



Aviation in Ohio Means: Jobs. Economic Growth. Global Connectivity.

What We Do

As the voice of airports in Ohio, the **Ohio Aviation Association** works to develop policies and affect legislation by educating and advocating for policies in the executive and legislative branches on behalf of our members.

What We Prioritize

In order to sustain our State's aviation assets and continue to fuel Ohio's business growth, these items need to be prioritized:

1. **Support Infrastructure Investment:** Ensure a sustainable funding stream to provide needed infrastructure improvements at Ohio's network of airports.
2. **Strengthen Air Service:** Position Ohio to maintain existing and enhance new international and domestic air service vital for Ohio's businesses.
3. **Enhance Aviation Workforce:** Position Ohio's education system & training programs to lead the way to address significant workforce shortages in the aviation industry.

Why You Should Prioritize Aviation

Firstly, the aviation sector is designated as **critical infrastructure**. Airports remain open through tough times to ensure that aviation and a wide variety of support services remain available to assist the State of Ohio and the Nation as a whole. Ohio's diverse and robust system of airports connect citizens, companies, and communities to destinations around the world while providing significant economic impacts to the Ohio economy.

In addition to the published **economic impacts** to the Ohio economy (see sidebar), airports fuel Ohio further through:

- Defense Capabilities with military operations
- Aviation and aerospace Research & Development
- Visitors and Tourism Industry
- Fractional Jet Ownership Industry
- Medical transport and Law Enforcement
- Utilities Management and Agricultural Services

Economic Impact of Ohio's aviation industry*:

- *123,500 jobs*
- *\$4.2 billion in annual payroll*
- *\$13.3 billion in annual economic output*
- *\$29.6 million in aviation-related tax revenue*

Ohio's 104 Grant Eligible Airports:

- *9 commercial service airports*
- *95 general aviation airports*
- *84 counties have airports*

*Ohio DOT Office of Aviation's *Ohio Airports Economic Impact Study of 2014*. Includes only airports that can receive federal or state aid.



Aviation in Ohio Means: Jobs. Economic Growth. Global Connectivity.

1) SFY 2022-2023 Request: Make Our Airports Whole

SFY2020-2021 General Revenue Fund provided \$6.4 Million each year to Ohio’s Eligible Airports. Due to COVID revenue losses, SFY2020 was *slashed* by \$3.1 Million. SFY2021 was reduced by 20% while our airports’ grant requests totaled over \$23 Million!

Need: Approximately \$10 Million per year gets us back to pre-COVID.

PROGRAM	LINE ITEM	REDUCTION AMOUNT
Public Transit	775470	\$3,177,234.00
Rail	776465	\$378,038.00
Aviation	777471	\$3,104,922.00
TOTAL		\$6,660,194.00

OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, Governor | Jack Marchbanks, Ph.D., Director
1900 W. Broad Street, Columbus, OH 43223 | 614-466-1173 | transportation.ohio.gov

May 15, 2020

Ohio Transportation Partners:

As many of you know, Ohio Governor Mike DeWine recently announced reductions to the state operating budget for the remainder of the state fiscal year that ends June 30. These cuts are due to the economic impact the COVID-19 outbreak has had on state finances, including a drop in average daily traffic of up to nearly 50% in April, resulting in a significant decline in fuel consumption and motor vehicle fuel tax revenues.

At the end of February, and prior to the onset of the COVID-19 pandemic, state general revenues for the fiscal year were ahead of estimates by over \$200 million. As of the end of April, Ohio's revenues were below the budgeted estimates by \$776.9 million. That is nearly a billion dollar difference, in two months' time, to our state's available revenues.

As a result, budget line items funded by state general revenues are being reduced throughout the state. For our program, the following reductions have been made by the administration:

PROGRAM	LINE ITEM	REDUCTION AMOUNT
Public Transit	775470	\$3,177,234.00
Rail	776465	\$378,038.00
Aviation	777471	\$3,104,922.00
TOTAL		\$6,660,194.00

We understand the impact the reductions will have on our partners. ODOT is working now to determine how best to administer the reductions. More information will be shared in the near future on this subject as those decisions are made.

State general revenue is a very small portion of the department's overall budget. ODOT's capital program is funded by motor vehicle fuel tax revenues which will also be significantly reduced.

The administration's announcement included a reduction of at least \$70 million in ODOT's non-GBP funding source, the Motor Vehicle Fuel Tax. That number represents about a 20% immediate decline in state motor vehicle fuel tax receipts to the agency. I must point out that this is most-likely the minimum amount that capital spending will be reduced. Our actual expenditures will still be dependent on motor vehicle fuel tax receipts collected.

In anticipation of reduced motor vehicle fuel tax revenues, ODOT delayed two projects totaling about \$200 million last month. Moving these two projects into the next fiscal year will allow the agency to absorb the revenue reduction and commence the rest of the 2020 construction program as planned.

ODOT and state budget forecasters are working to understand what the impacts to State Fiscal Year 2021 will be for both state general revenues and motor vehicle fuel tax revenues.

Excellence in Government
ODOT is an Equal Opportunity Employer and Provider of Services.

2) Specific Actions to Strengthen Ohio’s Position in Aviation:

- Support airport development districts legislation (SB204)
- Support derelict aircraft/aircraft titles legislation (HB301)
- Support inclusion of the Wright Flyer on the State Seal (HB42)
- Support legislation to strengthen protection of our airspace (drafting language, looking for sponsors)
- Support legislation to treat aircraft purchases similar to automobile and marine dealer purchases (drafting language, looking for sponsors)
- Support legislation to improve broadband connectivity to our rural airports (ref. HB13/HB190)
- Support legislation to sell/consume alcoholic beverages in post security, public areas of an airport terminal (ref. amendment for HB 674)
- Support maintaining tax expenditures that benefit aviation business