

FUNDING ISSUES FACING AVIATION SYSTEM PLANNING

On National State and MPO Levels

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National Level

- New Reauthorization after 23 extensions...finally!
- In AIP Funding Levels at 3.35 B, about the same as previous authorization level
- Renews consistency to federal planning budgets
- Push to meet NextGen goals
- Federal Share reduced from 95/5 to 90/10
- Ensures increase in available federal funds, but...

State Level

- It also means decreased State funding
- In many cases so significant that critical airport construction or planning projects will be delayed or cancelled
 - State is out of project ADP funding after paying out increased match
 - Sponsors, especially small GA airports, are not prepared to come up with increased match
- PA and NJ facing loss of significant State ADP funds for non NPIAS airports

MPO Level

- System Planning funds compete directly with construction grants
- Hence, funding for system planning is inconsistent and not continuous
- Regional MPO's and Locals have a hard time retaining aviation expertise
- As a result from a survey taken last December and presented at the Annual TRB Meeting Workshop , many MPOs are not currently funded or receive consistent funds for Aviation System Planning

MPO Level continued

- What happens to the aviation program?
- Program lies dormant, aviation expertise diminishes (SCAG)
- Programs disappear (SPC)
- Program struggles (DVRPC)

Conclusions

- While reauthorization is beneficial on the federal level, trickle down effect is not there immediately
- Budgets on State, MPO, Local and Sponsor level currently all based on 95/5 match money
- Expect programmed projects to be benched or cancelled
- Aviation System Plan implementation is an issue of a lack of funding availability

Conclusions continued

- GAAC asking Senate Appropriations Committee to suspend 90/10 match for at least one year – it is too burdensome for many currently programmed budgets
- Many state budgets will either not be able to pay for all programmed matches and /or lose most or all their state funding for non-NPIAS airports

Now here the Question for YOU...

What has your experience been over the last decade or two as a stakeholder in the system planning process representing a State DOT, Regional Planning Organization, Local Airport Authority , Consulting Firm or Airport Owner?

How about a Peer Exchange sometime this year regarding Regional Airport System Planning?