

WSDOT Statewide Capital Improvement Plan Project Year 2025

| | NPIAS and Non-NPIAS | City | Airport | Year | Project Name | Project Description | Project Justification | Phase Name | State | Total | Total Score |
|----|---------------------|----------------|--|------|--|---|--|------------------------------|----------------|-----------------|-------------|
| 1 | Non-NPIAS | Waterville | Waterville | 2025 | Pavement Maintenance Project | Crack seal all cracks on primary runway, parking apron and taxiways. Then apply a fog seal to all pavement surfaces. Re-paint all runway, taxiway and tie-down markings. | This type of periodic pavement maintenance project is recommended every four to five years. The previous project of this type, anticipated on the SCIP in 2019, is pending grant funding approval. | Construction Phase | \$113,192.83 | \$119,150.35 | 157 |
| 2 | NPIAS | Kelso | Southwest Washington Regional | 2025 | RW 12/30 Reconstruction, PAPIs, Signs, MIRL, and Lighted Wind Sock - Phase 1 Design | Reconstruction of the existing runway. | To maintain airport pavement and meet standards. | Design Phase | \$41,666.00 | \$833,332.00 | 138 |
| 3 | NPIAS | Ephrata | Ephrata Municipal | 2025 | Runway 3/21 and Taxiway A Pavement Rehabilitation (crack/fog seal) | Crack Sealing, Seal Coat Application, and installation of pavement markings. | Regularly schedule pavement maintenance to prolong the life of the pavement. | Construction Phase | \$22,000.00 | \$880,000.00 | 131 |
| 4 | NPIAS | Puyallup | Pierce County/Thun Field | 2025 | PLU Runway Reconstruction Design | Design of the full-depth pavement reconstruction of Runway 17-35, relocation of Taxiway A4, and tree obstruction removals. | This project will include the design of the reconstruction of Runway 17-35, relocation of Taxiway A4, and removal of tree obstructions. The runway was constructed in 1988 and will be 38 years old at the time of construction. The runway received a crack seal in 2015 and 1999. Per WSDOT IDEA the runway has a projected PCI of 55 in 2030 which requires a reconstruction to maintain a safe and operable runway. The existing runway is a non-standard shed section and will be reconstructed to a standard crown section. Taxiway A4 will also be relocated using standard taxiway fillets to remove direct access from the taxiway to the runway. The obstruction removals will remove tree obstructions from the Runway 17-35 primary and transitional surfaces within the airport property limits, and tree obstructions surrounding the existing taxiway. | Design Phase | \$35,250.00 | \$670,500.00 | 127 |
| 5 | NPIAS | Arlington | Arlington Municipal | 2025 | Runway 11-29 Solar Lighting | Design, construction, and construction administration of Runway 11-19 solar lighting installation project. | This project will install solar powered runway edge lighting, threshold lighting, and radio control for the new lights. Runway 11-29 is currently unlighted and this project will support the safety of airport users and provide the airport with a second runway that can be used at night when the primary runway is closed. This project will also include removal of Runway 29 excess pavement southeast of Rwy 29 threshold and excess pavement parallel to Rwy 11-29 parallel to the runway (if not completed as part of the Taxiway A Reconstruction Project). | Construction Phase | \$865,500.00 | \$865,500.00 | 124 |
| 6 | NPIAS | Colville | Colville Municipal | 2025 | Pavement Maintenance | New and old crack sealing, seal coat new pavement, removing old taxiway paint, relocate and add new taxiway striping. | Pavement requires new and old crack sealing, seal coat new pavement, removing old taxiway paint, relocate and add new taxiway striping. | Construction Phase | \$80,000.00 | \$88,421.00 | 116 |
| 7 | NPIAS | Olympia | Olympia Regional | 2025 | Runway 17/35 Rehabilitation (RWY 35) South End - Construction | Phase 2: Construction - This project includes mill/overlay of Runway 17-35, installation of LED runway edge lighting, and subsurface drainage. | Per the WSDOT 2018 Pavement Management Program update, Runway 17-35 has a forecasted PCI rating of 78 in 2025 (PCI of 85 based on 2018 inspection). Most of Runway 17-35 was reconstructed during 2007-2008, except extension south of Taxiway L which was constructed in 2005. Per the WSDOT Pavement Maintenance PCI index, an overlay is warranted. | Construction Phase | \$175,000.00 | \$3,500,000.00 | 115 |
| 8 | NPIAS | Eastsound | Orcas Island | 2025 | Crack Repair, Seal Coat, & Markings | As determined by the 2018 WSDOT Aviation Pavement Study, Runway 16-34, Taxiway A, and the majority of the Main Apron had PCI values ranging from of 65 to 78 with PCI values forecast to be 57 to 63 by 2025. This project will include removal of existing markings, crack seal, fog seal coat, and new pavement markings. This pavement rehabilitation will prevent accelerated deterioration of the pavement and reduce overall life cycle rehabilitation costs. The pavement rehabilitation area is approximately 53,000 SY. | As determined by the 2018 WSDOT Aviation Pavement Study, Runway 16-34, Taxiway A, and the majority of the Main Apron had PCI values ranging from of 65 to 78 with PCI values forecast to be 57 to 63 by 2025. This project will include removal of existing markings, crack seal, fog seal coat, and new pavement markings. This pavement rehabilitation will prevent accelerated deterioration of the pavement and reduce overall life cycle rehabilitation costs. The pavement rehabilitation area is approximately 53,000 SY. | Construction Phase | \$55,000.00 | \$1,060,000.00 | 115 |
| 9 | Non-NPIAS | Forks | Forks Municipal | 2025 | Runway Maintenance and Minor Repair | Identify areas on runway, taxiway and apron that may be in need of asphalt repair in Fall of 2024 (1st Qtr FY 2025). Undertake repairs that can be done in-house with City Public Works crews and equipment in Spring of 2024 (3rd Qtr FY 2025) and Summer/Fall 2024. (FY 2026). | Identify areas on runway, taxiway and apron that may be in need of asphalt repair in Fall of 2024 (1st Qtr FY 2025). Undertake repairs that can be done in-house with City Public Works crews and equipment in Spring of 2024 (3rd Qtr FY 2025) and Summer/Fall 2024. (FY 2026). | Construction Phase | \$0.00 | \$20,000.00 | 114 |
| 10 | NPIAS | Port Townsend | Jefferson County International | 2025 | Crack/Slurry Seal GA apron, East Taxiway, West Taxiway (1, 2 & 2A), and Taxiways A, B and C - Design & Constr. | Rehabilitate Apron and Parallel TW (crack/slurry seal). | Rehabilitate Apron and Parallel TW (crack/slurry seal). | Construction Phase | \$27,777.78 | \$555,555.56 | 114 |
| 11 | Non-NPIAS | Moses Lake | Moses Lake Municipal | 2025 | Pavement Maintenance (Construction) | Provide crack sealing of runways and taxiways. Apply slurry sealcoat. Requires new pavement markings. | Provide crack sealing of runways and taxiways. Apply slurry sealcoat. Requires new pavement markings. | Construction Phase | \$142,500.00 | \$150,000.00 | 114 |
| 12 | NPIAS | Seattle | Boeing Field/King County International | 2025 | 14L-32R Runway Rehabilitation | This project will rehabilitate Runway 14L-32R. The project will be completed in two phases, the first phase being planning and the second phase being construction. The project includes a geotechnical investigation using destructive and nondestructive testing for the entire airport. The second phase will rehabilitate approximately 250,000 square yards of asphalt pavement on Runway 14L- 32R and its connecting taxiways. The project assumes 7" of the existing asphalt will be milled and replaced. It is assumed that 15% of the project area will require sub-base reconstruction if necessary. The project assumes 150 runway edge light fixtures will be removed and replaced with LED technology. Additionally, approximately 3,000 cubic yards of asphalt concrete will be removed at Taxiway A4. Taxiway A4 will be realigned between the primary and secondary runways and constructed at an area of 3,000 square yards composed of 17-inch AC, 6-inch PCC and black asphalt on a 10-inch concrete base. A subfield area for pavement Maintenance Upgrade. | Runway 14L-32R at King County International Airport (KCIA) is a vital runway for aircraft operating out of facilities on the east side of the airport, as well as general aviation aircraft. The runway was designed to meet FAA design standards in place at the time, and were constructed over various years using a combination of asphalt and some concrete. FAA design standards have been updated over time and the runway no longer complies with current design standards. In addition, the runway is approaching the end of its anticipated useful life, and is displaying signs of extended use which will need rehabilitation. Taxiway pavements are beginning to crack in several areas, therein creating foreign object and debris, which can be ingested into aircraft engines causing catastrophic damage. Pavement rehabilitation and reconstruction are needed to conform to current FAA design standards and to seal cracks, repair ruts, and extend the useful life of the pavement. | Construction Phase | \$0.00 | \$16,363,000.00 | 113 |
| 13 | Non-NPIAS | Lynden | Lynden Municipal - Jansen Field | 2025 | Pavement Maintenance Upgrade | Pavement Maintenance Upgrade. | Pavement Maintenance Upgrade. | Environmental/Planning Phase | \$54,000.00 | \$60,000.00 | 113 |
| 14 | Non-NPIAS | Republic | Ferry County | 2025 | Airfield Pavement Maintenance | Conduct crack sealing, seal coat application and new markings on airfield pavement. | Regularly scheduled maintenance to prolong useful life of pavement. | Construction Phase | \$142,500.00 | \$157,500.00 | 111 |
| 15 | NPIAS | Odessa | Odessa Municipal | 2025 | Runway Crack Seal (Phase 1 - Design) | Runway Crack Seal phase 1 design. | This project advances AIP policy by preserving airport infrastructure. The runway is in need of pavement maintenance to extend the life of the runway. Runway 2-20 is 3,125 feet in length and 60 feet wide. The PCI of the runway at the last inspection in 2018 was 76 on the north half and 77 on the south half. The 2025 forecasted PCI's are 67 and 68, respectively. The last crack seal was done in 2018, in addition to a slurry seal. Prior to that, a crack seal was performed in 2008 and an overlay was constructed in 1998. | Design Phase | \$2,250.00 | \$90,000.00 | 111 |
| 16 | NPIAS | Omak | Omak Municipal | 2025 | Runway Pavement Maintenance | Runway Pavement Maintenance. | Runway Pavement Maintenance. | Construction Phase | \$15,000.00 | \$180,000.00 | 111 |
| 17 | Non-NPIAS | Eatonville | Swanson Field | 2025 | Runway Striping and Seal the existing runway | Stripe center line of runway and seal the existing runway. | Stripe center line of runway and seal the existing runway. | Construction Phase | \$33,250.00 | \$35,000.00 | 111 |
| 18 | Non-NPIAS | Twisp | Twisp Municipal | 2025 | Runway Rehabilitation (Design Only) | Runway Rehabilitation. | Runway Rehabilitation. | Design Phase | \$76,000.00 | \$80,000.00 | 111 |
| 19 | NPIAS | Pullman | Pullman-Moscow Regional | 2025 | ARFF Vehicle Acquisition | ARFF Vehicle Acquisition. | This project will fund procurement of Aircraft Rescue and Fire Fighting Vehicle (ARFF) as part of the programmed replacement for an ARFF fleet vehicle. | Construction Phase | \$33,141.00 | \$816,282.00 | 110 |
| 20 | NPIAS | Pasco | Tri-Cities | 2025 | Acquire ARFF Vehicle/Truck | Purchase ARFF Truck. | Replace old ARFF truck. | Construction Phase | \$0.00 | \$1,188,000.00 | 110 |
| 21 | NPIAS | East Wenatchee | Pangborn Memorial | 2025 | Reconstruct RWY 12/30 - Phase 2 - Construction | Rehabilitate airfield pavement in accordance with AC 150/5380-7A, Airport Pavement Management Program. | Runway 12/30 does not meet current design standards, due to cross slope and elevation relative to the parallel taxiway. This project will reconstruct the runway to meet current design standards and enhance safety. | Construction Phase | \$1,000,000.00 | \$20,000,000.00 | 110 |

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| 22 | NPIAS | Everett | Seattle Paine Field International | 2025 | Reconstruct RW 16R/34L (Phase 2 - Design) | Final design phase of project to Reconstruct Runway 16R-34L, including lighting, safety area grading, and connector taxiway geometry. | Due to surface friction issues as a result of a 2018 fog seal project, the airport funded an overlay of the central portion of the RW in 2018, which has experienced ongoing localized delamination issues. Additionally, the new airport master plan (currently in review with the FAA) indicates a need to redesign certain connector taxiways. Reconstructing the runway will correct these issues. | Design Phase | \$110,000.00 | \$2,200,000.00 | 110 |
| 23 | Non-NPIAS | Eatonville | Swanson Field | 2025 | Repair Dips in Runway | Filling in and re-paving the substantial dip at the south end of RW34 (touchdown zone). | Filling in and re-paving the substantial dip at the south end of RW34 (touchdown zone). | Construction Phase | \$100,000.00 | \$105,263.00 | 109 |
| 24 | Non-NPIAS | Warden | Warden | 2025 | Runway 17-35 Rehabilitation Phase I (Construction) | Construction Services for Phase I rehabilitation of Runway 17-35. Rehabilitation to include removal of existing failed asphalt, new pavement section and a 535' extension of the runway. | Construction Services for Phase I rehabilitation of Runway 17-35. Rehabilitation to include removal of existing failed asphalt, new pavement section and a 535' extension of the runway. | Construction Phase | \$551,000.00 | \$580,000.00 | 106 |
| 25 | NPIAS | Port Angeles | William R. Fairchild International | 2025 | Crack and Slurry Seal East /West Taxiways and GA apron Phase 1 - (Design) | Crackfill, Sealcoat, and Repaint Markings. Based on current PCI data and engineering evaluations, various taxiway and apron areas require maintenance to sustain the life of the pavement. | The apron/taxiway area adjacent to Life Flight has a PCI of 23 with alligator cracking, longitudinal/transverse cracking, raveling, & rutting. The tie down apron east of the terminal building has a PCI of 67 with alligator cracking, long/trans cracking, patching and raveling. The taxiways serving the eastern hangars have PCIs ranging from 22 to 52 with cracking, raveling, rutting, weathering & depressions. | Construction Phase | \$5,000.00 | \$100,000.00 | 106 |
| 26 | Non-NPIAS | Tonasket | Tonasket Municipal | 2025 | Runway Widening | Widen runway 15/33 to 60', slurry seal existing runway surfaces and repaint visual markings. | Capacity, safety and preservation and maintenance of existing facilities. | Construction Phase | \$0.00 | \$427,649.00 | 106 |
| 27 | NPIAS | Olympia | Olympia Regional | 2025 | Runway 8-26 Reconstruction (Non-AIP) - Phase 1: Design | Phase 1: Design - This project includes reconstruction of Runway 8-26 to 60 feet x 3510 feet and installation of subsurface drainage. | Per the WSDOT 2018 Pavement Management Program update, Runway 8-26 has a forecasted PCI rating of 48 in 2024 (PCI of 54 based on 2018 inspection). The runway has not received a major overhaul since 1943. Per the WSDOT Pavement Maintenance PCI index, reconstruction is warranted. | Construction Phase | \$0.00 | \$500,000.00 | 104 |
| 28 | Non-NPIAS | Concrete | Mears Field | 2025 | Taxiway Improvements and Maintenance | Installation of fire suppression/sprinkler system and general preservation and maintenance items along taxiways. | Installation of fire suppression/sprinkler system along taxiways for during the dry season to reduce concerns related to property damage from possible grass fires. Complete needed improvements and maintenance on taxi ways to include but is not limited to grading, reseeding and other. | Construction Phase | \$57,000.00 | \$60,000.00 | 103 |
| 29 | Non-NPIAS | Moses Lake | Moses Lake Municipal | 2025 | Taxiway Improvement | Fill in cracks in taxiways and paint runway markings as needed. | Taxiway crack sealing will prevent base deterioration and runway markings will improve safety. | Construction Phase | \$200,000.00 | \$210,526.00 | 102 |
| 30 | Non-NPIAS | Sequim | Sequim Valley | 2025 | Rehabilitate Taxiways & Apron | This project is to reconstruct aging/failing pavement of the paved Apron and two connector taxiways from the Apron to the Runway. | PCI values for the two connector taxiways and apron varies from 17-20 and has failed. The pavement is in need of immediate reconstruction to reduce FOD and increase safety. | Construction Phase | \$760,000.00 | \$800,000.00 | 101 |
| 31 | NPIAS | Spokane | Spokane International | 2025 | T/W A (T/W A4 to A2) Reconstruction Phase 2: Construction | Rehabilitate TW A. | Rehabilitate TW A. | Construction Phase | \$0.00 | \$16,666,666.00 | 100 |
| 32 | NPIAS | Port Angeles | William R. Fairchild International | 2025 | Reconstruct Taxiway A Ph.2 Constr. | Reconstruct western portion of TW A; Rehabilitate (crack seal/slurry seal) eastern portion of TW A; remove existing TWs D & E and construct new, realigned connecting taxiway; decouple crosswind runway; lighting/signage improvements associated with TW construction. Connecting taxiways will be renamed (A1, A2, etc) per the ALP. Project includes AIP ineligible signs beyond the RW 26 displaced threshold, which will be funded by the sponsor. | The western portion of TW A is proposed for reconstruction. It last received maintenance in 1998 and has a PCI of 65. Eastern TW A was last rehabilitated in 2009 and will be crack/slurry sealed. | Construction Phase | \$270,000.00 | \$5,400,000.00 | 97 |
| 33 | NPIAS | Vashon | Vashon Municipal | 2025 | Removal of runway obstructions | Removal of tall trees that are in the glide slope of RW 17/35 at both N and S ends. | Increases safety of airplanes landing and departing RW 17/35 | Environmental/Planning Phase | \$9,473.00 | \$378,946.00 | 96 |
| 34 | NPIAS | Pullman | Pullman-Moscow Regional | 2025 | Rehabilitate GA Ramp/Terminal Aprons Pavement: Crack/Fog Seal | GA Ramp / Terminal Apron Pavement Maintenance. | This project will fund design and construction of pavement maintenance for the general aviation and terminal aprons. In 2020, PCI for the general aviation apron ranged from 54 to 86. In 2020, the PCI for the terminal apron is 73. | Construction Phase | \$11,047.00 | \$272,094.00 | 90 |
| 35 | NPIAS | Bremerton | Bremerton National | 2025 | Update Airport Master Plan | Update of Airport Master Plan & Business Plan. | Due to changes at the airport the Master Plan will be in need of an update. The airport put together a business plan in conjunction with the Master Plan in 2015. The business plan should be updated at the same time. | Environmental/Planning Phase | \$16,388.00 | \$582,776.00 | 88 |
| 36 | NPIAS | Rosalia | Rosalia Municipal | 2025 | Rehabilitate Runway 2-20 | Crack Seal, Fog Seal and Striping Runway 2-20 and all Taxiways, connectors, and apron. | Periodic maintenance is highly recommended for all pavements on a 5 year cycle. The last runway and taxiway was completed in 2014. | Construction Phase | \$12,500.00 | \$250,000.00 | 88 |
| 37 | NPIAS | Walla Walla | Walla Walla Regional | 2025 | North Apron Rehabilitation (Design and Construction) Phase 1 | Rehabilitation of North Apron. | Maintenance. | Design Phase | \$39,549.00 | \$790,989.00 | 88 |
| 38 | NPIAS | Deer Park | Deer Park Municipal | 2025 | Taxiway Construction (South) – Phase 2 Construction | The airport currently has a very large hangar in the design phase with construction planned to begin 2023. The hangar will have large doors opening from both sides of the building requiring an additional taxiway. This taxiway would be the second construction phase. | Additional taxiways are needed to accommodate aircraft that are wanting to base at the airport. | Construction Phase | \$16,388.00 | \$182,776.00 | 87 |
| 39 | NPIAS | Richland | Richland | 2025 | Main Apron Reconfiguration – Design | Reconfigure the main apron. | To provide additional ADG-II aircraft parking positions. | Design Phase | \$10,000.00 | \$20,000.00 | 87 |
| 40 | NPIAS | Cashmere | Cashmere Dryden | 2025 | Runway 7/25 Shift and Reconstruction Project - PH 1 Environmental | As planned in the 2023 Airport Master Plan, this is the design phase of the Runway 7/25 shift of up-to 120 feet (ultimate length to be determined in design), and removal of 160 feet of displaced threshold. The project also includes widening the runway to 60 feet to meet design standards, and replacement of existing runway lighting and signage that has outlived its useful life. The entire project is part of the AMP and a path towards compliance with FAA standards. | Runway 7/25 received a PCI value of 71 in the 2012 inspection. The last runway reconstruction was completed in 2001 and a sealcoat was completed in 2008. The runway PCI was forecast to be 60 in year 2020. The project is intended to shift the runway further west, in order to provide a standard safety area beyond the end of Runway 25. | Environmental/Planning Phase | \$15,000.00 | \$300,000.00 | 87 |
| 41 | NPIAS | Dallesport | Columbia Gorge Regional/The Dalles | 2025 | Update airport master plan | Update airport master plan. | Airport development and an increase traffic require the master plan update. | Environmental/Planning Phase | \$22,500.00 | \$445,000.00 | 86 |
| 42 | Non-NPIAS | Forks | Forks Municipal | 2025 | Tree Removal Approach Zones | As needed, remove trees that may be compromising the runway approach zones for S18. This may require hiring of professional timber faller to accomplish the task in the most efficient and effective manner. Annual check by City or FAA to determine need. Project would be relisted every subsequent year as a place holder for such a need. | Annual check by City or FAA to determine need. Project would be relisted every subsequent year as a place holder for such a need. | Construction Phase | \$0.00 | \$10,000.00 | 86 |
| 43 | NPIAS | Oroville | Dorothy Scott International | 2025 | Runway 15/33 Reconstruction - Final Design | Project Formulation, Design, Bidding, and Project Closeout Engineering Services for the following items: • Shifting and constructing a new runway approximately 103.5' to the east and 97' to the south. The new runway centerline would also be rotated 1.2 degrees east. The new runway would be widened from 50-feet to 60-feet. The existing runway length would be maintained (4,020-feet), however a 240-foot Runway 33 displacement would be required to avoid placing fill material over an existing irrigation easement south of the runway. • The shift would include new edge lighting, PAPIs, signs, electrical vault, and segmented circle and lighted wind cone. • Constructing turnarounds on the east side of both runway ends. • Removing an existing septic drain field obstruction and installing approximately 1,825 linear feet of sewer, which would be connected to City sewer west of the Airport. • Relocation of approximately 3,000 linear feet of Airport perimeter fence to the east side of the runway. | The project is needed to meet FAA separation/safety standards. | Design Phase | \$16,667.00 | \$333,334.00 | 85 |

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| 44 | NPIAS | Kelso | Southwest Washington Regional | 2025 | GA Apron & Taxiway Reconstruction – Phase 2 Construction | Reconstruct the main apron and taxiway. | Pavement maintenance and to meet FAA design standards. | Construction Phase | \$36,090.90 | \$410,841.80 | 85 |
| 45 | Non-NPIAS | Silverdale | Apex Airpark | 2025 | Airport Layout Plan | The project includes an Airport Layout Plan with narrative report and detailed drawings describing existing and planned conditions at Apex Airport, and a capital improvement program (CIP). | The ALP and Narrative Report will be used to help Apex Airport better understand existing conditions at the airport, and plan for the future. The CIP will be a resource for both Apex Airport and WSDOT's Aviation Division regarding future grants-in-aid used to support capital projects. | Environmental/Planning Phase | \$85,000.00 | \$91,000.00 | 84 |
| 46 | Non-NPIAS | Mansfield | Mansfield | 2025 | Apron A02MA Rehabilitation | Rehabilitate the failed pavement on Apron A02MA. The apron area is 66,490 square feet. The project will remove the old failed pavement material as it is too deteriorated to be ground and utilized for a base material. A sand seal mixture will be applied to create a new surface. | The apron and pavement condition was noted in the 2012 Pavement Management Report by APT. The reports available on the WSDOT website from the recent pavement maintenance report indicate this apron was not investigated during the recent airport pavement survey. The apron pavement is utilized for glider activity and other aviation operations. The renovation of this apron is listed as a CIP item in the ALP performed in 2006/2007. The renovation of this significant sized apron will provide for increase airport use for glider clubs and other transient aviation activities, which will enhance the economic impact on the Town of Mansfield. | Construction Phase | \$34,589.64 | \$36,410.15 | 84 |
| 47 | NPIAS | Turnwater | Methow Valley State (Winthrop) | 2025 | Master Plan Update | Master Plan Update and AGIS. | Current airport master plan was completed in 2011. An AGIS study has not been completed for the Methow Valley State Airport. | Environmental/Planning Phase | \$25,000.00 | \$350,000.00 | 82 |
| 48 | NPIAS | Seattle | Boeing Field/King County International | 2025 | TWY B Relocation (PH1 Design + Acquisition) | This project will design and construct a solution to move Taxiway Bravo west by about 50' - 75' to resolve a current nonstandard condition for Runway to Taxiway separation. The new Taxiway B location will require the airport to remove all physical structures within Taxiway Object Free Area (TOFA); the impacted structures include the Air Traffic Control Tower (ATCT) and the Airport Rescue and Fire Fighting (ARFF) station which will need to be demolished and replaced. | The current airport layout of Taxiway B overlaps with the Runway Safety Area (RSA) of the main runway. This layout was adopted before the current safety standards were developed and the airport has documented this nonstandard condition accordingly with the FAA. The FAA has requested and will fund a correction to this nonstandard condition through relocation and modernization of Taxiway B, and fund the modernization of all impacted airport property including the Tower and ARFF stations. | Design Phase | \$0.00 | \$4,766,719.61 | 82 |
| 49 | NPIAS | Sunnyside | Sunnyside Municipal | 2025 | East Apron Ramp Reconstruction- Phase 1 Design | Develop construction documents to reconstruct the itinerant ramp apron. | Asphalt age greater than 20 years, PCI index recommends reconstruction. | Design Phase | \$10,277.00 | \$205,554.00 | 82 |
| 50 | Non-NPIAS | Okanogan | Okanogan Legion | 2025 | Asphalt Grinding/Gravel Taxilane | Install a gravel or asphalt grinding taxilane to serve existing box hangars along the flight line. This project includes excavation, placement and compaction of gravel. | There is currently a dirt/turf strip to serve hangars. This has become problematic and a safety issue as there have been prop strikes due to soft or unstable soil conditions. This project will improve hangar access and encourage additional hangar development as well as improve safety. | Construction Phase | \$66,500.00 | \$70,000.00 | 80 |
| 51 | NPIAS | Colville | Colville Municipal | 2025 | Reconstruct/pave Northwest ramp and North half of taxiway Bravo | Remove old pavement/chip seal from taxiway "Bravo", North of midfield taxiway "Charlie", and, old paved surface of the Northwest ramp area, prep gravel base as needed, apply 2" HMA to North half of taxiway Bravo and Northwest ramp surfaces out to runway 19. | Remove old pavement/chip seal from taxiway "Bravo", North of midfield taxiway "Charlie", and, old paved surface of the Northwest ramp area, prep gravel base as needed, apply 2" HMA to North half of taxiway Bravo and Northwest ramp surfaces out to runway 19. | Construction Phase | \$400,000.00 | \$420,000.00 | 80 |
| 52 | NPIAS | Cle Elum | Cle Elum Municipal | 2025 | West Taxilane Rehabilitation Project | Design and Construction: This project would improve the existing west taxilane that connects the west hangar area to the midfield taxiway. This project would pave the taxilane and include markings and reflectors. | This project would improve the existing gravel taxilane between the west hangar area and the midfield taxiway and include taxiway markings and reflectors. The project reduces foreign object debris damage to aircrafts using the taxilane and provides pilots with needed taxiway markings and reflectors for safety while taxiing to and from the runway. | Construction Phase | \$15,155.50 | \$303,110.00 | 80 |
| 53 | NPIAS | Renton | Renton Municipal | 2025 | Reconstruct TW A; TW lighting, signage and drainage – Phase 2 Construction | This project consist of a major reconstruction and rehabilitation of Taxiway Alpha and all of the Taxiway intersections along Alpha. Taxiway Alpha is the major parallel taxiway that supports all GA aircraft operations on the west side of the airfield and also is used by Boeing 737 jets under tow. The existing pavement is showing stress, cracking, and rutting. The project will likely include areas of total reconstruction and other areas of pavement repairs. The project will also seek to upgrade Airport lighting to LED, infield drainage along Taxiway Alpha, painting, and other taxiway system upgrades. The project will also seek to replace/restore the existing flush mount fire hydrant system in the Alpha infields. | Taxiway Alpha reached its useful life in 2019 after its last major rehabilitation in 1999. Pavement inspections over the past several years have documented the rapid deterioration of the pavement and major drainage challenges. | Construction Phase | \$585,833.00 | \$11,421,666.00 | 80 |
| 54 | NPIAS | Deer Park | Deer Park Municipal | 2025 | Catex - Environmental Runway 16/34 Widening, strengthening, ROFA grading, MIRL modifications, etc. | Environmental clearance for the upcoming runway 16/34 project including widening/strengthening, grading, MIRL and MALSRS | This is the first step required in this process after the completion of the Master Plan Update. The environmental review will help to identify and mitigate impacts of the project. | Environmental/Planning Phase | \$8,833.00 | \$17,667.00 | 79 |
| 55 | NPIAS | Snohomish | Harvey Field | 2025 | Construct Tie Down Apron | Pave Southeast Transient Tie Down Apron. | Paving the 300 ft. x 100 ft. grass area will provide all-weather capability. | Construction Phase | \$0.00 | \$73,835.00 | 78 |
| 56 | Non-NPIAS | Ilwaco | Port of Ilwaco | 2025 | Runway Striping | Restriping the runway. | Restriping the runway. | Construction Phase | \$7,500.00 | \$15,000.00 | 77 |
| 57 | Non-NPIAS | Lind | Lind Municipal | 2025 | Reconstruct Taxiway near Runway 05 end (Construction) | Reconstruct approximately 4,000 SY of taxiway pavement at the west end of the airport. | Our airport layout plan and narrative report calls for reconstruction of taxiway pavement between the aircraft parking apron and the Runway 5 end. This work is seen as improving the safety at our airport and it helps reduce the need for aircraft to back-taxi on the runway. | Construction Phase | \$100,000.00 | \$105,555.00 | 77 |
| 58 | NPIAS | Moses Lake | Grant County International | 2025 | Reconstruct Partial Taxiway G (South) from RW 32R to G2 Including MITL TW Signs - 100% to Final Design Bid Package | Taxiway G South Final Design: Partial Taxiway G Reconstruction from RW 32R to G2 including MITL TW Signs. | Existing taxiway has reached the end of its useful life. This project will allow continued access to the East ramp on the airfield. | Design Phase | \$7,500.00 | \$150,000.00 | 76 |
| 59 | NPIAS | Anacortes | Anacortes | 2025 | Runway 18-36 Lighting Improvements Construction – Ph.2 Construction | Construction for the Lighting Project, specifically for phase 2: PAPIs, Runway Hold Signs, Lighted Wind Cone, and new CCR will be completed. | Phase 2 Construction will replace the new PAPIs, Wind Cone, Runway Hold Sign, and the lighting regulator as well as all associated electrical components. | Construction Phase | \$0.00 | \$391,568.00 | 76 |
| 60 | Non-NPIAS | Quincy | Quincy Municipal | 2025 | Runway Widening (Design Only) | Design Services for widening runway to 60 foot. | Meets FAA design standards for runway width. | Design Phase | \$95,000.00 | \$100,000.00 | 76 |
| 61 | NPIAS | Arlington | Arlington Municipal | 2025 | Taxiway C Extension Environmental Categorical Exclusion and Design | Documented Categorical Exclusion (CatEx), if required, and design of the Taxiway C extension | The Taxiway C extension is necessary in order to accommodate growth at Arlington Municipal Airport. This project will include extending Taxiway C northwest approximately 900 feet to allow interested hangar developers to construct new taxilanes and hangars southwest of the new taxiway. AWO currently has contractors developing the last available land adjacent to Taxiway C, and a new developer is planning to construct several new hangars along the extended taxiway beginning in 2025. The extended taxiway will meet TDG 2B design standards. Phase 1 of this project will include a NEPA categorical exclusion or documented categorical exclusion, if required, and design of the Taxiway C extension. | Construction Phase | \$9,500.00 | \$19,000.00 | 76 |
| 62 | Non-NPIAS | Goldendale | Goldendale Municipal | 2025 | Widen and extend Runway 7-25 Phase 1 | Widen and extend Runway 7-25. | Widen runway to 60 feet to meet standards and extend runway to required length noted in the master plan. | Construction Phase | \$342,000.00 | \$360,000.00 | 75 |
| 63 | Non-NPIAS | Goldendale | Goldendale Municipal | 2025 | Widen and extend Runway 7-25 Phase 2 | Widen and extend Runway 7-25. | Widen runway to 60 feet to meet standards and extend runway to required length noted in the master plan. | Construction Phase | \$750,000.00 | \$789,473.00 | 75 |
| 64 | Non-NPIAS | Goldendale | Goldendale Municipal | 2025 | Hangar Taxilane | Design and construct a taxilane in support of hangar development at the airport. | Required to support hangar development demand. | Construction Phase | \$300,000.00 | \$315,789.00 | 74 |
| 65 | NPIAS | Brewster | Anderson Field | 2025 | Install PAPI and REILs (Design and Construction) | Install PAPI and REILs (Design and Construction). | Install PAPI and REILs (Design and Construction). | Construction Phase | \$19,350.00 | \$338,701.00 | 74 |
| 66 | NPIAS | Ellensburg | Bowers Field | 2025 | Hangar Taxilane Complex Development - Design | Hangar Taxilane Complex Development. | Hangar Taxilane Complex Development. | Design Phase | \$3,947.00 | \$157,895.00 | 72 |
| 67 | NPIAS | Omak | Omak Municipal | 2025 | South Hangar Taxilane Design | South Hangar Development Taxilane. | South Hangar Development Taxilane. | Design Phase | \$7,500.00 | \$15,000.00 | 71 |
| 68 | Non-NPIAS | Tekoa | Willard Field | 2025 | Taxilane and Apron Development Project, Phase 1 (Design Only) | Taxilane and Apron Development Project, Phase 1. | Taxilane and Apron Development Project, Phase 1. | Design Phase | \$62,700.00 | \$66,000.00 | 70 |

WSDOT Statewide Capital Improvement Plan Project Year 2025

| | NPIAS and Non-NPIAS | City | Airport | Year | Project Name | Project Description | Project Justification | Phase Name | State | Total | Total Score |
|-----|---------------------|----------------|--|------|---|--|--|------------------------------|--------------|-----------------|-------------|
| 69 | Non-NPIAS | Tonasket | Tonasket Municipal | 2025 | Rehabilitation of existing south taxiways to include a 2-inch mill and fill of pavement section. | Construct new hangar taxiway east-west stub #2. | Improved access and compliance with new standards. | Construction Phase | \$77,095.00 | \$85,661.00 | 70 |
| 70 | NPIAS | Moses Lake | Grant County International | 2025 | ARFF & SRE Facilities Phase 1, Pre-Engineering/Facility Planning - Archit./ALPU | ARFF & SRE Facilities Phase 1, Pre-Engineering/Facility Planning. | ARFF & SRE Facilities Phase 1, Pre-Engineering/Facility Planning. | Design Phase | \$8,368.00 | \$175,737.00 | 70 |
| 71 | NPIAS | Burlington | Skagit Regional | 2025 | West End Obstruction Removal – Environmental | EA for Obstruction Removal (Trees) | EA for Obstruction Removal (Trees) | Construction Phase | \$8,333.00 | \$166,666.00 | 67 |
| 72 | NPIAS | Davenport | Davenport Municipal | 2025 | Install RW 6 and RW 24 PAPI; Install AWOS III-P-T; Ph2-Construction | Install RW 6 and RW 24 PAPI; Install AWOS III-P-T; Ph2-Construction | Install RW 6 and RW 24 PAPI; Install AWOS III-P-T; Ph2-Construction | Design Phase | \$32,578.00 | \$435,563.00 | 67 |
| 73 | Non-NPIAS | Moses Lake | Moses Lake Municipal | 2025 | Turf Runway Conversion | Install irrigation and seed to convert dirt parallel runway to turf. | Adds optional soft surface landing zone for aircraft with specialized tires, providing for expansion of services to other aircraft types. | Construction Phase | \$108,000.00 | \$113,684.00 | 67 |
| 74 | NPIAS | Spokane | Felts Field | 2025 | Northeast Taxiway Development -Phase 2: Design & Phase 1: Construction | Northeast Taxiway Development -Phase 2: Design & Phase 1: Construction1 | Northeast Taxiway Development -Phase 2: Design & Phase 1: Construction | Design Phase | \$72,222.00 | \$1,144,444.00 | 65 |
| 75 | NPIAS | Snohomish | Harvey Field | 2025 | Perimeter Fencing & Gates -Design /Construct | Design and Construction for the perimeter fencing and gate improvements. Work consists of replacing a portion of the existing chain link airport perimeter fence and gates. It is anticipated that some manual gates will be upgraded to automated gates. Existing terrain will also be smoothed as part of the project to provide better functionality and maintainability. | Existing fence heights vary at the airport, with some sections as low as approximately 4 feet. Improved fencing and gates will increase safety by restricting unauthorized personal and/or animals from accessing the airfield. | Construction Phase | \$21,064.00 | \$42,129.00 | 63 |
| 76 | Non-NPIAS | Friday Harbor | Friday Harbor SPB | 2025 | Seaplane Base Maintenance Facility - Phase 1 Design | Develop a seaplane base maintenance facility | Required to support seaplane operations | Design Phase | \$16,667.00 | \$333,334.00 | 62 |
| 77 | NPIAS | Packwood | Packwood | 2025 | Taxiway, Tie Down Apron and Helicopter Parking – Phase 2 Design | Taxiway, Tie Down Apron and Helicopter Parking. | Taxiway, Tie Down Apron and Helicopter Parking. | Design Phase | \$10,000.00 | \$200,000.00 | 62 |
| 78 | NPIAS | East Wenatchee | Pangborn Memorial | 2025 | Acquire Snow Removal Equipment | Acquire Snow Removal Equipment. | Acquire Snow Removal Equipment. | Construction Phase | \$33,333.00 | \$66,666.00 | 62 |
| 79 | NPIAS | Auburn | Auburn Municipal | 2025 | Install AWOS, Generator and Beacon Reconstruction – Phase 2 Construction | Construction for packaged group of projects to include AWOS, Beacon, and Emergency Generator. | Completes construction for high priority airfield projects. NextGen report identified lack of AWOS as deficiency. | Construction Phase | \$28,750.00 | \$1,150,000.00 | 62 |
| 80 | NPIAS | Seattle | Sea-Tac International | 2025 | Noise Mitigation Apartment Buildings | Apartment Sound Insulation. | Apartment Sound Insulation. | Construction Phase | \$0.00 | \$25,000,000.00 | 61 |
| 81 | Non-NPIAS | Concrete | Mears Field | 2025 | Security Fencing and Gates | Design/Construction - Complete existing fencing around perimeter of airport property and add 2 electronic security gates with one at the main entrance off of South Superior Avenue and one at the east runway access point off of Ronald Avenue. | Finished perimeter fencing would fully enclose airport property and act as a barrier and deterrent to non-essential personnel and wildlife. Security gates would also assist in the prevention of access to secure areas and the runway to non-essential vehicles and pedestrians while increasing the overall protection of airport property. | Construction Phase | \$71,250.00 | \$75,000.00 | 61 |
| 82 | NPIAS | Bremerton | Bremerton National | 2025 | Construct South Hangar Taxiway Phase 2A - Construction | Construction of first phase (A) of Phase 2 south hangar construction infrastructure including pavement, utilities, and miscellaneous site grading for future hangars. | Airport has a large waiting list for both box hangars and T-hangars. | Construction Phase | \$0.00 | \$1,500,000.00 | 61 |
| 83 | NPIAS | Sunnyside | Sunnyside Municipal | 2025 | Perimeter Fence -Environmental, Design & Construction | Install security fencing around the airfield to include filling gaps on the south side of the airfield, vehicle and pedestrian gates, and complete fencing on the east, north, and west boundary. | Install security fencing around the airfield for safety and security to prevent pedestrians, farm equipment, and livestock from entering the runway. | Construction Phase | \$38,333.00 | \$326,666.00 | 61 |
| 84 | Non-NPIAS | Moses Lake | Moses Lake Municipal | 2025 | Airport Fencing | Finish fencing along south, west, and east property lines to provide additional airport security as well as demarc airport boundaries. | Fencing around airport has not been completed causing a security risk. | Construction Phase | \$120,000.00 | \$126,315.00 | 60 |
| 85 | NPIAS | Ione | Ione Municipal | 2025 | Helipad and Perimeter Fence: Phase 2 Construction | Install new automated vehicle access gate & reconfigure Fence (NE landside area) | Install new automated vehicle access gate & reconfigure Fence (NE landside area) | Construction Phase | \$12,150.00 | \$294,300.00 | 58 |
| 86 | Non-NPIAS | Eatonville | Swanson Field | 2025 | Improvements to Restrict Vehicle Access (Fencing) | This is a request to assist in the installation of coded gates and fencing at the 5 vehicular access points to the runway. | Swanson Field has been experiencing an increasing number of unauthorized daylight and night runway incursions by vehicles driving on or parking on the runway causing near misses and last second go-arounds. | Construction Phase | \$11,579.00 | \$12,188.00 | 58 |
| 87 | Non-NPIAS | Moses Lake | Moses Lake Municipal | 2025 | Increase Aircraft Parking Areas (Construction) | Install (20) additional tie-downs on west side of airport. | Install (20) additional tie-downs on west side of airport. | Construction Phase | \$47,500.00 | \$50,000.00 | 58 |
| 88 | Non-NPIAS | Moses Lake | Moses Lake Municipal | 2025 | Increase aircraft parking areas (Design Only) | Design Services for installation of 20 additional tie-downs on the west side of airport. | There are not enough tie-down locations to accommodate demand by transient pilots. This project adds (20) additional locations. | Design Phase | \$9,500.00 | \$10,000.00 | 57 |
| 89 | Non-NPIAS | Ilwaco | Port of Ilwaco | 2025 | Trimming Trees | Trimming of trees along the property lines next to the runway. | Trimming of trees along the property lines next to the runway. | Construction Phase | \$5,000.00 | \$10,000.00 | 57 |
| 90 | NPIAS | Snohomish | Harvey Field | 2025 | AWOS-III P/T Siting, Title VI, and Community Participation Plan Development | The work will include siting analysis for the 2026 design and construction of the AWOS-III P/T (already on the SCIP). It will also include development of a Civil Rights Title VI plan and Community Participation Plan. | The work will include siting analysis for the 2026 design and construction of the AWOS-III P/T (already on the SCIP). It will also include development of a Civil Rights Title VI plan and Community Participation Plan. | Environmental/Planning Phase | \$8,333.00 | \$166,667.00 | 57 |
| 91 | Non-NPIAS | Eatonville | Swanson Field | 2025 | Airport Sign Improvements | Install signage to inform the public at the pedestrian and vehicular access points, of the hazards, security and safe practices while near or entering aircraft operating areas. | Install signage to inform the public at the pedestrian and vehicular access points, of the hazards, security and safe practices while near or entering aircraft operating areas. Includes the fabrication and placement of a sign at the main entrance to the airport. | Construction Phase | \$35,000.00 | \$36,842.00 | 55 |
| 92 | Non-NPIAS | Eatonville | Swanson Field | 2025 | Airport Sign Improvements | Install signage to inform the public at the pedestrian and vehicular access points, of the hazards, security and safe practices while near or entering aircraft operating areas. | Install signage to inform the public at the pedestrian and vehicular access points, of the hazards, security and safe practices while near or entering aircraft operating areas. | Construction Phase | \$36,842.00 | \$38,781.00 | 55 |
| 93 | NPIAS | Toledo | Ed Carlson Memorial - South Lewis County | 2025 | AWOS III P/T: Phase 2 - Design & Construct | AWOS (PH 2). | AWOS (PH 2). | Construction Phase | \$25,555.00 | \$511,110.00 | 54 |
| 94 | NPIAS | Othello | Othello Municipal | 2025 | Apron Expansion (Phase 1- Design) | Expansion of existing apron. | Need additional tie-down parking for itinerant aircraft. | Design Phase | \$6,000.00 | \$120,000.00 | 53 |
| 95 | NPIAS | Ocean Shores | Ocean Shores Municipal | 2025 | Install AWOS III P/T, Site Selection – Phase 1 Design | PE and analysis. | PE and analysis. | Environmental/Planning Phase | \$7,500.00 | \$150,000.00 | 52 |
| 96 | NPIAS | Odessa | Odessa Municipal | 2025 | Lighted Windsock (Construction) | Install lighted windsock. FAA funding will be BIL funds. | Existing windsock is in need of replacement. | Construction Phase | \$5,000.00 | \$10,000.00 | 50 |
| 97 | Non-NPIAS | Goldendale | Goldendale Municipal | 2025 | Construct nested T-hangar buildings, land acquisition and hangar taxiway construction. | Activate property purchases and /or property exchanges formerly negotiated with individuals owning property in the area between Taxiways A and B. Install one six-position T-hangar orienting it so that it may be accessed by both Taxiways A and B and construct hangar taxiways. | Increased requests for hangar space. | Construction Phase | \$150,000.00 | \$305,000.00 | 49 |
| 98 | NPIAS | Eastsound | Orcas Island | 2025 | Drainage Rehabilitation/Improvements | The Stormwater Drainage Analysis Study and Management Report from December 2023 identifies several undersized and poorly graded ditches and culverts along Runway 16/34 that cause seasonal flooding. This project will be the first phase of work to correct stormwater system issues. Work includes design and construction efforts. | The Stormwater Drainage Analysis Study and Management Report from December 2023 identifies several undersized and poorly graded ditches and culverts along Runway 16/34 that cause seasonal flooding. This project will be the first phase of work to correct stormwater system issues. Work includes design and construction efforts. | Construction Phase | \$96,200.00 | \$192,400.00 | 49 |
| 99 | NPIAS | Eastsound | Orcas Island | 2025 | Property Acquisition for ROFA and RPZ | This project will purchase land that is sited within Runway 16-34's ROFA and RPZ as shown on the ALP | This project will purchase land that is sited within Runway 16-34's ROFA and RPZ as shown on the ALP | Construction Phase | \$75,000.00 | \$3,000,000.00 | 49 |
| 100 | NPIAS | Spokane | Spokane International | 2025 | Concourse A/B & C Terminal Renovation & Expansion. Consolidated Screening Check Point Area & Bag Hall | Concourse A/B & C Terminal Renovation & Expansion. Consolidated Screening Check Point Area & Bag Hall | Concourse A/B & C Terminal Renovation & Expansion. Consolidated Screening Check Point Area & Bag Hall | Construction Phase | \$0.00 | \$714,193.00 | 48 |
| 101 | NPIAS | Yakima | Yakima Air Terminal-McAllister Field | 2025 | Terminal Phase 1B Construction | This phase will include construction of approximately \$2,000,000 to improve the terminal building. These improvements may include HVAC, TSA, baggage handling, passenger waiting areas, etc. | The existing terminal building is past its useful life and is in need of upgrades/improvements. This project will modernize the terminal building and improve both energy efficiency and passenger flow. | Construction Phase | \$0.00 | \$2,000,000.00 | 48 |
| 102 | NPIAS | Yakima | Yakima Air Terminal-McAllister Field | 2025 | Terminal Phase 1B Design | Design and bidding phase services for 1B Terminal Building. This phase will be scaled to include approximately \$5 million in design services for future phases | The existing terminal building is past its useful life and is in need of upgrades/improvements. This project will modernize the terminal building and improve both energy efficiency and passenger flow. | Design Phase | \$0.00 | \$5,000,000.00 | 48 |
| 103 | NPIAS | Chelan | Lake Chelan | 2025 | Land Acquisition for RW Relocation | Land acquisition. | Land acquisition. | Environmental/Planning Phase | \$512,875.00 | \$10,257,500.00 | 47 |

WSDOT Statewide Capital Improvement Plan Project Year 2025

| | NPIAS and Non-NPIAS | City | Airport | Year | Project Name | Project Description | Project Justification | Phase Name | State | Total | Total Score |
|-----|---------------------|---------------|--|------|--|---|--|--------------------|--------------|----------------|-------------|
| 104 | NPIAS | Seattle | Boeing Field/King County International | 2025 | Electric Mowers for Sustainability | King County International Airport (KCIA) is committed to becoming a carbon-neutral airport. As part of this commitment, KCIA plans to convert all landscaping equipment to electric ground equipment, significantly reducing CO2 emissions. This grant will enable KCIA to replace airside and landside ride-on-top mowers with electric alternatives. Specifically, the grant will fund the purchase of: - Two electric mowers with safety cab enclosures for airside use. | King County International Airport (KCIA) is committed to becoming a carbon-neutral airport. As part of this commitment, KCIA plans to convert all landscaping equipment to electric ground equipment, significantly reducing CO2 emissions. This initiative aligns with several key goals and programs: 1. Airport Credit Accreditation Program (ACAP): KCIA is part of ACAP and voluntarily undergoes annual audits on Scope 1 and 2 carbon emissions. By transitioning to electric landscaping equipment, KCIA will significantly reduce its carbon footprint, contributing to the ACAP carbon reduction goals. 2. King County's Strategic Climate Action Plan (SCAP): This project supports King County's SCAP, which aims to reduce greenhouse gas emissions and promote sustainability. Replacing older, inefficient mowers with electric alternatives directly contributes to these objectives. 3. Equity and Social Justice Initiative: The project also aligns with King County's Equity and Social Justice Initiative by reducing | Construction Phase | \$71,250.00 | \$75,000.00 | 45 |
| 105 | Non-NPIAS | Ilwaco | Port of Ilwaco | 2025 | Tie Downs | Make improvements to airplane tie downs. | Make improvements to airplane tie downs. | Construction Phase | \$5,000.00 | \$10,000.00 | 42 |
| 106 | NPIAS | Seattle | Sea-Tac International | 2025 | Reconstruct Concourse S - Design Phase 2 | Terminal - Improve/Modify/Rehabilitate Terminal Building. | Terminal - Improve/Modify/Rehabilitate Terminal Building. | Construction Phase | \$0.00 | \$2,000,000.00 | 41 |
| 107 | Non-NPIAS | Eatonville | Swanson Field | 2025 | Land Aquisition | Acquire land that becomes available abutting the airport. | Allow for future development in Airport zone. | Design Phase | \$5,000.00 | \$5,263.00 | 40 |
| 108 | NPIAS | Arlington | Arlington Municipal | 2025 | EV Charging Station Installation | Installation of Electric Vehicle charging | AWO has purchased an Electric Vehicle charging station. This project will install the EV charger east of the airport office, next to the new solar panels. This project will support sustainability initiatives at AWO. | Construction Phase | \$40,000.00 | \$40,000.00 | 39 |
| 109 | NPIAS | Bellingham | Bellingham International | 2025 | Rental Car QTA | Quick turn around facility for the on airport rental car agencies | Existing QTA infrastructure inadequate | Construction Phase | \$0.00 | \$2,900,000.00 | 37 |
| 110 | NPIAS | Chehalis | Chehalis-Centralia | 2025 | South West Hangar - Phase 1 Design | South West Hangar - Phase 1 Design. | South West Hangar - Phase 1 Design. | Design Phase | \$0.00 | \$20,000.00 | 37 |
| 111 | NPIAS | Bellingham | Bellingham International | 2025 | Construct New Jet A Fuel Farm | Construct New Jet A Fuel Farm. | Construct New Jet A Fuel Farm. | Construction Phase | \$0.00 | \$5,500,000.00 | 37 |
| 112 | NPIAS | Bellingham | Bellingham International | 2025 | Design Jet A Fuel Farm | Design Jet A Fuel farm for Jet A | Existing facility is operationally difficult and ageing beyond useful life. | Design Phase | \$0.00 | \$2,800,000.00 | 37 |
| 113 | NPIAS | Hoquiam | Bowerman Field | 2025 | New Fuel Tanks and Fuel Dispensing System Procurement Package, Bid, Purchase | Completes the procurement package, bidding, and purchasing of the fuel storage tanks and the fuel dispensing system. | To provide additional aircraft services. | Construction Phase | \$0.00 | \$77,778.00 | 36 |
| 114 | Non-NPIAS | Republic | Ferry County | 2025 | Aircraft Fueling System | All work associated with planning, survey, design and construction, for the installation of a card-lock controlled fuel system. | There is no fueling system currently at the airport site. With the Ferry County Airport being in a more remote location there are limited opportunities to purchase aviation fuel. A fueling system would be great benefit to local pilots and visitors. | Construction Phase | \$0.00 | \$70,000.00 | 36 |
| 115 | NPIAS | Port Angeles | William R. Fairchild International | 2025 | Hangar Site Development - Construction (Phase 2) | Construction for hangar site preparation and hangar structure at Site E. Includes electrical utilities and connection to existing water and sanitary sewer. Also includes new taxiway pavement adjacent to hangar (excavation/grading, base course, HMA paving, pavement markings, drainage). Hangar E will be 250' long x 70' wide and will provide 4 box hangars for Group I or Group II aircraft. | Project is needed because large/corporate hangars at the airport are 100% occupied. | Construction Phase | \$52,378.00 | \$104,756.00 | 36 |
| 116 | NPIAS | Eastsound | Orcas Island | 2025 | Hangar Acquisition | This BIL funded project will purchase an existing hangar that will become revenue generating for the Sponsor. | This BIL funded project will purchase an existing hangar that will become revenue generating for the Sponsor. | Construction Phase | \$100,000.00 | \$200,000.00 | 35 |
| 117 | NPIAS | Oroville | Dorothy Scott International | 2025 | Jet A Fuel System - Design | Installation of a Jet A fuel system including above ground tanks and a self service dispenser/credit card reader. | Installation of a Jet A fuel system would better serve the existing and future users of the airport. Revenue from the fuel system would make the airport financials more sustainable. | Construction Phase | \$0.00 | \$12,222.00 | 35 |
| 118 | NPIAS | Electric City | Grand Coulee Dam | 2025 | Installation of Fuel System | This project includes Phase 2 construction services for the installation of a 12k Gallon Avgas Fuel Tank and Card Reader. Phase 2 construction to consist of procurement and installation of tank equipment and card reader. | This project includes Phase 2 construction services for the installation of a 12k Gallon Avgas Fuel Tank and Card Reader. Phase 2 construction to consist of procurement and installation of tank equipment and card reader. | Construction Phase | \$0.00 | \$330,000.00 | 35 |
| 119 | Non-NPIAS | Tonasket | Tonasket Municipal | 2025 | County Road Realignment | Realign county road to provide increased separation from aircraft areas resulting from extension of runway and parallel taxiway. | Safety. | Construction Phase | \$0.00 | \$205,446.00 | 28 |