design, Construct		65000
			North GA Taxilane Extension		1000
			East GA Expansion		2000
2	Bismarck BIS	90	Airfield Wetland Mitigation / Drainage Improvements	9000	7000
			GA Apron Expansion	6000	2000
			Hangar 5 Demolition	700	
			Rehabilitate Runway 3-21	8000	
			Rehabilitate Taxiway D	5000	
			Expand Commercial Apron	14000	
			Construct Terminal Building Expansion	60000	
			Install New Passenger Boarding Bridges	7000	4000
			Rehabilitate Taxiway C North	10000	
			Runway 13 RPZ Land Acquisition		2200
			Purchase SRE Equipment	3000	1000
			Construct SRE Building	1000	
			Purchase ARFF Equipment	1000	1000
			Deicing Fluid Collection System	500	
Rehabilitate/Construct ARFF Building Expansion	1000				
Commercial and GA Ramp Panel Replacement	1000	1000			
Construct Taxilane Expansion	1000	500			
Rehabilitate/Construct Parking Lot/Expansion	1500				
Rehabilitate Access Roads		1600			
Pavement Maintenance (RTA, RCF, Seal)	1000	1000			
Construct Service Road Expansion		300			
Relocate Airway Avenue/Airport Road Intersection		300			
Corporate Area Hangar Development		3300			
Update Noise Contours		250			
3	Grand Forks GFK	138	Runway 9L-27R & TWY B Extension, Lighting, & Reconstruction (C'23-'24)	34800	
			Runway 17R-35L Reconstruction (D'24, Phase II C'25, Phase III C'26, Phase III C'27)	75000	
			Construct Runway 18-36		10000
			Expand Terminal Apron		10000
			Expand Terminal		20000
			Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Runway 17L-35R Rehabilitation		12000
4	Minot MOT	128	Fencing & Perimeter Road Improvements	1000	
			Storm Water and Drainage Improvements (C '23)	9000	
			Purchase SRE Equipment	2000	1000
			RWY 8 Approach Clearing/Tree Removal	250	
			RWY 8/26 Rehab/T-hold Relocation; TWY B Intersection; TWY D Exp. (D '24, C '25-'26)	10000	
			Purchase ARFF Truck		1000
			Taxiway C Rehabilitation	5000	
			Replace T-Hangars	3000	3000
			Northwest GA Apron		2000
			Taxiway B & T-Hangar Rehabilitation	3000	
			Pavement Maintenance (RTA,RCF, Seal, Remarking)	1000	1000
			Construct GA Landside Access Road and Parking Lot	3500	
			Rehabilitate Runway 13/31, Taxiway D-1, Taxiway A, & Airfield Lighting	5100	
			5	Jamestown JMS	36
Acquire SRE	600				
SRE Building Expansion (D'24, C'25)	1200				
Perimeter Fence Improvements	300				
Terminal Remodel/Reconfiguration & Parking Lot Improvements (C'26)	2000				
Storm Sewer Rehabilitation	1700				
Taxiway B Rehabilitation	600				
Replace Passenger Boarding Bridge		1000			
W. Industrial Park Infrastr. Improvements		1500			
Pavement Maintenance (RTA,RCF, Seal), Remarking	1000	1000			
Runway 4/22 Rehabilitation and Airfield Crack Sealing		1500			
Taxiway A, B, & D Rehabilitation		600			
Acquire ARFF Vehicle		900			
Construct T-Hangar		1000			

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
6	Williston XWA	32	Purchase SRE Equipment	2000	1000
			Deicing Fluid Collection Improvements	4000	
			Cargo Apron Construction	6000	
			Pavement Maintenance (RTA, RCF)	1500	3000
			Construct Hangars	2000	2000
			Ground Service Equipment Building	500	
			Terminal Parking Expansion	2000	
			Construct Sanitary Force Main	2300	
			Pave Perimeter Roads	2700	
			Construct Runway 4-22 Parallel Taxiway		6500
7	Devils Lake DVL	28 ↑ 15	Purchase ARFF Equipment		1000
			Pavement Maintenance (RTA, RCF, Seal)	500	500
			Apron & Taxiway Reconstruction	3200	
			Runway 13/31 & Taxiway A Pavement Rehabilitation	1700	
			Construct SRE/ARFF Building		3800
			Rehabilitate Terminal Apron		1000
			Wildlife Hazard Assessment & WHMP Update	200	
			Reconstruct GA Apron		1500
			Lighting Rehabilitation		1500
			Acquire SRE		800
8	Dickinson DIK	35 =	Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	1700	
			Purchase SRE Equipment	1000	1000
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
9	Ashley ASY	13	Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Purchase SRE Equipment	1000	
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
10	Beach 20U	11	Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Purchase SRE Equipment	1000	
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
11	Bottineau D09	16	Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Purchase SRE Equipment	1000	
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
12	Bowman BWW	17	Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Purchase SRE Equipment	1000	
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
13	Cando 9D7	11	Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Purchase SRE Equipment	1000	
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
14	Carrington 46D	12	Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Purchase SRE Equipment	1000	
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
15	Casselton 5N8	35	Pavement Maintenance (RTA, RCF, Seal)	1000	1000
			Purchase SRE Equipment	1000	
			ARFF Truck Acquisition & ARFF Building Expansion	1500	
			Runway 7-25 & GA Apron Pavement Maintenance	600	
			GA Apron and Taxiway A Rehabilitation	5000	
			Terminal Design and Construction	30000	
			Commercial Terminal Apron, Access Road, & Parking Lot	11000	
			Construct Hangar Taxilanes		1000
			Crosswind Parallel Taxiway		3000
			Runway 7-25 Rehabilitation		7000
Commercial Service Airports Totals:				545150	203550
9	Ashley ASY	13	Construct Apron Expansion (D'23, C'25)	900	
			Pavement Maintenance (RTA, RCF, Seal)	100	300
			Construct Terminal	800	
			Construct Fuel System (100LL + Jet A)		800
			Install AWOS		400
			Construct Partial Parallel Taxiway		1100
			Rehabilitate Runway 12/30, Taxiway, Apron Pavement	150	
			Construct Hangar (D'25, C'26)	1200	
			Rehabilitate Hangar Taxilanes	1100	
			ALP/MP Update with Exhibit A/AGIS Component		300
10	Beach 20U	11	Construct New Turf Runway		1000
			Pavement Maintenance (RTA, RCF, Seal)	300	400
			Construct Fence and Signage		500
			Construct AWOS Access Road	200	
			Runway 13/31, Taxiway, Apron Pavement Rehabilitation		2000
			Construct New Hangar	800	800
			Realign and Construct Turf Crosswind Runway		1000
			Replace Fuel System	700	
			Pavement Maintenance (RTA, RCF, Seal)	500	200
			Airport Beacon & Electrical Vault Rehabilitation	200	
11	Bottineau D09	16	Terminal Improvements (D'25, C'26)	600	
			Construct Taxiway Expansion	300	300
			Construct Fence and Signage		2000
			Construct Hangar ('23, '24 Ongoing Reimbursements)	500	
			Pavement Maintenance	400	400
			Construct Partial Parallel Taxiway	1000	1000
			Construct Crosswind Runway		1500
			Construct Taxilane		1000
			Rehabilitate Runway 16/34 Lighting System	800	
			Pavement Maintenance (RTA, RCF, Seal)	300	500
12	Bowman BWW	17	Construct Fuel System	700	
			ALP/MP Update with AGIS		300
			Construct Hangar		1000
			Acquire SRE Equipment		400
			Apron Pavement Seal Coat & Taxilane Reconstruction	600	
			Rehabilitate Airfield Lights	500	
			Construct New Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	100	500
			Construct Fence & Signage		200
			South Apron Rehabilitation		300
13	Cando 9D7	11	Runway Repairs	500	
			Env. Assessment & Land Acquisition for Runway Relocation (EA '23, Acq '25)	1500	
			Runway 13/31 Relocation & Parallel Taxiway Construction	14800	
			Construct Fence		2000
			Pavement Maintenance (RTA, RCF, Seal)	200	200
			Construct New Hangar	1000	1000
			Apron Reconstruction		1700

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Airfield Lighting Rehabilitation		
16	Cavalier 2C8	16	Runway, Taxiway, & Apron Rehabilitation (D'24, C'25)	2600	
			Construct Drainage Improvements	150	
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			Construct Full Parallel Taxiway		2000
			Relocate Powerline		50
			Construct Fence and Signage		500
		LOCAL	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	50	
17	Cooperstown S32	15	Runway 13/31, Taxiway and Apron Rehabilitation (D'24, C'25)	2000	
			Pavement Maintenance (RTA, RCF, Seal)	100	500
			ALP/MP Update with AGIS Component		300
			Access Road Improvements		300
			Construct Fence and Signage		2000
			Construct Parallel Taxiway		500
			Lighting System Rehabilitation		700
			Transfer Out		
		BASIC	Construct New SRE Building (D '24, C '25)	800	
18	Crosby D50	11	Replace Airport Beacon (C'27)	150	
			Construct Partial Parallel Taxiway		1000
			Construct Hangar		1000
			ALP/MP Update with AGIS		400
			Snow Removal Equipment	400	
			Construct Jet A Fuel System		500
			Pavement Maintenance (RTA, RCF, Seal)	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	100
19	Dunseith - IPG S28	0	Runway, Taxiway, and Apron Reconstruction (D '23, C '24)	2500	
			Install Airfield Lighting		700
			Construct Terminal Building		500
		BASIC	Rehabilitation of Apron, Taxiway, & Access Road (D'25, C'26)	500	
20	Edgeley 51D	10	Airfield Lighting Rehabilitation	800	
			Pavement Maintenance (RTA, RCF, Seal)	100	300
			Construct Runway Extension		1600
			Construct Fence and Signage		200
		BASIC	Reconstruct Taxilane & Seal Coat Pavements	600	
21	Ellendale 4E7	11	Pavement Maintenance (RTA, RCF, Seal)	100	500
			Replace Hangar (D'24, C'25)		1000
			Pave Turf Taxilane	700	
			ALP/MP Update with AGIS		300
			Construct Fence and Signage		200
			Install AWOS		400
		BASIC	Construct Terminal Building	800	
22	Ft. Yates Y27	0	Pavement Maintenance (RTA, RCF, Seal)	300	100
			Rehabilitate Runway, Taxiway, Apron (D '26, C '27)	2500	
			Construct Fuel System		500
			Access Road Improvements		900
			Instrument Approach Development	300	
			Construct Hangar		800
			Construct SRE Building		700
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	100	400
23	Garrison D05	13	Construct Security Fence and Signage	200	1000
			Construct GA Terminal Building (D '25, C '26)	1000	
			Construct Hangar Taxilane		500
			Upgrade Fuel System		300
			Purchase SRE Equipment		300
			Update ALP/MP with AGIS and Exhibit A		300
			Construct Hangar	800	
		BASIC	Runway, Taxiway, and Apron Rehabilitation	150	
24	Glen Ullin D57	11	Construct Partial Parallel Taxiway (D '26, C '27)	1200	
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			ALP Update with AGIS		300
			Taxilane Extension		500
			Construct Hangar		800
			Construct Crosswind Rwy, EA, RPZ Land Acquisition		1000
		LOCAL	Taxilane & Apron Reconstruction (D'23, C'24)	1000	
25	Grafton GAF	18	Construct Hangar (D/C '23, Ongoing Reimbursements '24-26)	900	
			Drainage Improvements & Wetland Mitigation	2000	
			Construct New SRE Building		400
			Replace Airport Beacon		60
			Runway 17/35 Rehabilitation		1600
			Pavement Maintenance (RTA, RCF, Seal)	300	300
			Remove Old Storage Building		200
			Construct Fence and Signage		2000
		BASIC	Reconstruct Taxilane & Access Road Improvements	700	
	Gwinner	12	Construct Terminal/SRE Building (D'25, C'26)	1000	
26	GWR		Taxiway Turnaround Widening	300	
			Update ALP/MP with AGIS and Exhibit A		300
			Land Acquisition - Fence		300
			Construct Fence and Signage		500
			Pavement Maintenance (RTA, RCF, Seal)	100	500

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Rwy 11-29, Taxiway, Apron Rehabilitation	200	2000
27	Harvey 5H4	12	RPZ Land Acquisition and EA		800
			Pavement Maintenance (RTA, RCF, Seal)	300	100
			Runway 11-29 Extension		2000
			New Crosswind Runway		800
			Update ALP/MP with AGIS and Exhibit A		300
			Parallel Taxiway		1000
			Apron Expansion		300
			Construct Hangar	1000	
			AGIS Survey (LPV Approach, Both Ends)	200	
			Construct Fence and Signage	200	
		LOCAL	ALP/MP Update with AGIS and Exhibit A	300	
28	Hazen HZE	16	Purchase SRE Equipment	300	
			Construct Partial Parallel Taxiway & Lighting		1000
			North Hangar Taxilane Construction		700
			Pavement Maintenance (RTA, RCF, Seal)	400	200
			Construct Fence & Signage		2000
			Replace UST Fuel System (100LL & Jet A AST)	1300	
			Construct Hangar	1100	
			Construct Crosswind Runway		1000
		LOCAL	Rehabilitate Taxiway C and Rehab/Extend South Hangar Taxilane (C '23)	800	
29	Hettinger HEI	32	Construct Hangar	1000	
			Apron Rehabilitation	1000	
			Construct Hangar Taxilane	500	
			ALP/Master Plan Update		300
			Rehabilitate Taxiway B	500	
			Construct Fence & Signage		2000
			Pavement Maintenance (RTA, RCF, Seal)	400	300
		LOCAL	Apron Rehabilitation, Taxilane Extension, & Drainage Improvements	3200	
30	Hillsboro 3H4	32	Construct T-hangar (BL in '24, '25, & '26)	600	
			Land Acquisition for Runway Extension (EA '26, Acquisition '28)	400	200
			Construct Runway Extension		6500
			Terminal Improvements	100	
			Reconstruct Access Road		500
			Construct Fence and Signage		2000
			Purchase SRE Equipment	150	
			ALP/Master Plan Update		300
			Install Jet A Fuel System		500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Construct Partial Parallel Taxiway and Hangar Taxilane (C '23)	1200	
31	Kenmare 7K5	31	Purchase SRE	300	
			Construct Access Road Extension and Parking Lot Expansion	1000	
			Hangar Taxilane Expansion	800	
			Relocate Fuel System		200
			Construct Terminal Building		500
			Construct Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	500	300
		LOCAL	Construct Hangar Taxilane	1000	
	Kindred K74	25	Replace Concrete Runway and Apron Panels	300	
32			Airfield Lighting Rehabilitation (D '25, C'26)	800	
			Runway 11/29 Extension & Par. Taxiway (EA, Land Acq., Wetland Mit., Design, Const.)		5000
			Pavement Maintenance (RTA, RCF, Seal)	100	300
			Purchase SRE		150
			Construct Terminal Building		500
			Construct Fence and Signage		2000
		BASIC	Rehab of Rwy 15/33, Apron, and Taxiway	1700	
33	Lakota 5L0	10	Pavement Maintenance (RTA, RCF, Seal)	100	500
			Construct Fence and Signage		500
			Construct Taxilane	700	
			Lighting system rehabilitation	800	
		U	Pavement Maintenance (RTA, RCF, Seal)	200	300
34	LaMoure 4F9	3	Rehabilitate Runway 16/34 Lighting System		700
			Reconstruct Taxiway	400	
			Land Acquisition of Airport Footprint	1000	
			Construct Terminal Building		400
			Construct Hangar		700
			Construct Fuel System		500
		LOCAL	Reconstruct Partial Taxilane & Construct Partial Parallel Taxiway	1000	
35	Langdon D55	16	Taxiway and Apron Expansion	1100	
			Rehabilitate Terminal Building		200
			Construct Hangar	100	800
			Pavement Maintenance (RTA, RCF, Seal)	200	500
			Construct Full Parallel Taxiway		1700
			Crosswind Runway Turf Rehabilitation		600
		LOCAL	Taxiway and Apron Rehabilitation and Improve Access Road (C '23)	1100	
36	Linton 7L2	18	Pavement Maintenance (RTA, RCF, Seal)	400	200
			ALP/MP Update with AGIS Component	300	
			Runway 9/27 Extension and Widening		1300
			Construct Parallel Taxiway		1800
			Construct Hangar		1000
			Acquire SRE Equipment	300	
			Construct SRE Building	500	

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5	6 to 10
				Yrs.	Yrs.
		BASIC	Construct Apron Expansion & RSA Improvements	150	
	Lisbon		Runway 14/32 Rehabilitation (D'25, C'26)	1700	
37	6L3	12	Rwy 14/32 Lighting Rehabilitation	100	600
			Construct Apron Expansion		900
			Apron and Taxilane Rehabilitation		400
			Construct Connector Taxiway to Correct Direct Access Issue		600
			Extend Partial Parallel Taxiway		1000
			Install AWOS		300
			Construct Fence and Signage		200
			Construct Taxilane Extension		500
			Construct Runway Turnaround		500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	500	500
38	Mandan	97	Wetland Mitigation/ Drainage (C'23)	1500	2000
	Y19		Construct Parking Lot	300	
			Purchase SRE Equipment	400	300
			Install 100LL and Jet A Fuel System	900	
			Construct Terminal Building	700	
			Construct Runway Expansion		5000
			Relocate County Road and Powerlines		2500
			Construct South Development Taxilane	1800	
			Construct Hangar	2000	2000
			Construct T-Hangar Pavement	1000	
			Realign Parallel Taxiway	200	2000
			Reconstruct Hangar Taxilanes	1000	
			Construct Corporate Apron and Taxilanes		2000
			SRE Building Expansion		300
			ALP/MP Update with AGIS Component		300
		LOCAL	Drainage Improvements	600	
39	Mohall	31	Construct Fence and Signage	1600	
	HBC		Pavement Maintenance (RTA, RCF, Seal)	500	300
			Pave Access Road & Parking Area		800
			Construct Hangar		1000
			Construct Parallel Taxiway		1000
			Construct Hangar Taxilane		600
		BASIC	Construct Hangar Taxilane	400	
40	Mott	10	Construct Terminal, Access Road, & Parking Lot		
	3P3		Runway Rehabilitation		1500
			Construct Hangar	1000	
			Obstruction Removal and RSA Grading	250	
			Construct Partial Parallel Taxiway		800
			Install AWOS		500
			Pavement Maintenance (RTA, RCF, Seal)	300	300
		LOCAL	Taxilane and Apron Expansion	1000	
41	Northwood	21	Construct Terminal Building (D'25, C'26)	600	
	4V4		Construct Hangar (D'25, C'26)	1500	
			Pavement Maintenance (RTA, RCF, Seal)	100	500
			Construct Fuel System		1000
			Acquire SRE		300
		BASIC	Construct Replacement T-Hangar (D'24, C'25)	2000	
42	Oakes	9	Construct Taxilane	700	
	2D5		Construct Fuel System		1000
			Pavement Maintenance (RTA, RCF, Seal)	100	400
			Construct Fence and Signage	200	
			Runway and Apron Rehabilitation		1500
			ALP/MP Update with AGIS Component		300
		BASIC	Lighting System Rehabilitation (C'23, Ongoing Reimbursement '24?)	800	
43	Park River	9	Runway 13/31, Apron, Taxiway Rehabilitation		1000
	Y37		Construct Fence and Signage		200
			Pavement Maintenance (RTA, RCF, Seal)	500	200
			Runway Extension EA, Land Acquisition, and Construction	300	1300
			Install AWOS		300
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	300
44	Parshall	10	Reconstruct Taxiway, Apron, and Taxilane		800
	Y74		Construct Runway Extension		2000
			Rehabilitate Access Road	300	
			Install AWOS	300	
			Runway 30 RPZ Land Acquisition	300	
			Replace Airport Beacon & PAPIs	300	
			Construct Hangar	1000	
		BASIC	Replace Windssock & Install Secondary	150	
45	Pembina	13	Pavement Maintenance (RTA, RCF, Seal)	500	200
	PMB		Install Fuel System	500	
			Construct Hangar		1000
			Runway and Taxiway Rehabilitation		1400
			Acquire SRE		400
			Construct Fence and Signage	200	
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	300	500
46	Rolla	11	Airfield Electrical Rehabilitation	800	
	06D		ALP Update / AGIS and Exhibit A		300
			Land Acquisition (RPZ)		400
			Acquire SRE Equipment	400	

	AIRPORT	Based Aircraft	PROJECT	Projects (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Construct SRE/Terminal Building (D '22, C '23)	1000	
47	Rugby RUG	11	Runway 12-30, Taxiway and Taxilane Rehabilitation (D '25, C '26)	2200	
			Purchase SRE Equipment	400	
			Construct Hangar		1000
			Pavement Maintenance (RTA, RCF, Seal)	300	300
			ALP Update / AGIS and Exhibit A		400
		LOCAL	Targeted ALP Update	150	
48	Stanley 08D	29	Pavement Maintenance (RTA, RCF, Seal)	300	300
			Construct Crosswind Runway	1000	
			Construct Fence and Signage		2000
			Construct Runway Extension		3000
			Construct Road and Parking Improvements	800	
			Construct Hangar	1000	
		LOCAL	Construct Lighting System For Taxiway/Apron	500	
49	Tioga D60	23	Runway 12-30 Rehabilitation		2000
			Rehabilitate West Taxilanes	1500	
			Pavement Maintenance (RTA, RCF, Seal)	700	300
			Construct Fence and Signage		2000
			Purchase SRE Equipment	300	
			Construct Full Length Parallel Taxiway		2000
		LOCAL	Construct Electrical Vault	150	
50	Valley City BAC	28	Acquire SRE with Snowblower Attachment	600	
			Runway 13/31 Rehabilitation		1000
			Apron Reconstruction	1400	
			Turf Runway 5/23 Relocation - EA, Land Acquisition, Design, & Construction		1500
			Pavement Maintenance (RTA, RCF, Seal)	200	300
		LOCAL	Taxiway Rehabilitation	400	
51	Wahpeton BWP	37	T-Hangar Drainage Improvements	200	
			Install Taxiway Lighting	600	
			Pavement Maintenance (RTA, RCF, Seal)	200	300
			Construct Fence and Signage		2000
			South Taxilane/Apron Reconstruction		1100
			Purchase SRE		500
			Land Acquisition (House on Runway 33 End)		400
		BASIC	Construct Hangar (C'24, Ongoing Reimbursement '25 & '26)	1400	
52	Walhalla 96D	10	Rehabilitate Airfield Lighting		700
			ALP/MP Update with AGIS Component		300
			Pavement Maintenance (RTA, RCF, Seal)	200	200
			Runway, Taxiway, & Apron Pavement Rehabilitation/Reconstruction		2200
			Upgrade Fuel System	500	
			Transfer Out Entitlements		
		BASIC	Construct Parallel Taxiway (D'23, C'24)	1000	
53	Washburn 5C8	17	Pavement Maintenance (RTA, RCF)	200	300
			Replace LED MIRLS, MITLs, PAPIs, Beacon, Windcone and Signs	700	
			Construct Fence and Signage		2000
			Construct Access Road		300
			Land Acquisition for Future Development		200
			Upgrade Fuel System		500
			Construct Hangar		1000
		LOCAL	Construct SRE Building (D'23, C'24)	1000	
54	Watford City S25	35	Pavement Maintenance (RTA, RCF, Seal)	300	300
			Construct Fence and Signage	500	1500
			Parking Lot Expansion and Terminal Area Drainage Improvements	300	
			Apron Expansion and Hangar Taxilane		1700
			Construct Hangar		1000
55	State PCI		Statewide PCI Study Update	600	1200
56	State Aviation Impact		Statewide State Aviation Impact Update	500	
57	State System Plan		State Aviation System Plan Update	500	
Total Based Aircraft 1458			General Aviation Airport Project Totals:	139,550	179,260
			Commercial Service Airport Project Totals:	545,150	203,550
			Total Airport Project Totals:	684,700	382,810

Airports Not Included within Analysis:

Non NPIAS Paved (18):

Non NPIAS Turf (17):

- | | |
|-----------------|----------------|
| 55 Beulah | 73 Arthur |
| 56 Drayton | 74 Bowbells |
| 57 Enderlin | 75 Columbus |
| 58 Killdeer | 76 Elgin |
| 59 Larimore | 77 Fessenden |
| 60 Leeds | 78 Gackle |
| 61 Maddock | 79 Hazelton |
| 62 Mayville | 80 Kulm |
| 63 Minto | 81 Lidgerwood |
| 64 Napoleon | 82 McClusky |
| 65 New Rockford | 83 McVile |
| 66 New Town | 84 Milnor |
| 67 Page | 85 Plaza |
| 68 Rolette | 86 Richardton |
| 69 St. Thomas | 87 Riverdale |
| 70 West Fargo | 88 Towner |
| 71 Westhope | 89 Turtle Lake |
| 72 Wishek | |



North Dakota Aeronautics Commission Budget Hearing

HB 1006

Senate Appropriations – Education and Environment Division
March 13th, 2023

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, 2021:

- 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 Airport

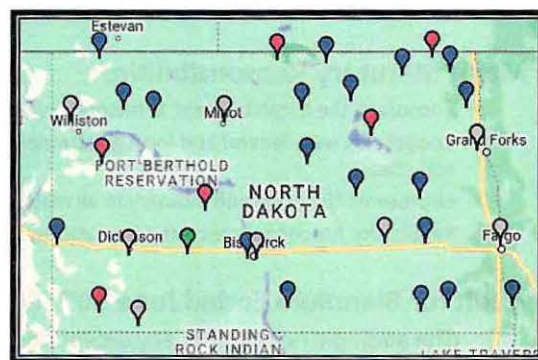


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Agency Programs

- 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
- Aerial Applicator Alert Map
- Disadvantage Business Enterprise (DBE) Goal and Accomplishment Assistance for airports
- Statewide Automated Weather Observation System (AWOS) Maintenance Program



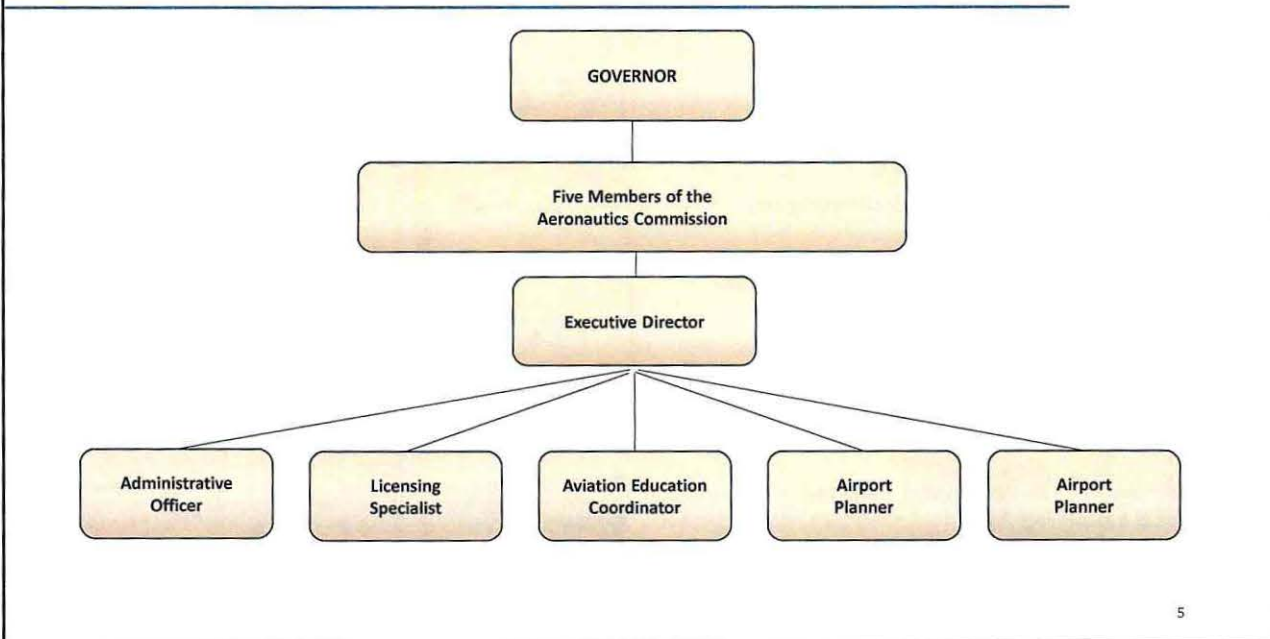
33 Certified Weather Observation Systems for Aviation

**National Weather Service Maintains 9 Stations
ND Aeronautics Assists in Maintenance of 24 stations

4

4

Current Organizational Chart



5

Organization/Leadership – Aeronautics Commission

5 Member Commission Appointed by the Governor



Kyle Humann, Mandan - Chair
 • Appointed in 2019



Jay B. Lindquist, Hettinger
 • Appointed in 1993



Dr. Kim Kenville, Grand Forks
 • Appointed in 2011



Steve Blazek, Fargo
 • Appointed in 2022



Warren Pietsch, Minot
 • Appointed in 2012

6

6

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

2015 Economic Impact of Aviation Study



Major Biennial Accomplishments

Adapting North Dakota to Federal Funding Opportunities

- New Federal Funding Programs
 - CARES/CRRSAA/ARPA & BIL/IIJA
- Successfully reacted to changes in environment to maximize federal funding and utilize state funding to fill in gaps and provide additional assistance to airports
- Redeveloped and re-prioritized the statewide Capital Improvement plans for airport development projects.

State Airport Grant Funding

- Provided approximately \$22 million in State Airport Infrastructure Grants to 270 airport projects
 - \$5 million in one-time ARPA allocation from 2021 special legislative session

Established License Requirements for UAS Aerial Applicators



COVID-19 initially led to significant impacts to passenger demand and greatly impacted local revenue streams for the airports.

Major Biennial Accomplishments

Aviation Education Initiatives

- NDAC partnered with NDAA and UND to receive a federal workforce development grant
 - \$500,000 was received to create professional development opportunities for teachers
- Assisting in the development and growth of aviation programming at high schools
 - Six cities in North Dakota now have aviation related courses
 - Distance Education is available to all high school students
- Annual Career Expo's were developed to occur every Fall to rotate between the Minot Air Museum and Fargo Air Museum
 - 3 Career Expo's have now occurred, and the last event drew over 170 students interested in aviation careers
 - Scholarship Fund development through NDAA



Online Payment System will be available Spring 2023

- NDAC is working with BND, NDITD, and Paymentus to develop an updated online payment system
 - Credit card & E-check payment methods will be accepted for all transactions

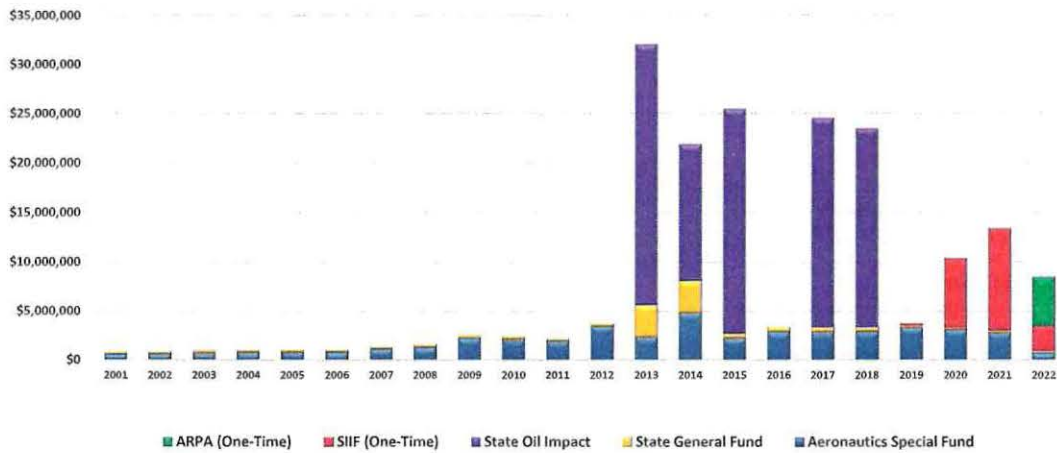
Updated Pavement Condition Index Study

- Updated inventory data was collected in 2021 and released for all airports with pavements

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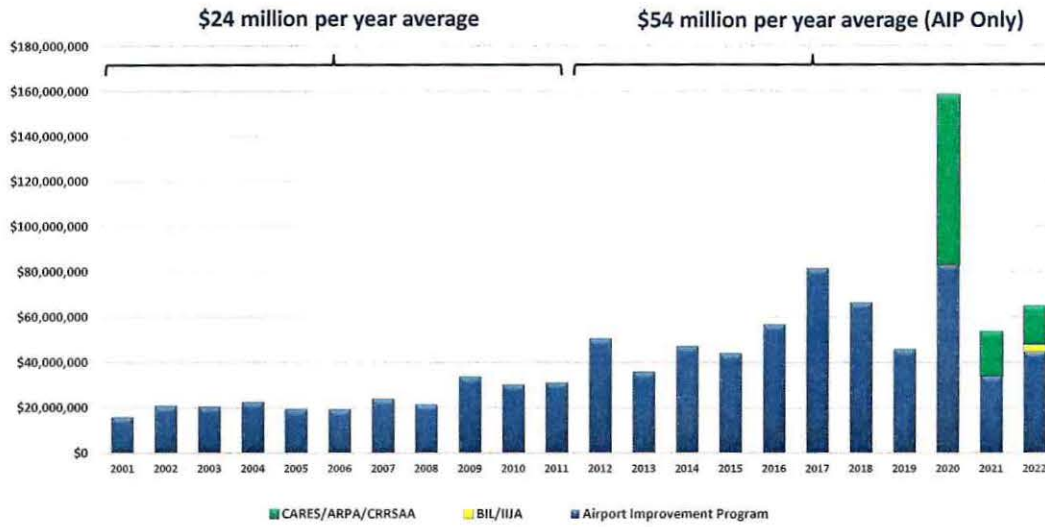
Historical State Funding for North Dakota Airports



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Historical Federal Funding for North Dakota Airports



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A Decade of Accomplishments

2012 - 2022

- New Bowman Airport (2015)
- New Williston Basin International Airport (2019)
- Airport Layout Plan/Master Plan Updates
 - 37 General Aviation Airports
 - 8 Commercial Airports
- Runway Rehabilitations
 - 34 General Airport Runways
 - 7 Commercial Airport Runways
- Airport Terminals
 - 18 General Aviation Airports
 - New (Minot & Williston)
 - Multiple Commercial Terminal Upgrades
- Other Airport Upgrades
 - Snow Removal Equipment
 - Drainage Improvements
 - Instrument Approaches/Weather Reporting Upgrades
 - Lighting Upgrades



12

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North Dakota's Return on Investment

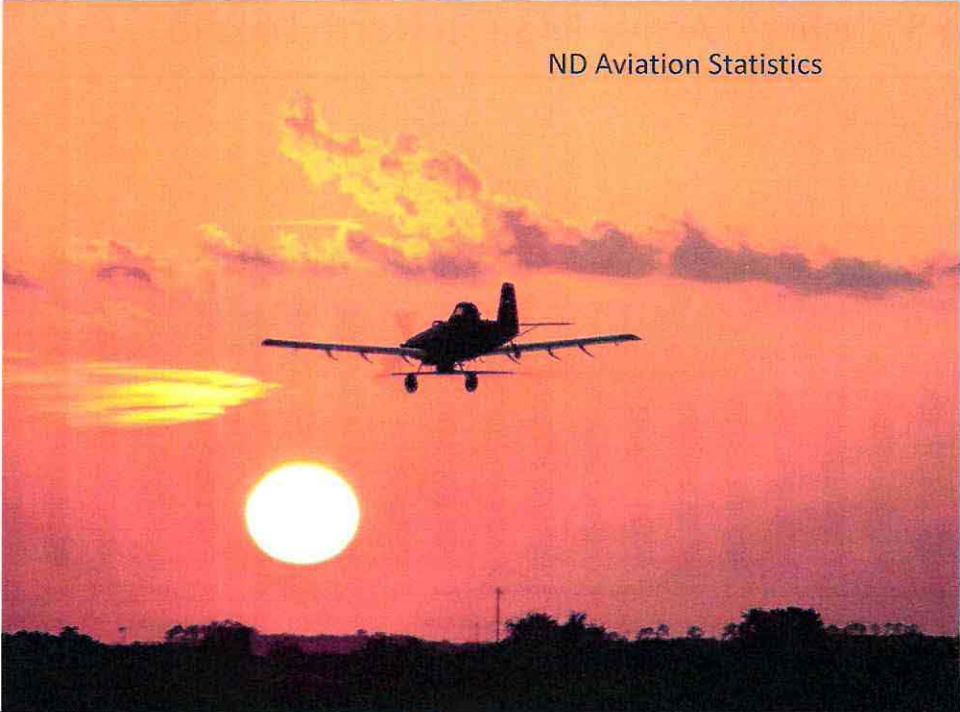
From 2013-2022 (Last 10 years):

- North Dakota has received \$541 million from Federal Government for Airport projects
- The State of North Dakota has invested a total of \$167 million in airport projects.

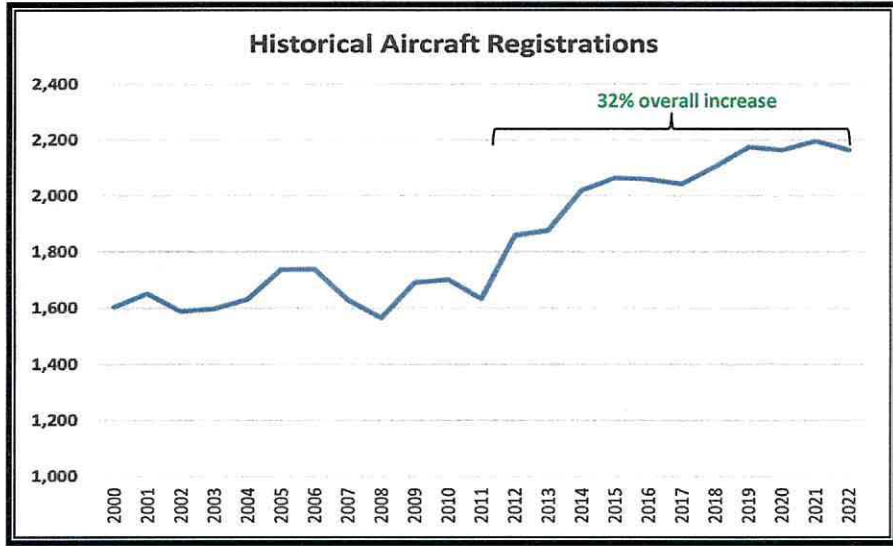
Over the last 10 years - for every \$1 dollar that the state has invested in airports, we have been able to leverage/receive approximately \$3.24 from the Federal Aviation Administration.



ND Aviation Statistics



Aviation Statistics – Based Aircraft

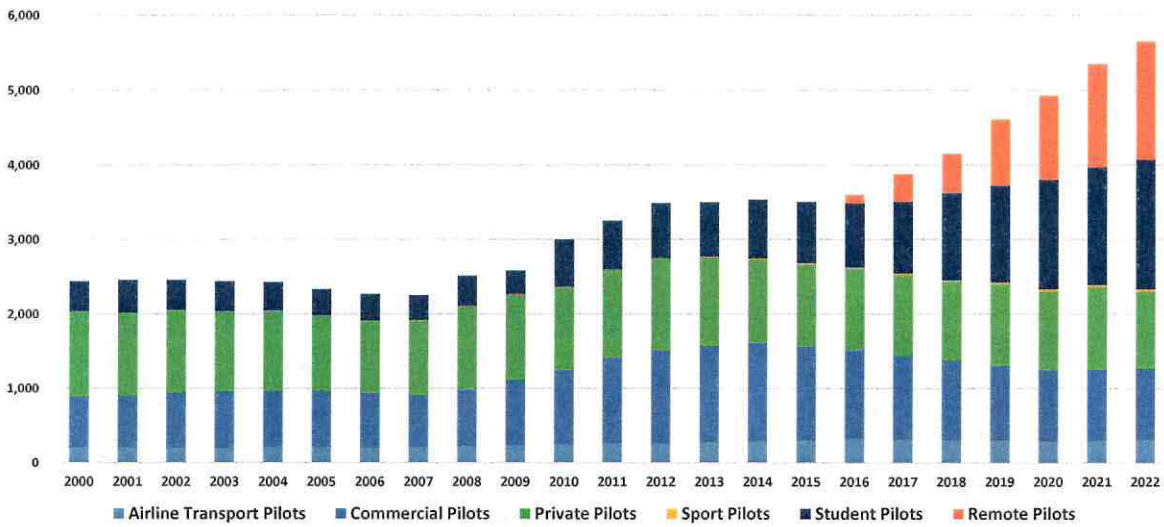


Aircraft Based in North Dakota are at record levels

15

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Aviation Statistics – Active Pilots in North Dakota

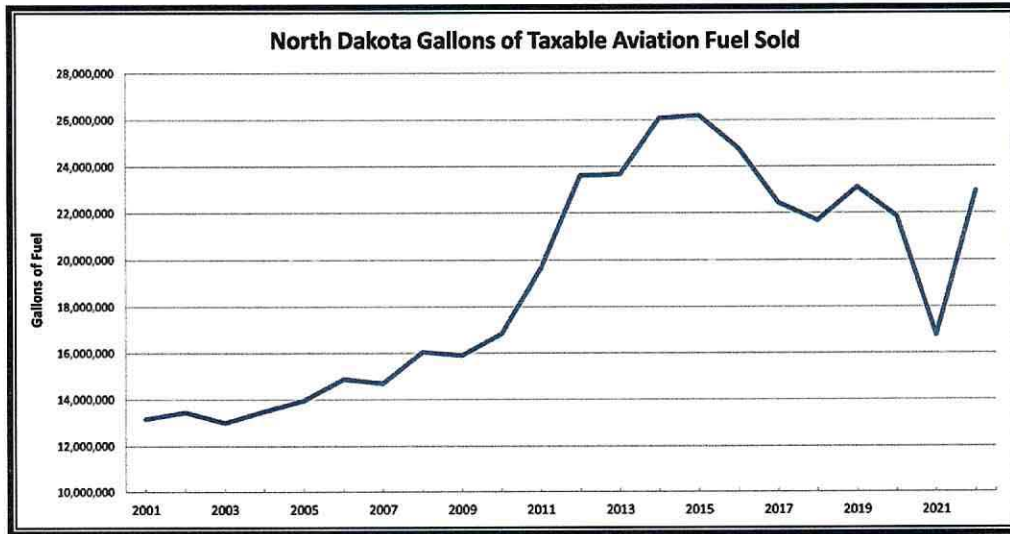


"Active" Pilots in North Dakota are at record levels (Data from FAA.gov)

16

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Aviation Statistics – Aviation Fuel Purchases (Fiscal Year)

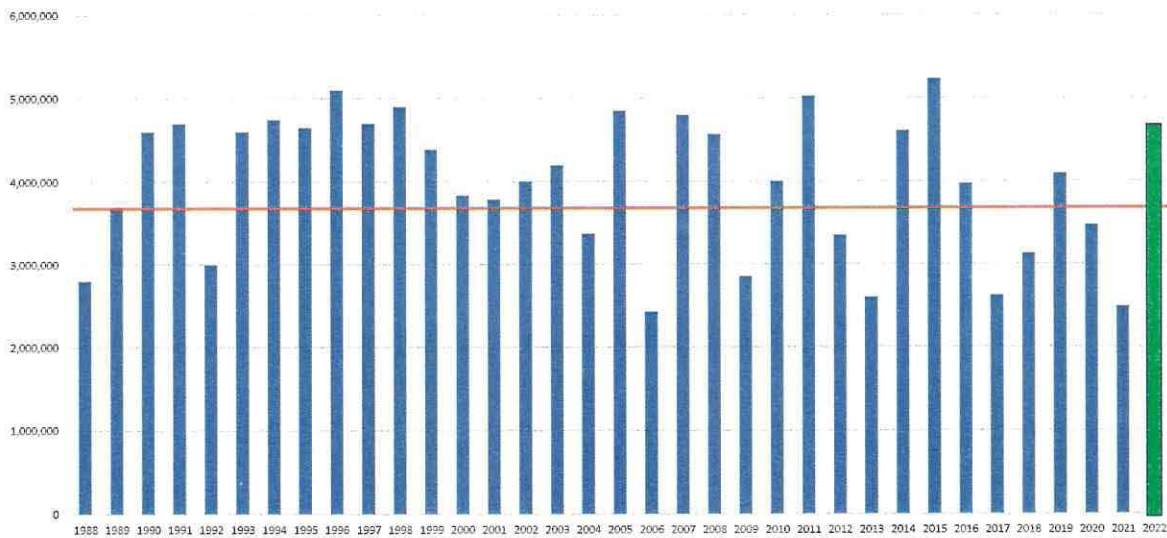


Aviation Fuel Use (100LL & Jet A) have recovered to Pre-pandemic levels

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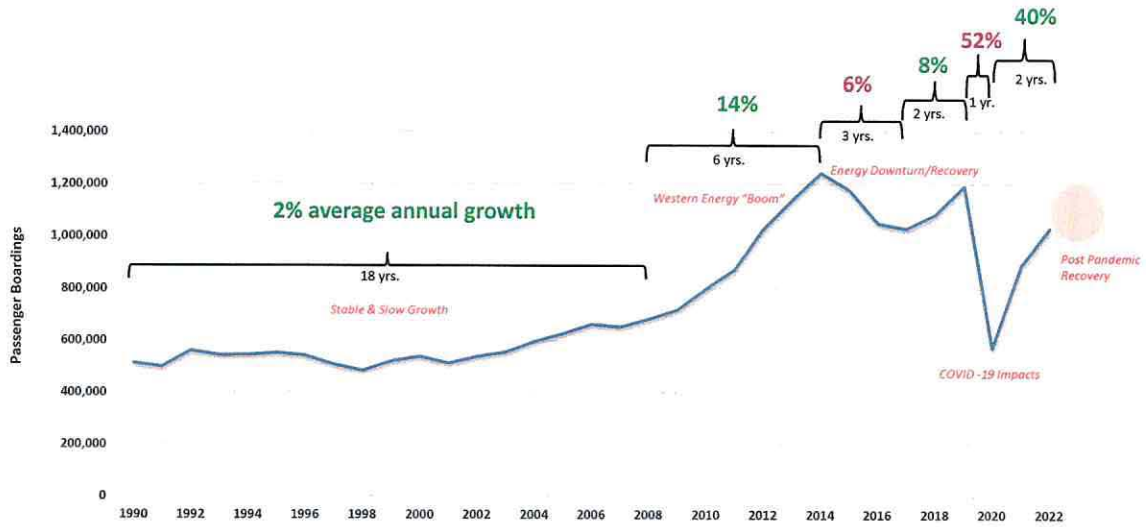
Aviation Statistics - Historical Acres Sprayed in North Dakota (Aerial Applicators)



2022: 4.7 million acres sprayed (3.7 million is 10-year average)

18

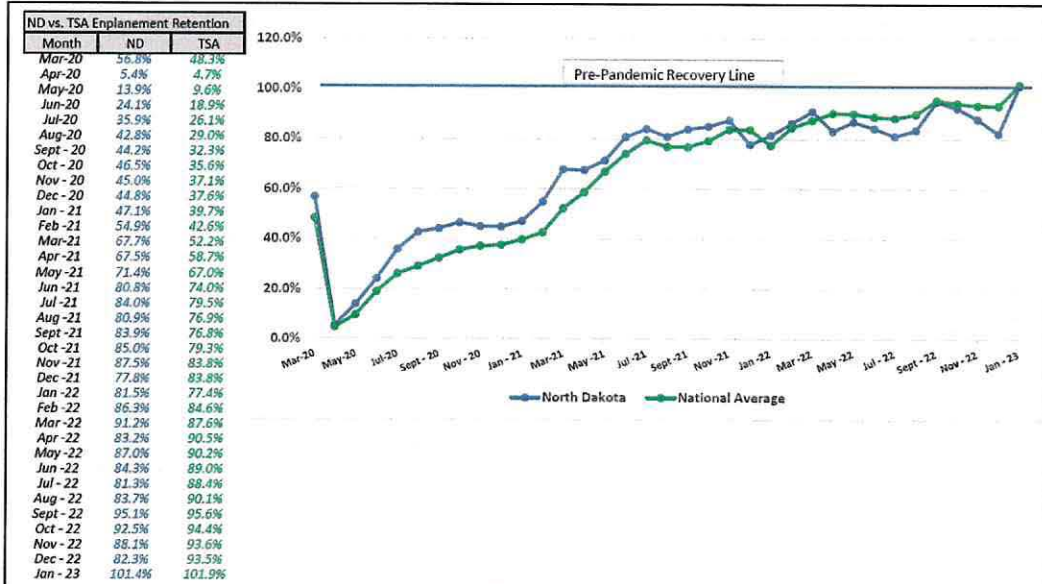
Aviation Statistics – Historical Airline Boardings



19

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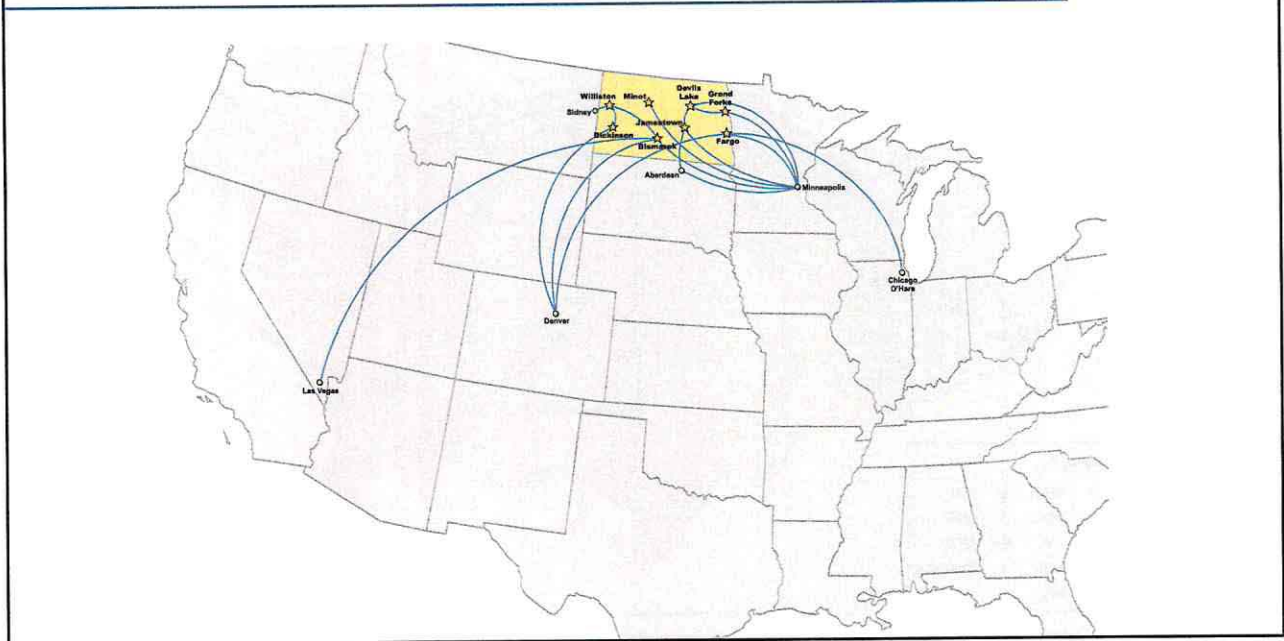
North Dakota versus National Average – Post Pandemic Recovery Analysis



20

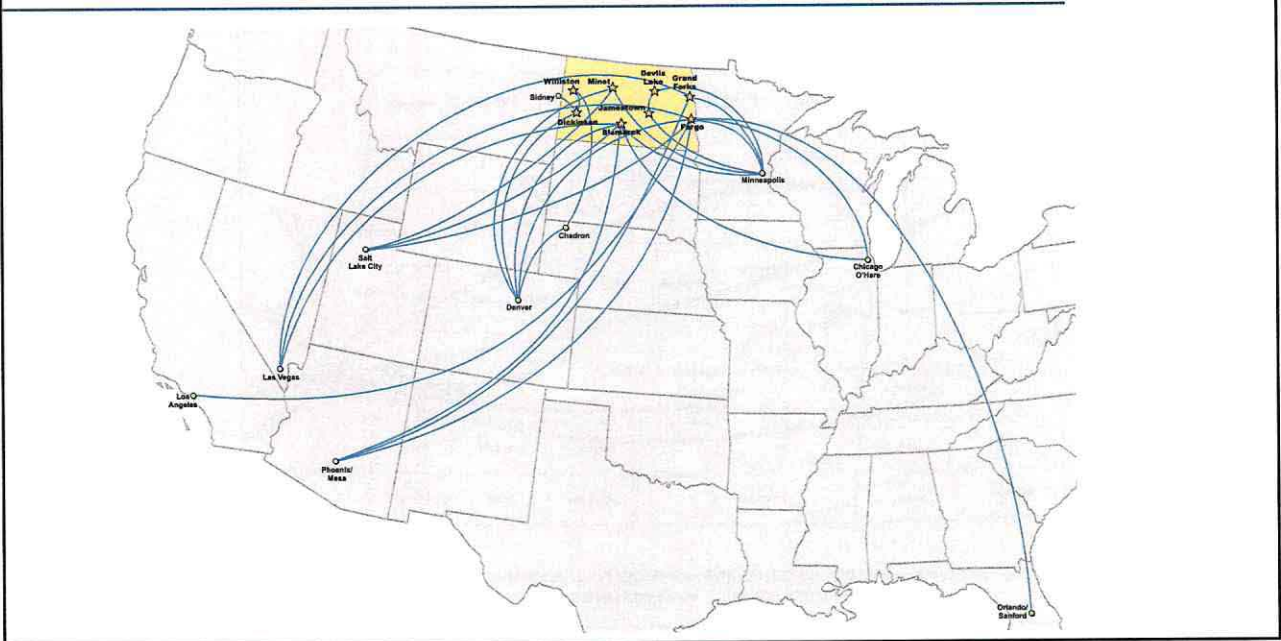
20

ND Airline Destinations - 2005



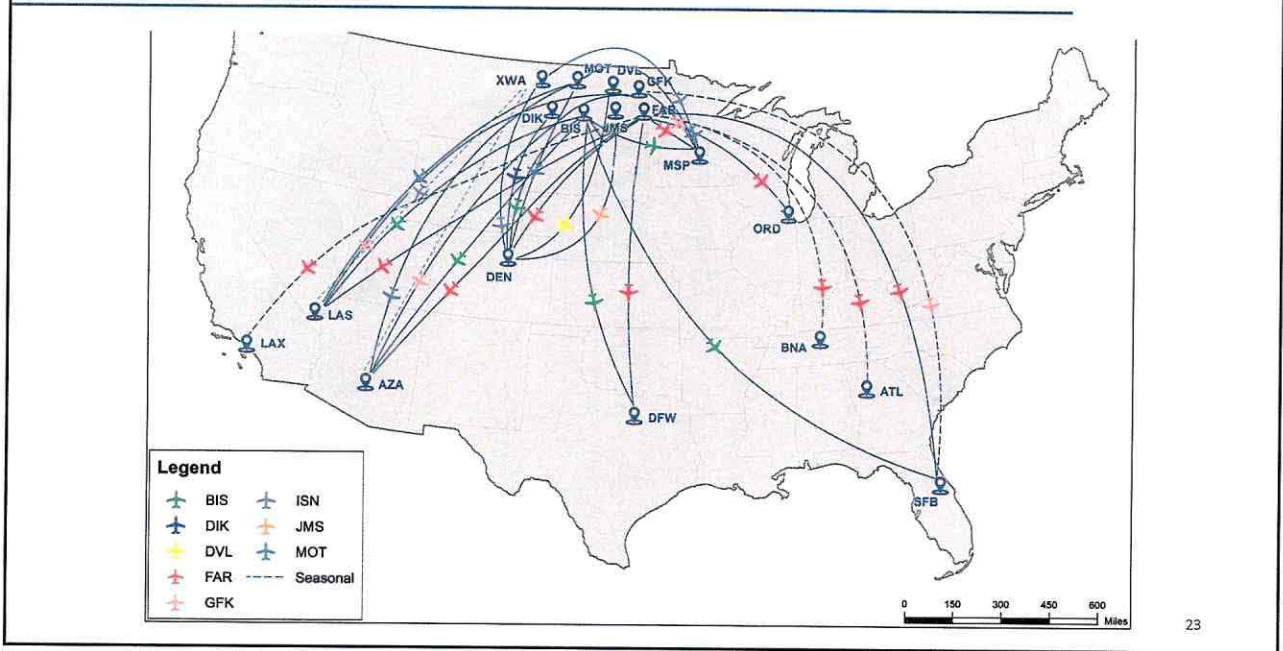
21

ND Airline Destinations - 2010



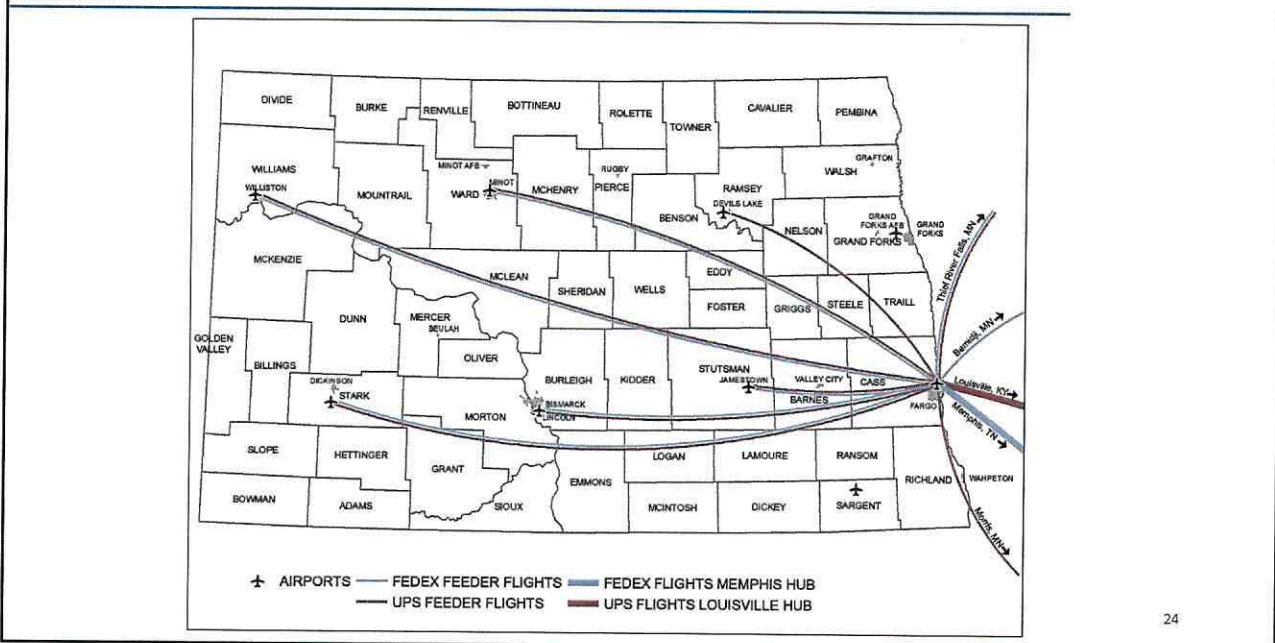
22

North Dakota Air Service Route Map - 2022



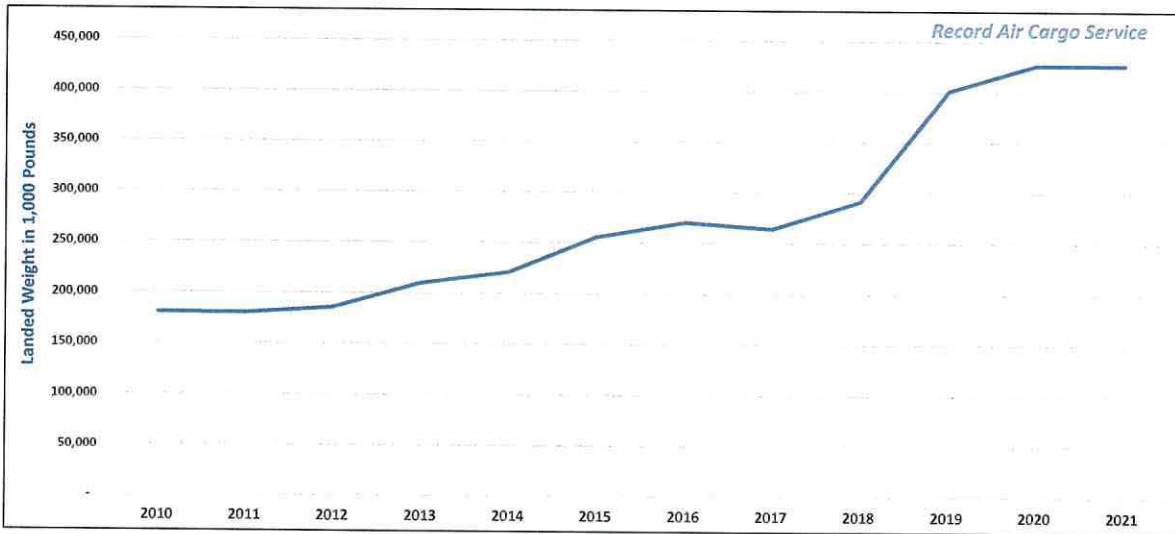
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North Dakota Air Cargo Route Map - 2022



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North Dakota Air Cargo Total Landed Weight



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Airport Pavement Update



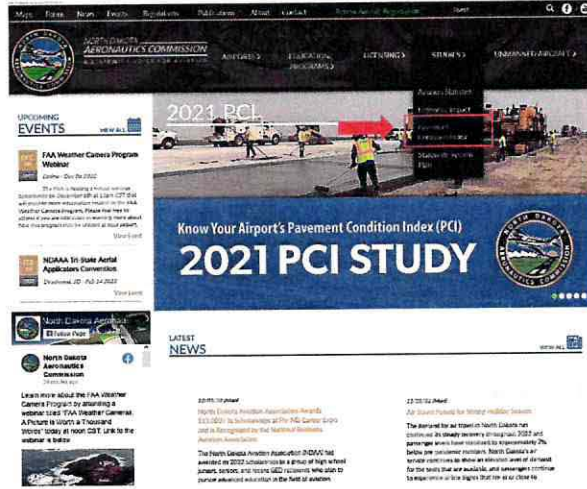
26

Pavement Condition Index Study

- 60 million square feet of concrete and asphalt pavement are inventoried, and condition is tracked every 3 years.
- Results are provided an interactive Airport Pavement Management System (APMS) tool <https://apps.aero.nd.gov/app/pavement/>
- Fulfills FAA Grant Assurance 11 and Public Law 103-305 requirements for federal funded airports

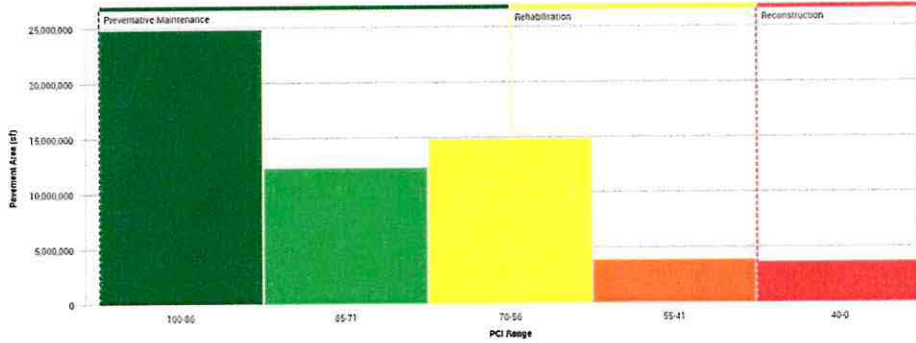
Interactive APMS Tool Includes:

- Statewide Summarized Results
- Individual Airport Results, including:
 - Pavement Inventory and Work History
 - PCI Results
 - Photographs
 - Condition Analysis
 - Needs Analysis
 - Report Documents



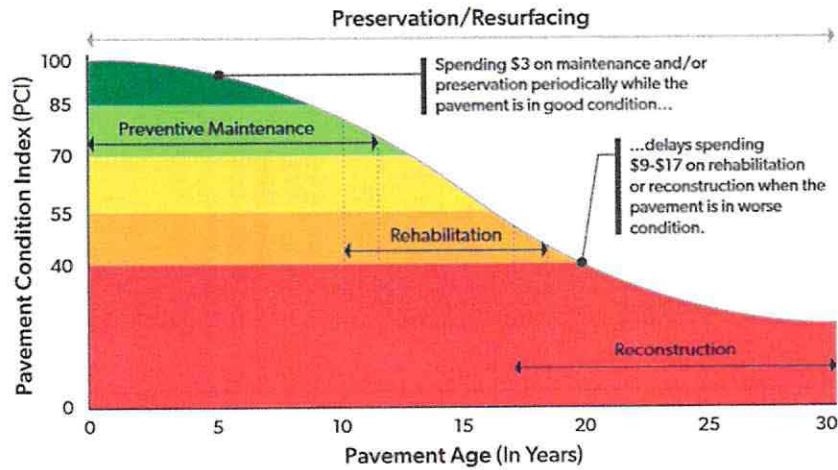
Pavement Condition Index Study

2021 Statewide Pavement Area by PCI Range



PCI Range	Pavement Area (sf)	Category
100-86	24,849,364	Preventative Maintenance
85-71	12,262,501	Preventative Maintenance
70-56	14,844,899	Preventative Maintenance / Rehabilitation
55-41	3,883,211	Rehabilitation
40-0	3,661,030	Reconstruction

Pavement Condition Index Study

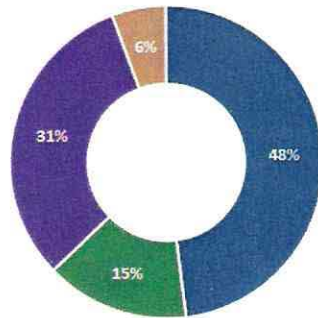


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Pavement Condition Index Study

If all projects identified within PCI Study were funded, an approximate total of \$251 million would be needed during the next 5 years



Overall State Airport System IN SQUARE FEET

■ Preventative Maintenance	28,613,741
■ Surface Treatments	8,847,337
■ Major Rehabilitation	18,741,180
■ Major Reconstruction	3,298,747

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Pavement Condition Index Study

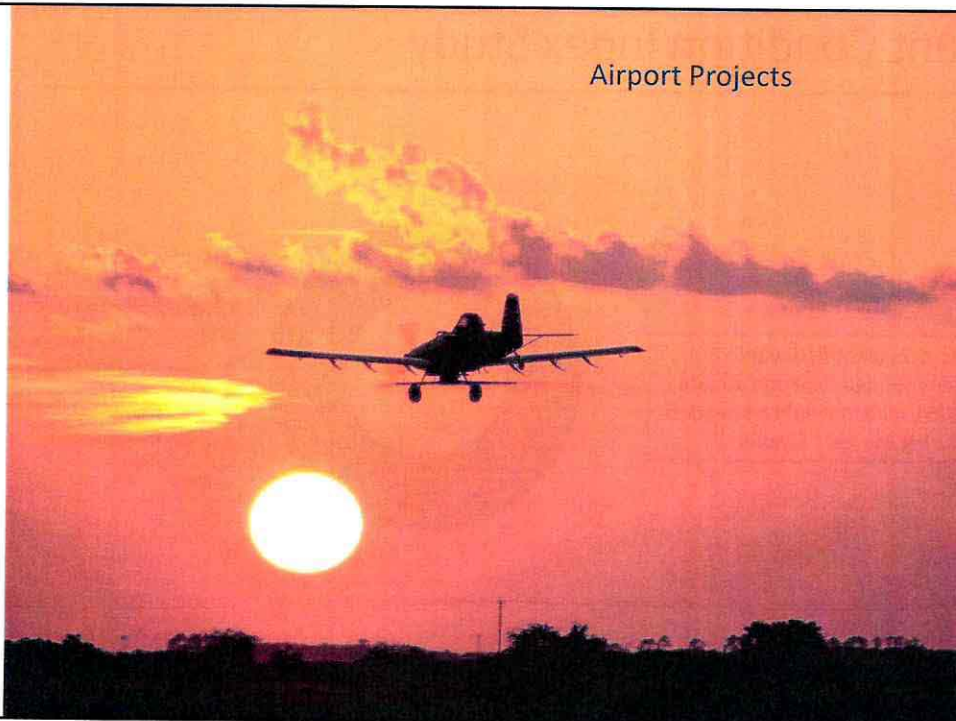
Branch Use	Area - Weighted Average Condition (PCI)				
	2009	2012	2015	2018	2021
Entire System	76	77	76	79	77
Runways	78	81	79	82	79
Taxiways	76	77	73	79	78
Aprons	72	69	72	73	71
Hangar Taxiways	64	64	72	76	75
Total Pavement (millions sq ft)	52.1	51.9	55.3	56.9	59.5

North Dakota has been able to successfully maintain our airport pavements over time while also increasing the amount of pavement in the system as our communities and airports grow.

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Airport Projects



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Biennium Project Highlights – Commercial Service

Fargo

- Commercial Terminal Area Study
- Snow Removal Equipment Building Expansion

Grand Forks

- Reconstruct Intersection for Rwy 9L/27R and Rwy 17R/35L
- UND Bravo Apron Reconstruction

Devils Lake

- Commercial Terminal Design Work

Jamestown

- Terminal Apron Reconstruction



Grand Forks – Runway Intersection Reconstruction (2022)

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Biennium Project Highlights – Commercial Service

Minot

- General Aviation & Cargo Apron Rehabilitation

Bismarck

- Major In-Field Drainage Improvements

Dickinson

- Primary Runway Reconstruction & Extension

Williston

- New airport successfully opened Fall of 2019
- Crosswind Runway construction completed Fall of 2020
- Master Plan Update Ongoing



Dickinson Airport Primary Runway Construction (2022)

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Biennium Project Highlights – General Aviation

Runway Rehabilitations

- Beach
- Carrington
- Cando
- Glen Ullin
- Hazen
- Mohall (runway extension)
- Watford City (runway extension)

Taxiway/Apron Rehabilitations

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



Watford City Airport Runway Reconstruction & Extension (2021)

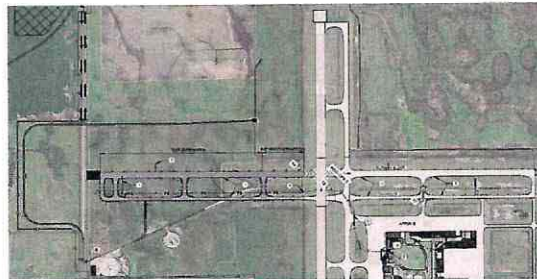
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Major Airport Projects on Horizon

Commercial Aviation Major Projects

- **Bismarck:** Taxiway C Rehabilitation
- **Devils Lake:** Commercial Terminal Improvements
- **Dickinson:** Commercial Terminal Improvements
- **Fargo:** Commercial Terminal Expansion
- **Grand Forks:** Crosswind Runway Reconstruction/Extension and Primary Runway Reconstruction
- **Jamestown:** Primary Runway Rehabilitation
- **Minot:** Storm Water & Drainage Improvements
- **Williston:** Deicing Containment Area Expansion



Grand Forks Crosswind Runway Extension

General Aviation Runway Rehabilitations

- Crosby
- International Peace Gardens
- Lakota
- Leeds
- New Rockford
- Westhope



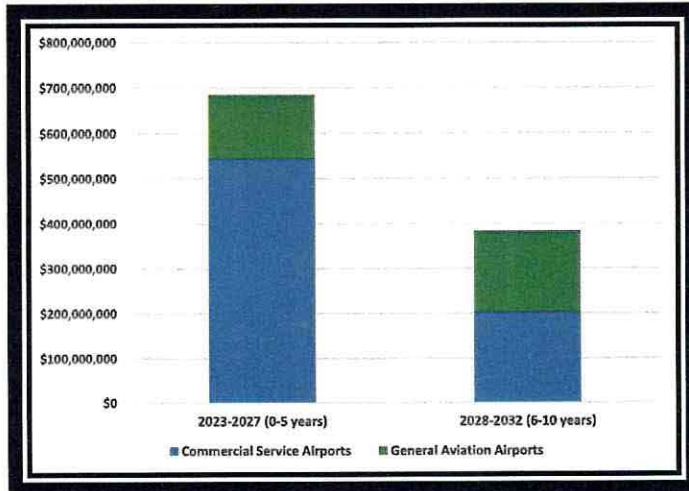
Fargo Commercial Terminal Preferred Alternative Looking Southwest

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North Dakota Airport Infrastructure Needs Analysis

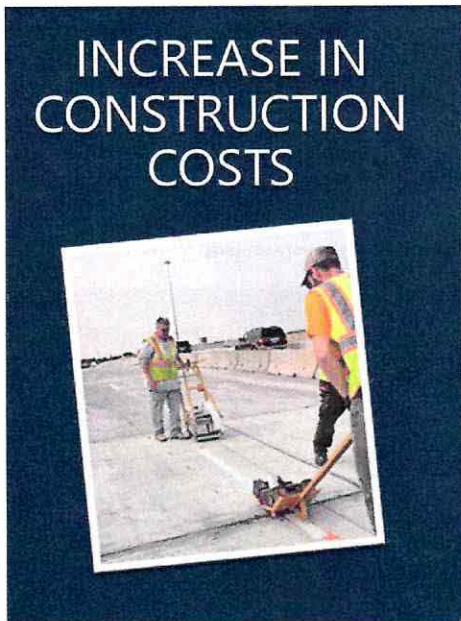
Identified Airport Infrastructure Projects
(NPIAS Only)



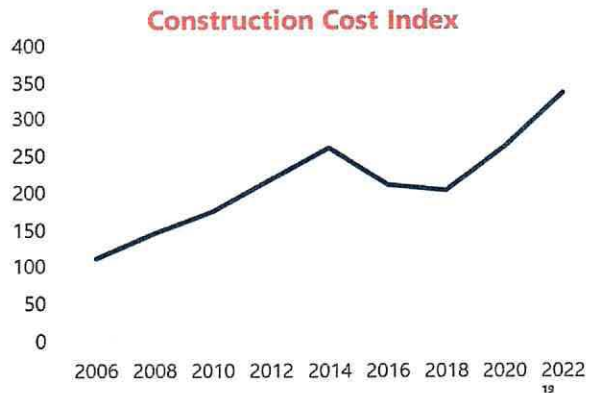
0-5 year identified projects: \$684 Million
 6-10 year identified projects: \$383 Million
 Total 10-year project costs: \$1.067 Billion

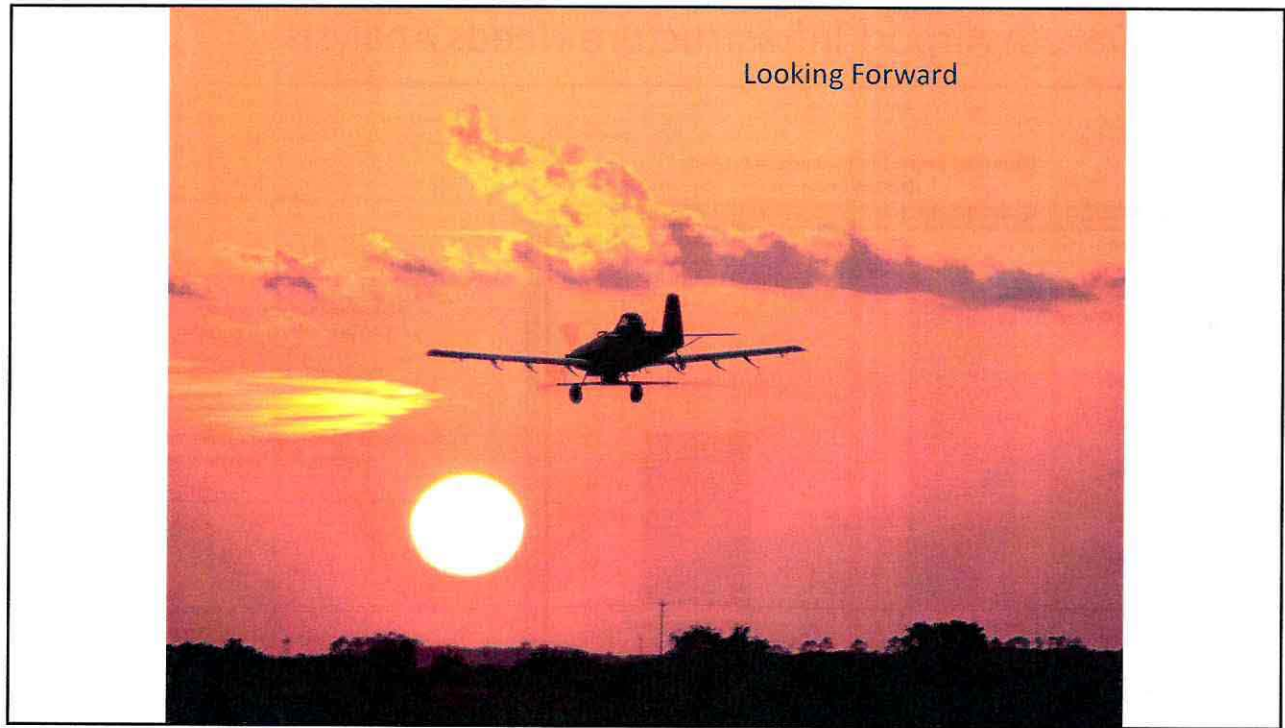
Anticipated 10-year federal investment: \$600 million
 Funding Gap for State & Local: \$467 million

Project Challenges



- Construction costs increased 26% from 2021 to 2022.
- Projections for 2023 range from 4% -14%.
 - Will likely be around 7%.





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Looking Forward

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

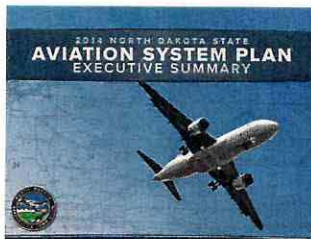
Support Aviation Education and Workforce Development Initiatives

Update Statewide Aviation System Studies

- Aviation System Plan and Economic Impact of Aviation Studies (Documents produced approximately every 10 years)
 - Anticipated release in 2025
- Updated Pavement Condition Index Study in 2024 (Study produced every 3 years)

Support the Northern Plains UAS Test Site and VANTIS

- Safe integration of UAS into National Airspace System



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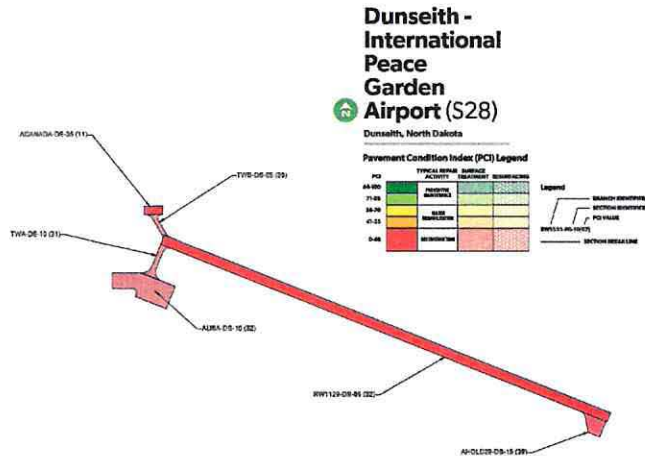
Looking Forward

International Peace Garden Airport Rehabilitation Project

- Airport is owned and operated by ND Aeronautics
- It is a NPIAS airport and eligible for federal funding
- Airport is utilized for tourism and access to U.S. and Canadian Customs at the border.

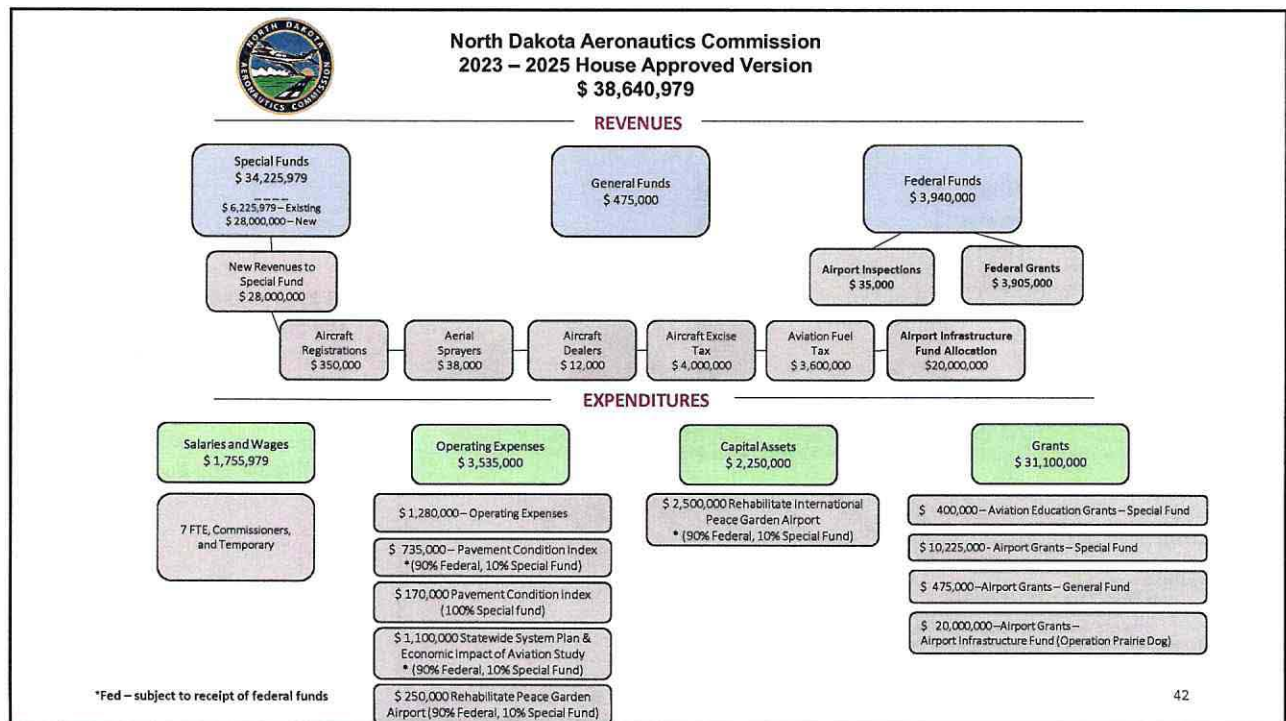
Airside pavements are in poor condition and aging pavements require a major rehabilitation.

- Design will occur 2023
- Construction planned in 2024



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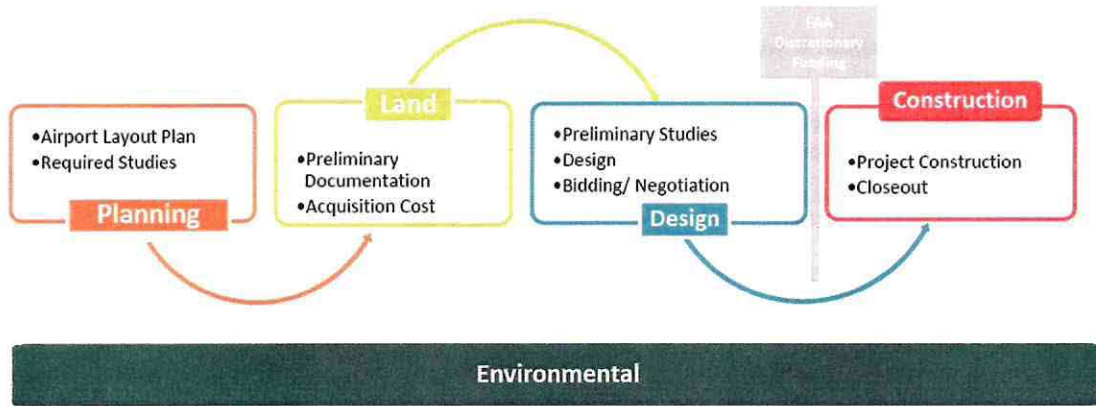
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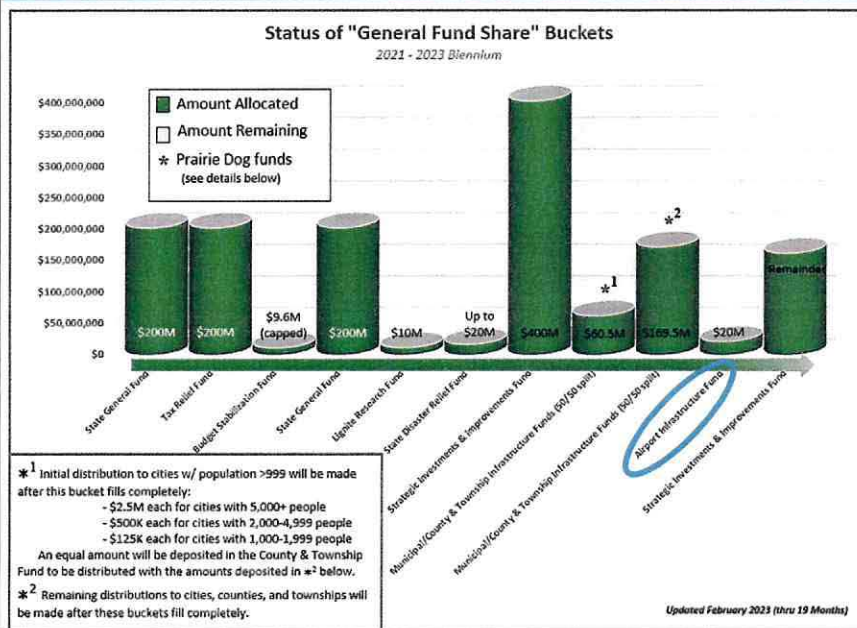
Importance of Planning & Reliable Funding Sources



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Status of Oil Revenue Buckets



SB 2367 impacts the reliability and timing of the Airport Infrastructure Fund as in its current form - it places an additional \$150 million in oil revenue within funds ahead of the "Prairie Dog buckets"

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Questions



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TESTIMONY OF
KYLE C. WANNER
EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION
BEFORE THE
SENATE APPROPRIATIONS – EDUCATION AND ENVIRONMENT DIVISION
MARCH 13th, 2023
HOUSE BILL 1006

Chairman Sorvaag and members of the committee,

My name is Kyle Wanner and as the Director for the North Dakota Aeronautics Commission, I will be providing testimony today regarding House Bill 1006.

(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 special fund 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, the North Dakota Atmospheric Resource Board, and the North Dakota Aviation Association. I also serve as the Board Chair for the North Dakota Aviation Hall of Fame.

Lastly, I am happy to report that the audit for the ND Aeronautics for the biennium ending June 30th, 2021, did not identify any exceptions or defaults.

(Slide 3)

The North Dakota Aeronautics Commission serves multiple functions. As previously mentioned, one of the main responsibilities includes providing airport infrastructure grant funding as well as airport planning services to the 89 public service airports throughout the state.

The aeronautics staff visits at least 1/3 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.

One exceptional program to note is that our office manages a statewide maintenance contract for 24 of our Automated Weather Observation Systems that were installed at airports across the state. This program provides assistance to each of these airports and ensures that we have certified weather for pilots, businesses, and medical service providers as they fly into our airports and throughout our state.

(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 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 requested budget current allows up to 7 full time equivalent staff members which is unchanged from the previous biennium.

(Slide 6)

To introduce our commissioners:

Kyle Humann, of Mandan is currently the Commission Chairperson. Dr. Kim Kenville of Grand Forks, Warren Pietsch of Minot, Jay B. Lindquist of Hettinger, and Steve Blazek of Fargo – together, comprise the full group. The Aeronautics Commission is geographically represented well, and each member brings a different set of 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, air cargo, 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 recent COVID-19 pandemic, our public airports 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 airline passenger traffic was significantly impacted by COVID-19, our airports have almost fully recovered to pre-pandemic levels, and they continue to see a record amount of air cargo usage.

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 small private airstrips that also exist throughout the state that receive no public improvement funds.

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 significant economic engines for their communities. This is documented by the last economic impact study which was completed in 2015 and revealed that the public airports in the state provided an annual economic impact of \$1.6 billion dollars to the state's economy while supporting over 12,200 jobs.

Our airports have also played a critical role in our nation's post pandemic recovery, and they will continue to do so as they connect our businesses and citizens to the rest of the world.

(Slide 8)

Our agency has accomplished much over the past biennium. Above and beyond ensuring the continuity of operations and running our current programs, I would like to highlight a few other major accomplishments.

The airport planning section of the agency has had to quickly react to the changing environment at our airports due to impacts that the COVID-19 pandemic originally had on aviation demand. Our staff has been continually working with the FAA, the airport management teams, and their engineers to re-prioritize projects listed on their capital improvement plans. This readjustment of airport development priorities was critical so that we could adapt to the situation while continuing to leverage federal airport infrastructure funds. We also wanted to be flexible and prepared to move projects forward as soon as additional federal or state dollars became available. Now that we have witnessed a full recovery in many areas of aviation, we need to prepare for certain expansionary projects that were previously delayed to now move forward.

A major challenge for our airport planning staff over the past biennium was for us to become familiar with the new federal programs that were being offered to airports through the Coronavirus Aid, Relief, and Economic Security Act (CARES), the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA), The American Rescue Plan Act (ARPA), and the most recent new program is in the form of the Bipartisan Infrastructure Law (BIL) or (by another name) the Infrastructure and Investment Jobs Act

(IIJA). There is also a Terminal BIL program that is specifically designed to provide additional federal funding for airport terminal work over the next 5 years and we have multiple airports that plan to target this program significantly.

To date, these federal programs altogether have provided an additional \$115 million in aid to North Dakota airports since 2020.

Over the last two years, the ND Aeronautics Commission also allocated a total of \$22 million in state airport infrastructure grants to 270 different airport projects all throughout the state.

During the 2019 legislative session, our agency was provided with a one-time \$20 million-dollar transfer from the Strategic Investment and Improvement Fund (SIIF) to help with major airport projects in Dickinson and Watford City. \$7 million was allocated last biennium and \$13 million was allocated during the current biennium. We expect all of the funds to be expended by June 30th, 2023, which is when the appropriation for the one-time funds will end. It is also estimated that this \$20 million-dollar one-time transfer will have successfully leveraged an estimated \$37 million in additional federal funds.

We also needed to further adapt to the fact that the originally anticipated \$20 million dollar deposit to the Airport Infrastructure Fund (as a result of the past "Operation Prairie Dog" bill) did not arrive at the end of the previous biennium. It is for this reason that the legislators in the 2021 special session provided a \$5 million dollar appropriation from the state's Federal Fiscal Recovery Funds. The full \$5 million has been obligated for airport projects and an estimated \$2 million of those funds have been expended to date. We also anticipate all of these funds to be expended by the end of the current biennium.

Additionally, this past year we established new license requirements for UAS Aerial Applicators to separate them from manned aerial applicators. This lowered the barrier to entry for new businesses as the inherent risk of unmanned operations are significantly less than manned operations. We still wanted to ensure that a process was in place to ensure that operators had an adequate level of experience and qualifications to ensure for safe operations.

(Slide 9)

The North Dakota Aeronautics Commission is also proud of our efforts to grow aviation education initiatives throughout the state. Workforce development challenges are well known in the aviation sector, and we have worked hard throughout the years to support efforts to assist in alleviating those concerns within the aviation industry.

This past biennium, we partnered with the North Dakota Aviation Association and University of North Dakota to receive a \$500,000 federal workforce development grant. The goal was to create professional development opportunities for our high school teachers and to promote aviation curriculum within the school systems.

We also support and assisted in the development and growth of aviation related programming at our high schools. We are excited that six different cities throughout the state now provide aviation specific course work and that all high school students have an opportunity to access aviation curriculum through the state's distance education program.

Additionally, we partnered with the North Dakota Aviation Association to develop both one-time and endowed scholarship funds for students trying to pursue a career in aviation. We also assisted the ND Aviation Association and our aviation museums in Fargo and Minot with starting an annual Aviation Career Expo. This event draws over 150 high school students from all over North Dakota who are specifically interested in aviation careers, and we expect this event to continue to grow along with the scholarships that are provided.

Our office is also currently working with the Bank of North Dakota and Payments to develop an online payment system for all transactions that occur with our office. We currently only allow credit card payments to be provided for aircraft registration renewals, however; this new system will allow credit card and e-check payments to be processed for aircraft excise taxes, aerial applicator licenses, and aircraft dealer licenses. We hope that this provides another option and a better experience for aircraft owners and businesses who need to process payments through our office.

Lastly, we also conducted an update to the statewide pavement condition index study which is a large benefit to our airports and helps us to maintain our pavements throughout the state in the most cost beneficial way. More details on this study will be provided later in the presentation.

(Slide 10)

This slide represents all of the airport infrastructure grant funds that has been provided by the State of North Dakota since 2001.

During the 2012 legislative session, we came to the legislature with a new proposal and request. At the time, we had an airport system that was significantly underfunded for decades, and we were struggling with maintaining the current system. Additionally, we were faced with the incredible growth that the Western part of the state was experiencing, and we estimated that an additional \$500 million of newly identified airport projects were needed to accommodate the growing needs of the region.

Increasing local funding for projects is always difficult, the cost of construction was continually increasing, and as always, we were challenged with the short construction season. Additionally, substantial growth and expansion needs were prevalent during the same time that we needed to begin replacing aging airport infrastructure throughout the entire state.

We argued that the state of North Dakota could take on a leadership role and offer additional solutions to assist with the airport infrastructure challenges our state was facing. We also believed that additional federal funds could be leveraged and received with an increase in state investments.

(Slide 11)

This slide represents all of the federal investment for airports that has been received into the state of North Dakota since 2001.

It's important to note that the amount of funds available nationally in the FAA's Airport improvement program (which is depicted in blue within this graphic) has remained at essentially the same level since 2001 at approximately \$3.5 Billion dollars. This means that since 2001, North Dakota's airports have had to compete nationally for the same amount of available federal funds each year. This has been a

challenge as all of the country's airport needs have grown significantly along with rising construction and inflationary costs.

Prior to 2012, our state was averaging approximately \$24 million dollars in grant funds per year being received from the FAA. Since 2012, our annual average of FAA funding being received in-state from the Airport Improvement Program has now more than doubled to an average \$54 million per year. For an "apples-to-apples comparison," this \$54 million per year number does not include the CARES, ARPA, and CRRSAA funding shown in green on the graphic.

It is also important to denote that the main intent of the CARES, ARPA, and CRRSAA funding was not to assist with airport projects, but to help the airports to fund ongoing salaries and operational expenses to help cope with the lower operational revenue being received due to the impacts COVID-19 had on passenger counts.

This success in our ability to leverage additional federal funding throughout the past decade 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 competitive federal fiscal year window and short North Dakota construction season
- Ensuring the availability of state and local funding to match the federal funds

As we continue to maintain and grow our airport infrastructure, federal funding 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. They compete for these funds nationally and may receive up to 90% funding if resources become 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%. It is in these cases, when local and state dollars are needed to fill in the gaps.

Additionally, the recent availability of the new federal programs from the BIL or IIJA program – have created new opportunities to capitalize on additional airport investments where matching funds can be provided. Other states may not have adequate local or state funds to leverage those federal dollars and many airports throughout the country are also unwilling to take on financial risks prior to grant funds being received. As always, I recommend that North Dakota position itself wisely in order to allow its airports to adapt to the current challenges and prepare accordingly for all federal funding opportunities.

Overall, 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 assist with our infrastructure challenges will continue.

(Slide 12)

Throughout the past decade, the legislature provided us with an opportunity to investment in North Dakota's airport infrastructure. We requested the ability to utilize additional state infrastructure grant dollars in order to better leverage both local and federal dollars and to increase the overall investment in our airport facilities. Throughout this time, new airports were built in Bowman and Williston. The

Williston project actually became the fastest new commercial service airport to ever be built in the modern era within the United States.

An entirely new Commercial Terminal and parking area was built in Minot. We upgraded and expanded runways at Watford City and multiple other locations. This past Fall, Dickinson completed its new and expanded runway system. New taxiways and aprons were also developed throughout the entire state to accommodate growing private investments in our airport facilities.

Throughout the past decade, we strategically worked to develop almost 50 new individual airport layout plan documents. These planning efforts were critical to provide our airports with updated blueprints to help protect their facilities and plan for future growth. Over this timeframe, we also assisted with major runway rehabilitations at over 37 general aviation airports and 5 commercial service airports. Multiple runways were also extended and strengthened to accommodate larger aircraft. New drainage improvements were installed throughout the state to protect the investments made in our new pavements. We built 18 new pilot lounge and terminal buildings at general aviation airports, upgraded snow removal equipment, and developed new instrument approaches and weather reporting stations throughout the state. All of these improvements have now left us with a safer, more efficient, and stronger aviation system than our state has ever had before.

We asked for the opportunity to provide smart investments with state funds that would hopefully pay dividends back to the citizens of the state in the form of a higher standard of living, increased economic activity, private investment, and federal grant funding. After a decade of being provided with that opportunity, I believe that we have shown that we can deliver.

(Slide 13)

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 \$541 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 \$167 million in airport projects. For every \$1 dollar that the state has invested in airport projects over that timeframe; we have received \$3.24 from the federal government which is an incredible return on investment.

Now is not the time to step off the gas, but to allow the Aeronautics Commission to continue to work with the FAA and our community leaders to make smart and strategic investments in our airport system.

(Slide 15)

At this time, I would like to cover some statistical information to bring you up to speed on some of the economic indicators that show the health of the state's aviation industry.

This slide shows the number of aircraft that are based and registered within the state of North Dakota. In 2022, we had 2,163 aircraft identified within our state which is at or close to record levels. This also represents a 32% growth from the aircraft based in the state in 2011.

This increase in aircraft counts has resulted in historical private investments on our airports in the form of hangars and business operation facilities. Recent inflationary pressures, however, have resulted in both the purchase price of new aircraft and the construction cost of new hangars to become a challenge

for the industry. We hope to see those pressures subside in the coming years to allow our aircraft counts to continue to grow.

(Slide 16)

This slide provides a 20 year view of the number of active pilots that live within the state of North Dakota and also helps provide a barometer of the health of our industry. Active pilots are defined as pilots that are licensed and hold a valid medical certificate. Student pilot numbers have grown throughout the last decade as the University of North Dakota and other flight instructors throughout the state have been taking on more students to accommodate the growing interest in training pilots to assist with the current pilot shortage. Additionally, we continue to see growth in the number of remote pilots that live in the state as the unmanned aircraft industry continues to grow.

(Slide 17)

Another key indicator of the health of the aviation industry can be found by reviewing the aviation fuel usage. This graphic provides a look at the taxable aviation fuel sales of both Jet Fuel and 100LL within each state fiscal year.

Aviation fuel purchases surged after 2011 due to the additional economic activity and energy sector development that was experienced throughout the state. The COVID-19 pandemic resulted in a significant drop in usage initially; however, we have now seen a full recovery to pre-pandemic levels and FY 2022 saw approximately 23 million gallons of taxable aviation fuel sold within the state.

The ND Aeronautics Commission receives 8 cents per gallon of taxable aviation fuel sold which amounts to approximately \$1.8 million of revenue annually.

(Slide 18)

Aerial applicators are an active and critical part of our aviation community and provide a large economic impact to the agricultural sector by protecting crops and increasing production.

This graphic shows the historical acreage that was serviced by aerial applicators in North Dakota, which is on average, 3.8 million acres annually. We had a down year in 2021 due to drought conditions, however 2023 was an active and above average year with an estimated 4.2 million acres being sprayed.

We currently have 96 licensed aerial applicators throughout the state that utilize 191 aircraft and 172 different pilots.

(Slide 19)

This slide highlights the historical number of airline passenger enplanements on our commercial service flights in North Dakota over the last 30 years. We experienced steady and slow growth until 2009 when a rollercoaster ride for the aviation sector in North Dakota began.

Our average annual growth of 2% transitioned to an astounding 14% annual average from 2009 to 2014 as the state experienced significant growth to its economy and specifically its energy sectors. When we conducted a state aviation system plan update in 2008; it was forecasted that we wouldn't reach 1

million passengers enplanements for another 25 years or around 2030. In reality, our state broke this milestone only 4 years later in 2012.

After seeing tremendous growth, our state experienced a downturn in the energy sector from 2015 - 2017 and then 2018-2019 brought us into a growth stage once again. We were actually expecting 2020 to be a record-breaking year for passenger numbers when the COVID-19 pandemic arrived and resulted in a significant and historical decline to our airline passenger counts.

Passenger demand has slowly been recovering since March of 2020 and we do expect to eclipse the 1 million passenger mark once again in 2022. A full recovery to pre-pandemic levels and beyond should be possible in 2023 or 2024 but is predicated upon the airlines adding seat capacity to our markets through additional flights or larger aircraft. This has been a challenge for the industry due to workforce challenges and the availability of qualified pilots.

We have definitely been on a roller-coaster ride over the last decade. We are hoping to reach a point of steady and sustainable growth once again which would also lead to improved air service throughout the state.

(Slide 20)

This slide shows a monthly comparison of North Dakota to the national average when looking at the retention and recovery rate of airline passenger numbers. It compares each month since March of 2020 to the 2019 pre-covid passenger levels. As you can see, the blue line which represents North Dakota was consistently higher in the beginning stages of the recovery than the green line which represents the national average. This shows that our state was initially able to recover our passenger numbers faster than the national average.

Last month, we also rose above the pre-pandemic recovery line for the first time and are hopeful that 2023 is the year that the industry achieves a full recovery.

(Slide 21 - 23)

The graphic on this slide shows all of the routes and destinations that are currently available to the general public. Seven different direct flight destinations (three seasonal) are available to connect North Dakota to the rest of the world and all eight commercial service airports provide jet service options.

Our airports have overall weathered the impacts to COVID-19. The only direct flight destinations that we lost during the last two years are direct flights from Bismarck to Chicago and Williston direct to Minneapolis. Williston's Minneapolis route has since been restored and Sun Country also added new seasonal service from Williston to Phoenix and Las Vegas. As the recovery continues, we hope to see additional opportunities for our communities.

One additional challenge to denote is that Dickinson, Jamestown, and Devils Lake continue to operate on the Essential Air Service program which provides a federal subsidy to allow air service operations in rural communities. United Airlines was selected this past Fall in Dickinson to continue air service to Denver for the next two years. This upcoming June; the USDOT will be issuing a Request for Proposal for air service in Jamestown and Devils Lake where SkyWest currently provides service to Denver.

Jamestown and Devils Lake are hopeful that SkyWest will continue to provide service to the communities even though they and other regional airlines are struggling with pilot shortage issues.

(Slide 24)

This graphic shows the current Air Cargo routes that provide service to our citizens and businesses. Fargo has become a major regional hub for FEDEX, and UPS service providers and the other major airports and North Dakota are spokes for that distribution center.

(Slide 25)

This slide showcases the historical landed weight of air cargo into North Dakota over the last decade. We have recently reached a record level of service which is due to the growth in shipping and the major distribution center that has been established in Fargo.

(Slide 27)

Now, I would like to provide an update on the pavement condition index study that we conducted in 2021 and is planned on three-year intervals. All airport pavements within the study, are classified on a 100-point scale with 0 being that the pavement is no longer serviceable and 100 being in perfect condition.

The results of the study can be found on our interactive website. This pavement management system shows 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 has served us very well.

(Slide 28)

The recent study shows that there exists approximately 60 million square feet of pavement at our airports that need to be maintained. This pavement represents multi-billion dollars of investments that has occurred over decades and the information provided within this study helps to fully understand and systematically protect these investments.

The graphic on this slide shows a summary of the current conditions of all of the airport pavements throughout North Dakota. Approximately 87% of the pavement was identified to be in fair to good condition which leaves 13% or 7.5 million square feet of the pavement in moderate to poor condition. These lower conditions will require a major rehabilitation project in the very near future.

(Slide 29)

This slide is a reminder of the overall lifespan of pavements and why it is critical to be pro-active and identify problems and maintenance solutions before a major rehabilitation or reconstruction is needed.

It is for this reason that one of the highest priorities of state airport grant funds is to provide assistance for routine pavement crack sealing and preventative maintenance projects.

(Slide 30)

The study also revealed that if all pavement maintenance and rehabilitation projects were provided full funding within the next 5 years... it would require an approximate \$251 million investment. The pie chart on this slide also showcases the various types of investments that are currently needed for our airport pavements.

(Slide 31)

Understanding that funding has never been available to fully accommodate all of the requests within the system, we are continually tasked with the prioritization of projects. So how can we know if we have been successful in maintaining our airport system?

Since the PCI Study is conducted every 3 years, we have been able to systematically track our ability to maintain the system over time. This graph shows the changes in the overall pavement condition since 2009 when the system had an average PCI of 76 and 52.1 million square feet of pavement.

In 2021, the overall PCI was determined to be a 77 while at the same time we have grown the amount of pavement in the system to a total of 59.5 million square feet. This is a 14% increase or 7.4 million additional square feet of pavement since 2009.

This is great news as it shows that North Dakota has successfully maintained our airport pavements while also increasing the amount of pavement in the system to accommodate growth and expansion of our communities.

Each of you were also provided with the executive summary from this study and I would encourage you to further look through the information if interested in learning more about the airport pavement program.

(Slide 33)

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 completed the construction of a major snow removal equipment building expansion which is a critical upgrade to house and maintain all of the equipment the airport needs to keep the airport operational in the winter. The airport also recently finalized a study of its terminal area as it looks to expand the facility in the very near future.
- This past August, Grand Forks closed its airport to all air service for two weeks to accommodate the reconstruction of the intersection between its primary and secondary runway. The University of North Dakota also completed a critical infrastructure upgrade by reconstructing their Bravo apron with funds provided to them by the state in the previous legislative session.

- Devils Lake moved forward on the design work to upgrade their passenger terminal building.
- Jamestown completed work on a terminal apron reconstruction project.

(Slide 34)

- Minot completed the rehabilitation of its general aviation apron and cargo apron areas.
- Bismarck has continued to work on major infield drainage improvements to protect its pavement surfaces and remove wildlife attractions.
- Dickinson completed the reconstruction, shift, and extension of its primary runway from 6,400 feet to 7,300 feet. The airport also has a new parallel taxiway and upgraded instrument approach - all of which is a significant upgrade for Southwestern North Dakota.
- The new airport in Williston opened in the Fall of 2019, completed the construction of its crosswind runway in the Fall of 2020 and is currently working through a master plan update.

(Slide 35)

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

- Watford City completed its major overall project. The runway was completely reconstructed and shifted to a new location where it went from a 4400 ft runway to 6550 ft. A new lighting system and parallel taxiway was also installed. The community in the epicenter of the Bakken can now accommodate most large business jets.
- Mohall completed a 500-foot runway extension to bring its runway to 3600 feet.
- Multiple airports also underwent major taxiway and apron construction projects.

(Slide 36)

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:

- **Bismarck:** Taxiway C Rehabilitation
- **Devils Lake:** Commercial Terminal Improvements
- **Dickinson:** Commercial Terminal Improvements
- **Fargo:** Commercial Terminal Expansion
- **Grand Forks:** Crosswind Runway Reconstruction/Extension and Primary Runway Reconstruction
- **Jamestown:** Primary Runway Rehabilitation
- **Minot:** Storm Water & Drainage Improvements
- **Williston:** Deicing Containment Area Expansion

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 Crosby, the International Peace Gardens, Lakota, Leeds, New Rockford, and Westhope.

(Slide 37)

This Fall, our office was able to update our statewide capital improvement plan for airports. A simplified version that details each identified airport project has been provided to you within your packet.

This effort is a culmination of the approximately 50 individual airport capital improvement plan meetings that took place over the last few months. Multiple external deliberations also occurred with the FAA to review the entire document and ensure that we are on the same page with them regarding the upcoming projects and funding priorities.

Essentially, just over \$1 Billion in projects have been identified within the upcoming 10-year window for the 54 NPIAS airports in North Dakota. It's important to also note that a vast majority of the project needs exist on our 8 commercial service airports.

We can also currently estimate that an approximate average of \$60 million in federal funds would be received in each year which would leave an estimated \$467 million-dollar total funding gap over the next 10 years. The federal funds will need to be matched and all other project funding that could occur over this time period would need to be provided by state & local funds.

(Slide 38)

One of the significant challenges we have seen throughout the years is the higher overall cost of construction. The NDDOT recently updated their construction cost index and airport projects have followed a very similar trend.

This past year was even more challenging than in the past as the industry experienced an average 26% cost increase from 2021 to 2022. 2023 is currently estimated to see another 7% increase.

Higher project costs are a reality of our situation but an important challenge to be aware of; as we continue to push forward to maintain and grow our infrastructure.

(Slide 40)

Our next biennium goal is to continue 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, eligibility criteria, and the timing of the release of their funds.

We will also continue to partner with our airports to ensure high priority shovel ready projects are ready to go, as grant funding becomes available. Additionally, we will also continue to support and enhance aviation education and workforce development initiatives.

Within our budget we have also planned for multiple statewide aviation studies to occur within next biennium's window. We are planning an update to the statewide aviation system plan and economic impact of aviation with their anticipated release in 2025. These planning studies are recommended to be updated approximately every 10 years and our last update was completed in 2014. We will also be updating our pavement condition index study in 2024 which is a project that is completed every three years. Each of these projects are anticipated to receive a federal grant at or near a 90% funding level.

We will also continue to work with the Northern Plains UAS Test Site and the VANTIS Beyond Visual Line of Site network. This effort is critical to ensure the safe integration of UAS into the National Airspace System and to further assist in the diversification of our economy.

(Slide 41)

As the owner and operator of the International Peace Garden Airport, the ND Aeronautics Commission is tasked with ensuring that the airport is maintained. It is also a NPIAS airport, is eligible for federal funding, and is utilized for recreation and access to U.S. and Canadian Customs at our border.

We are currently working through the design phase for a major rehabilitation of all airside pavements and are anticipating the construction to occur for the project in the summer of 2024. Project costs are anticipated at \$2.5 million, and a majority of those costs are planned to be covered with federal grant funds.

(Slide 42)

This slide provides a graphical view of the Aeronautics Commission budget as passed by the House.

Revenues

The majority of the anticipated Aeronautics Commission revenue is comprised of special fund dollars which are received from multiple revenue streams such as aviation fuel taxes, aircraft excise taxes, and registration and licensing fees. Our budget also includes an appropriation to utilize up to \$20 million from the Airport Infrastructure fund if the oil revenues are deposited into the account next biennium.

The ND Aeronautics Commission also receives funding from the federal government for conducting airport inspections and in the form of grants that we expect to receive for the statewide aeronautical studies and project at the International Peace Garden Airport.

We are also currently budgeted to receive \$475,000 in general fund allocation for airport improvements in the following biennium.

Expenditures

On the expenditure side, we prioritized our budget to ensure that we can maintain our current staff levels of up to 7 full time equivalents. We want to ensure that operating expenses are also adequate to maintain effective operations while also allowing us with the ability to plan to conduct the statewide aeronautical studies and a rehabilitation the international peace garden airport. These projects are the reason that the increase is being requested in the operating expenses and capital asset areas of the budget.

The airport grants line item is also being requested at a higher \$31.1 million dollar level to allow ND Aeronautics with the ability to utilize additional special fund appropriation for airport infrastructure grant funding throughout the state of North Dakota. This additional request is possible due to higher-than-expected aircraft excise tax revenue over the past biennium as aircraft sales have been higher than anticipated.

(Slide 43)

The aviation industry operates in an incredibly difficult and unpredictable funding environment as the federal program is normally run on a continuous appropriation and the timing of grant releases can be unpredictable. Reliable state and local funding for transportation projects is critical in order for state and local leaders to plan ahead, create shovel ready projects, and to maximize federal grant funding. It is also important to ensure that high priority projects can move forward as efficiently as possible throughout the planning, environmental, design, bidding, and construction stages.

(Slide 44)

The original concept for the Airport Infrastructure Fund was to accommodate this difficult schedule and to provide reliable state funding for critical airport projects.

The "Operation Prairie Dog" proposal that was approved in the 2019 legislative allows \$20 million to be deposited from oil revenues into the Airport Infrastructure Fund during each biennium; however, due to the fact that the bucket is one of the last to fill, it unfortunately did not receive any funds last biennium.

At the beginning of the current biennium, it was also not forecasted to fill once again and so we were unable to anticipate receiving the funds and had to plan accordingly. We were fortunate to eventually see higher than anticipated oil prices and production and the \$20 million has recently been deposited into the account. We have now been planning to begin the allocation of the funds this upcoming Spring.

The unpredictability of the funding to be received each biennium is a challenge and I encourage the legislature to consider sound fiscal policy that ensures that reliable long-term funding mechanisms are in place for infrastructure funding.

One bill to note that has an impact on the Aeronautics Commission budget is SB 2367. This bill proposes to place an additional \$150 million in oil revenue within funds ahead of the "Prarie Dog" buckets. This would negatively impact the reliability and timing of the airport funds which may impact airport projects and the ability to leverage federal funds.

23.0235.02001
Title.

Prepared by the Legislative Council staff for
the Senate Appropriations - Education and
Environment Division Committee
March 27, 2023

Fiscal No. 1

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

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

Page 1, replace lines 12 through 18 with:

"Salaries and wages	\$1,599,310	\$160,357	\$1,759,667
Operating expenses	2,067,677	1,467,323	3,535,000
Capital assets	0	2,250,000	2,250,000
Grants	<u>27,550,000</u>	<u>3,550,000</u>	<u>31,100,000</u>
Total all funds	\$31,216,987	\$7,427,680	\$38,644,667
Less estimated income	<u>30,741,987</u>	<u>7,427,680</u>	<u>38,169,667</u>
Total general fund	\$475,000	\$0	\$475,000"

Page 2, after line 15, insert:

"SECTION 4. EXEMPTION - FEDERAL STATE FISCAL RECOVERY FUND.

Section 54-44.1-11 does not apply to the appropriation in subsection 41 of section 1 of chapter 550 of the 2021 Special Session Session Laws, and any unexpended funds from this appropriation may be continued and used for the purpose of airport infrastructure grants during the biennium beginning July 1, 2023, and ending June 30, 2025."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	\$1,599,310	\$1,755,979	\$3,688	\$1,759,667
Operating expenses	2,067,677	3,535,000		3,535,000
Capital assets		2,250,000		2,250,000
Grants	<u>27,550,000</u>	<u>31,100,000</u>		<u>31,100,000</u>
Total all funds	\$31,216,987	\$38,640,979	\$3,688	\$38,644,667
Less estimated income	<u>30,741,987</u>	<u>38,165,979</u>	<u>3,688</u>	<u>38,169,667</u>
General fund	\$475,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases ¹	Removes Salary Funding for Funding Pool ²	Total Senate Changes
Salaries and wages	\$28,177	(\$24,489)	\$3,688
Operating expenses			
Capital assets			
Grants			
Total all funds	\$28,177	(\$24,489)	\$3,688
Less estimated income	<u>28,177</u>	<u>(24,489)</u>	<u>3,688</u>
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Salaries and wages funding is adjusted to provide for the 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	<u>Other Funds</u>
Salary increase	\$29,005
Health insurance adjustment	<u>(828)</u>
Total	\$28,177

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

² Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	<u>Other Funds</u>
New FTE positions	\$0
Vacant FTE positions	<u>(24,489)</u>
Total	(\$24,489)

This amendment adds a section to allow funding from the federal State Fiscal Recovery Fund from the 2021-23 biennium for airport infrastructure grants to continue into the 2023-25 biennium.

23.0235.02001
Title.

Prepared by the Legislative Council staff for
the Senate Appropriations - Education and
Environment Division Committee

Fiscal No. 1

March 27, 2023

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Total general fund	\$475,000	\$0	\$475,000"

Page 2, after line 15, insert:

"SECTION 4. EXEMPTION - FEDERAL STATE FISCAL RECOVERY FUND.

Section 54-44.1-11 does not apply to the appropriation in subsection 41 of section 1 of chapter 550 of the 2021 Special Session Session Laws, and any unexpended funds from this appropriation may be continued and used for the purpose of airport infrastructure grants during the biennium beginning July 1, 2023, and ending June 30, 2025."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	\$1,599,310	\$1,755,979	\$3,688	\$1,759,667
Operating expenses	2,067,677	3,535,000		3,535,000
Capital assets		2,250,000		2,250,000
Grants	<u>27,550,000</u>	<u>31,100,000</u>		<u>31,100,000</u>
Total all funds	\$31,216,987	\$38,640,979	\$3,688	\$38,644,667
Less estimated income	<u>30,741,987</u>	<u>38,165,979</u>	<u>3,688</u>	<u>38,169,667</u>
General fund	\$475,000	\$475,000	\$0	\$475,000
FTE	7.00	7.00	0.00	7.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases ¹	Removes Salary Funding for Funding Pool ²	Total Senate Changes
Salaries and wages	\$28,177	(\$24,489)	\$3,688
Operating expenses			
Capital assets			
Grants			
Total all funds	\$28,177	(\$24,489)	\$3,688
Less estimated income	28,177	(24,489)	3,688
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Salaries and wages funding is adjusted to provide for the 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	\$29,005
Health insurance adjustment	(828)
Total	\$28,177

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

² Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	\$0
Vacant FTE positions	(24,489)
Total	(\$24,489)

This amendment adds a section to allow funding from the federal State Fiscal Recovery Fund from the 2021-23 biennium for airport infrastructure grants to continue into the 2023-25 biennium.

Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

	Executive Budget Recommendation				House Version				House Changes to Executive Budget Increase (Decrease) - Executive Budget			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	7.00	\$475,000	\$30,741,987	\$31,216,987	7.00	\$475,000	\$30,741,987	\$31,216,987	0.00	\$0	\$0	\$0
2023-25 Ongoing Funding Changes												
Cost to continue salary increase			\$11,281	\$11,281			\$11,281	\$11,281				\$0
Salary increase			113,098	113,098			84,093	84,093			(29,005)	(29,005)
Health insurance increase			35,996	35,996			36,824	36,824			828	828
Adds funding for temporary salaries			24,471	24,471			24,471	24,471				0
Adds funding to operating expenses for impact studies			767,323	767,323			767,323	767,323				0
Transfers \$450,000 from airport grants to operating expenses				0				0				0
Total ongoing funding changes	0.00	\$0	\$952,169	\$952,169	0.00	\$0	\$923,992	\$923,992	0.00	\$0	(\$28,177)	(\$28,177)
One-Time Funding Items												
Adds one-time funding for the International Peace Garden Airport rehabilitation			\$2,500,000	\$2,500,000			\$2,500,000	\$2,500,000				\$0
Adds one-time funding for airport infrastructure grants			4,000,000	4,000,000			4,000,000	4,000,000				0
Total one-time funding changes	0.00	\$0	\$6,500,000	\$6,500,000	0.00	\$0	\$6,500,000	\$6,500,000	0.00	\$0	\$0	\$0
Total Changes to Base Level Funding	0.00	\$0	\$7,452,169	\$7,452,169	0.00	\$0	\$7,423,992	\$7,423,992	0.00	\$0	(\$28,177)	(\$28,177)
2023-25 Total Funding	7.00	\$475,000	\$38,194,156	\$38,669,156	7.00	\$475,000	\$38,165,979	\$38,640,979	0.00	\$0	(\$28,177)	(\$28,177)
<i>Federal funds included in other funds</i>			\$3,940,000				\$3,940,000				\$0	
<i>Total ongoing changes as a percentage of base level</i>	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	3.0%	3.0%				
<i>Total changes as a percentage of base level</i>	0.0%	0.0%	24.2%	23.9%	0.0%	0.0%	24.1%	23.8%				

Other Sections in Aeronautics Commission - Budget No. 412

	Executive Budget Recommendation	House Version
Exemption - Airport infrastructure fund	Section 3 would provide that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.	Section 3 provides that \$20 million appropriated from the airport infrastructure fund during the 2023-25 biennium is not subject to the provisions of Section 54-44.1-11, and any unexpended funds may be expended during the 2025-27 biennium, to provide grants to airports.