

Federal Aviation Administration (FAA) Update

Federal Funding for California Airports

Presented to: **California Transportation Commission**

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Date: *October 12, 2022*



**Federal Aviation
Administration**

Topics We Will Cover Today

- **HISTORICAL INFORMATION – Airport Improvement Program Funding (FY 15-22)**
NOTE: I have provided two EXHIBITS that contain funding by airport
- **HISTORICAL INFORMATION – Other Federal Funding to California Airports (FY 20-22)**
(Supplemental, CARES, CRRSA, ARPA, and BIL)
- **Opportunities for Additional Federal Funding**
Airport Stakeholder Input
Considerations for the Next California Aviation System Plan (CASP)
- **Suggestions for California Transportation Agencies Consideration**



HISTORICAL INFORMATION - Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Funding

*** State Funding was Provided by Caltrans ***

Federal Fiscal Year	California Expired Funds - AIP Funds Lost (Formula) (By Federal Fiscal Year)	AIP Funding For California Airports (Federal Fiscal Year Total)	State Funding State AIP Match (Federal Fiscal Year Total)	Percent of Federal Funding Matched by State
FY 15	\$4,488,536	\$239,423,813	\$1,783,294	0.74%
FY 16	\$159,382	\$257,988,430	\$1,416,384	0.55%
FY 17	\$1,060,080	\$286,483,738	\$1,173,952	0.41%
FY 18	\$5,241,823	\$251,411,440	\$788,896	0.31%
FY 19	\$4,164,349	\$270,233,108	\$1,942,291	0.72%
FY 20	\$5,401,445	\$221,339,173	-	Federal share was 100%
FY 21	\$4,279,878	\$252,842,422	-	Federal Share was 100%
FY 22	\$4,593,866	\$314,718,434	??	??
TOTALS (FY 15 to 22)	\$29,389,359	\$2,094,440,558	?? <i>(FY 15-19 = \$7,104,817)</i>	?? <i>(FY 15-19 = 0.54%)</i>

**See Attached EXHIBIT A - Itemized List of California Airports Losing Federal Formula Funding (Federal Fiscal Years 15 to 22)*

***See Attached EXHIBIT B - Itemized List of Federal and State Funding to California Airports (Federal Fiscal Years 15 to 19)*



HISTORICAL INFORMATION – Other Federal Funding to California Airports (FY 20-22)

NOTE:

The following funding programs required a local share by the airport sponsor:

- *Airport Improvement Program (AIP)*
- *Bipartisan Infrastructure Legislation (BIL)*
- *Supplemental (FY 22)*

The other funding programs were 100% federal and did not require a local share.

Federal Fiscal Year	Supplemental	CARES	CRRSA	ARPA	BIL
FY 20	\$63,437,770	\$1,111,046,113	-	-	-
FY 21	\$8,276,151	\$8,738,648	\$247,320,944	\$380,545,010	-
FY 22	\$35,436,700	-	-	\$525,199,707	\$294,572,149
TOTALS	\$107,150,621	\$1,119,784,761	\$247,320,944	\$905,744,717	\$294,572,149



Other Federal Funding for California Airports (FY 20 to FY 22)

AIP 2018-2020 Supplemental Appropriation (Supplemental) Funding

Public Law 117-103 authorizes the Secretary of Transportation to make grants for projects as authorized by subchapter 1 of chapter 471 and subchapter 1 of chapter 475 of title 49, United States Code, in a total amount of supplemental funding of about \$554 million, to remain available through September 30, 2024. After Congressionally Directed spending for specific airport projects and other amounts, at least \$268 million is available as the competitive FY 2022 Airport Improvement Program supplemental discretionary program. This program is subject to a Notice of Funding Opportunity pending publication this fall. Note that this program will prioritize projects at Medium and Large Hub airports, after a required set-aside of \$22 million for Small Hub and smaller airports. Congress has made some set-asides available for VALE/ZEV grants, among other priorities.

Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding

On March 27, 2020, the President signed into law the Coronavirus Aid, Relief, and Economic Security (CARES) Act. FAA is administering \$10 billion in CARES Act Grants as economic assistance to eligible U.S. airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic. Airports can use these emergency-relief funds for any purpose for which airport revenues may be lawfully used. The CARES Act also provided funds to increase the Federal share to 100 percent for Airport Improvement Program (AIP) and Supplemental Discretionary grants that had already been planned for fiscal year 2020. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs.

Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act Funding

On December 27, 2020, the President signed into law the Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act. FAA is administering \$2 billion in CRRSA Act funds as economic assistance to eligible U.S. airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic. Airports may use these funds for operations, personnel, cleaning, sanitization, debt service, and combating the spread of pathogens. Non-primary airports that participate in the FAA Contract Tower Program may use CRRSA Act funds to cover any lawful costs associated with supporting their FAA contract tower operations. Under the CRRSA Act, Congress also prescribed funding for primary airports to provide rent relief to on-airport car rental, on-airport parking, and in-terminal airport concessions.

American Rescue Plan (ARPA) Act of 2021 Funding

On March 11, 2021, the President signed the American Rescue Plan Act (ARPA) of 2021. FAA is administering \$8 billion in ARPA funds as economic assistance to eligible U.S. airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic. Airports may use these funds for operations, personnel, cleaning, sanitization, debt service, and combating the spread of pathogens. Under ARPA, Congress also prescribed funding to primary airports to provide rent relief to in-terminal concessions and awarded a 100% Federal share to AIP and Supplementary Discretionary fiscal year 2021 grants.

Bipartisan Infrastructure Law (BIL) Funding

BIL provides \$20 billion for airport-related projects as defined under the existing AIP Grant and Passenger Facility Charge criteria. The money can be invested in runways, taxiways, safety and sustainability projects, as well as terminal, federal contract towers, airport-transit connections and roadway projects.



Opportunities for Additional Federal Funding

Airport Stakeholder Input

The State of California has two airport associations that work closely with FAA to address State needs. These organizations may be able to partner with the State's Transportation agencies and provide valuable insight with respect to airport needs, funding challenges, and opportunities to better position the State to take advantage of aviation related emerging technologies and initiatives.

- **The Association of California Airports (ACA)**

The ACA represents both publicly- and privately-owned airports in the state of California and organizations and individuals working to foster, promote, and develop the air transportation system through the dissemination of aeronautical information, the consideration of solutions of various airport and aviation problems, and the fostering of public recognition of airports and the airport management profession.

- **The California Airports Council (CAC)**

The CAC advocates on behalf of the commercial service airports in the state of California creating a unified voice for before state and federal leaders.



Opportunities for Additional Federal Funding

Considerations for the Next California Aviation System Plan (CASP)

Airport Infrastructure - Suggest an urban and rural strategy

- Inventory needs and identify state objectives and targets.
- Do urban and rural airports have adequate infrastructure to support aviation related law needs by enforcement and Cal Fire?
- Do urban and rural airports have adequate infrastructure to support aviation needs for state and federal agencies such as the Air National Guard or others dedicated to protecting our natural resources?
- Do urban and rural airports have adequate infrastructure to support aviation related emerging technologies such as Unmanned Aircraft Systems (UAS), Advanced Air Mobility (AAM), Supersonic Business Aircraft, Commercial Space and Space Tourism, etc.?
- Do urban and rural airports have adequate infrastructure to support electrification?

Greener, Inclusive, and Sustainable Aviation - Suggest an urban and rural strategy

- Inventory needs and identify state objectives and targets.
- How well are urban and rural airports taking advantage of FAA funding intended to reduce vehicle and aircraft emissions on airports (*i.e., Airport Zero Emissions Vehicle (ZEV) and FAA's Voluntary Airport. Low Emissions Program (VALE)*)?
- Develop a State system wide strategy, with goals, that could utilize the following programs:
 - *Airport Sustainability Planning Program.*
 - *Energy Efficiency of Airport Power Sources Program.*
 - *Energy Supply, Redundancy and Microgrids Program.*
 - *Alternative Fueling & Construction of Alternative Fueling Infrastructure.*

Aviation Role to Support State Livability Goals – Suggest an urban and rural strategy

- Inventory needs and identify state objectives and targets.
- How does Advanced Air Mobility support the State's goals to provide transportation access to underserved and/or rural communities?
- Has the State identified target areas, or communities, that it believes are prime locations for Advanced Air Mobility investment?
- Are all of Airport Land Use Compatibility Plans up to date? Is this reflected in the CASP?



Suggestions for California Transportation Agencies Consideration

1. Partner with airport stakeholders to develop a statewide airport strategy that supports and achieves the State's goals and objectives.
2. Determine what type of Statewide airport system you want to meet the needs and challenges of the citizens of California. Likewise, consider what State funding levels are needed to maximize federal funding that can help you meet your statewide goals.
3. Your Aviation System Plan is your vision document. The CASP provides our airport stakeholders and FAA with a blueprint on how we can support the State. Consider language in your CASP that clearly articulates the direction the State wishes to go, the timeline which the state wishes to meet its goals and objectives, and the funding needed to support the State's targets, goals, and objectives.



Thank You! Questions?

NOTE: For more information, please review the following exhibits I included with my presentation:

- *EXHIBIT A for an itemized List of California Airports Losing Federal Formula Funding*
- *EXHIBIT B for an itemized List of Federal and State Funding to California Airports*



Division of Aeronautics Update

Historical Focus

Fulfilling the requirements of the State Aeronautics Act statutes and related regulations

Mission

Provide a safe and reliable aviation transportation network that serves all people and respects the environment

Strategic Priorities

- Enhancing Data Collection, Analysis, and Sharing
- Improving Engagement and Alignment
- Leveraging Resources, Partnerships, and Technology



California Aviation System Plan (CASP)

CASP-2020 Focus Areas

- Sustainability
- Multimodal Planning
- Emerging Technologies
- Federal/State Alignment Gaps

Key Upcoming Activities

- Increase Caltrans/FAA Coordination
- Incorporate Best Practices from other States
- Develop State-Level Aviation Priorities





California Airports

California Airports Council (CAC)

- The CAC comprises California's 31 commercial airports
- Record passenger levels in 2019 of 123 million
- Dropped to 41 million in 2020 and rebounded to about 70 million in 2021
- 2022 forecasted to reach or exceed 2019 levels at many CA airports.
- Small and Non-Hub airports are most in need of additional funding

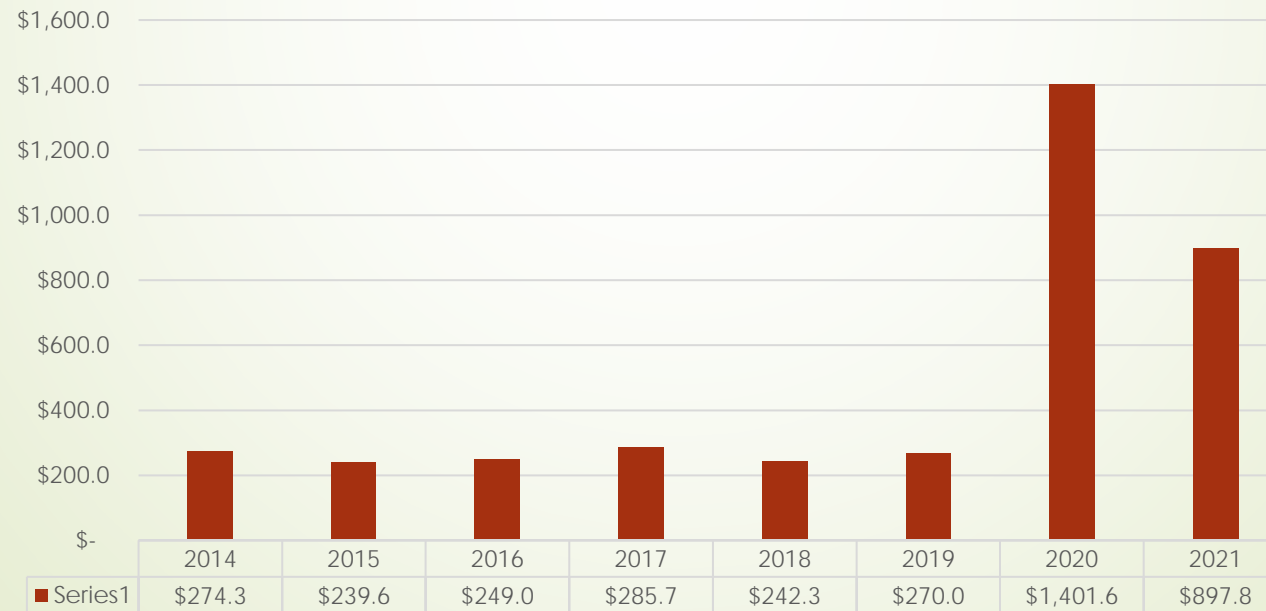
Association of California Airports (ACA)

- The ACA represents over 100 airport sponsors/communities throughout California
- Most members are General Aviation Airports
- Primary activities at ACA Airports include, but are not limited to:
 - Fire/Emergency Support
 - Medical Flights
 - Flight Training
 - Research and Development for Advanced Air Mobility (AAM)
 - Business/Tourism Activity

Funding, Infrastructure, and Planning

- Most California Airports receive FAA Airport Improvement Program (AIP) Grants at 90.34% FAA Share and 9.66% Local Share
- 2014-2021 FAA Funding to California Airports:

FAA Airport Improvement Program
Funding to CA Airports -
In Millions





California Airports

- ❑ A more thoughtful state aviation system plan could yield greater FAA funding for all California airports.
- ❑ Smaller airports in California could be the biggest beneficiaries of greater funding levels.
- ❑ Questions?