

SPECIAL BOND ACT ISSUE

Air Times

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NYAMA



New York Airport
Management Association

Bond Act Includes \$75 Million for Aviation

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VOTE November 7

New York Airport
Management Association

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The New York State Transportation Bond Act includes an unprecedented \$75 million for New York's upstate airports.

Last month, Governor George E. Pataki, Senate Majority Leader Joseph L. Bruno and Assembly Speaker Sheldon Silver announced final agreement on a Memorandum of Understanding (MOU) for the State's 5-year, \$34.2 billion transportation program, including portions funded by the proposed \$3.8 billion Transportation Infrastructure Bond Act of 2000.

The program provides for a \$17.1 billion transportation capital plan administered by the New York State Department of Transportation (DOT) and a \$17.1 billion Metropolitan Transportation Authority (MTA) capital plan. The Bond Act, which will be used to support these plans, will be subject to voter approval on the statewide ballot this November 7.

The 5-year program will improve and rehabilitate critical components of the State's transportation infrastructure, encompassing all transportation modes, by

providing funds for State and local roads and bridges, transit systems, the state's freight and passenger rail network, airports, canals, ferry and port facilities. This integrated transportation

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The \$75 million in the Bond was included to carry out the New York Statewide Opportunities for Air-

port Revitalization (NYSOARS) Program. The airport funding is further divided into three parts: 1) Air Carrier Service Improvement - \$35 million; 2) General Aviation Access - \$23.95 million; and 3) AIR '99 Supplement - \$1.605 million. The funding will provide funding assistance for projects that are not eligible for federal funding or for which federal funds are not available. In some cases, program funds will help leverage increased discretionary federal airport funding.

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resenting the needs of New York State's aviation in-
dustry.

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(518) 432-9973, Email: info@nyama.com.

Slaybaugh Encourages Members to Take Action

On November 7, the fate of 2000 Trans-
portation Bond Act will be decided by
voters throughout New York. At stake
to the aviation industry is \$75 million in
critical capital funding.

NYAMA produced this special Bond
Act issue of *Air Times* to provide you in-
formation about the Bond and to pro-
vide tools for you and your staff to edu-
cate your communities about its impor-
tance to aviation, and the State's entire
transportation infrastructure.

As aviation professionals, we know the
importance of every dollar invested in
our industry and the tremendous eco-
nomic return each investment brings.
We are also intimately aware of the im-
pact capital improvements have on
safety, air traffic delays, and airline com-
petition. It's time, TODAY, for each of
us to get that message out as clearly, con-
cisely and promptly as possible to our
local communities.

I know we have all read various news-
paper accounts about the Bond Act.
There are tremendous gaps of informa-
tion that can only be filled by YOU.
Please pick up the phone THIS WEEK,
call your editorial board and request a
meeting. If granted, go in prepared to
talk about the Bond Act and what it
means to your community. Please sum-
mit letters to the editor about the Bond's
short and long-term impact on your air-
port or industry. Be sure to issue a press
release THIS WEEK about the Bond and
its importance to achieving critical capi-
tal improvements. Pick up the phone
TODAY and call your local transit man-
ager, highway superintendent, county
executive and other community leaders
and develop a unified message to help
educate your communities about the
Bond.



Terrence G. Slaybaugh
NYAMA President

To assist in your efforts, I have included
detailed information about the bond,
suggested steps to take to reach out to
your communities and local press. Also
enclosed are sample materials to help
get you started.

A LOCAL MESSAGE IS THE STRONGEST MESSAGE. NYAMA spent the
past two years advocating aggressively
for a proactive aviation program. The
Governor and the Legislature re-
sponded to our requests this year by in-
cluding us the Transportation Bond Act.
Our work now is clearly at the local level.
Community by community, consumer
by consumer, constituent by constituent.

The voters of course will make the final
decision. I urge you to begin educating
your community today. Answer your
newspapers, and talk to your employ-
ees and customers about what the Bond
Act means to your communities today
and for years to come. Where appropri-
ate, join forces with community leaders.

Above all, in the weeks ahead, feel free
to use NYAMA headquarters as a re-
source for information and support. If
you have further questions regarding
the Bond Act, please call us or visit us
on-line at (518) 432-9973 or
www.nyama.org.

Very truly yours,

Terrence G. Slaybaugh
Association President

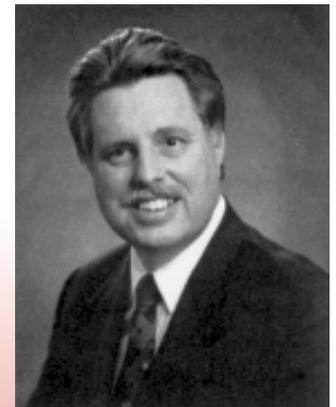
How to Educate Your Community about the Importance of the Bond

It will be about two-weeks before election day when you receive this special edition of *Air Times*. **It is critical that the state's airport managers, FBO directors and corporate representatives take the steps outlined below to help educate your communities about the importance of the Transportation Bond Act. Please begin your outreach TODAY.**

1. Draft a letter to the editor about what the Bond Act means to your airport and the greater community (sample enclosed).
2. Request a meeting with your editorial board to discuss the Bond Act and its impact.
3. Issue a press release in support of the Bond Act (sample enclosed).
4. Run an advertisement in your local newspaper about the Bond Act and what it means to your community (sample enclosed).
5. Meet with local leaders (include your local transit manager, highway superintendent and county executive) and develop a plan for educating consumers and constituents. Consider issuing a joint letter to the editor, press release and/or advertisement about the Bond Act.
6. Call your local legislators and encourage them to speak publically about the Bond Act at all of their public appearances.
7. Put a small insert in paychecks and all outgoing correspondence which expresses the importance of the Bond Act to the community (sample enclosed).
8. Speak publically about the Bond Act at ALL meetings, public appearances and events. 

Commissioner Boardman: *Aviation is an Important Part of the State Transportation System*

The New York State Department of Transportation's 1998 State Airport System Plan update recognizes the important role that aviation plays in the economic development of the State and recommends that airport needs be considered in State transportation funding programs. The 2000-2005 State transportation program provides important funding for airport development around the state, which will provide improved aviation services and help promote economic development in communities in all parts of the state.



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Bond Act Facts

Why should the voter support the Bond Act?

The Bond Act is a critical component of the State's five year financial plan for replacement and upgrading of the State's Transportation Infrastructure. Investment in the State's transportation systems is necessary to enhance and ensure the safety of the public and to sustain economic growth across the state. These investments span the State's Transportation system and include improvements in: highways, bridges, mass transit facilities, buses, local roads, freight and passenger rail, pedestrian, bicycle, canal and airport improvements.

If the Bond Act goes down, how will you be affected?

Important capital projects for communities throughout the state will not be funded. Essentially, capital projects will be abandoned or delayed. These airport funds are critical to airport revitalization in New York State.

How much of the Transportation Bond Act is State money?

The Bond Act is supported by 100% State general revenue funds. The \$75 million in the Bond was included to carry out the New York Statewide Opportunities for Airport Revitalization (NYSOARS) Program. The airport funding is further divided into three parts: 1) Air Carrier Service Improvement - \$35 million; 2) General Aviation Access - \$23.95 million; and 3) AIR '99 Supplement - \$16.05 million. The funding will provide funding assistance for projects that are not eligible for federal funding or for which federal funds are not available. In some cases, program funds will help leverage increased discretionary federal airport funding.

Some opponents of the Bond claim that it lacks detail. Why should voters support the transportation bond when they don't know what its funding?

Overall details of the State's five year \$34.2 Billion Transportation Programs including highway, bridge, and mass transit projects have been available to the public since the passage of the State Budget in May ("Budget Includes Substantial Transportation Funding," www.senate.state.ny.us). The Bond Act simply provides

\$3.8 billion of these capital monies.

The entire Bond Issue announcements can be viewed on the New York State Department of Transportation's web page or directly at: www.state.ny.us/transportation. The State's web page together with the published information regarding the Bond Act provides the public with greater ease and access to the details of this Bond Act than any other in recent history.

New York State has the highest debt in the nation, why assume more?

Recently Standard and Poors rating agency boosted the State's bond rating from an A to an A+ grade specifically citing "fundamental changes in fiscal discipline and management." The Bond Act was contemplated as part of this year's State Budget and is consistent with the Governor's debt reform program, which specifically addresses the following fiscal and statutory changes:

- Capping new debt at 4% of State personal income;
- Capping new debt service at 5% of All Fund Receipts;
- Eliminating the use of debt as a fiscal gimmick;
- Reducing the maximum term of new debt to issuances by 25%, from 40 years to a maximum of 30 years;

In addition to these measures, the State Budget increased the Debt Reduction Reserve Fund from \$250 million to \$750 million. The Bond Act meets the criteria required of these debt-reform measures.

I thought the State had a surplus, why not pay for these projects directly?

The majority of the State's surplus is being returned to the State's citizens' in the form of tax cuts. While much of the State's \$34.2 billion Transportation Plan is "pay as you go," a small percentage is proposed to be financed from the \$3.8 billion Bond Act.

Projects being funded in the Bond will serve many generations. One of the reasons the State uses bonds to fund capital projects is because it spreads out the financial responsibility for major capital projects over time.

Without the improvements to the State's Transportation infrastructure contained in the five year plan and the Bond Act, many regions of the State won't be able to sustain the

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AVIATION IS CRITICAL TO THE NYS ECONOMY

The New York State Airport Management Association (NYAMA) supports the passage of the Transportation Infrastructure Bond Act of 2000 as it provides funding for critical state initiatives for airport revitalization and improvement through the New York Statewide Opportunities for Aviation Revitalization Program (NY SOARS).

NYAMA represents airport managers, other key airport employees and their respective communities at hundreds of public and private airports throughout New York State. NYAMA's membership includes representatives from small regional airports to major airport hubs. NYAMA is the only statewide airport management association in New York State.

Together, the state's aviation network serves over \$4.5 million total aircraft operations annually. The state's aviation industry has a tremendous impact on the state economy, with just

a few facts highlighted below:

- Aviation contributes \$32 billion annually to the State economy
- Over 400,000 jobs that are in some way provided or supported by aviation in New York
- Jobs have associated payroll of \$10.8 billion
- Tenant, visitor and other aviation-related spending also pumps an estimated \$32.1 billion into the statewide economy
- Between 1990 and 2000, \$3.3 billion in private and public investment was made in NY commercial service passenger terminals
- Aviation provides 4.5 percent of the State's total payroll
- Total enplanements in the State are projected to increase from 31.9 million in 1995 to

50.0 million in 2015

- Aircraft accommodated by NYS system airports are expected to increase from 5,665 in 1995 to 5,896 in 2015 (GA Airports)
- Cargo transportation is expected to increase in NYS airports (excluding PANY/NJ) from 52,811 tons in 1995 to 81,285 tons in 2015 (53.9% increase)
- Other commercial airports accommodate approximately 6.4 million boarding passengers annually

Source: NYS Department of Transportation, State Aviation System Plan.

The Facts • Continued from Page 4

economic growth necessary to keep our communities strong and viable.

Why is the aviation community advocating for the passage of the Bond?

I believe we have an obligation to educate our communities about what is at stake. Our Association spent years in Albany making the case about the importance of revitalizing New York's airports. We did not provide input on how our needs should be funded. The Bond Act is what we now have as a mechanism for meeting our needs. The investment will be returned to the state by way of increased economic development, enhanced safety, less air traffic delays, and increased airline competition. 

**THE BOND
ACT WEB
SITE**

***Review the entire
Bond Act on the Web at:
www.state.ny.us/transportation***



Bond Act • Continued from Page 1

The **Air Carrier Service Improvement Program** is aimed at reducing air fares and improving service by stimulating competition. New air carriers are attracted to airports which can accommodate rapid growth in passengers and airplane operations. Airports receiving grants under this component will use funds for improvements to airport access, parking, terminal improvements including expansion and new gates, and taxiway and apron improvements necessary to attract new carriers. The program will require a 10% matching share. The following allocations have been identified:

- Albany County International Airport – \$5.0M
- Broome County – \$2.75M
- Buffalo Niagara International Airport – \$5.0M
- Elmira Corning Regional Airport – \$2.25M
- Greater Rochester International Airport – \$5.0M
- Jamestown – \$0.75M
- Massena – \$0.5M
- Ogdensburg – \$1.75M
- Oneida County Airport – \$1.0M
- Plattsburgh – \$2.5M
- Saranac Lake – \$0.5M
- Stewart – \$1.5M; College of Aeronautics hangar construction, rehabilitation, and aviation training equipment.
- Syracuse Hancock International Airport – \$5.0M
- Tompkins County Airport – \$1.0M
- Watertown – \$0.5M

The **General Aviation Access Program** recognizes the importance of general aviation to businesses. In the competitive global environment of business today, the time it takes to travel between long distances can be the deciding factor in where businesses locate. Business people may not travel by commercial airlines, but rather use corporate aircraft. New York State has many municipal airports and privately owned public use airports that are convenient to local com-

munities. Unfortunately, however, many of these airports lack the runway length, instrument approach facilities, transient hangars or weather reporting capabilities that provide the safety margins necessary for private corporate fleet airplanes. Therefore, they may be bypassed by businesses searching for sites at which to locate new facilities. This five-year program will provide the necessary funds to aggressively enhance these airports and transform them into first class assets for local New York Communities.

The program will require a 10% local share. The following allocations have been identified:

- Brookhaven – \$1.6M
- Columbia County – \$1.0M
- Cortland County – \$1.5M
- Dansville – \$0.1M
- Dunkirk – \$2.0M
- Hamilton – \$1.1M
- Hornell – \$1.3M
- Lake Placid – \$0.15M
- Malone – \$0.2M
- Olean – \$2.8M
- Penn Yan – \$2.5M
- Potsdam – \$0.1M
- Seneca Falls – \$0.15M
- Ticonderoga – \$3.2M
- Warren County – \$1.0M
- Watertown – \$1.5M
- Wellsville – \$3.0M
- Westhampton Beach – \$0.5M
- Williamson – \$0.25M

Some of these funds may be used to attract additional federal funds under a provision of the recently enacted federal AIR 21 legislation that directs the Secretary of Transportation to give priority consideration to projects at general aviation airports that improve access for turbine power aircraft if the local share is 40% of the project cost.

The **Air 99 Supplemental Program** will continue grants under the AIR '99 program established under section 14-1 of the Transportation Law.

AIR '99 allows all the airports in the State Airport System Plan not operated by a bi-state transportation authority (i.e., Port Authority of New York and New Jersey) with support for a wide range of capital improvements that will not be funded through the Federal AIP. A local match is required based on the size of the airport, with the State providing 90% for smaller airports. These projects are under ones that will provide facilities to attract and accommodate business use and help generate revenue to support the continued operation of the airport.

In addition to the projects designated below, funds will be provided to local airports based upon an application process administered by NYSDOT as outlined in the Memorandum of Understanding (\$14.9 M). The following allocations have been identified:

- Chenango – \$0.25M
- Kingston – \$0.25M
- Lancaster – \$0.35M
- Oswego – \$0.1M
- Perry Warsaw – \$0.2M

The Aviation program's provisions include the following:

- Makes bonds available at \$15 M per year for the five-year period ending March 31, 2005.
- Signing of the MOU initiates a process for program development and solicitation of applications for the first two years of the program.
- All projects must be consistent with FAA or NYSDOT approved Airport Layout Plan.
- Beginning May 1, 2001 and each May 1 thereafter, the Commissioner will issue a report outlining progress made with the program, including a listing of projects and their status.

The \$75 M for aviation included in the Bond Issue supplements \$38 M included in the five-year plan for State match to the Federal Airport Improvement Program. The Bond Issue announcement in its entirety can be viewed on the Department's web page or directly at: www.state.ny.us/transportation.





THE TRANSPORTATION BOND ACT

The Future of Aviation

The Future of New York



What it Means to You

- Economic Development
- Enhanced Safety
- Revitalized Airports
- Less Air Traffic Delays
- Increased Airline Competition

Vote November 7

The New York Airport Management Association

New York Airport Management Association
29 Elk Street, Suite 200
Albany, New York 12207

Special Bond Act Issue



New York Airport Management Association

Bond Act Anticipated in State Debt Reform Act

During this year's State Legislative Session, the Legislature approved the State's first-ever debt reform legislation, which was proposed by Governor Pataki. Entitled the Debt Reform Act of 2000, this historic new law places firm caps on State-supported debt and debt service costs for the first time ever. The bond act, if approved, will fit within the caps set by the new act.

If the Bond Act is adopted, the State's average annual rate of growth in State debt will be held to just 4.3 percent — a level that is less than half of the 10.6 percent rate of annual growth

that occurred during the late 80s and early 90s. In fact, over the next five years, the average annual rate of growth in State debt will drop even further to 3 percent. This is less than the average annual growth in personal income of about 5 percent.



**It's YOUR
Bond.
It's YOUR
Future.**

**Vote
Nov. 7**