



FAA Discretionary Grant Opportunity

Airport Terminal Program (ATP)

The Bipartisan Infrastructure Law (BIL) authorizes \$5 billion (\$1 billion annually from 2022-2026) to provide significant funding opportunities for aging aviation infrastructure to airports across the United States.

On July 1, 2024, the U.S. Department of Transportation (USDOT) Federal Aviation Administration (FAA) announced the opportunity to apply for approximately \$1 billion in FY 2025 discretionary funds for the Airport Terminal Program (ATP).

These grants will fund safe, sustainable and accessible airport terminals, airport-owned airport traffic control towers, and on-airport rail and bus projects that improve multimodal connections.

This law authorizes substantial investments in airport infrastructure, including:

- **Modernizing Terminals:** Upgrading and expanding terminals to handle increased passenger traffic and improve the overall passenger experience.
- **Enhancing Safety and Security:** Implementing advanced safety and security measures to protect travelers and streamline security process.
- **Improving Runways and Taxiways:** Repairing and upgrading runways, taxiways, and aprons to ensure safe and efficient aircraft operations.
- **Upgrading Air Control Systems:** Modernizing air traffic control technology to enhance efficiency and reduce delays.
- **Environmental Sustainability:** Investing in projects that reduce the environmental impact of airport operations, such as noise reduction initiatives and adoption of sustainable practices.
- **Supporting Regional Airports:** Providing funding to smaller regional airports to ensure they can maintain and improve their facilities and services.

The Notice of Funding Opportunity is posted on the [FAA ATP website](#).

The projects selected for funding across the country will allow airports to bring facilities into conformity with current standards; constructing, modifying, or expanding facilities as necessary to meet demonstrated aeronautical demand; enhancing environmental sustainability; encouraging actual and potential competition; and providing a balanced system of airports to meet the roles and functions necessary to support civil aeronautical demand. Applications are due by **July 31, 2024 at 5:00 pm ET**.

July 3, 2024



APPLICATION DEADLINE:

Wednesday
July 31, 2024
5:00 PM EDT

Grant Program Summaries:



Project Cost and Award Size

The \$5 billion in ATP grant funding is subject to the following annual award allocation limitations: no more than 55% for large hub airports, no more than 15% for medium hub airports, no more than 20% for small hub airports, and no less than 10% for nonhub and nonprimary airports.

The federal cost share of ATP grants is 80% for large and medium hub airports, and 95% for the remainder of airports eligible to receive ATP grants, which includes small hub, nonhub and nonprimary airports.

Eligible Recipients

Eligible applicants are those airport sponsors normally eligible for Airport Improvement Program (AIP) discretionary grants. This includes:

- Public agency, private entity, state agency, Indian Tribe or Pueblo owning a public-use NPIAS airport
- Secretary of the Interior for Midway Island Airport
- Republic of the Marshall Islands
- Federated States of Micronesia
- Republic of Palau

Project Criteria

Applications for FY 2025 ATP will be rated using the following criteria. Projects are encouraged to meet as many of the criteria as possible but do not need to meet all criteria to be considered.

- Projects must meet eligibility requirements under the ATP, which includes terminal development (including multimodal terminal development): on-airport rail access projects or airport-owned ATCT relocation, reconstruction, repair, or improvements.
- FAA will consider timeliness of implementation, with priority given to those projects, including “design only” projects, that can satisfy all statutory and administrative requirements for grant award by July 2025.
- ATCT projects that relocate, reconstruct, repair or improve an airport-owned ATCT will also be assessed based on overall impact on the National Airspace System, including age of facility, operational constraints and nonstandard facility conditions.





Project Criteria, cont.

- Favorable consideration will be given to eligible and justified (based on civil aeronautical demand) terminal development projects (including multimodal terminal development), on-airport rail access projects, and ATCT projects that:
 - › Increase capacity and passenger access
 - › Replace aging infrastructure
 - › Achieve compliance with the Americans with Disabilities Act (ADA)
 - › Improve airport access for historically disadvantaged populations
 - › Improve airfield safety through terminal relocation, or
 - › Encourage actual or potential competition
- FAA will provide preference to projects that achieve a complete development objective, even if awards for the project must be phased; and prioritize projects that have received partial awards.
- Project delivery and implementation creates good-paying jobs with free and fair choice to join a union, use of demonstrated strong labor standards, practices and policies, labor agreements, distribution of workplace rights notices, union neutrality agreements, wage and/or benefit standards, safety and health standards, use of Local Hire Provisions, registered apprenticeships, joint-labor management partnerships, or other similar standards or practices.
- Describe how planned methods of project delivery and implementation (Project Labor Agreements and/or Local Hire Provisions, training, placement, and the provision of supportive services for underrepresented workers) provide opportunities for all workers, including workers underrepresented in construction jobs to be trained and placed in good-paying jobs directly related to the project.

HDR's Infrastructure Finance and Aviation professionals stand by ready to support project sponsors applying for ATP funds.

If you need any assistance or have questions, please contact:

Nathan Macek | nathan.macek@hdrinc.com | **Marc Gambrill** | marc.gambrill@hdrinc.com | **Mark Day** | mark.day@hdrinc.com

hdrinc.com

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