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Ohio's 6 commercial airports account for:

- 105,959 employees
- \$3.5 Billion in payroll
- \$11.4 Billion in output



A gateway to attracting new business

71% of responding businesses say employees rely on commercial airline service.

64% say their clients or customers use commercial airline service to visit.

64% use some sort of air cargo for day-to-day operations.

62% say the existence of a commercial airport is a prominent factor in their location decision.

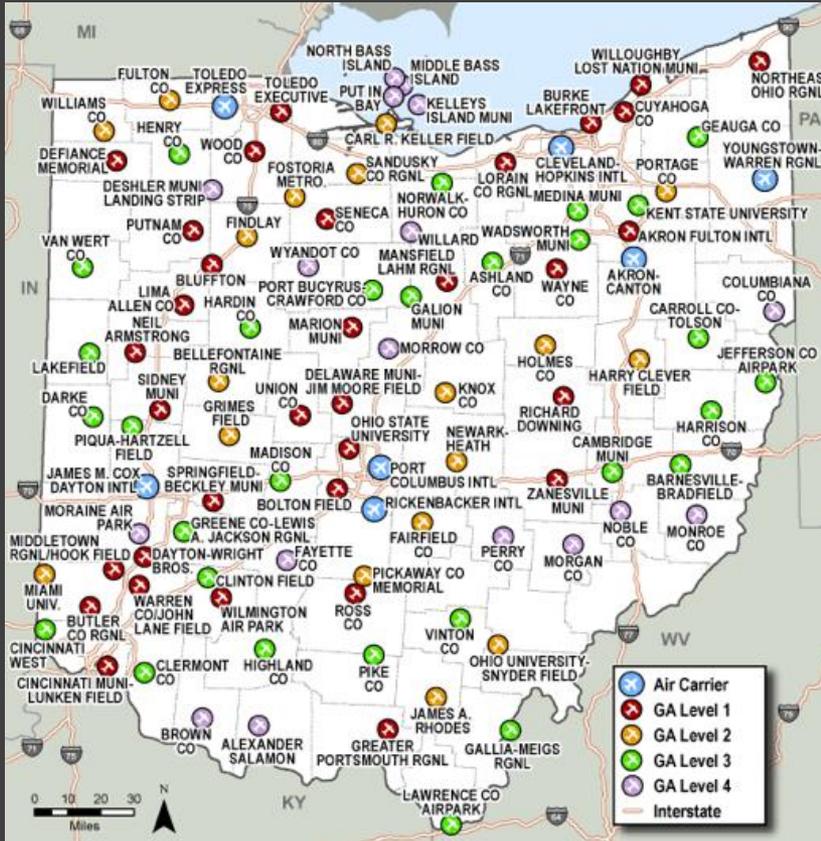


Forecast Summary

	2012	2017	2022	2032
Commercial Service Enplanements	9,744,937	10,916,310	12,076,740	14,831,030
Commercial Airline Operations	365,232	390,417	418,182	482,291
Statewide Total Air Cargo Tons	188,097	194,772	201,868	216,257



State Funding for Airports



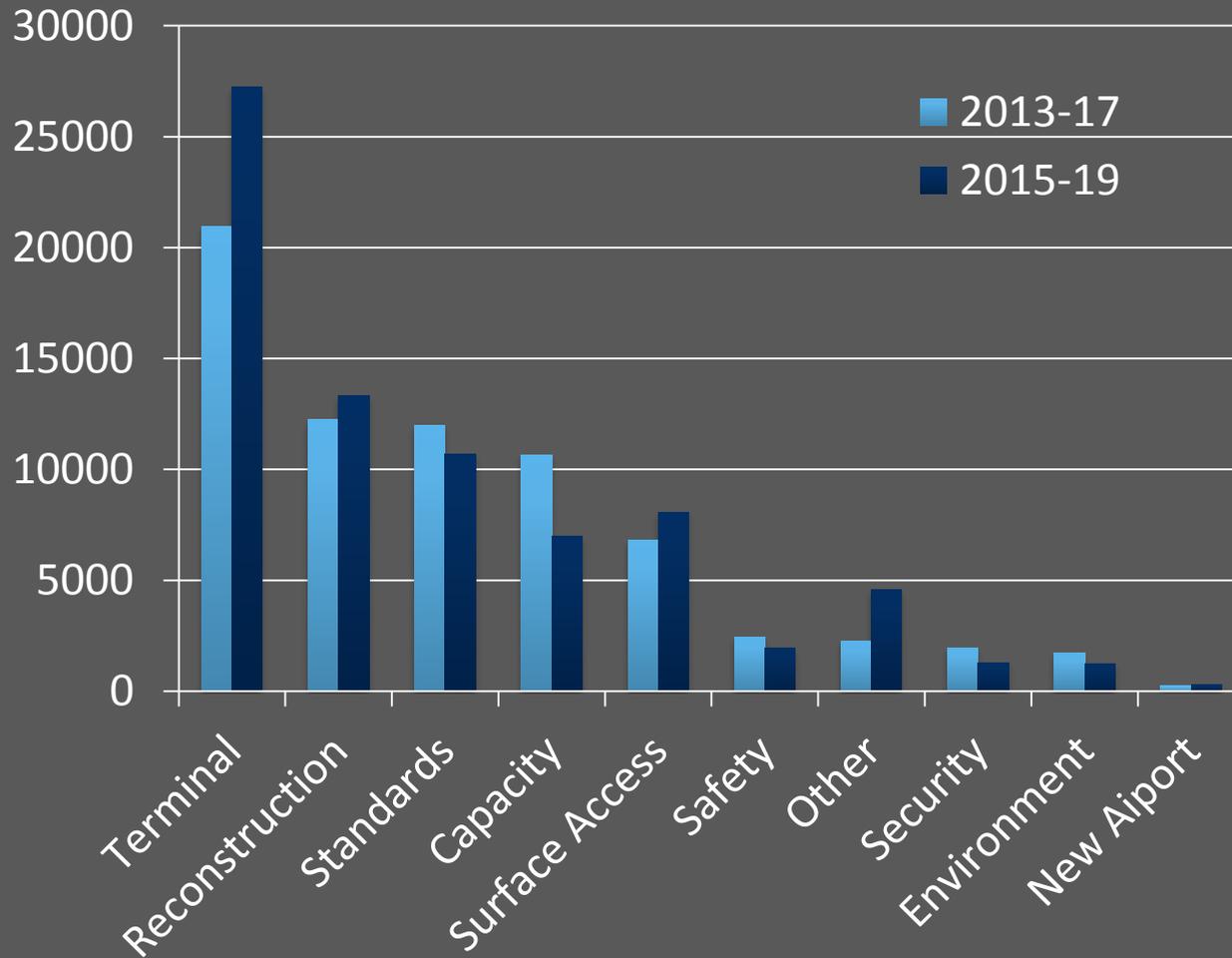
In FY16, ODOT granted \$5.9M in state money to 26 GA airports in the state.

The Ohio Airport Grant Program has been very helpful to airports in Ohio but the 6 commercial airports are NOT eligible to receive that money.

The State Infrastructure Bank has provided low-interest loans in the past for airport terminal projects. The current balance in the eligible account is roughly \$9M and is unlikely to exceed \$12M.



Change in Development Cost from 2012/2013



ACI-NA has identified a \$6.3 Billion increase in terminal capital needs from a 2012 report totaling \$27.2 Billion.





INTERNATIONAL AIRPORT

Easy to and through.



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History of Major Dayton Airport Improvements

1958 – original terminal and cargo buildings

1970 – Concourse D expansion

1975 – Customs addition

1978 – Southeast Concourse

1982 – Northeast Concourse and ticket counter

1988 – Piedmont Concourse and terminal expansion

2011 – EDS baggage screening addition

2012 – updated terminal master plan



An image of
growth and
development
for the
Dayton
region.



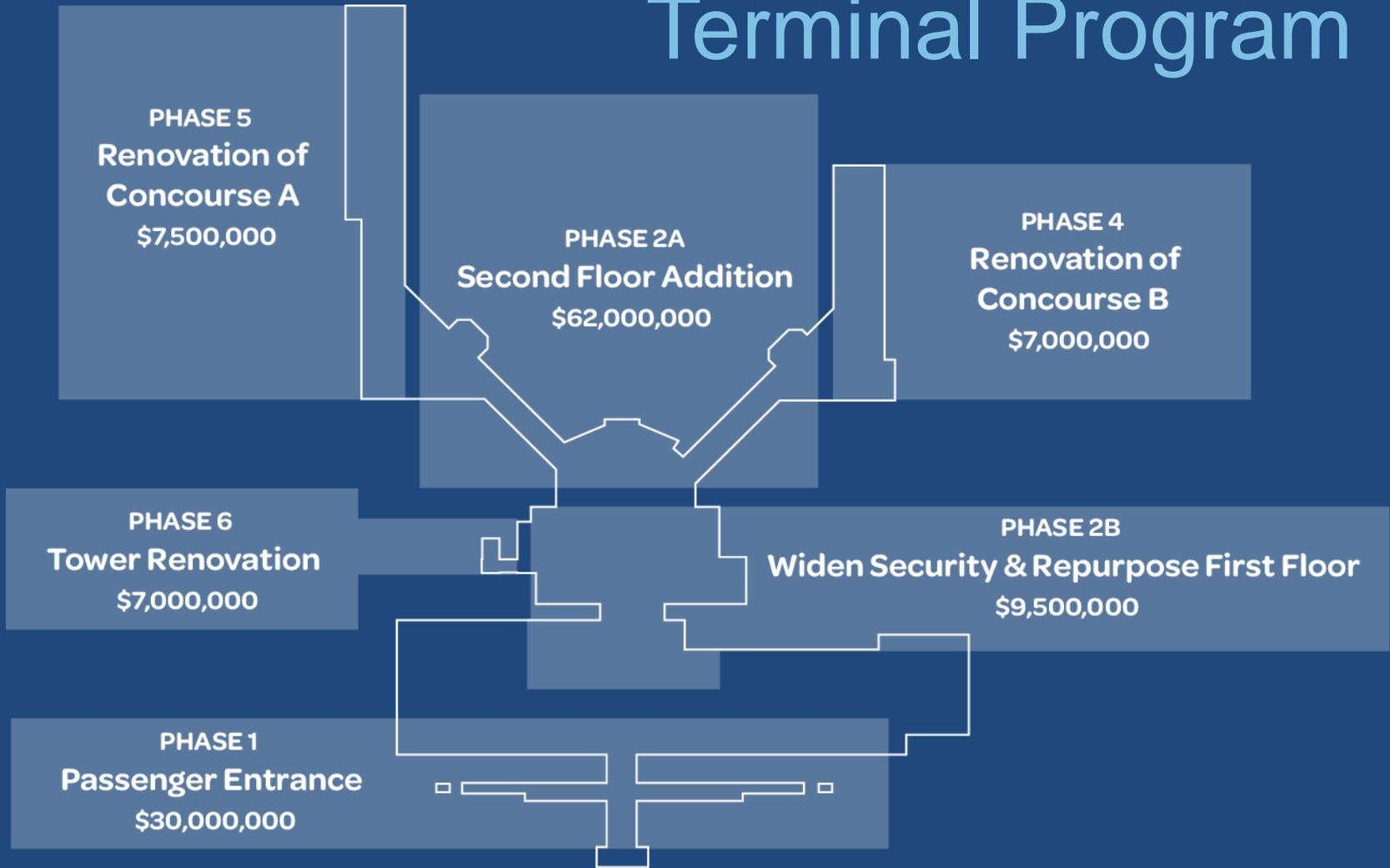
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Structural Deficiencies

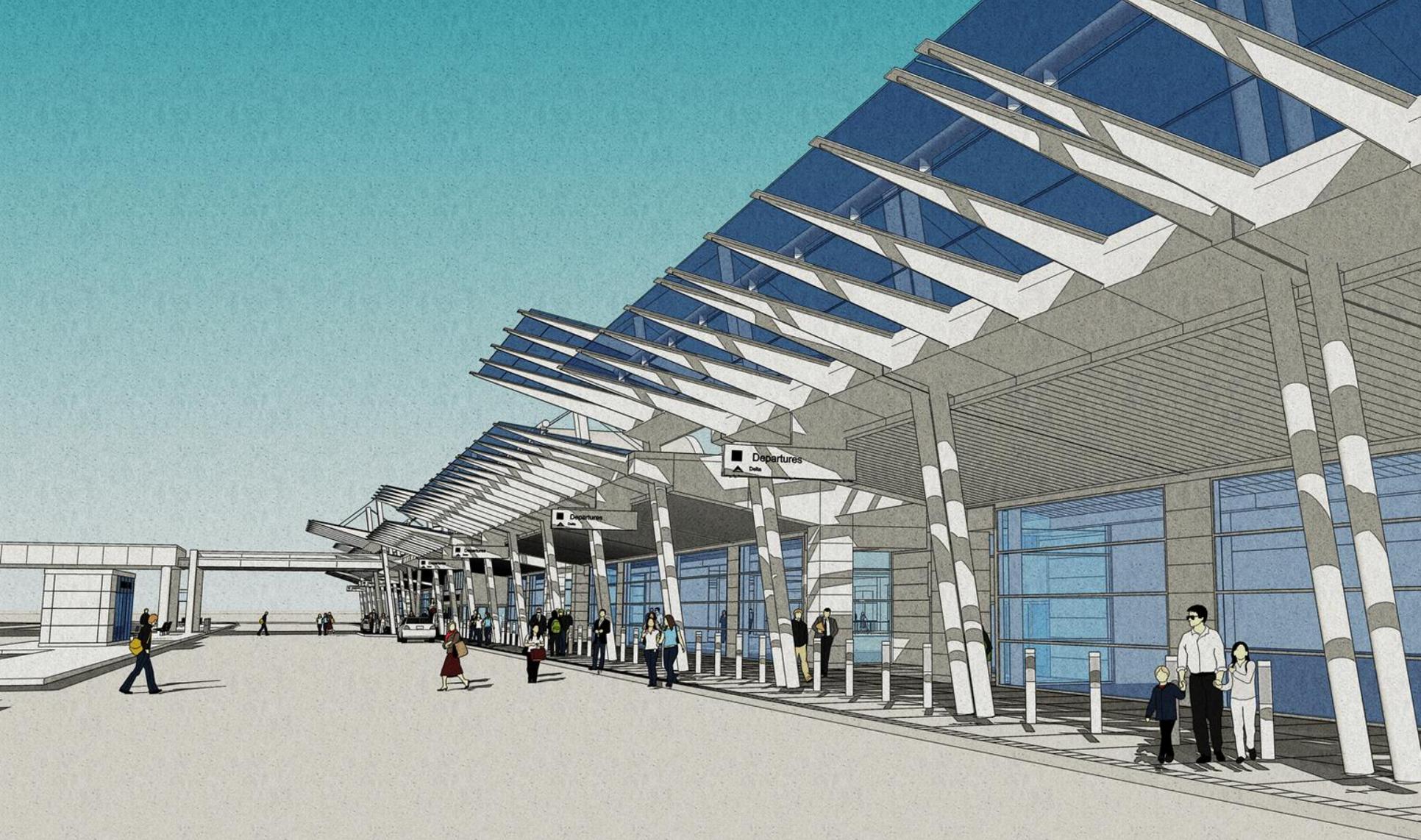


Terminal Program



Total Construction Costs = \$123,000,000





Phase 1 – Passenger Entrance

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AKRON-CANTON
AIRPORT

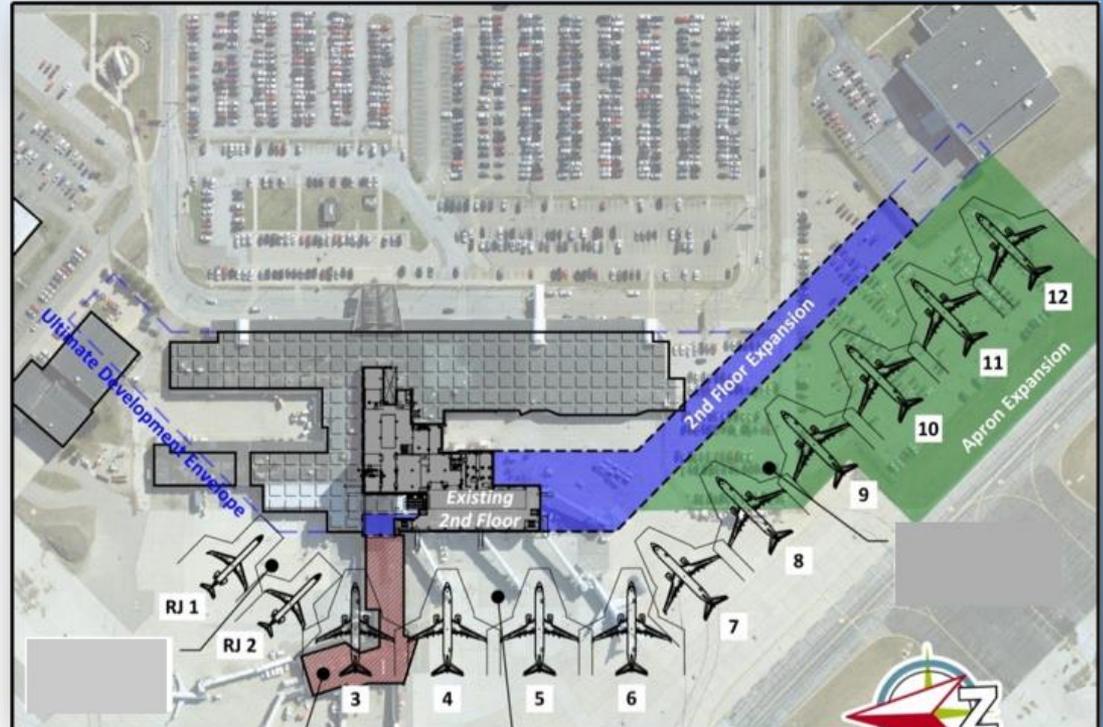
a better way to go.®

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CAK: \$35 Million Gate Replacement

- Replacing 5 gates
- 11 gates now 12 gates when complete.
- Provide adequate apron, seating, concessions and restroom space.
- Improve ground level boarding gates.
- Jet bridges on all gates.
- Replace business center, lactation room, gift/dining and kids PlayPort.
- Additional restrooms.
- AIP/PFC and Airport reserves will fund the improvement.



Construction 2017-19



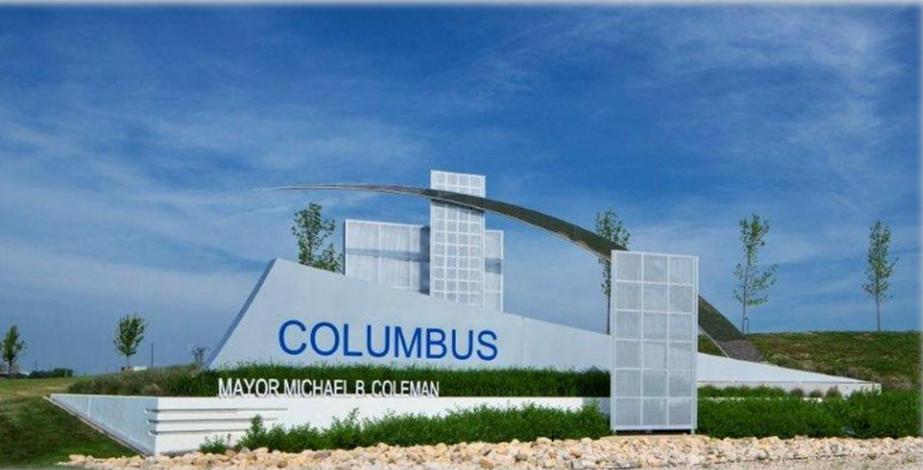
COLUMBUS
REGIONAL AIRPORT AUTHORITY



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Gateway to the City



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Midfield Development Program

Phase I



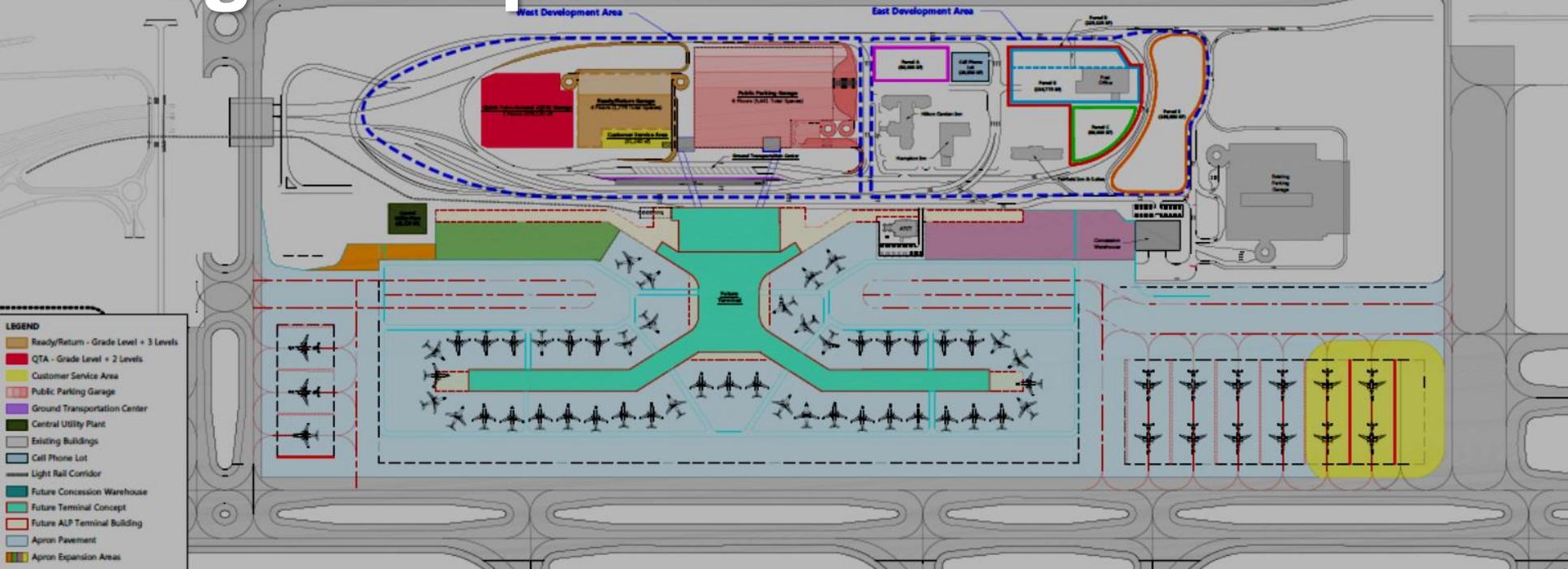
The Midfield Development Program is a comprehensive planning and redevelopment of the midfield area at John Glenn International. This effort was launched after the completion of a comprehensive midfield study in 2015. The Authority evaluated its current facilities and operations and began evaluating the need for future development and potential timing of new facilities.



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Program Updates



Enabling Projects

- RTR (\$7.5M)
- Utility Corridor (\$29M)
- Storm Water (\$7.7M)

CONRAC (\$100M+)

Ongoing studies and environmental

- Environmental Assessment
- CONRAC Storage Facility
- Midfield Airspace Feasibility
- Terminal Capacity
- New Terminal Refinement



NEW YORK included the Airport Economic Development and Revitalization Competition Package in its' last budget.

The program will award grants to 5 upstate airports of \$40M each with the purpose of creating jobs, demonstrating support from airlines and the community, and leveraging private investment.

What are the other states doing?

KENTUCKY included \$20M in the state budget for airport funding in FYs 2017 & 2018 to leverage incoming federal funds and assist with local airport development.

PENNSYLVANIA Transportation Assistance Program regularly provides \$14M annually for airport development and matches up to 50% for non-federally eligible projects

