

HB 2434 A STAFF MEASURE SUMMARY

Carrier: Rep. McLain

House Committee On Revenue**Action Date:** 06/09/21**Action:** Do pass with amendments. (Printed A-Eng.)**Vote:** 7-0-0-0**Yeas:** 7 - Levy, Marsh, Nathanson, Pham, Reschke, Smith G, Valderrama**Fiscal:** Fiscal impact issued**Revenue:** Revenue impact issued**Prepared By:** Mazen Malik, Senior Economist**Meeting Dates:** 5/24, 6/7, 6/9**WHAT THE MEASURE DOES:**

Removes the sunset on the tax rate increase of jet fuel (1 to 3 cents) and aviation gasoline (9 to 11 cents), including Mo-Gas, that would have occurred on January, 1, 2022. Requires 3/5 vote for tax increase. Changes the percentages of distribution allocated to certain aviation programs. Requires reports for projects built by the new revenue. Allows for commercial leases to be 50 years.

ISSUES DISCUSSED:

- Keeping 28 Airports preserved and maintained
- Industry agreeing to tax itself
- Consensus bill for the last 2 years
- Accessing and leveraging Federal Match 9 to 1
- Rural airports and benefits

EFFECT OF AMENDMENT:

Replaces the measure. Removes the sunset on the tax rate increase of jet fuel (1 to 3 cents) and aviation gasoline (9 to 11 cents), including Mo-Gas, that would have occurred on January, 1, 2022. Requires 3/5 vote for tax increase. Changes the percentages of distribution allocated to certain aviation programs. Requires reports for projects built by the new revenue. Allows for commercial leases to be 50 years.

BACKGROUND:

House Bill 2075 was passed during the 2015 Legislative Session. The measure amended ORS 319.020 by increasing aircraft fuel (Avgas) tax from nine cents to eleven cents per gallon and increasing Jet fuel tax from one cent to three cents per gallon. The Aviation System Action Program fund (ASAP) was created as a result of the passage of HB 2075 and directs the increased fuel tax revenue (after 5% is deducted for ODA's administration costs) into the following three programs that benefit Oregon airports and aviation:

1. Critical Oregon Airport Relief (COAR) program receives 50% of the funding. These grants are distributed to assist airports in Oregon with match requirements for Federal Aviation Administration (FAA) Airport Improvement Program grants, emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan, services critical and essential to aviation, aviation related business development, and airport development for local economic benefit.
2. Rural Oregon Aviation Relief (ROAR) receives 25% of the funding. These grants are used to assist commercial air service to rural Oregon.
3. State Owned Airports Reserve (SOAR) program funds (25%) are distributed towards state-owned airports for the purposes of safety improvements and infrastructure projects at public use airports.

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House Bill 2075 became effective on January 1, 2016 and is set to sunset on January 2, 2022. Over the course of six years, the ASAP program is estimated to provide over \$20M in funding to airports throughout Oregon.

This Measure increases the COAR distribution from 50% to 75% and it also adds a fourth priority to the COAR program, which is to assist commercial air service to rural Oregon. The remaining 25% will fund the SOAR (State Owned Airports) program for infrastructure and safety improvements at federally and non-federally funded state-owned airports.

This legislation changes the reporting requirements from semi-annual to annual from State Board of Aviation to legislative committees regarding grant programs. and adds commercial air service to rural Oregon.

This measure keeps the priorities, but removes the order of those priorities from the COAR program. The previous ordered priorities were as follows:

First, to assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants.

Second, to make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan or the Oregon Aviation Plan.

Third, to make grants for: Services critical or essential to aviation, including, but not limited to, fuel, sewer, water and weather equipment; Aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities; and Airport development for local economic benefit, including, but not limited to, signs and marketing.

Finally the amended measure allows for commercial leases to be 50 year rather than only 30.