



PORT OF BELLINGHAM
Washington State

MEMORANDUM

TO: ROB FIX

DATE: February 19, 2019

FROM: SUNIL HARMAN 

**COPIES: TAMARA SOBJACK
FRANK CHMELIK
EMILY PHILLIPE**

**SUBJECT: AUTHORIZATION TO EXECUTE A FAA AGREEMENT TO TRANSFER
\$2,493,361 MILLION IN ACCUMULATED FY 2017 AND FY 2018 FAA AIRPORT
IMPROVEMENT PROGRAM (AIP) PRIMARY ENTITLEMENT FUNDS**

ACTION REQUIRED

Authorize the Executive Director to execute a Federal Aviation Administration (FAA) agreement that would enable a transfer of entitlement funds in accordance with 49 USC § 47117 (c)(2) to donate \$2,493,361 million in accumulated primary Airport Improvement Program (AIP) funds from FY2017 and FY2018 to Pullman-Moscow Regional Airport's sponsor, the City of Pullman, WA & City of Moscow, ID.

BACKGROUND

The Bellingham International Airport (BLI) is annually allocated FAA administered federal funds based on an apportionment formula of the number of annually enplaning passengers served by BLI. The funds can only be used to pay for up to 90% of eligible planning, design and construction of approved capital projects and purchase of specific equipment mandated under the Airport Improvement Program (AIP), established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the AIP has been amended numerous times, most recently with the passage of the FAA Modernization and Reform Act of 2012. Funds obligated for the AIP are drawn from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes, and other similar revenue sources.

BLI did not have FAA approved capital projects in FY2017 to encumber its AIP entitlement funds and in FY2018, the AIP entitlement funds exceeded BLI's FAA capital projects. Accumulation and carryover of such funds limits the ability of the FAA to meet crucial capital improvement needs therefore, the FAA allows airport sponsors such as the Port to donate its AIP entitlements to specified public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

Typically, sponsors select non-competing airports within the state or region. While reciprocity is not expected nor implied, donor airports are prioritized to receive discretionary FAA funds when they have eligible project needs which exceeded their funding capacity with AIP entitlement funds alone.

FISCAL IMPACT

No fiscal impact as the funds being donated have not been encumbered or assigned to projects.

STRATEGIC PURPOSE

Aviation's 2019 objective to manage the operating and capital expenses of BLI to coincide with demand.

RECOMMENDATION

Approval of action requested.

Request for FAA Approval of Agreement for Transfer of Entitlements

In accordance with 49 USC § 47117(c)(2),

Name of Transferring Sponsor: Port of Bellingham, Washington
hereby waives receipt of the following amount of funds apportioned to it under 49 USC § 47117(c) for the:

Name of Transferring Airport (and Locid): Bellingham International Airport (BLI)

for each fiscal year listed below:

Entitlement Type (Passenger, Cargo or Nonprimary)	Fiscal Year	Amount
Primary	2017	\$1,493,361
		\$
		\$
		\$
Total		\$1,493,361

The Federal Aviation Administration has determined that the waived amount will be made available to:

Name of Airport (and Locid) Receiving Transferred Entitlements: Pullman-Moscow Regional Airport

Name of Receiving Airport's Sponsor: City of Pullman, WA & City of Moscow, ID

a public use airport in the same state or geographical areas as the transferring airport for eligible projects under 49 USC § 47104(a).

The waiver expires on the earlier of September 30, 2019 (date) or when the availability of apportioned funds lapses under 49 USC § 47117(b).

For the United States of America, Federal Aviation Administration:

Signature: _____

Name: _____

Title: _____

Date: _____

Certification of Transferring Sponsor

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this _____ day of _____, _____.

Name of Sponsor: Port of Bellingham

Name of Sponsor's Authorized Official:

Title of Sponsor's Authorized Official:

Signature of Sponsor's Authorized Official: _____

Certificate of Transferring Sponsor's Attorney

I, _____, acting as Attorney for the Sponsor do hereby certify that in my opinion the Sponsor is empowered to enter into the foregoing Agreement under the laws of the state of _____. Further, I have examined the foregoing Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said state and 49 USC § 47101, et seq.

Dated at _____ (City, State), this _____ day of _____, _____.

Signature of Sponsor's Attorney: _____

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hereby waives receipt of the following amount of funds apportioned to it under 49 USC § 47117(c) for the:

Name of Transferring Airport (and Locid): Bellingham International Airport (BLI)

for each fiscal year listed below:

Entitlement Type (Passenger, Cargo or Nonprimary)	Fiscal Year	Amount
Primary	2018	\$1,000,000
		\$
		\$
		\$
Total		\$1,000,000

The Federal Aviation Administration has determined that the waived amount will be made available to:

Name of Airport (and Locid) Receiving Transferred Entitlements: Pullman-Moscow Regional Airport

Name of Receiving Airport's Sponsor: City of Pullman, WA & City of Moscow, ID

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Name of Sponsor's Authorized Official:

Title of Sponsor's Authorized Official:

Signature of Sponsor's Authorized Official: _____

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Dated at _____ (City, State), this _____ day of _____, _____.

Signature of Sponsor's Attorney: _____