

Rachael Gangelhoff

From: info@flysle.com
Sent: Monday, August 18, 2025 8:05 AM
To: citycouncil; Aaron Ison; Mark Becketl
Subject: Airport Work Session public input-

Dear Salem Mayor and Council:

At this juncture in Fly Salem's efforts, Provo Utah provides us a good example. Provo is the same distance from Salt Lake City as Salem is to Portland at about 45 miles.

In 2011, Provo Municipal Airport did terminal improvements in order to accommodate TSA and secure a commercial carrier. They received service from Frontier Airlines to Denver. It lasted 20 months and Frontier left. Sounds similar to where we sit today.

Allegiant subsequently started service from Provo to Phoenix, Oakland, and Los Angeles in 2013, and is still there. Today, Provo has 3 airlines and 17 current or announced destinations creating 270 global destinations.

Just six years after Provo lost Frontier- the airport broke ground on a \$40 million terminal. Three years after that, Allegiant invested \$95 million to expand their presence there, and both Allegiant and Breeze use Provo as a base for multiple aircraft. A new 328,000 square foot maintenance facility was built by another company in 2020.

This is the potential for Salem-Willamette Valley Airport- but we have to have the vision to look at a non-linear path to get there over the next 10 years. If we get half of Provo's success- SLE will have 8-10 destinations and likely 2 airlines.

[Note: Provo/Salt Lake City combined MSA populations are around 2.1 million people. Salem MSA plus Portland MSA is around 3 million people. Provo MSA is almost twice that of Salem.]

Lastly, I would like the Council to consider that Redmond-Bend Airport is in process for a \$180 million terminal expansion project. [Terminal Expansion Project Funding – Redmond Airport](#) Eugene also has extensive airport improvements planned (recommended at \$272 million), and estimates the economic value in 2023 of the airport area was \$1.6 billion. [EUG-Economic-Impact-Study-Executive-Summary-2024](#)

Airports across the country are not competing for air service, and investing hundreds of millions in terminals, because it loses them money. If Salem commits to an effort to get a tenth of what Eugene has- it can create a \$160 million impact per year and make a lot of people happy. With this kind of impact- the current ask to secure a replacement airline right away seems like a very small sum indeed.

There are no other opportunities to invest taxpayer money that have more positive impact for the City and the region with this kind of economic multiplier and quality of life boost. The Airport fund has likely been contributing to the General Fund for many decades. At this point in Salem's history, the Airport Fund needs temporary support to enable it to reach robust profitability. Please do what you have to do to take Oregon's Capital City to the next level.

Thank you.

Brent DeHart, Fly Salem

Footnotes/sources: How Redmond is doing it: [Terminal Expansion Project Funding – Redmond Airport](#) Eugene’s need and why: [Eugene Airport: New concourse, larger baggage claim recommended](#) Provo in 2025: [News Flash • Provo Airport Breaks Ground on Three Year Expan](#)

Rachael Gangelhoff

From: Bill Montagne <bmontagne@msn.com>
Sent: Monday, August 18, 2025 9:44 AM
To: CityRecorder
Subject: Commercial Flights Salem Airport

Hello council

I want to go on record as saying I was an active flier on Avelo from salem to Las Vegas once a month. It was awesome to see the positive effect it had on the city both financially and physically.

The flights were generally full and the people were very enthusiastic and happy and were from all over the Willamette Valley. I read that it brought in 37,000 visitors to the Salem area over its tenure with a positive economic impact of \$31.7 million Dollars. From what I've read the incentives were approximately \$1.2 million dollars. That seems like an excellent ROI.

I've also read that our region has enough demand to fill twenty 737's a day. Any back of the envelope calculation seems to support the city investing in increasing access to the Salem airport and not pulling back on access.

Looking at those numbers and the positive impact both financially and politically on the area I'm struggling to understand why the City doesn't continue to invest in growing access to the Salem Airport.

I understand there's a still money left from the grant for improving the infrastructure for commercial aircraft. Let's be fiscally responsible and continue to catch up to the infrastructure expansion by expanding commercial flights out of Salem and not pulling back on them and letting that money go to waste while losing revenue to surrounding cities.

Please find a way to keep Salem Airport a commercial airline destination.

Bill Montagne
(503) 757 1437
Sent from my iPhone
Bill Montagne
(503) 757 1437
Sent from my iPhone

Rachael Gangelhoff

From: ERIN DONNITHORNE <erindonnithorne@comcast.net>
Sent: Monday, August 18, 2025 12:23 PM
To: CityRecorder
Subject: Comment re: commercial air service in Salem

Hello,

My name is Erin Donnithorne and I am a resident of Ward 3. I understand Council is discussing the future of commercial air service in Salem tonight.

While I am not opposed to having a commercial airline operate out of Salem, I am concerned about the financial impact on our city in order to attract another airline to Salem. I would far rather see my tax dollars support local services, including housing, parks, and the library, over providing a minimum revenue guarantee to an airline. The contract with Avelo Airlines was advertised to foster tourism to the Willamette Valley but the data I've seen shows a net negative for our community. I do not want our city to repeat that failed experiment.

Moreover, I ask Council to include language in all future contracts (including with any airlines) that prohibits the contractor from cooperating or contracting with any federal immigration authority for purposes of the detention, holding, or transportation of an individual, whether or not that cooperation or contract is conducted outside of our city. I do not want to see a repeat of the situation that occurred with Avelo contracting with DHS/ICE. I also do not want my tax dollars to subsidize an airline (or other company) who engages in activities contrary to Salem and Oregon's sanctuary city/state status.

Thank you for your consideration,
Erin Donnithorne

Rachael Gangelhoff

From: noreply@cityofsalem.net on behalf of goddessagogo@gmail.com
Sent: Monday, August 18, 2025 7:28 AM
To: CityRecorder
Subject: Submission
Attachments: ATT00001.bin

Your Name	Gretchen Martin-Straus
Your Email	goddessagogo@gmail.com
Your Phone	2082211906
Street	2090 Court St Ne
City	Salem
State	OR
Zip	97301
Message	<p>In regards to your informational meeting on replacing Alvelo airlines, I ask the council to step back and review the financial cost to Salem's current dire city budget and more importantly the impact this airline had on the excessive noise levels documented over it's time period at Salem Airport. Would it not be prudent before courting another airline that the city council fully understand and review the financial data and noise impact a commercial airline has to our city. Yes it's convenient for some citizens to fly out of Salem, however there are 2 sustainable airports located in Eugene and Portland with established train and bus connections. I urge to city council carefully reconsider a new commercial option at this time without further review of what worked and what didn't with Alvelo. Regards, Gretchen</p>

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Rachael Gangelhoff

From: rachaelrevolting <rachaelrevolting@pm.me>
Sent: Monday, August 18, 2025 12:37 PM
To: CityRecorder; citycouncil
Subject: Commercial air service contracts

Councilors,

I understand that you are considering throwing more money at attempts to continue commercial air service in Salem. While I oppose this for many reasons (environmental, unlikely success, wasteful, unnecessary) I am writing today about any future contracts with outside agencies. I hope that if you were to enter into contract with another airline that you will include a clause that allows escape if a company vastly changes their business model and reputation. I would hope after the Avelo debacle that we have learned a lesson about entering into lopsided obligations.

Thank you for taking this into consideration,

Rachael Atchison
Ward 3