



# BOARD MEETING

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April 2025

# CHALLENGES

ODAV continues to face challenges in budget as the agency sees continued increases in labor, construction, and maintenance costs without concurrent increases in funding. The tax rate for operations has not increased since 1955. With uncertainties in the change of administration we are looking at additional federal funding pullbacks. Fuel storage capacity for 20 additional airports will be needed to improve wildfire response. Almost 45% of pavement within the ODAV network are fair to failed. The 2018 Oregon Aviation Plan identified \$623 million to address capital and deficiencies needs.



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## Inflation

Budget continues to get stretched as inflation from pandemic and recovery continue.

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## Operations

The tax rate for operations has not increased since 1955.

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## Aviation professional shortage

Pilots, mechanics, and air traffic controllers face continued shortages with retirements.

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## Advanced Air Mobility

New technologies are coming at an increasing pace and Oregon is unprepared.



# STATEWIDE IMPORTANCE

- Co-sponsoring workshop on aviation response to Cascadia subduction zone event.
  - Hurricane Helene lessons.
- Meeting with ODOT & Oregon Hazards Lab about co-locating aviation sensors to enable BVLOS operations.
  - Oakridge, Gorge, DFR
- Accepted to FAA BEYOND program phase 2.
- Upcoming meetings with Alaska Center for UAS Integration to talk about potential autonomous operations between Pendleton and LaGrande.





# UPDATES

Strategic planning ongoing.  
Working on getting a few participants to submit information.

New website design looking excellent.

Session going well. Alex has been working hard and will be giving an update.

Tony has some great updates on the great progress we have been making.







# WHAT WILL IT DO?

## Impacts of Revenue

Approximately \$6.3 million increase per year.

\$4.1 million per year for grants.

\$2.2 million per year for operations.

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## What Are the Impacts

- Leveraging additional federal grant opportunities.
  - FAA Airport Improvement Program fully funded in CR.
  - Still need match.
- Provide additional funds for airports to help with their federal matches. ASAP underfunded for needs.
- Additional funding for resiliency/wildfires.
- Provide additional funds to properly plan.
  - Aviation System Plan.
  - Sustainable aviation fuel study.
  - Update land use compatibility guides.
- Replace failing pavement.
- Modernize the agency.
  - Prepare for new technologies.
  - Modernize software.
  - Allow ODAV to leverage GIS.
  - Properly staff the agency for needs and efficiency.
- Properly budget for airports that do not receive federal funds.
- Less reliance on unreliable funding mechanisms.





# INVESTING LOCALLY

## Critical Oregon Airport Relief

Airport: COAR Grant Amounts: Total Project Costs

Albany: \$395,168 : \$4,390,763

McMinnville: \$101,375 : \$1,926,886

Salem: \$495,095 : \$7,632,604

Scappoose: \$596,135 : \$9,721,533

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Hood River: \$419,500 : \$3,400,188

The Dalles: \$1,125,267 : \$7,632,604

Astoria: \$504,084 : \$9,616,634

Klamath Falls: \$525,431 : \$23,076,496

Redmond: \$844,032 : \$42,639,880

Medford: \$841,003 : \$36,337,271

North Bend/Coos Bay: \$492,080 : \$16,620,015

Eugene: \$789,394 : \$32,471,549

\$20,310,747 leveraged into \$307,554,512 system-wide





# COMPARISONS

## Oklahoma:

3.25% excise tax on aircraft  
FY2023 approximately \$8.5 million  
FY2023 \$1.1 million AC registration  
FY2025 \$27 million appropriation

## Oregon:

3 cent per gallon jet fuel tax  
FY2023 approximately \$6.1 million  
FY2024 \$392K AC registration  
No GF except for specific projects

## Colorado:

4 cents per gallon non-commercial  
jet fuel plus 2.9% sales tax on all jet  
fuel, effective rate of 6 cents per  
gallon for commercial.  
FY2024 approximately \$51 million

## Louisiana:

5% sales tax on aviation fuels  
FY2023 approximately \$29.8 million

## Utah:

2.5/4/9 cent jet fuel tax + annual  
registration fee of 0.4% of  
wholesale value of aircraft  
FY2023 approximately \$19 million

## Nevada:

1 cent excise tax plus local tax.  
Clark County (3 cents)  
FY2023 approximately \$17 million

## Arkansas:

6.5% sales tax on aviation fuels  
FY2023 approximately \$14 million

## Kentucky:

6% sales and use tax on jet fuel  
FY2023 approximately \$22.4 million

## Texas:

No fuel tax. 6.25% sales tax rate  
3% business personal property tax  
FY2023 \$67 million from the state  
+ \$58 million in general revenue  
funded rider projects.

# THANK YOU

