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NEW STUDY: JFK, NEWARK AND LAGUARDIA LOSE OUT IN FEDERAL GRANT PROGRAM

*FAA's AIP program gives \$1.35 billion to airports with fewer than 10,000 passengers
GGA Calls for New Funding Formula to Target Grants at Airports with National Significance*

NEW YORK-NEW JERSEY – Newark Liberty, LaGuardia and JFK airports all ranked in the bottom 20 for the least federal grant funding per passenger, with all three averaging under a dollar, according to a study released today by the Global Gateway Alliance.

The study, which compared the annual federal funding allocated among 369 U.S. airports by the FAA, showed the Airport Improvement Program (AIP) provided the top per passenger funding to Vernal (Utah), Show Low (Arizona) and New Bedford (Massachusetts) regional airports. Together, their airports serve fewer than 24,000 departing passengers annually, compared to the 54 million departing passengers served by New York metropolitan airports.

The study highlights a funding formula that provides 35 percent of all AIP grants, amounting to approximately \$1.35 billion, to airports with fewer than 10,000 enplaning passengers. The airports account for a miniscule .25 percent of passengers nationwide

GGA Chairman and Founder Joe Sitt said, "When the federal government gives almost \$1.4 billion to airports that serve less than one percent of the nation's passengers, at the expense of the busiest airport system in the country, there is something seriously wrong. The funding must be fixed to focus on airports like ours in New York and New Jersey that have real national significance."

Vernal Regional Airport was granted the most AIP funding per passenger, at \$998.01, in spite of serving only 7,370 passengers a year. Meanwhile, William P. Hobby in Texas received the least amount of AIP funding per passenger at \$0.09, but processed over 5 million passengers.

Similarly, Newark, JFK and LaGuardia received an average of \$0.40 per passenger, while Show Low Regional, the airport with the second highest funding to passenger ratio, was allocated roughly 2,500 times that amount.

In addition, an earlier study by the Global Gateway Alliance revealed that New Jersey as a whole received the least funding per passenger and New York the fifth least.

All three New York City-area airports ranked in the top 20 for the least funding per passenger:

- **Newark Liberty** ranked 4th least
 - Received \$0.24 per passenger
 - For 17,055,993 departing passengers
- **LaGuardia** ranked 8th least
 - Received \$0.29 per passenger
 - For 12,818,717 departing passengers
- **JFK** ranked 18th least
 - Received \$0.56 per passenger
 - For 24,520,981 departing passengers

To help remedy the issue, GGA is calling for the FAA to:

Reform AIP grants so that a greater percentage of funds are directed to airports of national significance. Since New York New Jersey airports are the busiest in the country and account for $\frac{1}{2}$ to $\frac{3}{4}$ of all daily delays throughout the national aviation system, this reform would target greater grant resources toward JFK, Newark and LaGuardia. While smaller airports are important to the national aviation system and need the AIP funding stream, the current formula overly emphasizes their impact.

Create a new federal grant program to reward improvements and innovation in airport operations through a discretionary fund for new ideas. There are already similar programs in place for rail transit and federal highways, which has proven to be an effective way of incentivizing fresh ideas and encouraging investment in local infrastructure. It is now time to extend this type of support to the aviation sector.

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ABOUT GGA

Global Gateway Alliance (GGA), was established to address the major challenges facing the metropolitan region's airports and related infrastructure that, if left unaddressed, will serve as a major impediment to the long-term growth of New York City and surrounding areas. By harnessing the expertise of leaders in business, government, academia, labor and other sectors, we seek to tackle these challenges head-on and serve as the leading advocate in an effort to improve our airports and facilitate the continued growth of the region. For more information regarding the Global Gateway Alliance, please visit www.globalgatewayalliance.org, or email info@globalgatewayalliance.org. Follow GGA on Twitter @GGA_NYNJ and 'Like' the organization on Facebook at <http://on.fb.me/UsqxGw>.

GGA's board of directors includes: **Joe Sitt** (Chairman), CEO, Thor Equities; **Stuart Appelbaum**, President of the Retail, Wholesale and Department Store Union; **Chris Giamo**, Regional President for TD Bank; **Dan Glickman** former Congressman and U.S. Agriculture Secretary; **David Hopkins**, Senior Director of Aviation at the New York City Economic Development Corporation; **Jared Kushner**, Owner of Kushner Properties and

the New York Observer; **George Miranda**, Teamsters' International Vice President; **Mitchell Moss**, Henry Hart Rice Professor of Urban Policy and Planning at the Robert F. Wagner Graduate School of Public Service at New York University; **William Rudin**, CEO of Rudin Management Company, Inc. and Chairman of ABNY; **Joseph Spinnato**, President of the Hotel Association of New York City; **Alvin S. Trenk**, Chairman and CEO of Air Pegasus Corp; **Peter Ward**, President of the Hotel Trades Council on New York; **Kathryn Wylde**, President of the Partnership for New York City, and **Tim Zagat**, Co-Founder and Co-Chair of Zagat Survey.

Table 1.1: Bottom 20 U.S. Airports for LEAST AIP Funding Received Per Boarding Passenger in FY 2013

Ranking	State	Airport	Funding per Passenger	Total AIP Amount	Enplanements
1	TX	William P Hobby	\$0.09	\$475,000	5,043,737
2	IN	Indianapolis Executive	\$0.12	\$417,150	3,586,422
3	GA	Hartsfield - Jackson Atlanta International	\$0.20	\$9,174,810	45,798,928
4	NJ	Newark Liberty International	\$0.24	\$4,056,074	17,055,993
5	FL	Palm Beach International	\$0.25	\$708,316	2,796,359
6	AZ	Grand Canyon National Park	\$0.27	\$90,000	336,716
7	OK	Will Rogers World	\$0.27	\$490,000	1,801,650
8	NY	La Guardia	\$0.29	\$3,754,807	12,818,717
9	CA	John Wayne Airport-Orange County	\$0.31	\$1,365,285	4,381,172
10	CA	San Francisco International	\$0.32	\$6,805,791	21,284,236
11	VA	Richmond International	\$0.34	\$542,086	1,582,565
12	FL	Tampa International	\$0.37	\$3,062,703	8,218,487
13	CT	Bradley International	\$0.44	\$1,154,866	2,647,610
14	OH	Cleveland-Hopkins International	\$0.50	\$2,164,618	4,346,941
15	MI	Detroit Metropolitan Wayne County	\$0.52	\$8,082,901	15,599,879
16	MN	Minneapolis-St Paul International/Wold-Chamberlain	\$0.53	\$8,405,211	15,943,878
17	IL	Chicago Midway International	\$0.54	\$5,086,497	9,436,387
18	NY	John F Kennedy International	\$0.56	\$13,631,551	24,520,981
19	TN	Lovell Field	\$0.58	\$180,608	313,861
20	TX	Dallas/Fort Worth International	\$0.59	\$16,618,570	28,022,904

Table 1.2: Top 20 U.S. Airports for MOST AIP Funding Received Per Boarding Passenger in FY 2013

Ranking	State	Airport	Funding per Passenger	Total AIP Amount	Enplanements
1	UT	Vernal Regional	\$998.01	\$7,355,329	7,370
2	AZ	Show Low Regional	\$986.50	\$3,800,000	3,852
3	MA	New Bedford Regional	\$930.84	\$11,408,400	12,256
4	NY	Massena International-Richards Field	\$872.23	\$4,329,760	4,964
5	VT	Rutland - Southern Vermont Regional	\$831.71	\$4,920,386	5,916
6	NY	Ogdensburg International	\$758.23	\$3,816,150	5,033
7	AK	Nome	\$736.01	\$44,018,732	59,807
8	CO	Pueblo Memorial	\$576.54	\$5,657,000	9,812
9	IN	Gary/Chicago International	\$524.34	\$6,000,000	11,443
10	GA	Brunswick Golden Isles	\$464.87	\$14,542,860	31,284
11	ME	Hancock County-Bar Harbor	\$418.44	\$4,186,921	10,006
12	CA	Charles M. Schulz - Sonoma County	\$404.69	\$42,786,618	105,728
13	HI	Lanai	\$357.65	\$16,341,930	45,692
14	CA	Castle	\$303.36	\$1,453,113	4,790
15	MI	Manistee County-Blacker	\$296.11	\$835,610	2,822
16	CO	Cortez Municipal	\$256.20	\$1,933,781	7,548
17	WA	Boeing Field/King County International	\$227.77	\$5,256,435	23,078
18	NJ	Trenton Mercer	\$218.31	\$1,410,096	6,459
19	UT	St George Municipal	\$206.11	\$11,125,000	53,977
20	IA	Fort Dodge Regional	\$204.44	\$1,150,000	5,625

Methodology

The above table ranks U.S. airports based on the total amount of funding they received from the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP) during Fiscal Year 2013 (October 1, 2012-September 30, 2013) per passenger.¹ The passenger boarding (enplanement) statistics were taken from the 2012 FAA passenger boarding data, with the exception of the state of Delaware, whose statistics were not included in the FAA data.² Delaware’s enplanements numbers were sourced from 2011 Bureau of Transportation Statistics

¹ http://www.faa.gov/airports/aip/grant_histories/media/fy2013_aip_grants.pdf

² http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/CY12AllEnplanements.pdf

instead.³ Territories, commonwealths and military states were not included in this comparison, with the exception of the District of Columbia (DC), whose airports were included, in accordance with the FAA passenger boarding statistics, as part of the state of Virginia.