
Chapter 9 OTP Compliance Statement

The *Oregon Aviation Plan 2007* (*OAP 2007*) was prepared in accordance with the *Oregon Transportation Plan* (OTP) goals and policies. The 2000 *OAP* policies were evaluated and found to be appropriate for the *OAP 2007*. The *OAP 2007* began prior to the 2006 adoption of the OTP update, however, the *OAP 2007* meets the requirements of the *OTP* for a modal plan for the state aviation system. The *OAP 2007* is considered an element of the unified transportation plan as described in the State Agency Coordination Program, December 1990. The following sections generally outline a summary of the compliance with the various OTP elements and requirements.

9.1 Coordination

The development of such an important and complex plan was accomplished with the participation and knowledge of a vast number of individuals and special interest groups. The *OAP 2007* coordinated regularly with the State Aviation Board, three advisory committees created specially for the development of the *OAP 2007*, state aviation interest groups, various state agencies, and county and local governments. The Project Team is the primary group that facilitated the development of this study. The Team includes members of Mead & Hunt and the Economic Development Research Group (EDR Group), as well as a number of the ODA staff members. As previously noted in Chapter 1, these various groups provided a wealth of information and support to the project, representing a diverse group of individual interests.

The following paragraphs describe in detail the coordination process with each of these groups. Each of these various groups was charged with several tasks including, but not limited to, the following:

- taking an active role in the review of the data presented by the Project Team
- providing a conduit for communication between the Project Team and the individuals respective organization or agency
- disseminating information provided by the Project Team to their respective organizations or agencies
- serving as ambassadors to their respective organizations and agencies, as well as the general public about the studies.

9.1.a State Aviation Board Coordination

As the appointed body that governs actions related to the aviation system of Oregon, coordination with the State Aviation Board was vital in the development of the *OAP 2007*. The extensive knowledge each of these Board members provided related to individual airports, state issues, FAA policies and procedures, and their commitment to serving the people of Oregon was invaluable to the process. The State Aviation Board members who participated in the project during the majority of the study included:

- Michael Burrill Sr., Chairman
- Chris Corich, Vice-Chairman
- Steve Beckham
- Jack Loacker
- Carrie Novick
- Joe Smith

New State Aviation Board members who participated at the conclusion of the study include:

- Larry Dalrymple

9.1.b Advisory Committee Coordination

Three independent advisory committees were assembled by ODA to provide input and guidance throughout the study. Committee members volunteered and provided a broad base of local knowledge that helped identify the key factors impacting aviation in Oregon. In addition to attending several meetings and providing valuable insight, the committee members were responsible for evaluating the progress and findings of the study and reviewing draft documentation. The individual committees and respective members are listed below.

State Aviation System Plan Update Advisory Committee Members

Tim Bizaau	Jackson County Planning, Assistant Planning manager
Chris Corich	State Aviation Board, Vice-Chairman
Ray Costello	Former ODA Planner
Gail Curtis	ODOT, Transportation Planner
Larry Dalrymple	Eastern Oregon Regional Airport, Manager
Mike Daly	Deschutes County Commissioner
Dwayne Decker	Port of Portland, Senior Aviation Planner
Michael Ferguson	Airplane Owners and Pilots Association
Bob Hall	Oregon Pilots Association – Troutdale Chapter
Richard Jennings	Harney County Planning, Planning Director
Don Larson	FAA, Seattle Airports Districts Office
Ron Larson	Astoria Regional Airport, Manager
Ted Millar	Positive Aurora Airport Management Group
Dennis Reno	Newport Municipal Airport, Manager
Julie Rodwell	ODOT, Freight Mobility Section Manager
Gary Sparks	Experiment Aircraft Association – Mount Hood Chapter
Gary Viehdorfer	Oregon Economic and Community Development Department
Chris Warner	Governor's Office, Labor and Transportation Policy Advisor
Scott West	Oregon Tourism Department, Chief Strategy Officer

State Aviation Master Plan Update Advisory Committee Members

Jim Azumano	State of Oregon Office of Rural Policy, Director
Teddy Baker	Oregon DOT, Freight Mobility Coordinator
Michael Burrill Sr.	State Aviation Board, Chairman
Bern Case	Roque Valley International Airport, Manager
Ann Crook	Klamath Falls Airport, Director
Larry Dalrymple	Eastern Oregon Regional Airport, Manager
Diane Johnson	Oregon Pilots Association - Mulino Chapter
Sondra Lino	Greater Eastern Oregon Economic Development
Jack Loacker	State Aviation Board, Member
Ted Millar	Positive Aurora Airport Management Group
Gary Oxley	Oxley & Associates, Inc., President
Willie Tiffany	League of Oregon Cities
Gary Viehdorfer	Oregon Economic and Community Development Department
Chris Warner	Governor's Office, Labor and Transportation Policy Advisor
Scott West	Oregon Tourism Department, Chief Strategy Officer

Economic Impact Study Advisory Committee Members

Bob Barnett	Port of Portland, Economic Development
Michael Burrill Sr.	State Aviation Board, Chairman
Ray Costello	Former ODA Planner
Dave Kavanaugh	ODOT, State Transportation Economist
Don Larson	FAA, Seattle Airports Districts Office
Sondra Lino	Greater Eastern Oregon Economic Development
Dennis Meyer	Oregon Pilots Association - Troutdale Chapter
Ted Millar	Positive Aurora Airport Management Group
Carrie Novick	State Aviation Board, Member
Greg Phillips	Bend Municipal Airport and OAMA, Manager
Gordon Safley	South Oregon Economic Development, Executive Director
Mike Schmidt	Bend Chamber of Commerce, President and CEO
Kathleen Sellman	Clatsop County Economic Development and Planning, Director
Joe Smith	State Aviation Board, Member
Gary Viehdorfer	Oregon Economic and Community Development Department
Chris Warner	Governor's Office, Labor and Transportation Policy Advisor

9.1.c State Agency Coordination

As part of a comprehensive assessment, ODA and the Project Team felt it was important to assess how state agency coordination would fit within the scope of the project, as well as the provision of aviation services throughout the state. It was noted that there are hundreds of state agencies that utilize aviation, either directly or indirectly, to promote the state of Oregon for economic development, tourism, resource protection, or are interested in other activities focused on the improvement of the quality of life for the residents of the state, which may impact or influence airport development. Since there is such a diverse group of state agencies, ODA defined the specific agencies to be interviewed as part of this process. The Project Team coordinated with these agencies to identify their current and future initiatives to ensure the creation of a comprehensive development plan for the aviation system. The state agencies who participated in the study included:

- Archives Division
- Bureau of Labor and Industries
- Department of Corrections
- Department of Human Resources
- Department of Land Conservation and Development
- Department of Parks and Recreation
- Department of Transportation
- Economic and Community Development Department
- Governor's Office of Rural Policy
- Military Department
- Office of Homeland Security – Oregon
- Resource and Technology Development Fund
- Tourism Commission
- Travel Information Council

Telephone interviews were held with representatives from each of these agencies to assess their use of aviation, evaluate their perceptions of the needs of the aviation industry, evaluate their interest in an intra-state shuttle system and generally inform them of the role ODA takes in the development of aviation in the state. This process was used as not only a data gathering activity but also a marketing activity to educate other state agencies about the ODA.

9.1.d Local Agency Coordination

Local agency coordination is an integral part of any planning process. A unique approach which fostered local agency participation throughout the project was utilized to create a forum for local agencies to express their views regarding airport development and the economic benefits. It also facilitated discussion, assisted with decision-making, and encouraged a cooperative approach to the development of the plan. The following paragraphs provide a summary of the local agency coordination process.

Airport site visits were conducted for each study airport and included interviews with each airport manager. The managers then had the opportunity to invite a representative from the host community, the local chamber of commerce, or any other group who they felt could provide insight as it pertained to the three individual planning studies. The interview provided valuable information about the existing airport facilities, airport users, and plans for future development. Additionally, the interview provided an understanding of local issues facing the airport and other ongoing development plans in the community that may affect the future use of the airport.

Continued local involvement was established through the *Regional Informational Workshops* held in conjunction with the survey effort. The purpose of the workshops was to develop interest and enthusiasm in the studies, promote a working relationship between the consultants, ODA and the local agencies, and to collect and distribute information. Six workshops were held throughout the state to ensure an opportunity for anyone interested to attend. As noted in Chapter 1 of the *OAP 2007* document, the workshop dates and locations are listed below.

Regional Informational Workshop Dates and Locations

- January 17, 2006 Roseburg – Roseburg City Hall
- February 7, 2006 Pendleton – Eastern Oregon Regional Airport
- February 8, 2006 Redmond – Roberts Field
- February 9, 2006 Ontario – Ontario City Hall
- February 10, 2006 Klamath Falls – Klamath Falls Airport
- February 21, 2006 Salem – Best Western Mill Creek Inn

9.2 Public Involvement

The involvement of the public in the development of the OAP 2007 was encouraged throughout the development of the document. Several methods were utilized to solicit public participation in the process as noted below:

9.2.a Project Web Page

A project web page was established to allow the public to learn about the project through postings as the project evolved. Meeting handouts and copies of various meeting presentations were posted on the web page for public review. The final draft document was also posted on the web page to allow for general public review. Additionally, a project comment form was also provided on the project web page which allowed persons to communicate with the Project Team via an on-line form.

9.2.b State Aviation Board Meetings, Advisory Committee Meetings and Regional Workshops

As noted previously, there were a number of meetings with the State Aviation Board and the Advisory Committees, as well as the regional workshops, all of which were open to the public.

Opportunities for public comment and participation in the various meetings were encouraged at each of these meetings.

9.2.c Public Comment on Draft Document

The development of the *OAP 2007* included an important component of public consultation. A 45-day public review period was provided during the draft *OAP 2007*. The draft document, as noted above, was posted on the project web page and made available for public review via the web page.

9.3 State Agency Coordination (SAC) Program Requirements

The following paragraphs were adopted from the OAP 2000 and are consistent with the OAP 2007 goals and policies.

9.3.a State Agency Coordination (SAC) Program Requirements

ODOT's certified State Agency Coordination (SAC) Program and Oregon Administrative Rules Chapter 31, Division 15, describe the procedures that ODOT will follow when developing and adopting plans to assure they comply with the statewide planning goals and are compatible with acknowledged comprehensive plans. The SAC program recognizes that planning occurs in stages and that compliance and compatibility obligations depend on the stage of planning being undertaken. The SAC Program describes the process as follows:

“ODOT's program for assuring compliance and compatibility recognizes the successive stages of transportation planning and establishes a process that coordinates compliance and compatibility determinations with the geographic scale of the plan and the level of detail of information that is available. At each planning stage, some compliance and compatibility issues come into focus with sufficient clarity to enable them to be addressed. These issues shall be resolved at that time. Other issues may be apparent but not seen early enough to determine compliance and compatibility. These issues shall be resolved in subsequent planning stages and any plan decisions that depend on their resolution shall be contingent decisions. The result of this successive refinement process shall be the resolution of all compliance and compatibility issues by the end of the project planning stage of the transportation planning program.

“The department's coordination efforts at the transportation policy plan and modal systems plan stages will be directed at involving metropolitan planning organizations, local governments and others in the development of statewide transportation plans and policies. Since these plans have general statewide applicability and since ODOT has a mandate under ORS 184.618 to develop such plans, compatibility with the comprehensive plan provisions of specific cities and counties will not generally be established. However, compatibility determinations shall be made for new facilities identified in modal systems plans that affect identifiable geographic areas. Compliance with any statewide planning goals that specifically apply will be established at these planning stages.

“The focus of the department’s efforts to establish compatibility with acknowledged comprehensive plans will be at the facility planning and project planning stages of the planning program. At these stages, the effects of the department’s plans are more regional and local in nature, although some statewide effects are also present.”

- Airport operators, local jurisdictions, business organizations, and other stakeholders were surveyed to identify the major issues in the plan.
- The draft plan was presented to the State Aviation Board at their monthly public meeting on November 14, 2007.
- Copies of the adopted *OAP 2007* will be distributed to airport operators, cities, counties, metropolitan planning organizations and participating state agencies, as well as all interested persons and agencies who request copies.

9.3.b Transportation Planning Rule

The Land Conservation and Development Commission adopted the Transportation Planning Rule (OAR 660-12) to implement Statewide Planning Goal 12 (Transportation) and “to explain how local governments and state agencies responsible for transportation planning demonstrate compliance with other statewide planning goals.”

The Transportation Planning Rule describes transportation planning as follows (Section 10):

“(1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land controls and a network of facilities and services to meet overall transportation needs.”

Section 15 of the Transportation Planning Rule recognizes that ODOT’s TSP is composed of a number of elements as described in the department’s State Agency Coordination (SAC) Program.

“(1)(a) The state TSP shall include the state’s transportation policy plan, modal systems and transportation facility plans as set forth in OAR 731, Division 15.”

The *OAP 2007* is an ODOT modal system/topic plan. The system plan is described in the SAC Program as follows:

“These are the overall plans and policies for each mode of transportation. These plans evaluate system wide needs for transportation services, identify and classify facilities by function and importance to meet the needs, and establish policies for the system and each class of facilities. These policies may cover topics such as prioritization of resources across the system; allocation of resources between maintenance,

preservation, operation and modernization; operational goals for classes of facilities; and relationship of facilities categories to land use. Modal Systems Plans are adopted by the Transportation Commission.”

The *OAP 2007* evaluates system wide needs, classifies facilities by function, establishes policies for the system, allocates resources, and outlines the relationship of facilities categories to land use.

Section 15 of the TPR describes ODOT planning responsibilities under the statewide planning goals.

“(1) ODOT shall prepare, adopt and amend a state TSP in accordance with ORS 184.618, its program for state agency coordination certified under ORS 197.180, and OAR 660-12-030, 035, 050, 065 and 070. The state TSP shall identify a system of transportation facilities and services adequate to meet identified state transportation needs.”

Following are findings relating to each of the above sections of the TPR that apply to ODOT.

Section 030 – Determination of Transportation Needs

Section 030 identifies the basic requirements for determining transportation needs as follows:

“(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:

- (a) State, regional and local transportation needs.
- (b) Needs of the transportation disadvantaged.
- (c) Needs for the movement of goods and services to support industrial or commercial development planned for pursuant to OAR 660-09 and Goal 9 (Economic Development).”

Since the *OAP 2007* is at a statewide scale, it addresses the current status of aviation service in the state and identifies system deficiencies to assist ODOT with management priorities and with its forecast of transportation funding needs.

The determination of transportation needs included in this plan is appropriate and sufficient for the level of decision-making provided in the plan. The needs analysis is based on projected traffic volumes, deterioration rates, deficiency analysis, safety analysis and transportation system plans. It includes capacity-adding projects, airport pavement preservation, operations and safety improvements, and maintenance and planning needs at the aggregate statewide level.

The *OAP 2007* addresses the needs of the transportation disadvantaged by emphasizing ground access and facilities for transit as well as other modes in Policy 5.

The *OAP 2007* addresses the need for the movement of goods and services by promoting economic development in Policy 4, establishing intermodal accessibility in Policy 5, and providing for modernization and capacity in Policy 7.

Section 035 – Evaluation and Selection of Transportation System Alternatives

Section 035 contains requirements for evaluating and selecting transportation system alternatives

“(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:

- (d) Improvements to existing facilities and services;
- (e) New facilities and services, including different modes or combinations of modes that could reasonably meet transportation needs;
- (f) Transportation system management measures;
- (g) Demand management measures; and
- (h) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.”

The Preservation Policies and Actions (Policy 1), Protection Policies and Actions (Policy 2), Safety Policies and Actions (Policy 3) and Modernization and Capacity Policies and Actions (Policy 7) require evaluation of these alternatives in addressing aviation problems.

This section of the TPR also contains the following standards for evaluating transportation system alternatives:

“(3) The following standards shall be used to evaluate and select alternatives:

- (a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve land uses in the acknowledged comprehensive plan.

- (b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including State Implementation Plan under the Federal Clean Air Act and State Water Quality Management plan.
- (c) The transportation system shall minimize adverse economic, social, environmental and energy consequences.
- (d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation.
- (e) The transportation system shall avoid principal reliance on any one mode of transportation and shall reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in 660-12-035(4)."

The *OAP 2007* is in line with these standards in several policies:

- The Preservation Policies and Actions (Policy 1), the Protection Policies and Actions (Policy 2), and the Modernization and Capacity Policies and Actions (Policy 7) provide types and levels of transportation facilities and services appropriate to serve land uses identified in the acknowledged comprehensive plan.
- Policy 6 for Environmental Policies would protect or enhance the natural and built environment throughout the process of constructing, operating, and maintaining the state aviation system and emphasizes compliance with state and federal standards for the protection of air, land, and water quality.
- While the Preservation Policies and Actions (Policy 1), the Protection Policies and Actions (Policy 2), and the Environmental Policies and Actions (Policy 6) specifically address environmental and energy issues, the plan as a whole seeks to enhance system efficiency and safety and minimize adverse economic, social, environmental and energy consequences.
- The *OAP 2007* addresses problems regarding conflicts between modes and connections between modes in Policy 5 on Intermodal Accessibility.
- The *OAP 2007* is a modal plan that addresses the use of the aviation system, but recognizes the importance of aviation and other modes in reducing reliance of the automobile. (See Policy 5 on Intermodal Accessibility.)

ODOT will apply the standards in Section 035 as it develops airport plans and as it works with local governments to develop local TSPs.

Section 050 – Transportation Project Development

This section contains requirements for transportation project development and references ODOT's administrative rule for state agency coordination OAR 731 Division 15. The *OAP 2007* does not refer to any specific transportation projects.

Section 065 – Transportation Improvements on Rural Lands

This section includes requirements for making transportation improvements on rural lands. The *OAP 2007* does not identify specific improvements on rural lands. Economic Development Policies and Actions (Policy 4) and Intermodal Accessibility Policies and Actions (Policy 5) are consistent with Section 065. Specific airport improvements will be proposed through airport master plans or TSPs, and compliance with the TPR provisions will be addressed at that time.

Section 070 – Exceptions for Transportation Improvements on Rural Lands

The *OAP 2007* does not identify any improvements on rural lands. Specific airport improvements will be proposed through airport master plans or TSPs, and compliance with the TPR provisions will be addressed at that time.

9.4 OTP Plan Goals and Policies

The Oregon Department of Transportation (ODOT) recently updated the *1992 Oregon Transportation Plan* (OTP) which was developed to create a visualization of a balanced, versatile transportation system within Oregon. The updated OTP builds on this plan and assesses all state, regional, and local transportation facilities and services and creates a strategy that will guide transportation improvement decisions over the next 25 years. The plan was adopted in September 2006.

The OTP goals have been integrated into the *OAP 2007* to provide a consistent foundation from which to evaluate and improve aviation infrastructure. The OTP outlines seven goals that will help guide the development of aviation infrastructure and all other transportation plans. Each goal is described below with a brief explanation of the general method in which the *OAP 2007* addresses the individual goals.

- **Goal 1 – Mobility and Accessibility**

To enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

An effort was made to address mobility and accessibility to the aviation system in several ways. First, it was noted that it was important to have aviation opportunities throughout the state, therefore it is necessary to maintain the existing infrastructure as is it exists today. To increase the accessibility, additional weather reporting opportunities were noted as being recommended as discussed in Chapter 5 of this document. Additionally, ground access was also noted as being an area of concern, as discussed in Chapter 6 of this document. During the site visits, it became very evident that ground signage into and out of the various airports was convoluted in many cases, therefore raising the need to better sign and mark airport access for increased accessibility. Finally, many airports could be encouraged to have increased service by local public transit methods.

- **Goal 2 – Management of the System**

To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

The assessment of the exiting system illustrated that there was a need to better inventory the existing features of the existing system. One area of importance that was specifically identified, as noted in Chapter 6 of this document, was the creation of a specific set of criteria to guide the investment and divestment of state-owned airports. With 28 airports to manage and maintain, it is recommended that to meet this OTP goal, the ODA should develop specific guidance related to the management of the state-owned airports with particular attention paid to the potential for inclusion of additional airports, as it becomes increasingly necessary to protect existing privately owned airports from closure.

- **Goal 3 – Economic Vitality**

To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

Each airport was evaluated for its economic value to their local community as well as the state as a whole. Creating this baseline of financial impact of the aviation system was an initial step addressing this goal. Additionally, the development criteria, as outlined in Chapter 4 of this document, provided a set of evaluation criteria that are typically seen as being features or services which increase the potential economic vitality for an airport. These services include providing such options as fuel service, aircraft maintenance, pilot lounge areas, aircraft storage areas, etc. Addressing these issues was noted as an important element for a majority of the airport categories.

- **Goal 4 - Sustainability**

To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of

environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environment.

As the funds available for the study were limited in terms of the Project Teams ability to do detailed site assessments for specific design considerations, it was difficult to assess the sustainability of many of the recommended facility improvements. A cursory review of potential impacts was noted where data was available on a project by project basis in Chapter 5 of this document.

- **Goal 5 – Safety and Security**

To plan, build, operate and maintain the transportation system so that it is safe and secure.

This goal was addressed through the assessment of facility needs related to infrastructure development which enhanced individual facilities to increase safety and address deficiencies. For example, cursory assessments were made to identify runway safety areas which should be enhanced to meet FAA design criteria. Additionally, airports on the State Warning Airport list were assessed and their deficiencies noted in Chapter 6 to provide the ODA and readers of the OAP 2007 with a summary of the concerns associated with these airports. Many of the State Warning Airports would require a significant amount of money to address their deficiencies.

Enhanced security at the airports throughout the state system was also noted as a general concern. Those airports with commercial air carrier service have specific security and fencing requirements outlined by the FAA. Each of the air carrier airports are meeting their basic security needs. The general aviation airports, have limited formal requirements for security measures, consequently, there is an array of ways to define security across the general aviation community. Some would indicate that perimeter fencing to control pedestrian access to apron areas would be sufficient while others would support full airport enclosure with eight to ten foot tall fence to secure the airport property from not only pedestrians but more importantly, wildlife such as deer and elk. Individual assessments by airport, to meet the needs of each specific facility are recommended to truly address this goal. Funding becomes an important element in the consideration of this goal.

- **Goal 6 – Funding the Transportation System**

To create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

As discussed in Chapter 7 of this document, there are a number of existing funding sources available for potential use for airport development, however, even with these numerous sources, the requests for project funds far exceed the available funds. Consequently, there is a need to establish not only additional sources of revenue but a more comprehensive assessment of the places where available funds are allocated. The *ConnectOregon* and *ConnectOregon II* programs begin to address both of these issues. These two programs have provided funding sources which were unavailable prior to 2007 and have also created an awareness to assess project specific needs as well as regional impacts related to the possible development projects. A continued approach such as the *ConnectOregon* program as a more process based assessment of the use of state and federal funds is a recommendation.

- **Goal 7 - Coordination, Communication, and Cooperation**

To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so that transportation system functions as one system.

This goal was a common theme through the entire project as it was important to the ODA staff and the Project Team to create lines of communication, coordination and cooperation between numerous entities. For example, creating a more open line of communication with the Oregon Airport Managers Association and the Oregon Pilots Association was a goal of the project, as was educating the various state agencies about the function and opportunities offered by the state aviation system. The public involvement discussion within this Chapter provides additional support of the effort involved in this project to enhance coordination, communication and cooperation between these various groups.

9.4 Summary of OTP Compliance

The *OAP 2007* has attempted to address each of the OTP goals to meet the intent of the OTP. Continual assessment of the goals and the *OAP 2007* is recommended to provide a fresh evaluation of the ever-changing needs and demands placed on the system by the various users. The foundation provided in the *OAP 2007* is used to assess all state, regional, and local aviation facilities and services and creates a strategy that will guide transportation improvement decisions over the next 25 years.