

# OAMA Presentation

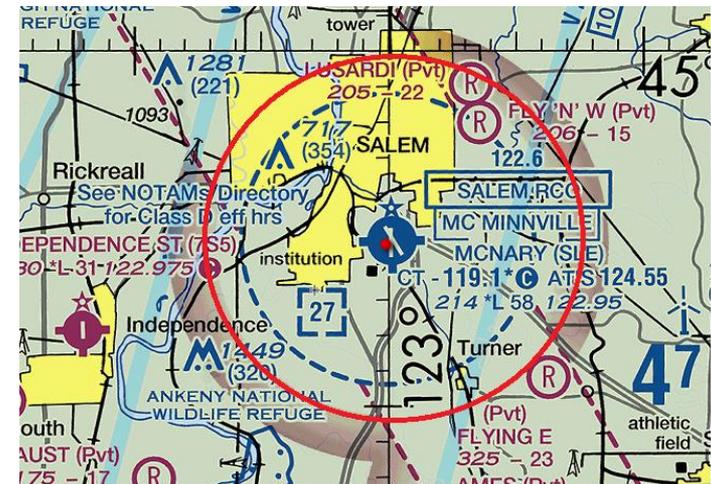
September 28, 2015



***“SUPPORTING OUR  
COMMUNITIES BY  
PRESERVING AND  
ENHANCING AVIATION”***

# What's New at ODA?

- Introduce Warren Hendrickson - AOPA
- Rule making for HB 2075
- Preps for fee increases
  - Airports
    - Cat 1 Commercial Air Service \$150
    - Cat 2 Urban General Aviation \$100
    - Cat 3 Regional General Aviation \$75
    - Cat 4 Local General Aviation \$50
    - Cat 5 Remote access \$30
  - Pilots increased from \$12 to \$24 annually
  - Aircraft scale from \$65 - \$700
- Changes to Salem Airspace
- Encroachment on airports in Oregon – ODA's role?
- Unmanned Aircraft Systems (UAS) working group
- Update to State Aviation Plan over next 2-3 years
- Aurora Tower opening mid October





# Strategic Initiatives

- • Update Oregon Aviation Plan (2007) as a part of the Oregon Transportation Plan.
- • Support Oregon aviation-related jobs and businesses
  - Support Oregon Aviation groups (ORAVI/OAMA/OPA/POP)
  - Support Unmanned Aerial Systems development (SOAR)
  - Support Aviation work force development
- Work with the FAA and State Leadership on policies and funding for Oregon airports.
  - Statewide Capitol Improvement Program (SCIP)
  - CONNECTOregon Modal Committee
  - Aviation Rep on Freight Advisory Committee (we need another representative!!)
- Support commercial air transportation and goods to and between Oregon cities.
- Improve safety and operational condition of State owned and operated airports.
  - Strive for financial self-sustainability for state owned airport.
  - Implement required five year capital improvement projects
- Outreach to Oregon Aviation Community.
  - Assist jurisdictions with attaining compliance with Airport Planning Rule. (OAR 660.013)
  - • Advocate for policies and funding favorable for Oregon airports.

# Legislative Update

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- HB 2038 – Recreational Aircraft Liability exemption – **Signed into law**
- HB 2075 – Fuel Tax increase. **Signed into law**
- HB 2354 – Drones; eliminated 400 ft floor over private property **signed into law**
- HB 2534 –Prohibit Drones for hunting/angling – **Signed into law**
- HB 5004 – Aviation Budget **Signed into law**
- HB 5006 – Cap Construction – Added Aurora Ramp work to McDermitt and Condon Cap Construction projects – **Signed into law**
- SB 269 – Fee increase for pilot, aircraft and airports – **Signed into law**
- SB 534 – Sewer and water outside UGB . **Signed into law**
- HB3193 – Punitive tax on leaded AVGAS – **killed in committee hearing**



## Impact of Aviation in Oregon

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- **\$318 million in FAA infrastructure grants in Oregon 2010-2015**
- **Over \$100 million in aviation grants from CONNECTOREGON**
- **\$22 Billion dollar impact to Oregon economy\***
- **78,000 jobs**
  - **Heavy Lift Helicopter Industry**
  - **Kit Aircraft manufacturing (Vans)**
  - **Corporate Flyers; Costco, FLIR, Coca Cola, Cysco, Les Schwab, Nike, Intel, Google, Apple,**
  - **Industry – Precision Castparts, Boeing**
  - **UAS Industry**



# CONNECTOREGON

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- **\$45 million program**
  
  - **Timelines for application:**
    - Application deadline 11/20/2015
    - Modal Review 2/01/16 - 03/25/16
    - Regional Review (ACTS) 04/04/16 – 05/27/16
    - Final Review Committee June 2016
    - OTC adoption of projects August 2016
    - [www.oregon.gov/ODOT/TD/TP/CO/COVI\\_ReviewFlowChart.pdf](http://www.oregon.gov/ODOT/TD/TP/CO/COVI_ReviewFlowChart.pdf)
  
  - **Changes:**
    - 30% grant match required
    - Regional Solutions will make recommendations to ACTS
    - Must be tax and fee current to apply
    - Racial and Ethnic Questionnaire must be filled out
    - No organization with a project under consideration can be on Final Review Committee
    - No option for loans
  
  - **Contact Heather Peck or Jeff Caines**
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## **HB2075 Purpose / Goals**

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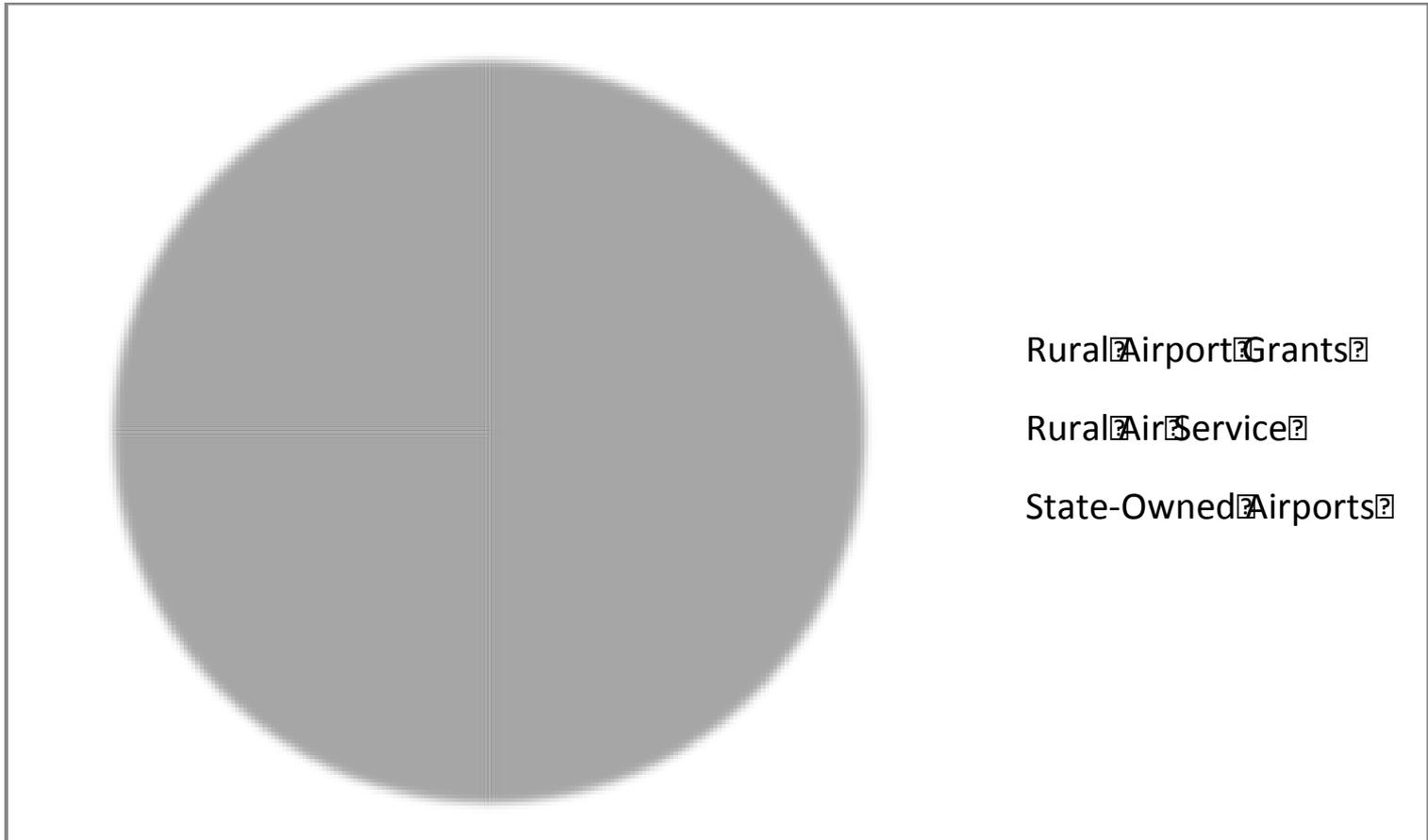
**Significantly increase funding for Oregon’s aviation system to improve safety, system resilience, emergency preparedness, transportation connectivity and economic development – by leveraged investment in the state’s rural airports, related infrastructure and innovative support for air service to more Oregon communities.**

**Lay the groundwork for further expanded revenues & investment capacity based on prudent and successful implementation of the newly authorized programs.**



# HB 2075 Program Allocations (after 5% for Admin)

- 50% to rural airport support
- 25% to promote rural air service
- 25% to Oregon's state owned airport infrastructure





## Grants for Rural Airports (50%)

- **Mandate - Fifty percent of program allocation distributed for the purpose supporting Oregon's rural airports.**
  - Assist with federal grant match
  - Emergency/Disaster relief infrastructure
  - Economic Development
- **Grant-making process**
  - **Statutory:**
    - Recommendations by representatives of Area Commissions on Transportation (ACTs)
    - Grants approved by Oregon Aviation Board
  - **Aviation Board to approve process developed by ODA staff**
  - **Target – October 2015 board meeting**
  - **Stakeholder input from:**
    - Oregon Aviation Industry Cluster / ORAVI
    - Aviation businesses & other aviation interests
    - Oregon Airport Manager's Association
    - Oregon Pilots Association
    - Regional Solutions reps
    - Business Oregon
    - Local governments



## Commercial Air Service (25%)

- **Mandate – Twenty five percent of program allocation distributed for the purpose of assisting commercial air service to rural Oregon.**
- **Focus on Preserving and Expanding Rural Air Service:**
  - **Coordination with Port of Portland and other air service airport sponsors**
  - **Marketing for new and existing air service**
  - **Recruitment**
  - **Consider non-traditional air service**
    - **Membership airline**
    - **Books of tickets**
    - **Part 135 Charter service**
  - **Leverage existing programs such as SCASD/EAS**
  - **Minimize complexity**
  - **Avoid unsustainable subsidies**



## State Owned Airports (25%)

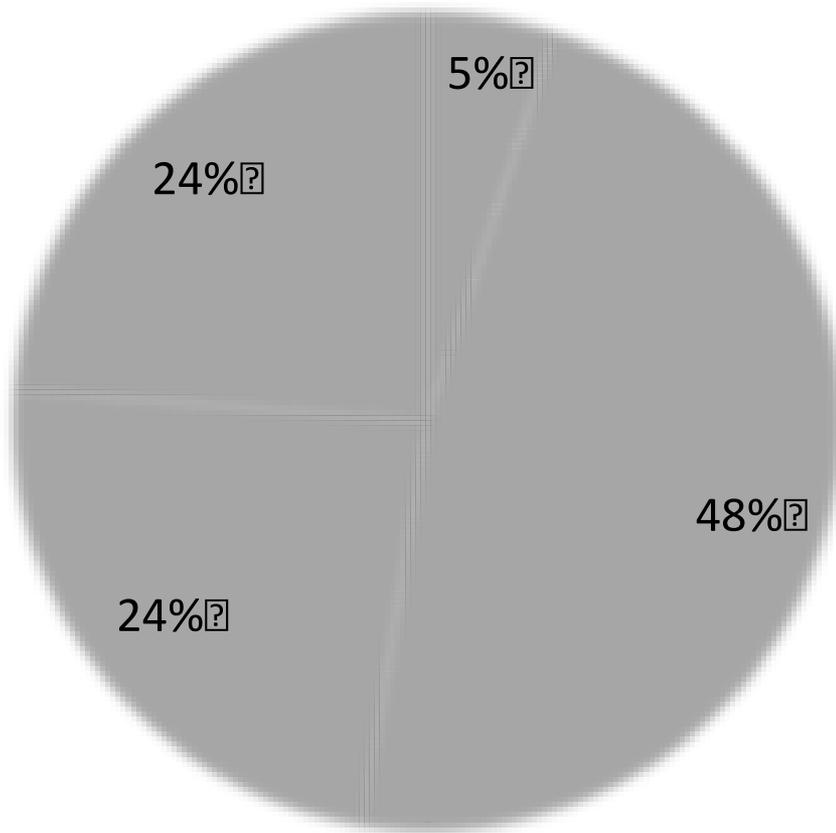
- **Mandate - Twenty-five percent of program allocation distributed to state-owned airports for the purposes of:**
  - Safety improvements recommended by the State Aviation Board and local communities.
  - Infrastructure projects at public use airports.
- **Aviation Board Review of State owned airports:**
  - State/regional transportation value
  - Aviation Business value
  - Community Economic value
  - Disaster relief value
  - Recreational Aviation value
- **Prioritized list of Infrastructure improvements**
  - State-owned airport projects to fund



# Revenue Estimates

	Jet Fuel Tax Increase		Avgas Tax Increase		Total
	Gallons	Increase in Revenue	Gallons	Increase in Revenue	Total Increase in Revenue
2015-2017 Biennium	259,791,448	\$5,195,829	4,117,448	\$82,349	\$5,278,178
2017-2019 Biennium	371,747,553	\$7,434,951	6,046,079	\$120,922	\$7,555,873
2019-2021 Biennium	380,300,507	\$7,606,010	5,875,949	\$117,519	\$7,723,529

# Revenue Allocations - Overall



Admin

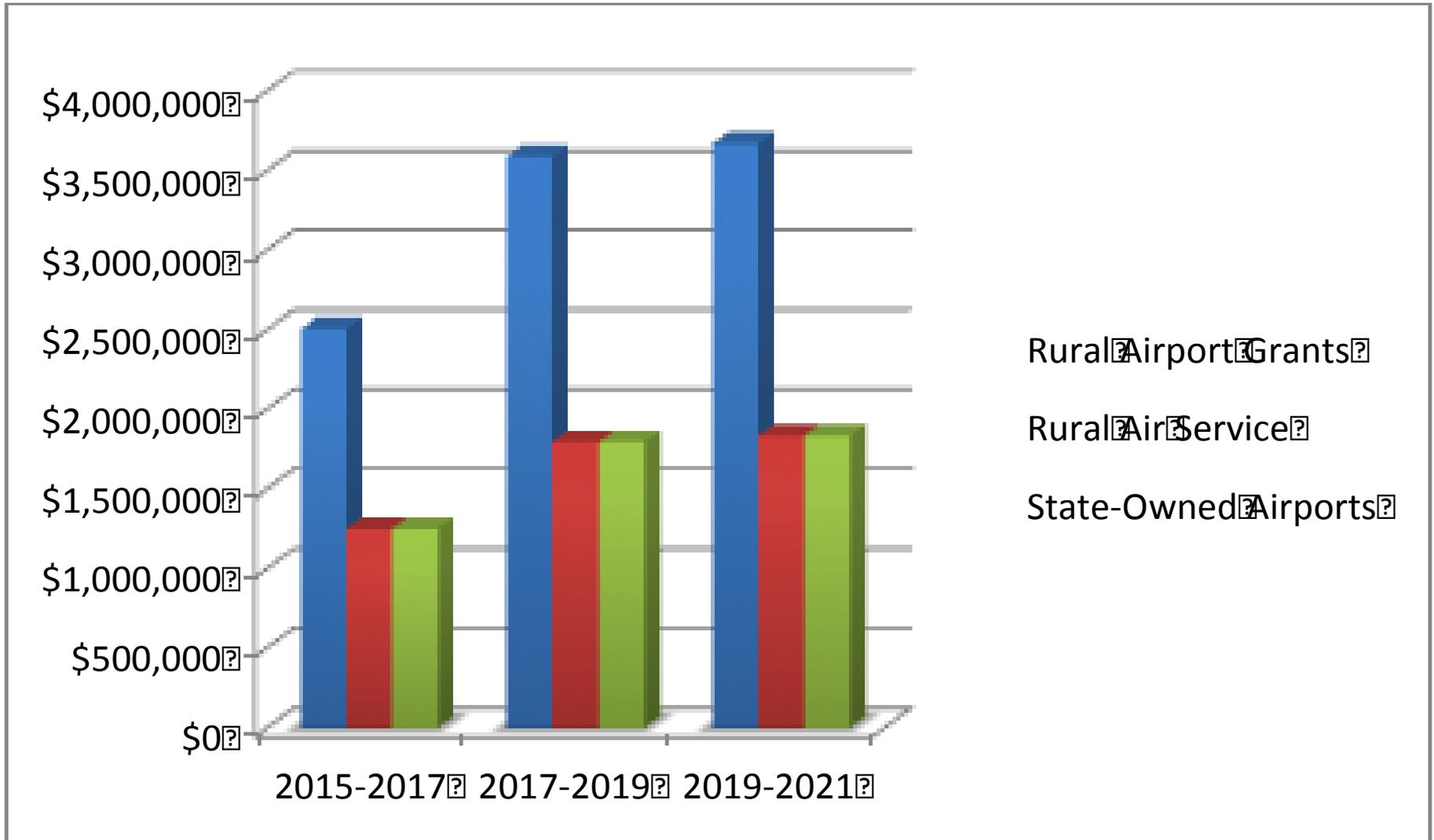
Rural Airport Grants

Rural Air Service

State-Owned Airports

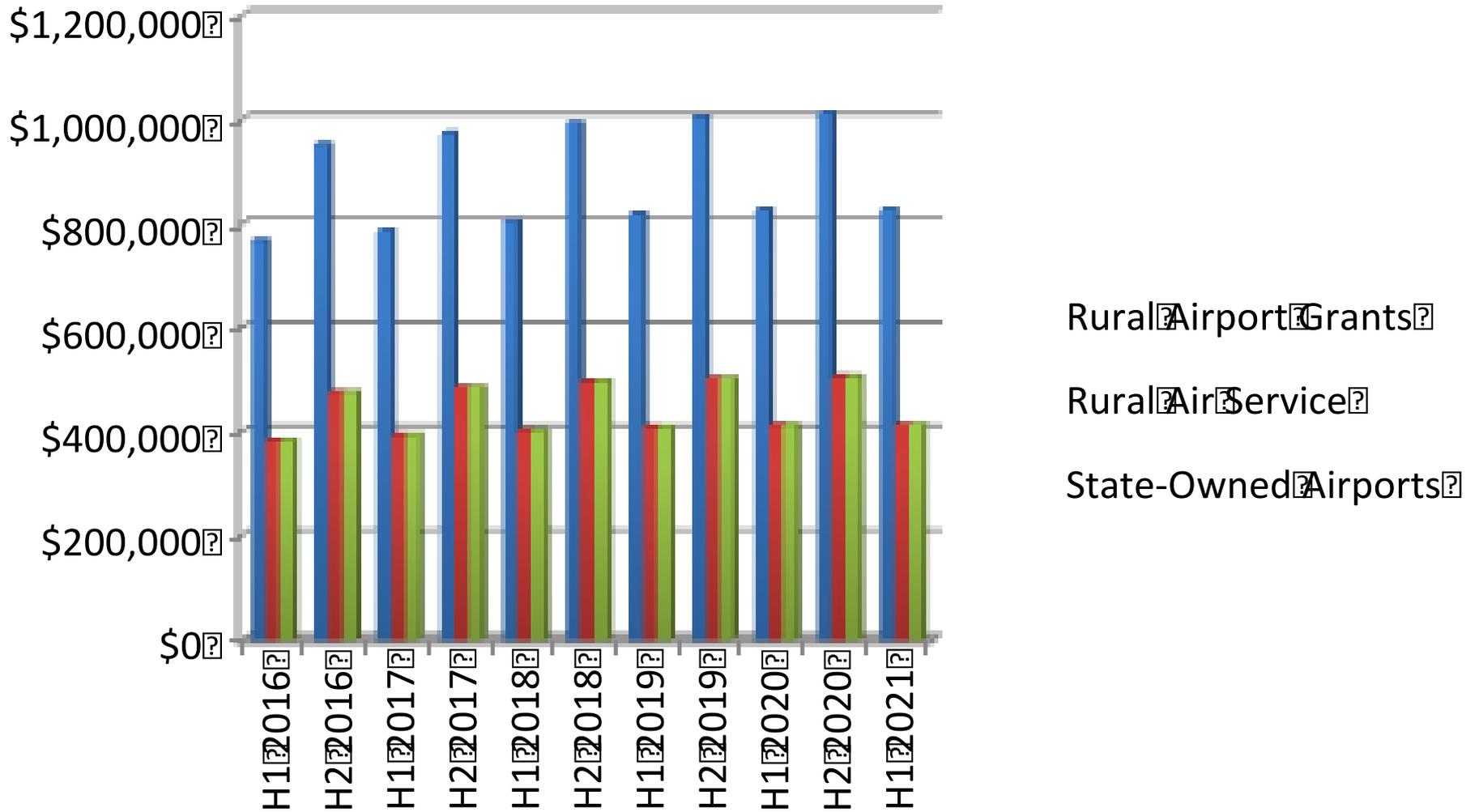


# Program Allocations – Biennial





# Program Allocations – 6 mo. Phases





## Q&A + OAMA Input on Programs

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- **Q&A**
- **OAMA input to Aviation Board re:**
- **Programs**
  - Rural airport support
  - Rural air service
  - State-owned airports
- **Processes, Criteria, Metrics**