

WITNESS INFORMATION FORM

Please complete the Witness Information Form before testifying:

Date: 4.4.2023

Name: Tony Fiore

Are you representing: Yourself Organization

Organization (If Applicable): Ohio Aviation Association

Position/Title: Executive Director

Address: 65 E. State St., 18th Floor

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Best Contact Telephone: 614.526.4990 Email: Tony@ohioaviation.org

Do you wish to be added to the committee notice email distribution list? Yes No

Business before the committee

Legislation (Bill/Resolution Number): HB33

Specific Issue: Aviation and Airports Infrastructure Funding

Are you testifying as a: Proponent Opponent Interested Party

Will you have a written statement, visual aids, or other material to distribute? Yes No

(If yes, please send an electronic version of the documents, if possible, to the Chair's office prior to committee. You may also submit hard copies to the Chair's staff prior to committee.)

How much time will your testimony require? 15 minutes with time for Q&A

Please provide a brief statement on your position:

Urging support to increase airport Infrastructure funding.

Please be advised that this form and any materials (written or otherwise) submitted or presented to this committee are records that may be requested by the public and may be published online.



Interested Party Testimony on HB 33
Before the
House Finance Committee
April 4, 2023
by Tony Fiore, Executive Director

Chair Edwards, Vice Chair LaRe, Ranking Member Sweeney, and members of the House Finance Committee, thank you for the opportunity to provide interested party testimony on the State's Operating Budget, HB 33.

The Ohio Aviation Association (OAA) serves as the voice for Ohio's airports and support businesses that rely upon the safe and efficient operations of the airports. Airports, including Commercial, General and Cargo Aviation, are community assets that can drive their economy and attract businesses.

Why Ohio Lawmakers Should Prioritize Aviation + Airports

The aviation sector is designated as critical infrastructure. Of Ohio's grant eligible airports, we have 6 commercial airports and 98 general aviation and cargo airports. Ohio's diverse and robust system of airports collectively have an economic impact of more than \$15 billion + employs over 119,000 employees. It connects citizens, businesses, and communities to destinations around the world while provide significant economic impacts and growth opportunities to the Ohio economy. There are several industries served by aviation and airports around the state, including, but not limited to the following:



Ohio's airports receive the bulk of their airport improvement funds for airside development (runway pavement, taxiway pavement, lighting, aprons, obstruction removal, drainage, pavement markings, fencing, etc.,) from the Federal Aviation Administration's Airport Improvement Program (FAA AIP), a user funded system. The amount of federal funding for airports is dependent upon the statutory definition of the category of airport (Commercial Primary, Commercial Nonprimary, Cargo, Military, Reliever, and General Aviation) and level of activity, and whether the airport is collecting a Passenger Facility Charge. It is complicated. But in a nutshell, the demand for FAA AIP funds consistently exceeds the availability. This is where the State of Ohio steps in.

There are just over 5,200 public-owned, public use airports in the U.S. Approximately 3,300 of these public-use facilities are included in the [National Plan of Integrated Airport Systems \(NPIAS\)](#). Airports or portions of airports, included in the NPIAS may be considered for AIP funding. Most, if not all, of these airports are competing for these FAA grants which require anywhere between a 5-25% local match. ***If the state does not put resources into Ohio's airport improvement program our airports are at a significant disadvantage to airports in other states with such resources to maintain their airport infrastructure.***

How Does Ohio Funding Compare to Other State Budgets Supporting Airports?

I've attached the OAA's Public Policy Agenda for the 2023-24 biennium (FY24-25). On the second page you will see the economic impact of our commercial airports and a few of our general aviation and cargo airports. They all have a significant economic impact regionally and the entire state.

You will also see the list to the right of how other states are investing in their airport infrastructure. The most recent economic impact study of Ohio's airports completed by the Department of Transportation in 2014 showed that airport users contribute nearly \$30 million to the State's General Revenue Fund (GRF) annually. We know that number has increased significantly and ODOT is currently updating what is known as the "system plan". While the State made strides in the more recent years, you can see even the \$12.5 million allocation in [HB 33](#) of funding to the airports serving your communities is overshadowed by how other states are making significant investments in aviation.

Ohio: \$7.2 million
Kentucky: \$18 million
Florida: \$335 million
Georgia: \$26 million
North Carolina: \$242 million
South Carolina: \$52 million
Tennessee: \$96 million
Virginia: \$25-27 million

The OAA is grateful to the DeWine Administration for increasing funding to \$12.5 million in each year of the biennium in the as introduced version of [HB 33](#). The increase will help fund more projects, but still not meet the need of between \$20-24 million in annual grant requests from general aviation and cargo airports. The FY23 funding chart included in my testimony shows those projects that received funding. Those below the line did not. In addition, there is no dedicated funding currently going to our commercial service airports, yet these airports have development estimates between \$1,17-1.76 billion over the next four years. OAA wants to help fund the airport projects in [all](#) your districts.

Urging Your Support to Increase Airport Infrastructure Funding

I've attached an amendment to [HB 33](#) (HC0840). This amendment increases Airport Improvements (Line Item 777471) funding. The total funding would increase this line item to \$145 million in FY24 and \$20 million in FY25. The total would be split by allocating \$125 million to our commercial airport infrastructure projects over the biennium and allocate \$20 million in each year for our general aviation and cargo airports.

General Aviation Airports: \$20 million **Commercial Airports: \$125 million**

Just like our state's road and bridge infrastructure our airports need your attention to this funding increase request. Without it airports in other states stand to pull down between 75-95% of these infrastructure project funds ahead of Ohio airports. Investing in this line item addresses proven needs around the entire state, provides construction jobs, helps local communities, improves safety of pilots and surrounding neighbors, and fueling Ohio's economy for the next wave of aviation.

Your Ohio airports are vital to the State's economy. They are vital to businesses and families. They are vital to our universities and the tourism industry. They are vital to agriculture, medical, and public safety flights. Thank you for your time today. I'd be happy to take any questions you may have.



What We Do

The Ohio Aviation Association (OAA) advances aviation and airports across Ohio. As the voice for Ohio airports, the OAA works to develop policies and affect legislation through education and advocacy in the executive and legislative branches on behalf of our members.



What We Practice

OAA helps to position Ohio's 104 public-owned, public use airports for growth opportunities. To do this, we prioritize the following:

Support Infrastructure Investment: Ensure a sustainable funding stream to provide needed infrastructure improvements at Ohio's network of airports.

Protect Aviation Assets: Ensure legislation and policy is in place to protect Ohio's airports and airspace to provide for future needs of Ohioans.

Support Air Service Initiatives: Support state efforts to ensure an attractive level of air service for current and future businesses and universities, as well as residents of Ohio.

Support Workforce Initiatives: Support state + local efforts to increase the workforce pipeline in all sectors of aviation.



Why Ohio Lawmakers Should Prioritize Aviation + Airports

The aviation sector is designated as critical infrastructure. Ohio's diverse and robust system of airports collectively have an economic impact of more than \$15 billion + employs more than 119,000 employees. It connects citizens, businesses, and communities to destinations around the world while providing significant economic impacts and growth opportunities to the Ohio economy.

In addition to the economic impacts noted above, airports further strengthen Ohio through:



Executive Director + Kegler Brown Attorney



For more information, please contact OAA Executive Director Tony Fiore at tony@ohioaviation.org or 614-526-4990

TOL

Eugene F. Kranz Toledo Express Airport
 Annual Economic Impact: \$14M
 Jobs Created: 84
 2023-27 Total Development Estimate:
 \$27,290,869

DAY

James M. Cox Dayton International Airport
 Annual Economic Impact: \$1.05B
 Jobs Created: 11,111
 2023-27 Total Development Estimate:
 \$123,674,304

SGH

Springfield Beckley Municipal Airport
 National Advanced Air Mobility Center of Excellence; \$15M eVTOL and Remotely Piloted Research & Test Center; AAM
 Estimated Economic Impact Over the Next 25 Years
 - \$13B+ of economic activity in Ohio
 - Creating 15,000 new jobs
 - Boosting Ohio's GDP by 1.6%¹

CVG

Cincinnati-Northern Kentucky International Airport²
 Annual Economic Impact: \$6.8 billion
 Jobs Created: 47,876 (>14,362 Ohioans)
 Ohio Income Tax: \$10.2 million (state and local taxes)
 Ohio Sales Tax: \$21.9 million (direct visitor spending)

ILN

Wilmington Air Park
 Annual Economic Impact: \$174.3M (2014)
 Jobs Created: 4,000
 2023-27 Total Development Estimate: XX

CLE

Cleveland Hopkins International Airport
 Annual Economic Impact: \$5.1B
 Jobs Created: 40,186
 2023-27 Total Development Estimate:
 \$787,175,000

YNG

Youngstown/Warren Regional Airport
 Annual Economic Impact: \$205M
 Jobs Created: 2,050
 2023-27 Total Development Estimate:
 \$34,597,157

CAK

Akron-Canton Airport
 Annual Economic Impact: \$1.01B
 Jobs Created: 4,486
 2023-27 Total Development Estimate:
 \$40,347,541

CMH

John Glenn Columbus International Airport
 Annual Economic Impact: \$5.3B
 Jobs Created: 36,630
 2023-27 Total Development Estimate:
 \$688,669,160

LCK

Rickenbacker International Airport
 Annual Economic Impact: \$2.5B
 Jobs Created: 15,280
 2023-27 Total Development Estimate: \$96,889,275

All General Aviation Airports
 Annual Economic Impact: \$1.85B
 Jobs Created: 17,497
 2023-27 Total Development Estimate: \$469M

Total
 Annual Economic Impact: \$15.15B
 Jobs Created: 119,088
 2023-27 Total Development Estimate: \$1.17B



FY 24-25 Budget Requests for All Airports

The annual requests from general aviation airports is between \$20 and \$25 million. Commercial airports do not have any dedicated state funding. The Federal Aviation Administration Airport Improvement Program provides grants to public-owned, public use airports. But, depending on the size of the airport, the local match required is 5-25% of the project. Therefore, state funds can enable Ohio's airports to remain competitive in maintaining and enhancing these critical aviation infrastructure assets.

General Aviation Airports: \$20 million

Commercial Airports: \$125 million

Ohio's Grant Eligible Airports

6 Commercial Service Airports
98 General Aviation Airports
83 Counties Have Public Use Airports

How Does Ohio Funding Compare to Other State Budgets Supporting Airports?⁴

Ohio: \$7.2 million
Kentucky: \$18 million
Florida: \$335 million
Georgia: \$26 million
North Carolina: \$242 million³
South Carolina: \$52 million
Tennessee: \$96 million
Virginia: \$25-27 million

¹ June 2021 Study Conducted by Crown Consulting Inc., NEXA Capital Partners, LLC., University of Cincinnati

² While CVG is not eligible for state funding, it does have a positive economic impact on the state of Ohio

³ Commercial and additional funds allocated for general aviation airports

⁴ State budget funding numbers cited from January 5, 2022, State Airport Assistance Study prepared by the Center for Business and Economic Research, Gatton College of Business and Economics, University of Kentucky

FY2023 Ohio Airport Grant Program Direct Grant Applications for General Aviation Airports (DGP)

HA#	County	Project Description	2023	%	2023	%	2023	%	2023	2023
	Northeast Ohio Regional	ASOS Relocation Phase 2	\$ 40,000	79%	\$ 31,000	21%			NAV-AID:	\$ 31,000
LHQ	Fairfield County	Runway 10 Approach Obstruction Removal	\$ 43,000	95%	\$ 40,850	5%			OBSTRUCTION:	\$ 40,850
LNN	Lake County Executive (Lost Nation) Airport	Remove tree obstructions to RWY 23 approach	\$ 123,000	95%	\$ 116,850	5%			OBSTRUCTION:	\$ 116,850
S24	Sandusky County Regional	PAPI and REIL Systems Replacement	\$ 253,000	95%	\$ 240,000	5%			NAV-AID:	\$ 240,000
AKR	Akron Fulton International	Replace REILs	\$ 144,000	95%	\$ 136,800	5%			NAV-AID:	\$ 136,800
CGF	Cuyahoga County	Apron Rehabilitation	\$ 927,000	95%	\$ 880,650	5%			PAVEMENT:	\$ 500,000
I68	Warren County/John Lane Field	Remark Runway and Taxiway	\$ 94,194	94%	\$ 89,009	6%			MARKING:	\$ 89,009
ILN	Wilmington Air Park	Taxiway A1 Pavement Repairs	\$ 203,500	79%	\$ 160,765	21%			PAVEMENT:	\$ 160,765
ILN	Wilmington Air Park	Taxiway C&D Pavement Repairs	\$ 326,900	79%	\$ 258,251	21%			PAVEMENT:	\$ 258,251
OSU	Ohio State University	Rehabilitate Taxiway E	\$ 512,300	95%	\$ 485,685	5%			PAVEMENT:	\$ 485,685
4G5	Monroe County	Tree Removal	\$ 363,382	92%	\$ 334,263	8%			OBSTRUCTION:	\$ 334,263
MFD	Mansfield Lahm Regional	Primary Wind Cone and Segmented Circle	\$ 180,000	79%	\$ 142,200	21%			NAV-AID:	\$ 142,200
VES	Darke County	Rehabilitation of Runway 9/27	\$ 368,750	95%	\$ 350,313	5%			PAVEMENT:	\$ 350,313
AKR	Akron Fulton International	Rehabilitate Taxiway R, R1 and R2	\$ 911,000	95%	\$ 865,450	5%			PAVEMENT:	\$ 363,200
DLZ	Delaware Muni - Jim Moore Field	Rehabilitate Apron B	\$ 460,000	95%	\$ 437,000	5%			PAVEMENT:	\$ 437,000
I68	Warren County/John Lane Field	Reconstruct South Taxiway/Apron	\$ 384,684	95%	\$ 363,550	5%			PAVEMENT:	\$ 363,550
LPR	Lorain County Regional	Rehabilitate Main Apron (13,776 SY)	\$ 574,055	95%	\$ 545,352	5%			PAVEMENT:	\$ 500,000
PCW	Erie-Ottawa International	Airfield Lighting - Runway 18-36 Replacement	\$ 990,000	95%	\$ 940,400	5%			LIGHTING:	\$ 500,000
VTA	Newark-Heath	Replace Runway 9/27 NAVAIDs (PAPIs)	\$ 204,000	95%	\$ 193,800	5%			NAV-AID:	\$ 193,800
TSO	Carroll County - Tolson	Obstruction Removal - Phase I	\$ 105,172	95%	\$ 99,913	5%			OBSTRUCTION:	\$ 99,913
419	Morrow County	Runway Approach Obstruction Removal	\$ 486,875	95%	\$ 462,471	5%			OBSTRUCTION:	\$ 462,471
AKR	Akron Fulton International	Taxiway Pavement Markings	\$ 155,000	95%	\$ 147,250	5%			MARKING:	
PCW	Erie-Ottawa International	Rehabilitate Taxiway C (West of Taxiway B)	\$ 2,052,000	95%	\$ 1,949,400	5%			PAVEMENT:	
PCW	Erie-Ottawa International	Airfield Lighting - Taxiway C Replacement	\$ 1,492,000	95%	\$ 1,417,400	5%			LIGHTING:	
PCW	Erie-Ottawa International	Airfield Lighting - Taxiway B Replacement	\$ 858,000	99%	\$ 851,100	1%			LIGHTING:	
AXV	Neil Armstrong	Terminal Apron Rehabilitation - Phase II	\$ 391,947	95%	\$ 372,350	5%			PAVEMENT:	
DFI	Defiance Memorial	Install New REILs; Install New Runway 30 PAPI-4; Install New Rotating Beacon	\$ 486,220	95%	\$ 459,534	5%			NAV-AID:	
SGH	Springfield-Beckley Municipal	Re-package Reconstruct Taxiway C, Phase I	\$ 487,120	95%	\$ 462,764	5%			PAVEMENT:	
ILN	Wilmington Air Park	Runway 4L/22R Pavement Repairs	\$ 379,300	79%	\$ 299,647	21%			PAVEMENT:	
I23	Fayette County	Runway Pavement Markings	\$ 110,176	95%	\$ 104,667	5%			MARKING:	
I86	Perry County	Remove tree obstructions	\$ 60,000	95%	\$ 57,000	5%			OBSTRUCTION:	
BJJ	Wayne County	Rehabilitate Runway 10-28 (Crack Seal & Markings)	\$ 331,762	95%	\$ 315,174	5%			MARKING:	
VTA	Newark-Heath	Obstruction Removal: Maintenance Hangar Relocation	\$ 137,500	95%	\$ 130,625	5%			OBSTRUCTION:	
EOP	Pike County	Runway 25 Approach Obstruction Removal	\$ 44,320	95%	\$ 42,104	5%			OBSTRUCTION:	
CGF	Cuyahoga County	Rehabilitate Roof	\$ 369,000	95%	\$ 350,550	5%			OTHER:	
ILN	Wilmington Air Park	ALSF Site Repairs	\$ 144,420	79%	\$ 114,092	21%			OTHER:	
MGY	Dayton Wright Brothers	Rehabilitate Taxiway A-Phase 1	\$ 526,316	95%	\$ 500,000	5%			PAVEMENT:	
I10	Noble County - Mike Brienza Field	Rehabilitate Medium Intensity Runway Lighting	\$ 391,610	94%	\$ 369,655	6%			LIGHTING:	
ZZV	Zanesville Municipal	Replace Runway 4/22 REIL	\$ 85,000	94%	\$ 80,000	6%			NAV-AID:	
ZZV	Zanesville Municipal	Rehabilitate Taxiway B Phase 1/3 - West Pavement	\$ 486,000	95%	\$ 461,700	5%			PAVEMENT:	
8G1	Willard	Rehabilitate Runway 10/28 - Phase 1	\$ 342,000	95%	\$ 324,900	5%			PAVEMENT:	
5G7	Bluffton	Runway 5-23 Pavement Marking	\$ 76,733	95%	\$ 72,895	5%			MKG/LTG:	
5G7	Bluffton	Partial Taxiway Lighting	\$ 179,041	95%	\$ 170,090	5%			MKG/LTG:	
YNG	Youngstown-Warren Regional	Rehab GA Apron Taxilane	\$ 369,600	95%	\$ 351,120	5%			PAVEMENT:	
SCA	Sidney Municipal	Rehabilitate Apron B, D and F	\$ 420,300	95%	\$ 400,000	5%			PAVEMENT:	
UNI	Ohio University	AWOS Replacement	\$ 209,000	91%	\$ 190,000	9%			NAV-AID:	
I71	Morgan County	Rehabilitate Runway 12-30 Lighting	\$ 345,856	95%	\$ 328,563	5%			LIGHTING:	
OWX	Putnam County	Install Runway 9 NAVAID (PAPI 2-BOX)	\$ 160,000	95%	\$ 152,000	5%			NAV-AID:	
I10	Noble County - Mike Brienza Field	Install New Rotating Beacon	\$ 105,610	94%	\$ 99,627	6%			NAV-AID:	
MNN	Marion Municipal	Replace Runway 7/25 PAPI	\$ 372,000	95%	\$ 353,400	5%			NAV-AID:	
GQQ	Galion Municipal	Install Automated Weather Observing System	\$ 285,270	95%	\$ 271,007	5%			NAV-AID:	
I23	Fayette County	AWOS Replacement	\$ 399,511	95%	\$ 379,535	5%			NAV-AID:	
UYF	Madison County	Runway 9 and 27 PAPI Replacement	\$ 257,000	95%	\$ 244,150	5%			NAV-AID:	
4G5	Monroe County	Rehabilitate Runway Pavement Marking	\$ 93,375	92%	\$ 86,331	8%			MARKING:	
EOP	Pike County	Relocate Windcone	\$ 83,000	95%	\$ 78,550	5%			NAV-AID:	
OXD	Miami University	NAVAID and Windcone Replacement	\$ 252,099	95%	\$ 239,494	5%			NAV-AID:	
CYO	Pickaway County Airport	New AWOS	\$ 640,000	95%	\$ 608,000	5%			NAV-AID:	
			TOTALS:		\$ 21,298,523		\$ 20,034,550			

All airport projects below the line were not funded due to lack of state resources.

_____ moved to amend as follows:

1 In line 129471, delete "\$12,500,000 \$12,500,000" and insert
2 "145,000,000 \$20,000,000"

3 In line 129472, add \$132,500,000 to fiscal year 2024 and
4 \$7,500,000 in fiscal year 2025

5 In line 129476, add \$132,500,000 to fiscal year 2024 and
6 \$7,500,000 to fiscal year 2025

7 After line 129482, insert:

8 **"Section 411.40 AIRPORT IMPROVEMENTS - STATE**

9 The foregoing appropriation item 777471, Airport
10 Improvements - State, shall be used to support capital
11 improvements, maintain infrastructure, and ensure safety at
12 publicly owned, public use airports under the Airport Grant
13 Program.

14 Of the foregoing appropriation item 777471, Airport
15 Improvements - State, up to \$125,000,000 in fiscal year 2024
16 shall be used for commercial airport improvements in the state.
17 An amount equal to the unexpended, unencumbered portion of this
18 set aside for commercial airport improvements in fiscal year

HC0840

19 2024 is hereby reappropriated for the same purposes in fiscal
20 year 2025.

21 Of the foregoing appropriation item 777471, Airport
22 Improvements - State, up to \$20,000,000 in each fiscal year
23 shall be used for general aviation and cargo facility
24 improvements."

25 The motion was _____ agreed to.

26 SYNOPSIS

27 **Department of Transportation**

28 **Sections 411.10 and 411.40**

29 Increases GRF ALI 777471, Airport Improvements - State by
30 \$132.5 million in FY 2024 and \$7.5 million in FY 2025.

31 Earmarks \$125,000,000 in FY 2024 for commercial airport
32 improvements across the state and reappropriates the
33 unencumbered, unused portion of this earmark for the same
34 purposes in FY 2025.

35 Earmarks \$20,000,000 in each fiscal year for general
36 aviation and cargo facility improvements.

