

MoDOT - Aviation Overview

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Missouri's Aviation System:

Over 250 airfields in the state, ranging from private grass strips to large commercial service airports.

124 public use airports in the state.

Of those 124 public use airports, 109 are publicly-owned, public use airports that are eligible to receive federal and/or state funds.

- 76 of those 109 airports are part of the National Plan of Integrated Airport Systems (**NPIAS**) and are eligible to receive federal Airport Improvement Program (**AIP**) funds.
- The remaining 33 airports are part of our state system and are only eligible for state Aviation Trust Funds (**ATF**).
- On average, our program totals \$20-25 million per year. In federal fiscal year (**FFY**) 2015, we received \$32.8 million in federal funds and \$5.7 million in state ATF funds. Airport needs always far exceed the funds available.

Block Grant Program:

Missouri is one of ten block grant states in the country.

In most states, all federal AIP funds are issued from the Federal Aviation Administration (**FAA**) directly to an airport. In Missouri, the AIP funds are issued from the FAA to MoDOT. We then issue sub grants for AIP recipients.

The FAA still issues AIP grants to airports with over 10,000 enplanements, including Lambert, KCI, Columbia, Springfield-Branson and Joplin. The FAA also issues grants to Charles B. Wheeler Downtown Kansas City.

Project Prioritization:

FAA Order 5100.39A outlines the development of the national Airports Capital Improvement Plan (**CIP**). This Order includes a formula to prioritize projects.

Projects are prioritized from the runway centerline out. Projects such as pavement maintenance and runway lighting score higher than access roads or hangar taxi lanes.

Safety needs are of the highest priority, so obstruction removal also scores highly.

Expansion projects (longer runways, new facilities) are low scoring and very difficult to fund.

Airport Projects: We complete projects such as airfield pavement maintenance, lighting projects, obstruction removal, and some expansion.

Federal Funding:

There are three AIP funding sources available, all of which have a 10% local match:

State Apportionment:

Funds distributed per formula established by federal law. The formula is based upon the proportions of both the land area of each state to the total land area of all states, and the population of each state to the population of all states. We received \$4.7 million in state apportionment funds in FFY 2015.

- These funds are used for the highest scoring projects.

Discretionary:

Once apportionment funds are applied to highest scoring projects, the next highest scoring projects can compete for discretionary funds.

MoDOT applies for these funds on an airport's behalf. We compete for these funds on a national level, so the amount we receive each year varies. It has been as low as \$0 and in recent years, has averaged around \$5 million.

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- In FFY 2014, we received \$2.8 million in discretionary funds.
- In FFY 2015, we received \$16.6 million in discretionary funds.

Non-Primary Entitlement:

Every NPIAS airport that can demonstrate needed airfield improvements is eligible to receive non-primary entitlement funds (**NPE**).

Needed airfield improvements are reflected in each NPIAS airport's 5 year CIP. The CIP must be submitted to MoDOT annually. So long as the CIP identifies sufficient airfield needs, the airport will receive \$150,000 in NPE per year.

- NPE funds have a four year life, and must be placed under subgrant within that time period or are considered expired. NPIAS airports can "bank" these funds so they can complete larger projects.
- MoDOT typically receives these funds late in the FFY, which places airports at a disadvantage, because a year of their four year life has already nearly elapsed.
- This is the only available source of funds for revenue-generating projects (terminals, hangars, fuel facilities).

State Funding:

The Aviation Trust Fund (**ATF**) is a dedicated revenue stream that receives all aviation fuel tax proceeds up to \$10 million/year. Jet fuel sales taxes and excise taxes on aviation gas are deposited into the ATF.

We were experiencing an increase in ATF deposits until Calendar Year 2015. In Calendar Year 2014, we received \$6.65 million, the highest deposit amount since prior to the recession. However, through October of Calendar Year 2015, we received \$4.49 million, a decrease of about \$1 million from the same time in Calendar Year 2014. This decrease is likely due to declining fuel prices.

These funds are used to support MoDOT's Aviation Section and are also used for projects at both NPIAS and non-NPIAS airports.

- We use the same project prioritization formula for projects using the ATF, but we are also

mindful of the fact that for the 33 non-NPIAS airports in the state, the ATF is the only revenue stream available to them.

- There is a 10% local match required when using ATF funds.
- Section 305.230 RSMo outlines eligible projects using ATF funds.
- We cannot use the ATF for revenue-generating projects, but we can use these funds for the air service program, which allows for the issuance of grants to Missouri's nine commercial service airports for promotion of new and expanded routes, marketing, etc.

Local Involvement:

MoDOT Aviation works closely with airport sponsors (cities and counties) to identify project needs and to prioritize projects. There is frequent contact with sponsors through meetings and telephone calls to ensure projects are going smoothly and that any issues are addressed.