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San Francisco International Airport
Bipartisan Infrastructure Law
Airport Infrastructure Grants Program
Formulation Allocations
Summary as of 1/18/2024

Fiscal Year	Allocated to SFO
2022	$49,350,599
2023	$49,120,855
2024	$45,198,001
Total	**$143,669,455**
Current Obligated to SFO	$14,373,791
Remaining Allocated to SFO	**$129,295,664**

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Bipartisan Infrastructure Law (BIL)

FY23 Airport Infrastructure Grant (AIG) Program Formulation Allocations

State	City	Airport	Locid	Amount
CA	San Carlos	San Carlos	SQL	$292,000
CA	San Diego	Montgomery-Gibbs Exec	MYF	$844,000
CA	San Diego	San Diego International	SAN	$24,048,066
CA	San Diego	Brown Field Municipal	SDM	$292,000
CA	San Diego/El Cajon	Gillespie Field	SEE	$844,000
CA	San Francisco	San Francisco International	SFO	$49,120,855
CA	San Jose	Reid-Hillview of Santa Clara County	RHV	$292,000
CA	San Jose	Norman Y Mineta San Jose International	SJC	$15,717,023
CA	San Luis Obispo	San Luis County Regional	SBP	$2,344,857
CA	San Martin	San Martin	E16	$145,000
CA	Santa Ana	John Wayne/Orange County	SNA	$11,579,732
CA	Santa Barbara	Santa Barbara Municipal	SBA	$3,720,018
CA	Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	SMX	$1,015,547
CA	Santa Monica	Santa Monica Municipal	SMO	$145,000
CA	Santa Rosa	Charles M Schulz - Sonoma County	STS	$2,180,939
CA	Santa Ynez	Santa Ynez	IZA	$145,000
CA	Shafter	Shafter-Minter Field	MIT	$145,000
CA	South Lake Tahoe	Lake Tahoe	TVL	$145,000
CA	Stockton	Stockton Metro	SCK	$1,491,754
CA	Susanville	Susanville Municipal	SVE	$145,000
CA	Taft	Taft-Kern County	L17	$113,000
CA	Tehachapi	Tehachapi Municipal	TSP	$145,000
CA	Torrance	Zamperini Field	TOA	$292,000
CA	Tracy	Tracy Municipal	TCY	$292,000
CA	Trinity Center	Trinity Center	O86	$113,000
CA	Truckee	Truckee-Tahoe	TRK	$292,000
CA	Tulare	Mefford Field	TLR	$145,000
CA	Tulelake	Tulelake Municipal	O81	$113,000
CA	Turlock	Turlock Municipal	O15	$145,000
CA	Twentynine Palms	Twentynine Palms	TNP	$113,000
CA	Ukiah	Ukiah Municipal	UKI	$145,000

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for each fiscal year through 2026, as part of the annual budget submission of the President under section 1105(a) of title 31, United States Code, the Secretary of Transportation shall submit a detailed spend plan for funding that will be made available under this heading in the upcoming fiscal year, including a list of projects for replacing facilities that are owned by the Federal Aviation Administration, including air traffic control towers that are staffed through the contract tower program: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 4112(a) of H. Con. Res. 71 (115th Congress), the concurrent resolution on the budget for fiscal year 2018, and to section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985.

AIRPORT INFRASTRUCTURE GRANTS

(INCLUDING TRANSFER OF FUNDS)

For an additional amount for "Airport Infrastructure Grants", $15,000,000,000, to remain available until September 30, 2030: *Provided*, That $3,000,000,000, to remain available until September 30, 2026, shall be made available for fiscal year 2022, $3,000,000,000, to remain available until September 30, 2027, shall be made available for fiscal year 2023, $3,000,000,000, to remain available until September 30, 2028, shall be made available

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47114(c)(2)(E), 47114(c)(1)(J) of title 49, United States Code: *Provided further*, That there shall be no maximum apportionment limit: *Provided further*, That any remaining funds after such apportionment shall be distributed to all sponsors of primary airports (as defined in section 47102(16) of title 49, United States Code) based on each such airport's passenger enplanements compared to total passenger enplanements of all airports defined in section 47102(16) of title 49, United States Code, for calendar year 2019 in fiscal years 2022 and 2023 and thereafter for the most recent calendar year enplanements upon which the Secretary has apportioned funds pursuant to section 47114(c) of title 49, United States Code;

(2) Not more than $500,000,000 shall be for general aviation and commercial service airports that are not primary airports as defined in paragraphs (7), (8), and (16) of section 47102 of title 49, United States Code: *Provided*, That the Secretary of Transportation shall apportion the remaining funds to each non-primary airport based on the categories published in the most current National Plan of Integrated Airport Systems, reflecting the percentage of the aggregate published eligible development costs

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the costs for which a grant is made under this paragraph shall be 100 percent:

Provided further, That any funds made available in a given fiscal year that remain unobligated at the end of the fourth fiscal year after which they were first made available for obligation shall be made available in the fifth fiscal year after which they were first made available for obligation to the Secretary for competitive grants: *Provided further*, That of the amounts made available to the Secretary for competitive grants under the preceding proviso, the Secretary shall first provide up to $100,000,000, as described in paragraph (3) of the fourth proviso, and any remaining unobligated balances in excess of that amount shall be available to the Secretary for competitive grants otherwise eligible under the third proviso that reduce airport emissions, reduce noise impact to the surrounding community, reduce dependence on the electrical grid, or provide general benefits to the surrounding community: *Provided further*, That none of the amounts made available under this heading in this Act may be used to pay for airport debt service: *Provided further*, That a grant made from funds made available under this heading in this Act shall be treated as having been made pursuant to the Secretary's authority under section 47104(a) of title 49, United States Code: *Provided further*, That up to 3 per-