



Interested Party Testimony on Am. Sub. HB 33
Before the
Senate Finance Committee
June 7, 2023
by Tony Fiore, Executive Director

Chair Dolan, Vice Chair Cirino, Ranking Member Sykes, and members of the Senate 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 supports 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 (see map on page 4).

Why Ohio Lawmakers Should Prioritize Aviation + Airports

Ohio led the way in aviation 125 years ago, and is poised to do so again, but can't do it without your support. Of the State'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 has 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 providing 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 (safety, 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 (PFC). There is \$3.35 Billion in AIP funding in FY23 (that ends September 30, 2023). There is also \$15 billion in airport infrastructure funding under the Bipartisan Infrastructure Law (BIL) and \$5 billion in funding for airport terminals. These funds are available between 2022-2026. 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 to utilize along with available local funds 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. You can see even the \$12.5 million allocation in the "as introduced" version of [HB 33](#) or \$10 million in the Senate substitute version of the bill for funding to the general aviation airports serving your communities is overshadowed by how other states are making significant investments in aviation.

The OAA is grateful to the DeWine Administration for increasing funding to \$12.5 million in each year of the biennium in [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 above the gray line. Those below the line did not. The FY 23 ODOT airport grant program application round just ended on May 1, 2023. At the OAA Annual Conference in early May the ODOT – Office of Aviation staff reported that over 60 airport applications were received totaling over \$22 million in requests. In addition, there is no dedicated funding currently going to our commercial service airports. ***Ohio's airports provide over 119,000 jobs, have over \$15 Billion economic impact and development estimates between \$1.17-1.76 billion over the next four years.*** The additional \$50 million allocated to commercial service airports in [Am. Sub. HB 33](#) as passed by the House was appreciated. But the Senates substitute version of the bill reduces funding for commercial service airport infrastructure projects to \$0. That makes it more difficult for our commercial service airports to make necessary infrastructure improvements for Ohioans travelling in and out of our facilities as well as those visiting our state. As noted above, other states now more than ever are significantly increasing general revenue fund resources to help their airports draw down available federal funds. OAA wants to help fund the airport projects in all your districts.

72 airports \$300 million=
\$100 M (FY23-24)
\$200 M (FY24-25)



Urging Your Support to Increase Airport Infrastructure Funding

I've summarized what the OAA is asking Senate members to support in the chart below.

Fund	Governor's Budget	House	Senate sub. Bill (6/6/23)	Senate Omnibus Request
Airport Infrastructure Program (GRF 777471)	\$12.5 million FY24 \$12.5 million FY25	\$12.5 million FY24 \$12.5 million FY25 (ODOT)	\$10 million FY24 \$10 million FY25	\$20 million FY24 \$20 million FY25 (ODOT-Office of Aviation)
Airport Development Grants (5AC1-ALI 776674)	\$0 FY24 or FY25	\$50 million (\$3 million for YNG) (ODOT)	\$0 allocated for commercial service airport projects	\$128 million FY24-25 (6 commercial airports in Ohio + \$3 M for YNG) (Move to Development)

□ **Increase funding for General Aviation Airport Infrastructure**

- ✓ While the House Passed version included appropriations for GRF 777471 Airport Improvements-State, maintaining the Executive Version appropriations at \$12.5 million in each fiscal year, there is no appropriation language to state *how* these funds are to be used. Typically, they are used for funding infrastructure improvements at Ohio's 98 general aviation airports.
- ✓ **Ask:** Support **SC1937X2** (or redraft for Senate omnibus amendment) to increase the appropriations to \$20 million in FY24 and \$20 million in FY 25 and add uncodified language to clarify that these funds are to be used to support capital improvements, maintain infrastructure, and ensure safety at publicly owned, public use airports under the Airport Grant Program.

□ **Increase and move Airport Development Grants Fund (CompDoc#: DOTCD52)**

- ✓ The House added a new non-GRF fund for Airport Development Grants (Fund 5AC1-ALI 776674) with a \$50 million appropriation in FY24 and reappropriates the unexpended, unencumbered portion at the end of FY24 to be used for the same purpose in FY25.
- ✓ Youngstown-Warren Regional Airport (YNG) had a carve out of \$3 million from House omnibus, but they are not considered a commercial service airport until they regain such service. Therefore, the \$3 million airport improvement funding earmark would increase the fund to \$128 million.
- ✓ **Ask:** Support **SC1937X2** amendment to \$128 million over the biennium for the 6 commercial airports in Ohio + \$3 million earmark for YNG.
- ✓ States like North Carolina are allocating more than \$242-300 million in general revenue funds to help their 72 public-owned, public use airports apply for FAA funding.
- ✓ Moving this appropriation to the Ohio Department of Development will eliminate any confusion with the traditional AIP funding in the ODOT – Office of Aviation for general aviation airports.

These state funds in addition to local dollars will make all 104 public-owned, public-use airports competitive with other states' airports applying for federal infrastructure funding. Currently, these federal funds are available through 2026, so the time to help these airport infrastructure requests is this budget cycle.

Just like our state's road and bridge infrastructure, our airports need your attention to this funding increase request. Without your support airports in other states stand to pull down between 75-95% of these infrastructure project funds ahead of Ohio airports. Investing in Ohio's airports addresses proven infrastructure needs around the entire state, provide construction jobs, helps local communities, improves safety of pilots and surrounding neighbors, and fuels Ohio's economy for the future 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. We hope you agree and urge your support for the requested funding levels noted above.

Thank you for your time today. I'd be happy to answer 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)

Airport IDNT	Facility	Project Title	Grant Year	Project Value	State Share %	Requested State Share	Sponsor Share %	Project Category	Programmed State Share
HZY	Northeast Ohio Regional	ASOS Relocation Phase 2	2023	\$ 40,000	79%	\$ 31,600	21%	NAV-AID:	\$ 31,600
LHQ	Fairfield County	Runway 10 Approach Obstruction Removal	2023	\$ 43,000	95%	\$ 40,850	5%	OBSTRUCTION:	\$ 40,850
LNN	Lake County Executive (Lost Nation) Airport	Remove tree obstructions to RWY 23 approach	2023	\$ 123,000	95%	\$ 116,850	5%	OBSTRUCTION:	\$ 116,850
S24	Sandusky County Regional	PAPI and REIL Systems Replacement	2023	\$ 253,000	95%	\$ 240,000	5%	NAV-AID:	\$ 240,000
AKR	Akron Fulton International	Replace REILs	2023	\$ 144,000	95%	\$ 136,800	5%	NAV-AID:	\$ 136,800
CGF	Cuyahoga County	Apron Rehabilitation	2023	\$ 927,000	95%	\$ 880,650	5%	PAVEMENT:	\$ 500,000
I68	Warren County/John Lane Field	Remark Runway and Taxiway	2023	\$ 94,194	94%	\$ 89,009	6%	MARKING:	\$ 89,009
ILN	Wilmington Air Park	Taxiway A1 Pavement Repairs	2023	\$ 203,500	79%	\$ 160,765	21%	PAVEMENT:	\$ 160,765
ILN	Wilmington Air Park	Taxiway C&D Pavement Repairs	2023	\$ 326,900	79%	\$ 258,251	21%	PAVEMENT:	\$ 258,251
OSU	Ohio State University	Rehabilitate Taxiway E	2023	\$ 512,300	95%	\$ 485,685	5%	PAVEMENT:	\$ 485,685
4G5	Monroe County	Tree Removal	2023	\$ 363,382	92%	\$ 334,263	8%	OBSTRUCTION:	\$ 334,263
MFD	Mansfield Lahm Regional	Primary Wind Cone and Segmented Circle	2023	\$ 180,000	79%	\$ 142,200	21%	NAV-AID:	\$ 142,200
YES	Darke County	Rehabilitation of Runway 9/27	2023	\$ 368,750	95%	\$ 350,313	5%	PAVEMENT:	\$ 350,313
AKR	Akron Fulton International	Rehabilitate Taxiway R, R1 and R2	2023	\$ 911,000	95%	\$ 865,450	5%	PAVEMENT:	\$ 363,200
DLZ	Delaware Muni - Jim Moore Field	Rehabilitate Apron B	2023	\$ 460,000	95%	\$ 437,000	5%	PAVEMENT:	\$ 437,000
I68	Warren County/John Lane Field	Reconstruct South Taxiway/Apron	2023	\$ 384,684	95%	\$ 363,550	5%	PAVEMENT:	\$ 363,550
LPR	Lorain County Regional	Rehabilitate Main Apron (13,776 SY)	2023	\$ 574,055	95%	\$ 545,352	5%	PAVEMENT:	\$ 500,000
PCW	Erie-Ottawa International	Airfield Lighting - Runway 18-36 Replacement	2023	\$ 990,000	95%	\$ 940,400	5%	LIGHTING:	\$ 500,000
VTA	Newark-Heath	Replace Runway 9/27 NAVAIDs (PAPIs)	2023	\$ 204,000	95%	\$ 193,800	5%	NAV-AID:	\$ 193,800
TSO	Carroll County -Tolson	Obstruction Removal - Phase I	2023	\$ 105,172	95%	\$ 99,913	5%	OBSTRUCTION:	\$ 99,913
4I9	Morrow County	Runway Approach Obstruction Removal	2023	\$ 512,500	95%	\$ 486,875	5%	OBSTRUCTION:	\$ 486,875
AKR	Akron Fulton International	Taxiway Pavement Markings	2023	\$ 155,000	95%	\$ 147,250	5%	MARKING:	
PCW	Erie-Ottawa International	Rehabilitate Taxiway C (West of Taxiway B)	2023	\$ 2,052,000	95%	\$ 1,949,400	5%	PAVEMENT:	
PCW	Erie-Ottawa International	Airfield Lighting - Taxiway C Replacement	2023	\$ 1,492,000	95%	\$ 1,417,400	5%	LIGHTING:	
PCW	Erie-Ottawa International	Airfield Lighting - Taxiway B Replacement	2023	\$ 858,000	99%	\$ 851,100	1%	LIGHTING:	
AKV	Neil Armstrong	Terminal Apron Rehabilitation - Phase II	2023	\$ 391,947	95%	\$ 372,350	5%	PAVEMENT:	
DFI	Defiance Memorial	Install New REILs, Install New Runway 30 PAPI 4; Install New Rotating Beacon	2023	\$ 486,220	95%	\$ 459,534	5%	NAV-AID:	
SGH	Springfield-Beckley Municipal	Re-package Reconstruct Taxiway C, Phase I	2023	\$ 487,120	95%	\$ 462,764	5%	PAVEMENT:	
ILN	Wilmington Air Park	Runway 4L/22R Pavement Repairs	2023	\$ 379,300	79%	\$ 299,647	21%	PAVEMENT:	
I23	Fayette County	Runway Pavement Markings	2023	\$ 110,176	95%	\$ 104,667	5%	MARKING:	
I86	Perry County	Remove tree obstructions	2023	\$ 60,000	95%	\$ 57,000	5%	OBSTRUCTION:	
BJJ	Wayne County	Rehabilitate Runway 10-28 (Crack Seal & Markings)	2023	\$ 331,762	95%	\$ 315,174	5%	MARKING:	
VTA	Newark-Heath	Obstruction Removal. Maintenance Hangar Relocation	2023	\$ 137,500	95%	\$ 130,625	5%	OBSTRUCTION:	
EOP	Pike County	Runway 25 Approach Obstruction Removal	2023	\$ 44,320	95%	\$ 42,104	5%	OBSTRUCTION:	
CGF	Cuyahoga County	Rehabilitate Roof	2023	\$ 369,000	95%	\$ 350,550	5%	OTHER:	
ILN	Wilmington Air Park	ALSF Site Repairs	2023	\$ 144,420	79%	\$ 114,092	21%	OTHER:	
MGY	Dayton Wright Brothers	Rehabilitate Taxiway A-Phase 1	2023	\$ 526,316	95%	\$ 500,000	5%	PAVEMENT:	
I10	Noble County - Mike Brienza Field	Rehabilitate Medium Intensity Runway Lighting	2023	\$ 391,610	94%	\$ 369,655	6%	LIGHTING:	
ZZV	Zanesville Municipal	Replace Runway 4/22 REIL	2023	\$ 85,000	94%	\$ 80,000	6%	NAV-AID:	
ZZV	Zanesville Municipal	Rehabilitate Taxiway B Phase 1/3 - West Pavement	2023	\$ 486,000	95%	\$ 461,700	5%	PAVEMENT:	
8G1	Willard	Rehabilitate Runway 10/28 - Phase 1	2023	\$ 342,000	95%	\$ 324,900	5%	PAVEMENT:	
5G7	Bluffton	Runway 5-23 Pavement Marking	2023	\$ 76,733	95%	\$ 72,895	5%	MKG/LTG:	
5G7	Bluffton	Partial Taxiway Lighting	2023	\$ 179,041	95%	\$ 170,090	5%	MKG/LTG:	
YNG	Youngstown-Warren Regional	Rehab GA Apron Taxilane	2023	\$ 369,600	95%	\$ 351,120	5%	PAVEMENT:	
SCA	Sidney Municipal	Rehabilitate Apron B, D and F	2023	\$ 420,300	95%	\$ 400,000	5%	PAVEMENT:	
UNI	Ohio University	AWOS Replacement	2023	\$ 209,000	91%	\$ 190,000	9%	NAV-AID:	
I71	Morgan County	Rehabilitate Runway 12-30 Lighting	2023	\$ 345,856	95%	\$ 328,563	5%	LIGHTING:	
OWX	Putnam County	Install Runway 9 NAVAID (PAPI 2-BOX)	2023	\$ 160,000	95%	\$ 152,000	5%	NAV-AID:	
I10	Noble County - Mike Brienza Field	Install New Rotating Beacon	2023	\$ 105,610	94%	\$ 99,627	6%	NAV-AID:	
MNN	Marion Municipal	Replace Runway 7/25 PAPI	2023	\$ 372,000	95%	\$ 353,400	5%	NAV-AID:	
GQQ	Gallon Municipal	Install Automated Weather Observing System	2023	\$ 285,270	95%	\$ 271,007	5%	NAV-AID:	
I23	Fayette County	AWOS Replacement	2023	\$ 399,511	95%	\$ 379,535	5%	NAV-AID:	
UYF	Madison County	Runway 9 and 27 PAPI Replacement	2023	\$ 257,000	95%	\$ 244,150	5%	NAV-AID:	
4G5	Monroe County	Rehabilitate Runway Pavement Marking	2023	\$ 93,375	92%	\$ 86,331	8%	MARKING:	
EOP	Pike County	Relocate Windcone	2023	\$ 83,000	95%	\$ 78,850	5%	NAV-AID:	
OXD	Miami University	NAVAID and Windcone Replacement	2023	\$ 252,099	95%	\$ 239,494	5%	NAV-AID:	
CYO	Pickaway County Airport	New AWOS	2023	\$ 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.

Annually between \$20 - \$25 million in grant requests.

Ohio Commercial Service Airport State Infrastructure – Budget Proposal Requests

Airport	CLE	CAK	CMH	DAY	LCK	TOL	TOTALS
Description of Project	Design and construction of Concourse A expansion and interior renovation	Baggage claim and rental car facility modernization program	New Midfield Terminal Project	Development of micro-grid	Ramp #3 Design & Construction	Construct a new fabric hangar available for Maintenance & Repair Operations, Cargo Handling, and to potentially serve as a base location for ULCCs	
Benefits	Concourse A renovation and expansion would be the first of many terminal and landside projects that are necessary for the growth of CLE that were identified in the masterplan. CLE has aging infrastructure and noticeable capacity and space issues within the terminal and in order to accommodate the future demand of projected air travel, these projects are a necessity to ensure CLE remains competitive and a viable economic catalyst for the northeast Ohio region.	<ul style="list-style-type: none"> - These modernizations will provide opportunities for increased airport revenue through additional leasable space and/or optimized rate structures. This includes the ability to attract new tenants and users to new, expanded, or redeveloped landside facilities. - These projects support the safe, efficient, and comfortable movement of passengers. Allows easy access, low wait times, minimizes walking distances and protects passengers in inclement weather conditions. - From an airport employee and tenant perspective, these improvements provide facilities that support efficient daily operations including movement of aircraft and baggage, security and emergency access, facility maintenance and snow removal. - Additionally, this will provide CAK with the ability to develop the concept in phases consistent with demand growth in a manner that does not overburden the financial resources of the Authority and funding agencies. IT will have the ability to be scaled, or adjusted, to meet changing market conditions and passenger demand well into the future. - Lastly, these projects provide opportunities for sustainable, or green, initiatives and minimizes potential long-term impacts to the natural environment (i.e., energy use and air quality) 	Proposed terminal will replace the existing passenger terminal at CMH. Existing facility was opened in 1958 and the primary systems are nearing the end of useful life. The new facility will reduce carbon footprint, and design will focus on sustainability, presenting a new modern front door to Ohio.	DAY’s current utility infrastructure is old and outdated. Although the utility provider (AES) is working to update its service to the airport campus, the transformers/ switchgear, and conductors coming into the facilities have experienced regular failures. Creating a micro-grid using solar, storage and natural gas generation would update our infrastructure, lessen our dependence on the utility, reduce our electricity/energy costs, and reduce our greenhouse gas emissions.	Proposed ramp will increase the parking for widebody cargo aircraft allowing increased simultaneous cargo loading/unloading at LCK. This additional capacity will increase the overall cargo capacity of the region.	The new 240’x150’ fabric hangar will generate more airport activity possibly leading to additional future FAA federally funded projects at TOL to continue to expand and enhance airport infrastructure. The Port Authority anticipates that the new hangar could be used to assist current airport tenants grow their maintenance and repair and cargo operations. Certified graduates from the Toledo Public Schools Aviation Academy https://ansat.tps.org and from the Federal Aerospace Institute https://www.federalaerospaceinstitute.com could immediately go to work in the new hangar performing maintenance on aircraft. In addition, a new hangar could attract additional passenger service to TOL, potentially serving as a base location for Ultra-Low-Cost Carriers. Finally, a new hangar could accommodate a growing cargo operation for on demand charters. TOL has seen a large increase in air cargo with the addition of Amazon Air. Time sensitive cargo mainly supporting the automotive and other manufacturing industries has increased sharply during the COVID pandemic. There are currently no available facilities at TOL with loading docks available for transloading. Loading docks could be incorporated into this project.	
State Request	\$27.6M	\$11M	\$55M+	\$10-12M	\$9M	\$8-9M	\$125M
2023-2027 Total Development Estimate	\$192,963,764	\$40,347,541	\$688,669,160	\$123,674,304	\$96,889,275	\$27,290,869	\$1.17B
Airport Economic Impact	\$4.56B	\$1.01B	\$5.3B	\$1.05B	\$2.5B	\$14M	\$15.15B
Airport Jobs	40,186	4,486	36,630	11,111	15,280	84	119,088

Youngstown-Warren Regional Airport
State Budget Request Summary

Description of Project: Rehabilitation of Primary Runway 14/32, Rehabilitation of parallel taxiway A (serving Runway 14/32) and Rehabilitation of Runway 5/23 and some associated access pavements. Each project would include planning, design, and construction phases, providing job creation in professional services, construction, and trades.

Benefits: Projects support the largest employer in Trumbull County, the Youngstown Air Reserve Station through pavement rehabilitations of the “front door” of the YARS facility. Airfield pavements were last rehabilitated approx. 25 years ago and need new extended useful life.

- Enhanced pavement life will continue to serve the thousands of annual users of YNG as well as provide for the growing and expanding operations on the airfield.
- Airfield operations support passenger traffic activity, cargo movements, workforce/pilot training flight training operations, Aircraft mechanic training programs, US military missions and private aircraft movements serving individual corporate and business interests as well as quality of life flights like MedFlight or Angel flights.

State Request: \$3.0 M (this money helps leverage the federal grant dollars, a 900% benefit)

2023-2027 Total Development Estimate: \$30M

Airport Economic Impact: \$200 M annually

Airport Jobs: 2,200

_____ moved to amend as follows:

1 After line 155977a, insert:

2 "5AC1 195xxx Airport Development Grants \$128,000,000 \$0"

3 In line 156005, add \$128,000,000 to fiscal year 2024

4 In line 156051, add \$128,000,000 to fiscal year 2024

5 After line 156320, insert:

6 "AIRPORT DEVELOPMENT GRANTS

7 Of the foregoing appropriation item 195xxx, Airport
8 Development Grants, \$3,000,000 in fiscal year 2024 shall be used
9 to support airport improvements for the Youngstown-Warren
10 Regional Airport in Trumbull County."

11 The remaining portion of the foregoing appropriation item
12 195xxx, Airport Development Grants, shall be used for commercial
13 service airport improvements in the state. An amount equal to
14 the unexpended, unencumbered portion of this appropriation at
15 the end of fiscal year 2024 is hereby reappropriated for the
16 same purposes in fiscal year 2025."

17 In line 166589, delete "\$12,500,000 \$12,500,000" and
18 insert "\$20,000,000 \$20,000,000"

SC1937X2

19 In line 166590, add \$7,500,000 to fiscal year 2024 and
20 \$7,500,000 to fiscal year 2025

21 Delete lines 166594 and 166594a

22 In line 166595, subtract \$50,000,000 from fiscal year 2024

23 In line 166596 subtract \$42,500,000 from fiscal year 2024
24 and add \$7,500,000 to fiscal year 2025

25 After line 166596, insert:

26 **"Section 411.____. AIRPORT IMPROVEMENTS - STATE**

27 The foregoing appropriation item 771471, Airport
28 Improvements - State, shall be used for the Ohio Airport Grant
29 Program in supporting capital improvements, maintaining
30 infrastructure, and ensuring safety at publicly owned, public
31 use airports in Ohio.

32 Delete lines 166647 through 166657

33 In line 168050, delete "\$50,000,000" and insert
34 "\$128,000,000"

35 The motion was _____ agreed to.

36 SYNOPSIS

37 **Department of Development**

38 **Sections 259.10 and 259.20**

39 Appropriates \$128,000,000 in FY 2024 under new Fund 5AC1
40 ALI 195xxx, Airport Development Grants, to be used for
41 commercial service airport improvements, and earmarks \$3.0

42 million in FY 2024 for improvements at the Youngstown-Warren
43 Regional Airport. Reappropriates the unexpended, unencumbered
44 portion of this appropriation for the same purpose in FY 2025.

45 **Department of Transportation**

46 **Sections 411.10, 411.__, and 411.40**

47 Increases GRF ALI 777471 Airport Improvements - State, by
48 \$7.5 million in FY 2024 and \$7.5 million in FY 2025 and
49 specifies this appropriation be used to support capital
50 improvements, maintaining infrastructure, and ensuring safety at
51 publicly owned, public use airports.

52 Eliminates the Airport Development Grant Program in ODOT,
53 and instead moves the program and funding to the Department of
54 Development.