This appendix describes the importance of securing alternate funding sources for capital improvements on the Airport's CIP. Chapter 6 presents the funding requirements for the CIP of the Juneau International Airport through 2015. The total funding requirements presented in Chapter 6 are based on the assumption that the Airport would issue bonds to cover the CIP. This appendix presents the importance of securing alternate funding sources for capital improvements on the Airport's CIP. Table 6-E in Chapter 6 presents the funding shortfall for the years 2000 through 2015, if the recommended capital improvements are implemented. The Chapter 6 table is based on the assumption that the Airport would issue bonds to cover the CIP. This appendix presents how the CIP cash flow changes if alternate funding is obtained (direct state or federal appropriations, sales tax revenues, or other sources) to offset the bonding requirement. In the revised table below, we made the assumption that the Airport would be successful in obtaining funding to cover the costs of terminal building expansion. This assumption reduces the local funding requirement to $3,364,013 in the short-term, $4,917,656 in the medium-term, and $8,156,031 in the long-term.

In generating the revised debt service requirements, the bond assumptions made in Chapter 6 were used (a 25% coverage requirement, 6% interest, 20-year term). By reducing the bonding requirement, the debt service is reduced. The CIP cash flow is reversed through the medium-term.

PFC collections may only be used to fund the portion of debt service that covers PFC-qualified projects. Surplus PFC collections may be used only for qualified capital projects.