

## Entitlements for GA Airports

Wisconsin is a Block Grant state. This means FAA has delegated the implementation of the Airport Improvement Program (AIP) to the Wisconsin Department of Transportation Bureau of Aeronautics.

Public use General Aviation (GA) airports in Wisconsin receive \$150,000 in federal Entitlement funds each year. In order for the GA airports to access their Entitlements, both the state and the local municipality, must each commit to 2.5% of the total project cost.

\$150,000 ← Federal Share @ 95%  
\$3,947 ← State Share @ 2.5%  
\$3,948 ← Local Share @ 2.5%  
\$157,895 TOTAL Funding Available for Projects Every Year

## Keep in Mind...

- In order to use Entitlements, the project must be “eligible”.
- There are projects where the state will not contribute 2.5%. (example: hangar projects). The local share for this type of project would be 5% or \$7,895 for each year's Entitlements.
- Entitlements expire after 4 years. (2006 Entitlements will expire in August 2010)
- Entitlements need to be “obligated” (assigned to a project) within 3 years. (2007 Entitlements will need to be obligated by August 2010)

## Other Funding for Projects

- Projects can also be set up as an 80% State share + 20% Local share. These projects do not use Entitlements, and are called State Aid Projects (SAP). State Aid Projects can be a part in a larger AIP project or a stand-alone project.
- Projects can also be set up as 100% Local Share. These projects do not use Entitlements or State Aid. They can also be part of an AIP project, SAP project or a stand-alone project administered by the City.

## Items Included in Project Cost

Each project has a financial statement detailing the project cost. Although, project costs are different than federal, state and local shares; they must equal each other. (If we have a project that costs \$100,000, than we must have \$100,000 in funding to cover those costs)

The project financial statement groups these project costs into main areas:

- Construction Cost
- Engineering (Planning & Design) Cost
- Project Administration (BOA) Cost
- Engineering (Construction Inspection) Cost

It is the sum of these costs, and any necessary related costs, that give us our total project cost

## Consultant Selection vs. Contractor Bidding

Cooper Engineering was the consultant selected to do the: planning, design and construction engineering services at Solon Springs Municipal Airport. Consultants submit proposals for these services to BOA. The proposals are negotiated, and contracts are signed for the negotiated contract amounts.

### Contractor (construction)                      -VS-                      Consultant (engineer)

- |   |                                    |
|---|------------------------------------|
| • Lowest Qualified Bidder   | Selected per Qualifications        |
| • Contract Amount Determined<br>By Sum of Bid Items in Schedule<br>of Prices. | Contract Amount Negotiated         |
| • Change Order to (+) or (-) Quantities                                       | Amendment to (+) or (-) Quantities |