

Oregon State Aviation Board

Meeting Minutes

April 12, 2012

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 April 12, 2012, at Portland International Airport's (PDX) Conference Center in the Multnomah conference room.

Board Members Present: Chair, Mark Gardner; Vice Chair, Chris Corich; Board Members Nan Garnick, Jack Loacker, Larry Dalrymple and Joe Smith. (Board member Paul Hudgens attended the Waldo Lake discussion by phone).

ODA Members Present: Director, Mitch Swecker; Planning Manager, Heather Peck; Administrative Assistant, Roger Sponseller.

Presenters and guests in attendance included: ODA Director and ODA Projects & Planning Manager. Aron Faegre, Columbia Seaplane Pilots Association; Randy Henry, OSMB.

CALL TO ORDER – INTRODUCTIONS

The meeting started at 10:10 am

Self introductions were made.

ACTION ITEM – Approval of minutes from March, 2012 meeting.

Motion to approve by: Joe Smith

Motion 2nd by: Nan Garnick

Motion passed unanimously

Public Comments

There were no public comments.

Fiscal Statement (handout)

Mitch Swecker: ODA Director, Mitch Swecker (filling-in for ODA Fiscal Manager, Cindy Pease), briefed the board on the current fiscal status of the agency. Topics covered included:

- Operating Revenue
- Revenue of AV/Jet Fuel Tax
- Revenue to date
- Cost Drivers
- Actual Operating Expenditures
- Search & Rescue
- Aircraft Registration
- Pavement Maintenance Program
- Cash and Limitation Balances (as of April 3, 2012)
- All Other State Owned Airport Profit and Loss Statement

Director's Update (handouts)

Mitch Swecker: ODA's Director, Mitch Swecker, briefed the board on agency business.

- Calendar of Events:
 - April: FAA Spring conference in Seattle April 17-18, 2012.
UAS (Unmanned Aerial System) meeting with Sen. Wyden's office.
Teleconference w/gentleman regarding land purchase (Independence).
PDX Annual Luncheon April 26, 2012.
 - May: *ConnectOregon* IV Regional Review May 8, 2012.
Oregon Pilots Association (OPA) quarterly meeting May 12, 2012.
Aviation Board meeting May 17, 2012 at PDX.
Legislative Interim Committee meetings May 21-23, 2012.
Independence Airport Memorial Day Ceremony.
 - June: UAV meeting in Bend June 1, 2012
ConnectOregon IV Final Review Committee June 6-7, 2012.
Aviation Board meeting in McMinnville on June 21, 2012.
 - July: Contract Tower Workshop in Washington DC, July 31-Aug. 1, 2012.
- Note: Due to scheduling conflicts, various board members requested that the board meetings be moved from the third Thursday of the month to the second Thursday of the month.

- Economy and Jobs Outcome: 10 year plan for Oregon Project (Economy & Jobs Policy Vision)

Aviation Cluster Meeting Discussion

Joe Smith: Board member Joe Smith briefed the board on the ongoing process of preparing for the aviation cluster planning meeting (at Aurora). Joe is coordinating with other individuals (Aron Faegre and Ted Millar) in coordinating a planning session at Aurora on the 24th. Possible locations for the meeting include the Columbia Aviation clubhouse or perhaps Ted Millar's or Bob Bennett's hangar. Objective of the meeting is to discuss and compile the agenda items for the aviation cluster meeting in June.

Construction Projects Update (handout)

Heather Peck: ODA's Planning/Projects Manager, Heather Peck, briefed the board on the current construction projects in progress. Topics covered included:

Airport Improvement Projects in Progress (Construction 2012):

- Joseph – Runway Rehab
The contractor is scheduled to return in late April or early May and complete the markings. Final acceptance walk-through will happen immediately following. Formal close-out is not scheduled until summer 2012.
- Aurora – Air Traffic Control Tower
The consultant is finalizing the pre-design (phase 1). Design is on schedule.
- Lebanon – Lighting and Taxiway Repair
Construction is 100% complete. Grant close-out is in progress. Contractor has not yet provided unconditional lien releases.
- Cottage Grove – Obstruction Removal
Biological Assessment and Environmental Assessment is complete and has been submitted to FAA. The project is on schedule for late summer/early fall of 2012 (due to bird nesting schedule). The final grant package is being prepared for submission to the FAA by May 1.
- Chiloquin – Obstruction Removal & Runway Rehab
Environmental Assessment is complete and has been submitted to the FAA. Design is 90% complete. Construction is scheduled for summer 2012. The project is on schedule barring any unforeseen issues. Final grant package is being prepared for submission to the FAA by May 1.
- Mulino – Phase 1 Obstruction Removal
Design contract has not been finalized or awarded.
- Siletz Bay – Phase 1 Apron Rehab
Design contract has not been finalized or awarded.

- Statewide Pavement Maintenance Program (PMP 2011)
2011 is under final construction phase and scheduled to be completed by May 2012.
- Statewide Pavement Maintenance Program (PMP 2012-13)
Construction design is ongoing based upon 2011 Pavement Maintenance Evaluation Reports.

Airport Planning and Program Projects Ongoing (2012):

- ODA 5 year FAA CIP is Being Finalized
5 year CIP is complete. ODA is completing 10, 15 and 20 year look.
- Statewide Pavement Maintenance Program Planning Study
The FAA commissioned planning study is ongoing. Study is looking at the program over the last 10 years. Study will include program lessons learned and future recommendations. Final Report scheduled to be completed in May.
- SCIP
The FAA SCIP program is officially underway. Coordination with the FAA and sponsors across the state has begun and is being refined with new SCIP Coordinator.
- *ConnectOregon IV*
The final aviation review is complete. Regional reviews are in process.
- Aurora Master Plan
The Master Plan is complete and all required processes are also complete. There are a few administrative items open at this time.
- Cottage Grove Plan
Master Plan is listed on the 2012 CIP. Planning contract has not been awarded.

Waldo Lake Discussion (handouts)

Mark Gardiner: Oregon Aviation Board Chair, Mark Gardiner, briefed the board on the status of the Waldo Lake issue. Last Friday (April 6th) members of the Aviation Board and Mitch Swecker, Director of ODA, had a meeting with the Oregon Marine Board and United States Forestry Service (USFS) regarding Waldo Lake. After an in-depth background briefing by USFS on Waldo Lake, discussions at the meeting centered on possible regulatory approaches to the lake related to seaplanes. The bottom line was a conceptual approach that involves restrictions as to time of day, nature of activity and location in the lake for seaplane operations. Other ideas that were discussed were a total ban and restrictions by calendar (having it open for certain periods during the year). Although a consensus was not reached, it was still a productive meeting. On Tuesday night (April 10th) the Marine Board had a hearing in Eugene where they voted to continue the ban on motorboats, lifted the ban on seaplanes and deferred the question of seaplane operations on Waldo Lake to the Aviation Board. Mr. Gardiner remarked that the

Aviation Board's discussion today is about how the board would move forward with the rulemaking process concerning seaplanes at Waldo Lake.

ODA's Director, Mitch Swecker, stated that one of the conditions of the Marine Board lifting the ban on seaplane operations at Waldo Lake was that ODA and the Aviation Board would go into rulemaking on restrictions or caveats on how seaplanes utilize Waldo Lake. Considering all of the different stakeholders involved in the issue there is probably a lot more information that needs to be gathered. Mr. Swecker then updated the board on the rulemaking process. One area or possibility is changing the Oregon Regulatory Statute (ORS) regarding seaplanes. The other way is to come-up with an administrative rule to cover Waldo Lake seaplane operations.

Randy Henry, representative of the Oregon State Marine Board, expressed to the Aviation Board the Marine Board's concerns regarding Waldo Lake. The Marine Board is not interested in proposing any legislative concepts in regards to seaplane operations on the lake. There was a 3-2 vote in favor of lifting the seaplane ban on Waldo Lake and keeping the motorboat ban in place. The Marine Board feels that any further action regarding this matter should be taken by the Aviation Board.

Aron Faegre, representative of the Columbia Seaplane Association, reminded the board of the current state laws regarding navigable waters owned by the state and the current legal action against the USFS and the Oregon State Marine Board for banning seaplanes from the lake.

The Aviation Board discussed.

ACTION ITEM – Starting with a temporary rule, in anticipation of a permanent rule coming later, the Oregon Aviation Board, in cooperation with the Oregon Marine Board and all interested parties, will initiate and expedite the rule making process and develop a rule regarding seaplane operations on Waldo Lake.

Motion to approve by: Chris Corich

Motion 2nd by: Jack Loacker

Motion passed unanimously

Resilient Oregon

Chris Corich: Aviation Board member Chris Corich briefed the board on the Resilient Oregon program that is discussing emergency preparedness in Oregon in the event of the Cascadia earthquake that is likely to happen within the next 20 to 30 years. Emphasis of the discussions have centered around the survivability of infrastructure including roads, bridges, highways, rail, shipping, marine shipping and airports. The governor has asked if there is a way to make strategic investments over the next 20 or 30 years that will improve the ability of the state to respond to the Cascadia earthquake. One of the concepts discussed is that there would strategic highway investment out of the Willamette valley to the coast (or vice-versa). There would be certain corridors that would be priority corridors by nature of the fact that they connect places that need to be connected and that they can be "hardened" against violent earthquakes. Strategic investments in the state's airports will also be important. For example, airports such as Pacific City or Gold Beach are right at sea-level on the waters edge and will probably be destroyed or

rendered useless by any significant tsunami. On the other hand, Newport or Cape Blanco sit at much (comparatively) higher elevations and would most likely survive a tsunami. However, Cape Blanco is not currently set-up for night operations (no lights or back-up power) so perhaps a future strategic investment in runway/taxiway lights and a back-up generator for the airport might be prudent for future disaster relief.

Roles and Missions Update (handout)

Mitch Swecker: ODA's Director, Mitch Swecker, briefed the board on ODA's roles and missions update. After meeting with board members Jack Loacker, Joe Smith and Chris Corich earlier to discuss options, four recommended courses of action were developed for the board's consideration.

1. Pursue increase in Jet fuel tax by minimum 2 cents (increased revenue estimate \$3.6M/yr).
 - a. Find out what other states in the region do for fuel tax.
 - b. Socialize issue with key legislators.
 - c. Identify specific benefits for increased revenue:
 - FAM Grants (pay 5% match of fed grants for statewide airport sponsors).
 - Attract and retain air service at key airports. Subsidize? "Charter-like" service?
 - Continue Pavement Maintenance.
 - Augment Operations for back-logged state owned (Non-NPIAS) airport maintenance.
 - Provide flexibility to augment ODA operations revenue.

2. Increase coordination with Oregon Aviation stakeholders.
 - a. Increase Aviation Board membership (OAMA? OPA? Industry cluster?).
 - b. Citizen stakeholder panel (Industry cluster, Aviation museums, MBAA, OPA, Governor's Transportation Advisor, Business Oregon, others?).
 - c. Sponsor and invite industry cluster to regular meetings.
 - d. Speak to key legislators about aviation caucus (Mitch to find out who in Legislature are pilots).
 - e. Increase outreach to communities outside metro communities.
 - f. Assist with aviation business and economic development.

3. Evaluate airports for role in ODA. Divest? Add? Change management paradigm?
 - a. Identify strategic metrics.
 - b. Involve stakeholders (OPA? OAMA? Sponsors, Cities, Counties)
 - c. Coordinate with Industry Cluster

4. Strategic Plan for commercial, corporate and cargo air service.
 - a. Identify key airports and their metrics.
 - b. Identify infrastructure requirements for targeted financial support (*ConnectOregon?* *SCIP?* *FAM?*).
 - c. Plan of attack for attracting and retaining businesses.
 - d. Coordination with Business Oregon/Gov. Transportation Advisor, sponsors and Industry Cluster.

After discussing the Roles and Missions update, the board then moved the discussion towards possible legislative concepts for the remainder of the year.

Possible Legislative Concepts to be developed:

- Fuel tax increase.
- Commercial air service subsidy program.
- Civil penalty enforcement.
- Clarification of meaning of “cooperation” with Marine Board regarding seaplanes.

Aviation Board Chair, Mark Gardiner, suggested that the board’s ad-hoc decision committee flesh-out the concepts as a proposed priority agenda for the board and then get it back to the board, including bullet points for legislative concepts, for approval.

The board discussed and agreed.

Executive Session

At 12:30pm the Aviation Board went into Executive Session.

Meeting reconvened at 1:00pm.

Meeting ended at 1:05pm.