FY 2020 Aviation Grant Summary

- Awarded a total of 30 Discretionary Grants to 38 Airports
- TOTAL CDAG FUNDS AWARDED: $8.4 Million (Up From $5.8 Million in FY 2019)

<table>
<thead>
<tr>
<th>CDAG</th>
<th>Local Match</th>
<th>Federal</th>
<th>TOTAL Project Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,432,950 (Fed)</td>
<td>$7,239,280</td>
<td>$60,336,394</td>
<td>$70,008,624*</td>
</tr>
<tr>
<td>$6,005,192 (Non-Fed)</td>
<td>$1,243,636</td>
<td>$-</td>
<td>$7,248,828</td>
</tr>
<tr>
<td>$8,438,142</td>
<td>$8,482,916</td>
<td>$60,336,394</td>
<td>$77,257,452</td>
</tr>
</tbody>
</table>

*Excluding DEN
PCI: Often Overlooked Airside Pavements
Blast Pads, Overruns, Shoulders, and VSRs

Owen K. Silbaugh, Jr., PE, PMP
MassDOT Aeronautics Division
Director of Airport Engineering
Often Overlooked Airside Pavements

- **What pavements were included?**
  - Overruns, Blast Pads, and Shoulders
  - Perimeter, Access, NAVAID, and Vehicle Service Roads

- **Why include non-Aircraft pavement?**
  - Help understand the condition of all pavements within the AOA
  - Provide additional distress data on all airfield pavements

- **How did we collect the data?**
  - Aeronautics staff collected the data
  - Airport ASTM was used to classify distresses

- **What is the benefit?**
  - Provide condition data during the development of ACIP
  - Train staff on how to perform PCI inspections
  - Understand FOD potential and maintenance needs

- **What wasn’t done?**
  - We did not include the data in our overall PCI
Often Overlooked Airfield Pavements
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Often Overlooked Airfield Pavements
Tennessee Case Study:
Using APMS Budget Scenarios to Protect Existing Funding

John-Paul Saalwaechter, P.E., TDOT Aeronautics Division
The Transportation Equity Fund (TEF) is the state funding source that provides grants for operational and capital improvement assistance to airports.

**TEF Allocations:** Revenue funds the administration costs of the Aeronautics Division, and the remainder is split 50/50 between the Commercial Service Airports and General Aviation Airports.

**2015 Legislation:** Senate Bill (SB) 982 was passed to encourage aviation-reliant business growth in Tennessee and imposed a progressive cap on aviation fuel tax revenues.

- Fuel tax cap gradually decreased in the five years after implementation.
- From $21,375,000 in FY 16 down to $10,500,000 in FY 20.
Transportation Equity Fund (TEF)

Revenues since FY 10

<table>
<thead>
<tr>
<th>Year</th>
<th>revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 10</td>
<td>$52.4M</td>
</tr>
<tr>
<td>FY 11</td>
<td>$48.6M</td>
</tr>
<tr>
<td>FY 12</td>
<td>$35.7M</td>
</tr>
<tr>
<td>FY 13</td>
<td>$24.1M</td>
</tr>
<tr>
<td>FY 14</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>FY 15</td>
<td>$20,000,000</td>
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<tr>
<td>FY 16</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>FY 17</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>FY 18</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>FY 19</td>
<td>$60,000,000</td>
</tr>
</tbody>
</table>
Efforts to justify increased funding
System Needs and Impact

APMS Update:
October 2020

Economic Impact Results:
December 2020

System Plan Cost Estimates:
May 2021
Proposed cuts to funding continue...

In March 2021, Senate Bill 0772 was introduced.

SB0772 / HB0773 Amend 005840
- Establishes definition of a Transportation Hub for application of the cap
  - Originates 50 or more flight departures 5 days per week for 6 or more months during the calendar year where passengers or property are regularly exchanged of the same of different licensed air carrier
  - Cap decreased to $7.5M in FY 2022 and then $5M for any tax year on or after July 1, 2022

Would result in a 20% reduction in TEF Revenue compared to FY 19 funding levels!

What is the best way to communicate the annual needs of the system?
Funding Scenarios for General Aviation Pavements

5-year Plans

Unlimited Funding: $462.2 M
-$27.7 M annually
-$10 M annually
-No funding

Condition Rating Scale

2019 2024
Resulting Legislation

SB0772 / HB0773 Amend 007439

• Lowers the aviation fuel tax from 4.5% to 4.25%.
• Establishes definition of a Transportation Hub for application of the cap
  • Originates 50 or more flight departures 5 days per week for 6 or more months during
    the calendar year where passengers or property are regularly exchanged of the same of
    different licensed air carrier
  • Cap decreased to $8.5M in FY 2022 and then $5M for any tax year on or after July 1, 2022
  • The TEF must be reimbursed for decreased aviation fuel tax revenue resulting from any
    public act passed by the general assembly after January 1, 2021.

Fiscal Year 2021-2022 Budget

• $ 3M investment to reimburse the TEF for decreased aviation fuel tax revenue resulting from a
  public act passed by the general assembly in May of 2021.

• $50 M one-time investment in airport infrastructure from the General Fund.
SB0772 / HB0773 Amend 007439

- Lowers the aviation fuel tax from 4.5% to 4.25%.
- Establishes definition of a Transportation Hub for application of the cap
  - Originates 50 or more flight departures 5 days per week for 6 or more months during the calendar year where passengers or property are regularly exchanged of the same of different licensed air carrier
  - Cap decreased to $8.5M in FY 2022 and then $5M for any tax year on or after July 1, 2022
  - The TEF must be reimbursed for decreased aviation fuel tax revenue resulting from any public act passed by the general assembly after January 1, 2021.

Fiscal Year 2021-2022 Budget

- $3M investment to reimburse the TEF for decreased aviation fuel tax revenue resulting from a public act passed by the general assembly in May of 2021.

- $50 M one-time investment in airport infrastructure from the General Fund.
Systemwide PCI levels are useful metrics for existing and future aviation system condition.

APMP budget scenarios are effective indicators of future system condition with different funding levels.

APMP budget scenarios are effective for justifying annual budget needs.

Compared to 5, 10, or 20-year systemwide budgetary needs, recurring annual budget needs can be easier for stakeholders to understand.

Stay prepared to defend current budget levels using system data. A good APMS is a very effective tool.