

Preparing for FY2021 Grants

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Why discuss FY2021 now?

- DOT/FAA is discussing advancing AIP grant activity for a variety of reasons.
- It is possible that AIP grant applications, based upon bids, could be due in early April.
- Maine airports benefit by earlier bids and construction starts.
- Nothing prevents earlier grant applications.
- All remain subject to congressional appropriations.

What we need to avoid

- Changing projects in the coming year (FY21) program.
 - Changes equate to extra workloads across multiple levels and organizations.
 - Makes it more difficult to apply the time to review and refine projects applying for grants.
 - Last minute re-scheduling of discretionary projects may need to wait more than one year.
 - Don't start EA's or design projects if there are still planning or political issues to resolve.
- Using deadlines as targets.
- Not considering bottleneck effects on other participants, such as permitting agencies.
- Scheduling revenue projects or entitlement transfers without addressing pavement conditions, obstruction removal, or other safety-related issues.

What we need to do.

- Start consultant selection by end of March to mid-April, if required.
- Discuss project work requirements with your consultants to understand their scheduling preferences and constraints.
- In June, start scheduling scoping meetings for summer.
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- Use the project readiness form to update us on cost, permit schedules, need for ALP revisions, cost estimates, etc. And other key information we require to evaluate and advocate for your project's needs. (September – October).
- Apply for permits early enough to receive determinations by December 1.
- Bid in February or earlier to support April 1st or earlier grant application.

Don't forget to..

- Confirm PCI data supports any proposed Rehab/Reconstruct.
- Confirm proposed development is shown on current ALP.
- Status of obstructions and a plan to mitigate if necessary.
- Approved DBE goal in place.

