

# Oregon State Aviation Board Meeting Minutes

**June 24, 2010**

**Portland, Oregon**

Pursuant to notice made by press release to newspapers of general and local circulation throughout the state and mailed to persons on the mailing list of the Committee, a meeting of the Oregon State Aviation Board was held on June 24, 2010, at Portland International Airport (PDX) in the Port of Portland's Headquarters Building, in the Chinook room.

**Board Members in attendance included:** Chair Mark Gardiner, Vice-Chair Chris Corich, Board Members: Nan Garnick, Jack Loacker and Joe Smith.

**Department of Aviation employees in attendance included:** ODA Director, Doug Hedlund; ODA State Airports Manager, Mitch Swecker; ODA Projects & Planning Manager, Chris Cummings; ODA Planning Analyst, Sandra Larsen; ODA State Airports Manager's Assistant, Roger Sponseller.

**Presenters and guests in attendance included:** ODA Director, ODA Projects & Planning Manager, ODA Planning Analyst. Teddie Baker, Oregon Department of Transportation (Mill Creek); Don Munkers, City Manager, City of Burns; Bob Noble, Director, Oregon Airport Managers Association; Ted Millar, Southend Airpark.

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## **CALL TO ORDER – INTRODUCTIONS**

- The meeting started at 11:00 a.m. Self introductions were made.

***ACTION ITEM – Approval of meeting minutes for May 2010 Aviation Board meeting.***

**Motion** to approve by Jack Loacker

**Motion** 2<sup>nd</sup> by Nan Garnick

**Motion** passed unanimously

## **Public Comments:**

**Don Munkers:** Updated the board on three airport projects/applications currently being pursued by the City of Burns. The first project is the reconstruction of the airport's runway 12-30. This reconstruction would consist of a cement overlay. The second project is a fire suppression system. A current moratorium on new construction, enacted by the Oregon State Fire Marshall, prohibits the City of Burns from being able to further develop the airport for commercial purposes. A new fire suppression system would allow the city to continue development and attract new tenants; many of whom have already expressed interest. The third project relates to the transfer (from 2010 and 2011) of AIP funds to help with ramp pavement maintenance. The west side of the ramp area near the terminal building is cracking and in need of serious repair.

**Bob Noble:** Began by making three comments relating to *ConnectOregon III*. The first was in regard to the recent *ConnectOregon III* application concerning small community commercial air service. The consortium that had put together the grant application for air service had to untimely recall the application due to a number of reasons; but primarily because SkyWest Airlines indicated they could not meet certain requirements of the grant. Mr. Noble stated that the lack of commercial air service to many small communities around the state remains a problem. The second comment related to difficulties with the rural

airports application process; particularly regarding eligibility and the application process itself. Mr. Noble's third comment concerning *ConnectOregon* was in regard to the possibility of *ConnectOregon IV* and his hopes that it could continue to support airport infrastructure and air service projects in the future.

On the subject of budget, Mr. Noble stated his support for the full restoration of the Pavement Maintenance Program (PMP). While Mr. Noble understood that recent financial developments required the transfer of funds from PMP to sustain airport operations, he maintained that the purpose and intention of the legislation was to have a PMP program for the airports. In addition, Mr. Noble would like to see the reinstatement of the FAM Grant program.

#### **Budget Report:**

**Doug Hedlund:** Reported to the board that nothing had changed in the budget since the last Aviation board meeting. Aviation Board member Jack Loacker asked if the additional 9% cuts proposed by the Governor would affect ODA. Doug Hedlund replied that because ODA is an "Other Funded" agency, the cuts should not have any pertinence to the agency.

#### **Entitlement Transfer:**

***ACTION ITEM – Approve the transfer of entitlement funds to the cities of Burns and Prineville.***

**Motion** to approve by Jack Loacker  
**Motion 2<sup>nd</sup>** by Nan Garnick  
**Motion** passed unanimously

#### **Comments:**

Chris Cummings described the federal entitlements grant program that ODA is a part of. ODA receives \$150,000 a year in entitlement grants for each of our twelve NPIAS airports (totaling \$1.8 million). Normally when a larger project is involved, ODA takes the grant funding designated for the other airports and transfers the money to the one large project. For example, the Joseph AP runway rehab will cost a total of \$2.5 million (estimated). If ODA did not transfer funds from the other airports, larger projects like the Joseph runway would not be possible. At this current time, due to the postponement of the Joseph runway rehab until next year, ODA has a carry forward amount of about \$2.3 million that will not be accessed until later next year.

The cities of Burns and Prineville have asked to borrow approximately \$400,000 from the entitlement fund for desperately needed maintenance projects. \$300,000 of the money will be paid back next year. It will be cheaper, in the long run, for Burns and Prineville to finish their projects now because they already have contractors working at the airports. Also, future construction costs are expected to rise in the next year. Mr. Cummings recommended the Aviation Board allow the transfer/loan of funds to Burns and Prineville.

The Aviation Board discussed and agreed to the transfer of funds.

#### **Statewide CIP Application:**

***ACTION ITEM – Approve the formation of a statewide Capital Improvement Program.***

**Motion** to approve by Joe Smith  
**Motion 2<sup>nd</sup>** by Jack Loacker  
**Motion** passed unanimously

**Comments:** Chris Cummings explained the proposal for creating a statewide Capital Improvement Program. ODA would partner with the FAA, local sponsors and local stake holders to put together a statewide Capital Improvement Program. Based on data and information (pavement indexes for example) collected by ODA, recommendations regarding the funding of projects will then be presented to the FAA. This program will assist airports in the transfer of entitlement funds and help keep track of those transfers. Also, ODA will partner with the FAA to develop long range plans that impact the development of NPIAS (National Plan of Integrated Airport Systems).

The Aviation Board discussed and agreed to the formation of a statewide Capital Improvement Program.

#### **ConnectOregon III Review:**

***ACTION ITEM – To send the CORA (ConnectOregon Rural Airports) list as it has been modified to the Oregon Transportation Committee with the recommendation that it be approved.***

**Motion** to approve by Jack Loacker

**Motion** 2<sup>nd</sup> by Joe Smith

**Motion** passed unanimously

***ACTION ITEM – If the Klamath Falls application appeal is granted, that the Aviation Board recommend the approval of Klamath Falls ConnectOregon III funding.***

**Motion** to approve by Joe Smith

**Motion** 2<sup>nd</sup> by Jack Loacker

**Motion** passed unanimously

**Comments:** Chris Cummings and Sandra Larsen presented the *ConnectOregon III* applications review and summary.

The Aviation Board reviewed and discussed the various *ConnectOregon III* applications, their eligibility and their subsequent ranking in the program.

#### **Executive Session**

Meeting adjourned at 2:30pm.