



A MEMBERSHIP ORGANIZATION
REPRESENTING THE INTEREST OF ALL
PUBLIC USE AIRPORTS IN IOWA

IPAA State Legislative Priorities 2023

1. **Airport Infrastructure Reinvestment for Iowa (AIR-IOWA)**

To compete in a 21st century marketplace, Iowa must have a modern and serviceable transportation infrastructure. Iowa airports are seeking a system investment via the Rebuild Iowa Infrastructure Funds (RIIF).

Iowa Aviation Economic Impact Highlights: (source – Iowa DOT Economic Impact Study 2022)

1. \$6.4 billion in total annual economic activity
2. 41,000 total jobs
3. \$124 million generated in tax revenue
4. \$1 dollar of capital expenditures at airports correlates to \$16 of annual economic benefit to the state economy

Current State Investment in Airport Vertical Infrastructure (RIIF):

1. \$2.8 million – split
 - a. \$1.9 million commercial service airports
 - b. \$900k for general aviation airports

AIR-IOWA Request (RIIF):

1. \$165 million over 10 years or \$16.5 million per year - local matching funds of 10 percent
 - a. Allocation – Commercial Airports
 - i. \$13.5 million per year for 10 years
 - ii. \$300k to each of the 8 commercial airports
 - iii. \$11.1 million remaining would be dispersed based upon passenger enplanements, similar to the FAA entitlement grant program. Money would be administered by the State Aviation Bureau
 - iv. Eligible projects would include, terminal buildings, publicly owned aircraft hangars, parking lots & structures and fuel farms
 - b. Allocation – General Aviation
 - i. \$3 million per year for 10 years
 - ii. Funds dispersed according to the current project priority rating system as administered by the State Aviation Bureau

Return on State Investment:

1. Every \$1 in capital expenditures at airports correlates to \$16 of annual economic benefit to state economy (source – Iowa DOT Economic Impact Study 2022)
2. Based on a \$165 million, 10-year investment from RIIF (\$1 spend returns \$16 of benefit)
 - a. 10 year investment return for the State of Iowa - \$2.64 billion

2. **Increase Aviation Workforce In Iowa**

A. The lack of persons entering the aviation workforce in Iowa is cause for high concern. There is a great need for aircraft mechanics, aircraft technicians, pilots, flight crew, ground crew, and airport managers. The IPAA supports the inclusion of these careers in the Iowa Skilled Workforce Shortage Tuition Grant program (Kibbie Grants.)

Request: Support the continuation of the \$5 million dollar appropriation for the grant program and include aviation careers in the Iowa Skilled Workforce Shortage Tuition Grant Program.

- B. Iowa's colleges and universities which offer pilot, flight crew and aviation education are in need of new technology to train the next generation of aviation professionals.

Request: one time appropriation from the state Technology Fund to assist private college and universities to update technology (Example: flight training simulators).

- C. Home Base Iowa (HBI) is a state program that connects Iowa businesses with qualified veterans and their spouses looking for career opportunities. HBI makes career opportunities possible by connecting Iowa businesses and communities to skilled Veterans, military personnel, and their spouses. Now integrated with Iowa's reemployment system, Iowa WORKS, businesses hiring in Iowa are able to leverage the many tools, resources, and staff to meet their workforce needs.

Request: IPAA will seek to become a Home Base Iowa member.

3. Airport Vertical Infrastructure Funding.

- A. The Association requests an appropriation of \$2.0 million for the Commercial Service Vertical Infrastructure (CSV) program and \$1.5 million for the General Aviation Airport Vertical Infrastructure program from the Rebuild Iowa Infrastructure Fund.

Request: Increase CSV from \$1.9 Million to \$2 Million and increase GA from \$900,000 to \$1.5 Million

4. PFA / PFOA Proposed Legislation -

- A. Perfluoroalkyl and polyfluoroalkyl substances (PFAS) are a group of man-made chemicals that include Perfluorooctane Sulfonate (PFOS) and Perfluorooctanoic Acid (PFOA). AFFF firefighting foam has been mandated for use by the Federal Aviation Administration with no approved substitute to date.

Request: IPAA respectfully requests monitor - oppose any legislation that holds airports liable for the use or cleanup of AFFF firefighting foam or its residue respectively, provide funding for the proper clean up and disposal of AFFF products manufactured with PFAS once an alternative is approved by the FAA.