

State Transportation Board Polices – Aviation

Introduction

Arizona Revised Statutes Title 28, Chapter 2, Article 1, establishes and outlines the powers and duties of the State Transportation Board. With respect to Aeronautics, the Board's duties are further outlined in Chapter 25 – Aviation. It is noted that many of the statutory requirements have been written specifically for Highways and Transportation Planning, and are not directly intended or applicable to aviation. This circumstance requires the development of Board policies establishing priority programs for airport development (A.R.S. 28-305 (1)) and issuing of airport grants (A.R.S. 28-305 (5)).

1. State Airport System Policy

It is the policy of the Board to provide a safe and secure airport system that accommodates demand, supports economic and transportation needs, and maximizes funding resources. The goals of this Policy are to:

- ➔ Provide for a safe airport system, as measured by compliance with applicable safety standards, which supports health, welfare, and safety related services and activities.
- ➔ Provide an airport system that is adequately maintained to meet current and projected demand and is easily accessible from both the ground and the air.
- ➔ Advance a system of airports that is supportive of Arizona's economy, ensuring that the airport system is matched to Arizona's socioeconomic and demographic characteristics.
- ➔ Promote a system of airports that is sensitive to and considerate of the environment. The system should support aviation outreach opportunities.

2. State Airports System Plan (SASP) Policy

It is the policy of the Board to develop, adopt, and periodically update a long-range statewide aviation plan in the form of a State Airports System Plan (SASP). The SASP shall include extensive public involvement in its development, including coordination with airports, the Federal Aviation Administration (FAA), regional associations of governments, League of Cities and Towns, aviation related businesses, aviation related associations, and the general public. Among other things, the SASP shall:

- ➔ Establish and define airport roles to be used in the allocation of state aviation funds; these roles will be:
 - Commercial Aviation Airport
 - Reliever Airport
 - General Aviation-Community Airport
 - General Aviation-Rural Airport
 - General Aviation-Basic Airport;
- ➔ Ensure Arizona's airport system continues to effectively connect, move and support the state's transportation needs for years to come;

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- Provide a framework for the integrated planning, operation and development of Arizona's aviation assets; and
- Include performance measures to assess the total system's performance, guide implementation and evaluate results.

3. Airport Development Program Policy

A.R.S. 28-8202 directs the State Transportation Board to distribute state aviation funds to airport facilities for planning, design, development, acquisition of interest in land, construction, and improvement of publicly owned and operated airport facilities according to the needs of those facilities, as determined by the Board. To meet the aviation needs of the State and establish a consistent, fair, and transparent system through which funds will be distributed, the Board hereby establishes the following programs in order of their respective priorities:

1. Federal/State Matching (FSL) Airport Development Grants Program: To maximize and leverage the use of federal grant funds, the Board may fund one-half of a sponsor's local shares of a federal grant.
2. State and Local (SL) Airport Development Grants Program: To achieve State system goals and provide funding for projects of local, regional, or State significance, including projects that may not otherwise be funded or eligible by the FAA. The Board may fund an eligible project's costs up to a maximum of 90% of eligible costs at Commercial Service, Reliever, General Aviation (GA) -Community and GA - Rural airports and 95% at GA - Basic airports.
3. Airport Pavement Management System (APMS) Program: To assist airports in meeting federal obligations related to airfield pavement maintenance as well as to preserve past investments in airfield pavements, the Board may provide pavement maintenance services or funding for a portion of eligible airport's airfield pavement maintenance needs.
4. State System Planning and Services Program: To inventory, monitor, and assess the State's aviation system as well as establish system goals and priorities, State aviation funds may be used to conduct statewide aviation planning, research studies or aviation support services.
5. Airport Loan Program: To maximize the use and efficiency of the State Aviation Fund as well as assist airports in becoming more financially self-sufficient, the Board may utilize appropriated funds or cash balances in the fund to provide low-interest or forgivable loans for projects that are not eligible or otherwise funded through a grant program.

ADOT shall administer these five Programs. Each year ADOT will prepare funding level recommendations based on annual appropriations from the legislature and current grant obligations. These initial funding levels should maximize funding for all five programs. Whenever possible, the development of airport facilities should parallel industry standards published in the FAA's design and planning criteria.

4. Resource Allocation Policy

In order to allocate the State Aviation Fund dollars in an equitable, efficient and effective manner, it is the policy of the Board to provide the largest amount of Airport Development Program grant dollars to those airport roles with the largest amount of aviation activity (passenger enplanements, aircraft operations, and registered based aircraft), while also ensuring that eligible airports in all roles have an opportunity to be included in the annual allocation of State Aviation Funds. The allocation percentages are presented in ADOT's Airport Development Guidelines, Chapter Two, State Aviation.

5. Project Selection and Prioritization Criteria Policy

In the development of ADOT's overall Five-Year Transportation Facilities Construction Program, it is the policy of the Board to include airport grant projects and require the use of established, published, and consistently applied project eligibility criteria and priority rating systems contained in ADOT's Airport Development Guidelines. Changes to the eligibility criteria and priority rating systems shall include consultation with industry stakeholders.

6. Adequate Funding Policy

It is the policy of the Board to ensure adequate aviation funding by:

- Taking full advantage of federal funding by ensuring the availability of sufficient state matching funds;
- Pursuing new and existing funding sources;
- Working with the Arizona congressional delegation to increase the funding for Arizona in the federal aviation programs.
- Advocating federal and state legislation for aviation funding for the State.

7. Regional and National Cooperative Planning and Best Practices Policy

It is the policy of the Board to support and work collaboratively with state and federal agencies to ensure the aviation system meets standards and future demand levels. The Board also recognizes the importance of developing and using best practices with industry in order to enhance Arizona's aviation transportation system by improving its safety, efficiency and effectiveness.