

Ohio Airports are the Runway to Economic Growth

Just like airports across the country, Ohio airports face unprecedented infrastructure challenges that threaten their ability to remain competitive and globally connected as they respond to the COVID-19 pandemic.



- 7**
Commercial Service Airports
- 127,000**
Jobs Created and Sustained
- \$4.6 Billion**
Local Payroll Supported
- \$16.5 Billion**
Total Economic Output

Infrastructure Needs of Ohio Airports
2021 - 2025

\$705 Million

Job Creation Potential

15,300 Jobs

Maxed Out Airports

When the Passenger Facility Charge (PFC) user fee is maxed out, airports aren't able to fund needed infrastructure projects that help the airport keep pace with growth in passenger and cargo volume.

OHIO AIRPORTS

PFC CONSTRAINED UNTIL

Toledo Express.....	2023
Cleveland-Hopkins International.....	2024
John Glenn Columbus International.....	2024
James M Cox Dayton International.....	2027
Youngstown-Warren Regional.....	2027
Akron-Canton Regional.....	2035

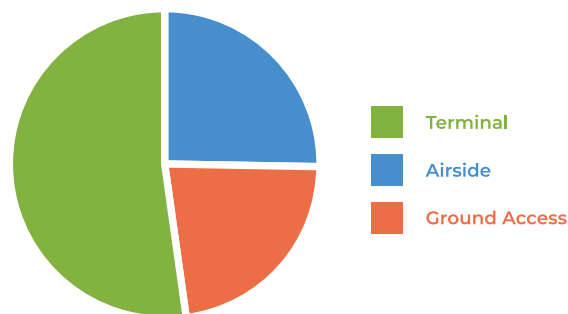
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U.S. Airport Infrastructure Needs Near \$115 Billion

Airports experienced record growth in the past decade, but spending on infrastructure improvements has not kept up with demand. After years of deferred maintenance, airports are now under immense pressure to upgrade and expand their facilities to prepare for the return of pre-pandemic passenger levels. Airports have more than \$115 billion in infrastructure upgrades over the next five years, which will be difficult to meet given that airports have limited funding sources and currently are sitting on \$107 billion in debt.

Airport Needs by Project

At nearly 53 percent, terminal projects account for the largest share of infrastructure needs of all airports for 2021 through 2025. Such projects are needed to accommodate more passengers and larger aircraft, implement new security requirements, facilitate increased competition among airlines, and enhance the passenger experience.



Airports Are Leaders In Emerging Health Infrastructure, But Need Help

Airports serve as gateways that connect communities across America and the world. They are also gateways for protecting and safeguarding public health. Airports have become leaders in health infrastructure in the wake of the pandemic.

Modestly adjusting the outdated federal cap on local PFCs would allow airports to take control of their own investment decisions and become more financially self-sufficient. Airports could build the appropriate facilities like terminals, gates, baggage systems, security checkpoints, roadways, and runways – to meet the travel demands and customer expectations of their community.