




OREGON DEPARTMENT OF AVIATION

JANUARY 1 , 2019

 (503)378-4880

 3040 25TH STREET, SALEM, OR 97302

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AGENDA

ITEM NO.	TYPE	START	ITEM	LEAD(S)
1	Info	1:00	Call to order	Granato
2	Action	1:05	Approve Consent Agenda	Granato
3	Info	1:	Consent Agenda	Granato
	n		Consent Agenda	ans
5	Info	1: 0	Announcements	e
6	Action	1:50	VOTE - ARC Member Approval	Ramos/Lawyer
7	Action	1:55	VOTE - ASAP COAR Project Approval	asa e
8	Action	2:20	VOTE - Oregon Aviation Plan (OAP) Approval	Caines
			Adjourn	

CONSENT AGENDA

APPROVAL

- an a 18th Meeting Minutes (Audio and Action Agenda)
- Next Board Meeting – ith in e



PUBLIC COMMENTS

(Limited to 2 minutes per speaker)



DIRECTOR'S UPDATE



PLANNING & PROGRAMS DIVISION UPDATE

HEATHER PECK



Aviation Review Committee

FEBRUARY 12 , 2019

Aviation Review Committee

- ORS 319.020 Section 7.(3)(a) The State Aviation Board shall establish a review committee composed of one member from each of the area commissions on transportation chartered by the Oregon Transportation Commission.
- The State Aviation Board was informed of the original list of ARC members prior to the first cycle of COAR grants.
- Since then a few members have departed and new members have come on board.

Aviation Review Committee

- Current members are:

North West Oregon ACT	Jim Knight
Region 1 ACT	Steve Callaway *
Mid Willamette Valley ACT	Craig Pope
Cascades West ACT	Derrick Tokos *
Lane County ACT	Shelley Humble
South West ACT	Vacant
Rogue Valley ACT	Jerry Brienza *
Lower John Day ACT	Chuck Covert
North East ACT	Doug Wright
Central Oregon ACT	Gary Judd
South Central ACT	John Barsalou
South East ACT	Haley Walker

* Indicates new member

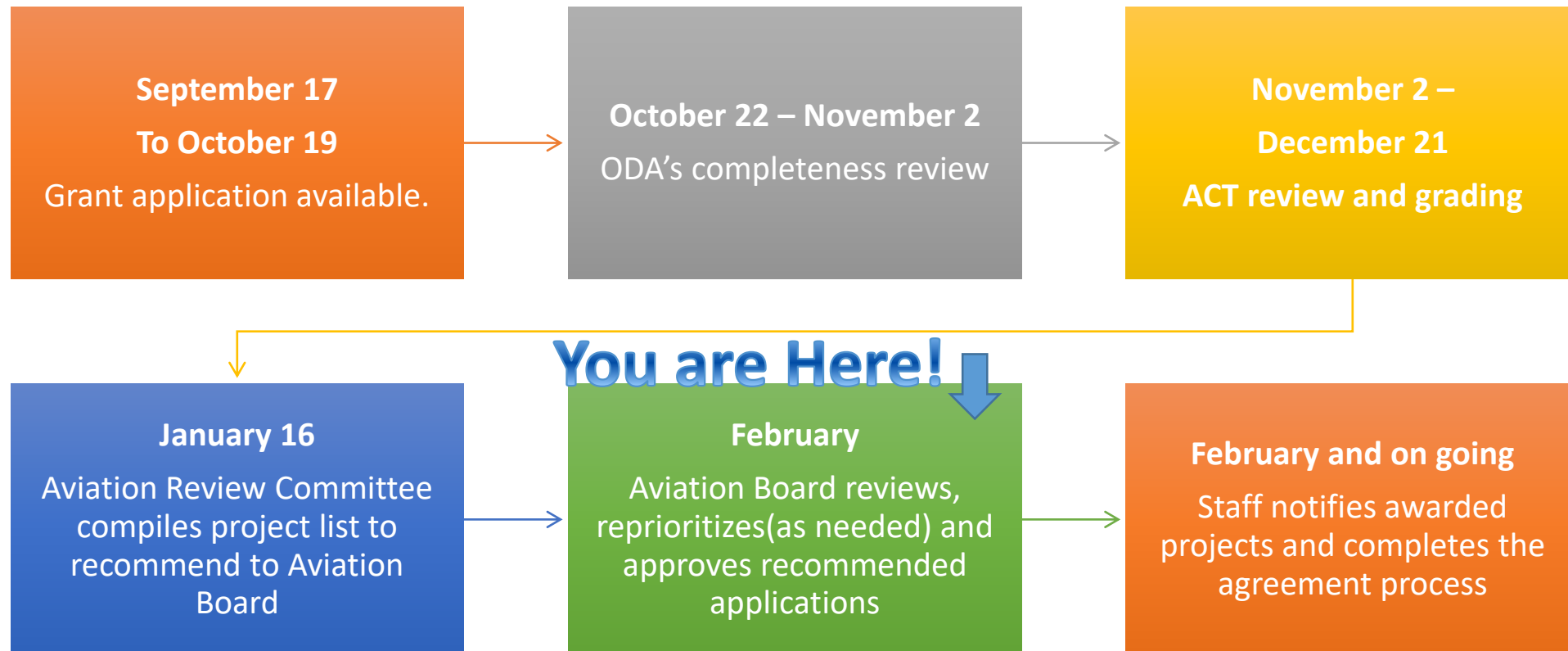
PRESENTATION AGENDA

FEBRARY 12, 2019

- Timeline
- COAR Grant Program Overview
- Board Consideration
- Questions

COAR Grant Program Overview

COAR Cycle 2018-2019 Timeline



Critical Oregon Airport Relief (COAR) Program

(5)(a) Fifty percent of the amounts described in subsection (4)(b) of this section shall be distributed for the following purposes:

(A)To assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants.

(B)To make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan, including grants for emergency management plan development, seismic studies and emergency generators and similar equipment.

(C)To make grants for:

(i) Services critical or essential to aviation, including, but not limited to, fuel, sewer, water and weather equipment.

(ii) Aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities.

(iii) Airport development for local economic benefit, including, but not limited to, signs and marketing.

(b) Priority in distributing grants shall be given to projects for which applicants demonstrate a commitment to contribute the greatest amounts toward the costs of the projects to which the applications relate.

COAR Grant Program Overview

COAR Grant Priorities

- 1st priority – Assist with match requirements for FAA Airport Improvement Program grants
- 2nd priority – Safety and infrastructure development
- 3rd priority – Aviation-related economic benefits related to airports

COAR Grant Program Overview

State Aviation Board

Tasks for the State Aviation Board:

- Consider the application information, application scores, ACT review grades and the ARC Recommendations
- The end result will be a final approved list of applications for the 2018-2019 COAR Grant cycle.

COAR Grant Program Overview

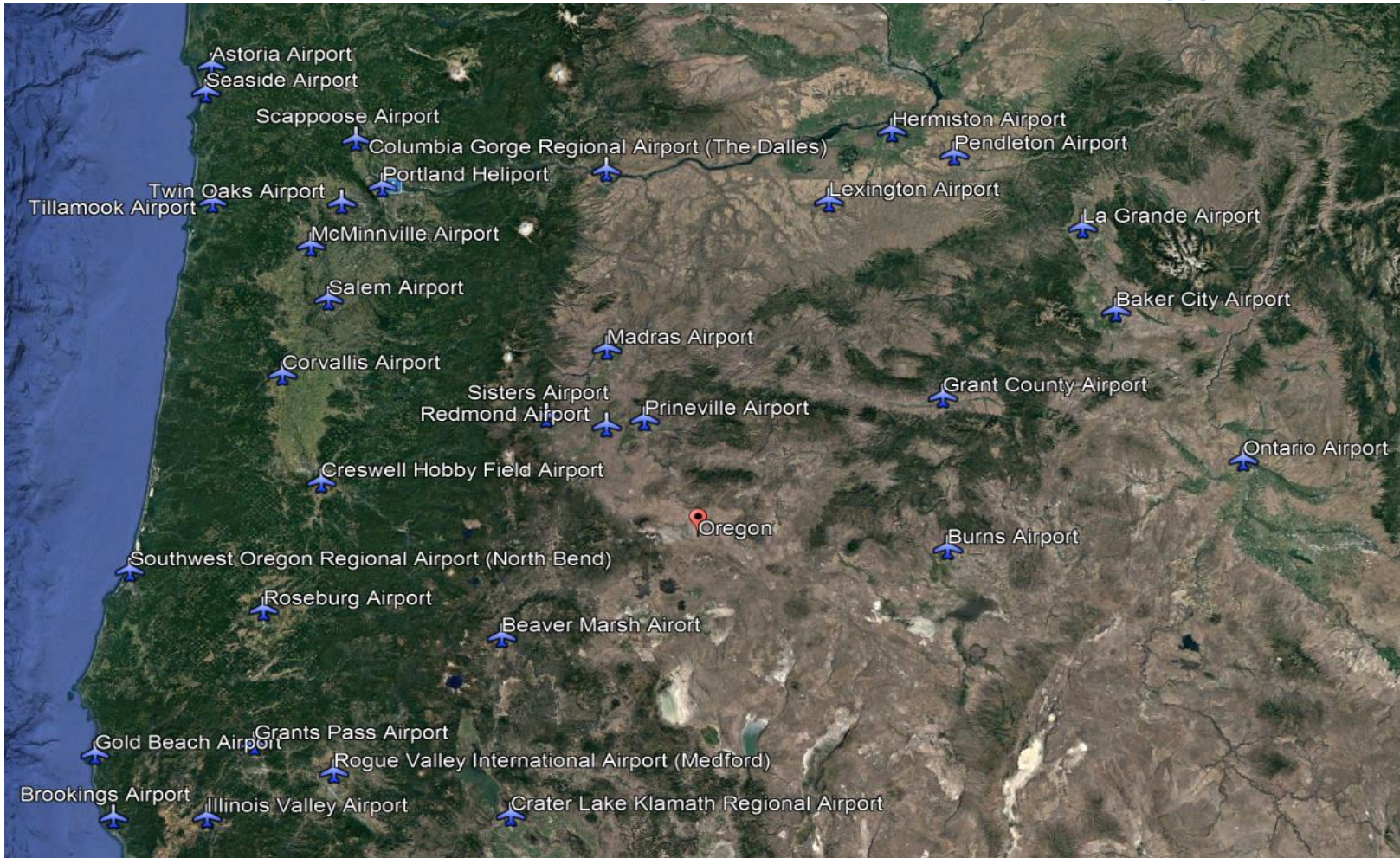
ACT Review

Using ORS 367.084:

- (6) In selecting transportation projects the commission shall consider:
- (a) Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
 - (b) Whether a proposed transportation project results in an economic benefit to this state;
 - (c) Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system;
 - (d) How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund;
 - (e) Whether a proposed transportation project is ready for construction; and
 - (f) Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.
 - (g) Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (2)(d) or 215.283 (2)(b).

COAR Grant Program Overview

2018-2019 COAR Applicants



Breakdown of Requests by
Priority:

Priority 1: \$1,999,882

Priority 2: \$151,500

Priority 3: \$1,744,800

Total requests: \$3,896,182

COAR Grant Program Overview

Comparison of COAR Grant Requests per Cycle

- Cycle 1: 2016-2017 55 Applications = \$4,295,711
 - Cycle 2: 2017-2018 59 Applications = \$5,913,513
 - Cycle 3: 2018-2019 42 Applications = \$3,896,182
-
- Let us take a look at the specifics.

Total Numbers 2016-2017

- Received 55 applications / Total Grant Request of \$4.2 Million
 - Total Complete Applications Priority I: \$1,120,436
(24 applications for consideration)
 - Total Complete Applications Priority II: \$314,000
(4 applications for consideration)
 - Total Complete Applications Priority III: \$2,861,275
(27 applications for consideration)
- Available awards: over \$1.7 Million



Total Numbers 2017-2018

- Received 58 applications / Total Grant Request of \$5.9 Million
 - Total Complete Applications Priority I: \$2,105,461
(24 applications for consideration)
 - Total Complete Applications Priority II: \$710,603
(6 applications for consideration)
 - Total Complete Applications Priority III: \$3,093,850
(28 applications for consideration)

***Available awards: approx. \$1.8 Million**

***Board only approved Priority I applications for funding.**



Total Numbers 2018-2019

- Received 42 applications / Total Grant Request of \$3.8 Million
 - Total Complete Applications Priority I: \$1,999,882
(23 applications for consideration)
 - Total Complete Applications Priority II: \$151,500
(2 applications for consideration)
 - Total Complete Applications Priority III: \$1,744,800
(17 applications for consideration)
- **Available awards: approx. \$2.3 Million**



COAR Grant Program Overview

COAR Grant Cycle Comparison of Financials

Grant cycle	Requested	Revenue collected	Awarded	Carryover (as of 2/6/19)
Cycle 1: 2016-17	4,295,711	1,737,029	1,683,072	257,243
Cycle 2: 2017-18	5,913,513	1,848,200	1,693,212	154,988
Cycle 3: 2018-19	3,896,182	1,976,445	N/A	N/A

Carryover: Estimates v. Final Numbers

Estimates are a touch high and COAR grants are adjusted as final numbers are received.

COAR Grant Program Overview

ARC Standards and the ACT Review

Setting the Standard:

Over the course of Calendar Year 2018 the Aviation Review Committee established a set of criteria for the ACTs to consider in the ACT review and grading of applications.

COAR Grant Program Overview

ACT Review

Meets the Standard

The applicant responded yes and provided a narrative that:

- Demonstrated through their response, with evidence and clarity that the project meets the statutory consideration;
- Provided thorough evidence, specificity of facts, specific examples and true figures;
- Provided accurate and detailed citations related to the attachments to their application that support their response.

COAR Grant Program Overview

ACT Review

Somewhat Meets the Standard

The applicant responded yes and provided a narrative that:

- Demonstrated through their response, with some or very little supporting evidence and some or very little clarity that the project meets the statutory consideration;
- Provided some or very little evidence, some or very little specificity of facts, some or very little specific examples and some or very little true figures;
- Provided references with some or very little specific citations to attachments to their application that support the statutory consideration.

COAR Grant Program Overview

ACT Review

Does Not Meet the Standard

The applicant responded no.

OR

The applicant responded yes and provided a narrative that:

- Demonstrated through their response, very little or no supporting evidence and very little or no clarity that the project meets the statutory consideration;
- Provided very little or no evidence, very little or no specificity of facts, very little or no specific examples and very little or no true figures;
- Provided very little or no explanation regarding how attachments cited within the response support the statutory consideration.

COAR Grant Program Overview

ARC Standards and the ACT Review

Setting the Standard:

For the most part, each ACT followed this guidance.

Following the ACT review, staff identified some inconsistency and did our own “scrub” of the application and the grades based on the criteria and came up with a few different grades. In some cases a loss of points, in a few, a gain in points.

This was presented to the ARC and they determined they did not want to override the work done by the ACTs.

COAR Grant Program Overview

ARC Standards and the ACT Review

Setting the Standard cont:

There was a robust conversation about this as well as many issues.

One of the questions that remains for the ARC to discuss is what role that ACTs may continue to play in the review of the grants.

- Do they “grade your neighbor’s paper” then solicit input on their own ACT’s on the projects to bring for discussion at the ARC, or do each of the ARC members complete an evaluation of all the applications and then create and aggregate score.

COAR Grant Program Overview

ARC Review

- The ARC reviewed the scores and made recommendations to break ties in each priority.
- These review considerations were created by the ARC during the 2016-17 COAR grant cycle.
- The ARC may take into account:
 - The application scores
 - Percent of grant match by the applicant (higher the better)
 - Numbers of recommended grants to be considered already for a single applicant
 - Grants applications dealing with safety projects
- This year, that ARC added regional significance as it relates to Priority III.

State Aviation Board Consideration

State Aviation Board

Tasks for the State Aviation Board:

- Consider the application information, application scores, ACT review grades and the ARC Recommendations.
- The end result will be a final approved list of applications for the 2018-2019 COAR Grant cycle.
- The Aviation Review Committee recommends approval of all projects.

COAR Grant Program Overview

ACT Review

Using ORS 367.084:

(6) In selecting transportation projects the commission shall consider:

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(g) Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (2)(d) or 215.283 (2)(b).



QUESTIONS?

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AVIATION PLAN

February 12, 2019
ODA Board Presentation



OAP GOALS

- **OAP Goal 1** – To follow FAA Advisory Circular 150/5070-7 - The Airport System Planning Process as applicable to the 97 airports comprising the Oregon Aviation System.
- **OAP Goal 2** – To evaluate current system performance and identify airport facilities and service deficiencies and gaps
- **OAP Goal 3** – To determine the ability of each airport to meet its objectives to support its role in the system plan
- **OAP Goal 4** – To identify special considerations related to airports which support economic development and health and safety.
- **OAP Goal 5** – To provide guidance to support informed investment decisions by categories of airports and by an airport-by-airport basis
- **OAP Goal 6** – To establish a blueprint for Oregon's future airport system

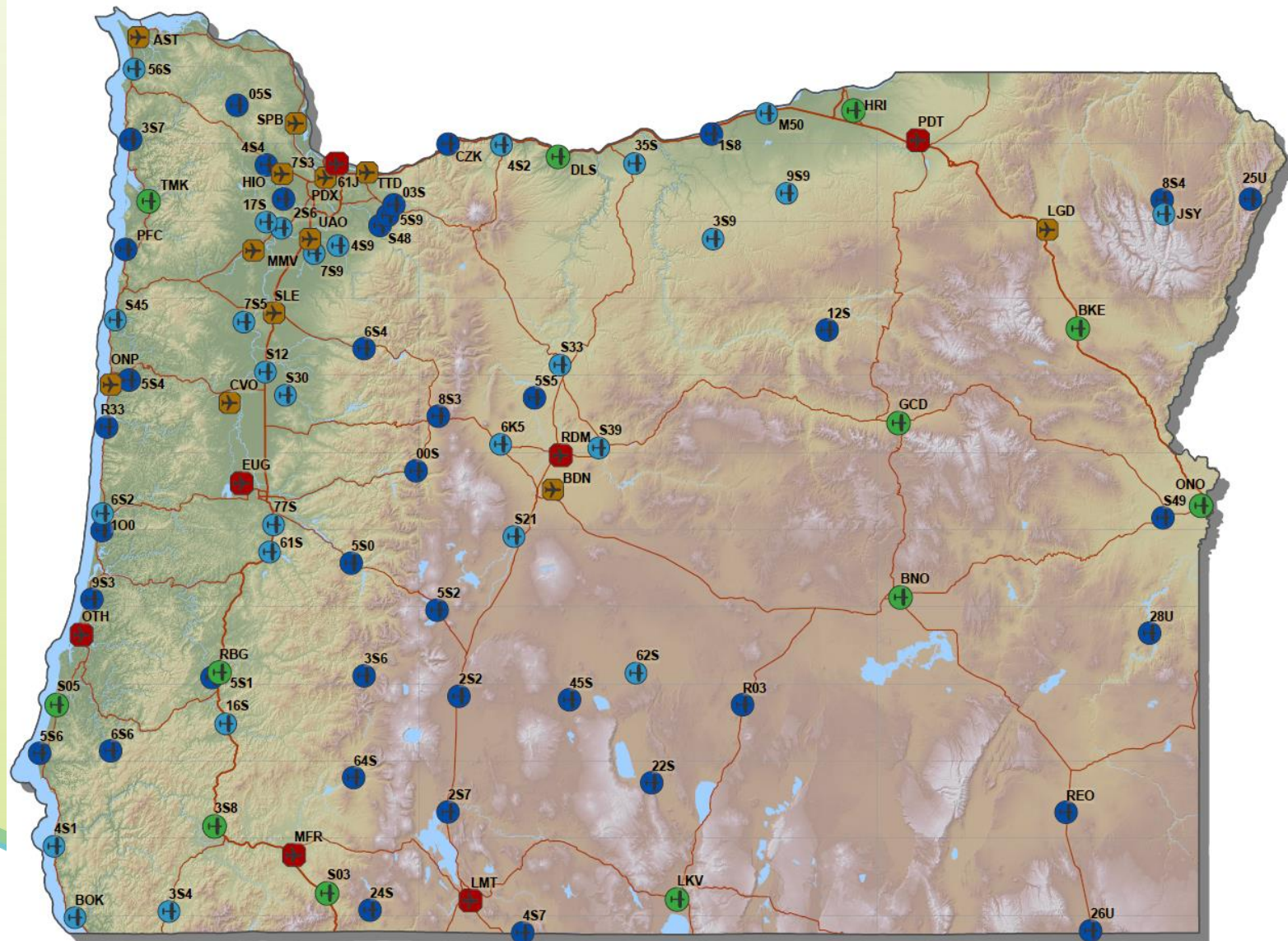


SYSTEM PLANNING PROCESS

- Study followed FAA Advisory Circular:
 - AC 150/5070-7, *The Airport System Planning Process*
- Funded over three phases
- Sub Consultants
 - Angelo Planning Group – Land Use Guidelines
 - Century West – Inventory/Cost Estimates
 - Elevate Actual – GIS/mapping
 - Marr Arnold Planning – System Performance



ROLES FOR OREGON AIRPORTS



Category I Category II Category III Category IV Category V



SYSTEM PERFORMANCE

- Geographic Coverage – GIS Analysis
 - Various drive times and resultant airport service areas used to evaluate the system
 - Analysis identifies geographic gaps in the system
- Facilities Analysis – Runways, Taxiways, Lighting, NAVAIDS, Fuel
 - Deficiencies by airport
 - Deficiencies by airport categories
- System Performance – Report Cards



	NUMBER OF AIRPORTS	OREGON POPULATION	PERCENTAGE OF POPULATION	PERCENTAGE OF OREGON'S TOTAL LAND AREA
Accessibility by Air: 30-Minute Drive Time				
Airport with an Approach Supported by Vertical Guidance	23	2,833,700	70%	9%
Airport with a Published Approach	32	3,410,600	84%	16%
Airport with Weather Reporting	38	3,487,700	86%	18%
Accessibility by Ground: 120-Minute Drive Time				
Airport with Scheduled Airline Service	7	3,915,400	96%	55%
Airport with Scheduled Airline Service (Out-of-State)	5	244,581	6%	13%
Out-of-State Commercial Service Airports on Borders AND Category I Airports	12	3,994,800	98%	58%
Accessibility by Ground: 30-Minute Drive Time				
Any System Airport	97	3,600,123	88%	22%
Out-of-State General Aviation Airports on Borders	15	978,300	24%	4%
Category I: Commercial Service Airport	7	1,671,300	41%	2%
Category II: Urban General Aviation Airport	11	2,459,600	61%	6%
Category III: Regional General Aviation Airport	13	470,357	12%	12%
Category IV: Local General Aviation Airport	27	1,595,700	39%	16%
Category V: Remote Access/Emergency Services (RAES) General Aviation Airport	39	1,105,229	27%	17%
State-Owned Airport	28	1,407,400	34%	7%
Airports Supporting Economic Development/Businesses Utilizing General Aviation	23	2,833,700	70%	9%



System Evaluation-Facilities Analysis

Oregon airport system generally performing at a high level, based on system accessibility ratings

Airport improvement to meet role related facility/service objectives would improve system performance

Oregon airport system is generally mature, improvements are those needed to meet facility objectives

Some performance criteria warrant particular focus



Work Still to be Done - Facilities Needs

- Runway length – 75% meet objective
- Runway width – 71% meet objective
- Runway lighting – 100% meet objective
- Taxiways – 98% meet objective
- Taxiway lighting – 51% meet objective
- Pavement strength – 78% meet objective
- Weather reporting equipment – 97% meet objective



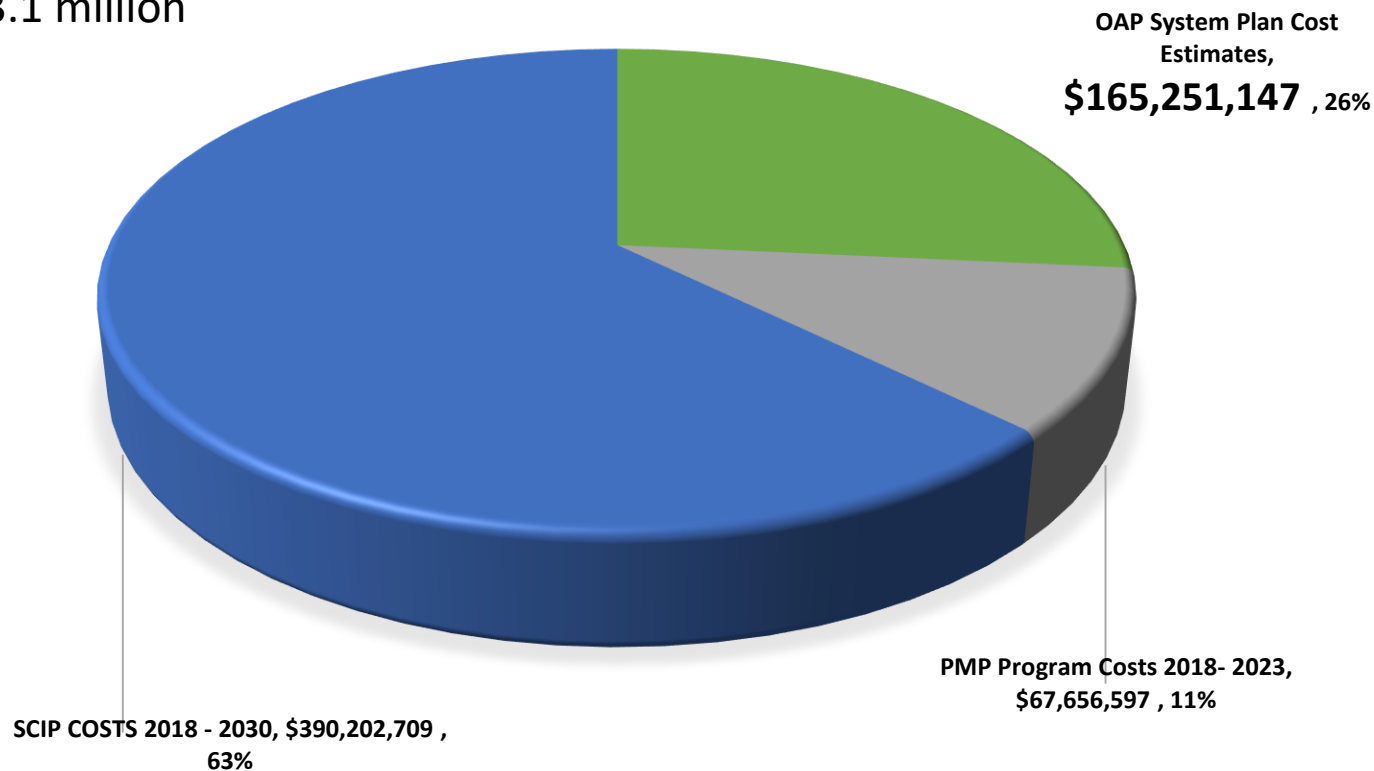
Costs Related to Facilities Improvements

- Projects/costs estimates based on three sources: system plan deficiencies list, state pavement maintenance plan (PMP), and airport SCIPs
- System plan costs developed using unit costs from similar projects in Oregon
- Airport Individual Summaries identify cost estimates for each airport from each of the three sources
- Costs/projects identified in the System Plan do not reflect a commitment of funding from either ODA or FAA



Costs Related to Facilities Improvements

Combined Development Costs (by Plan)
\$623.1 million

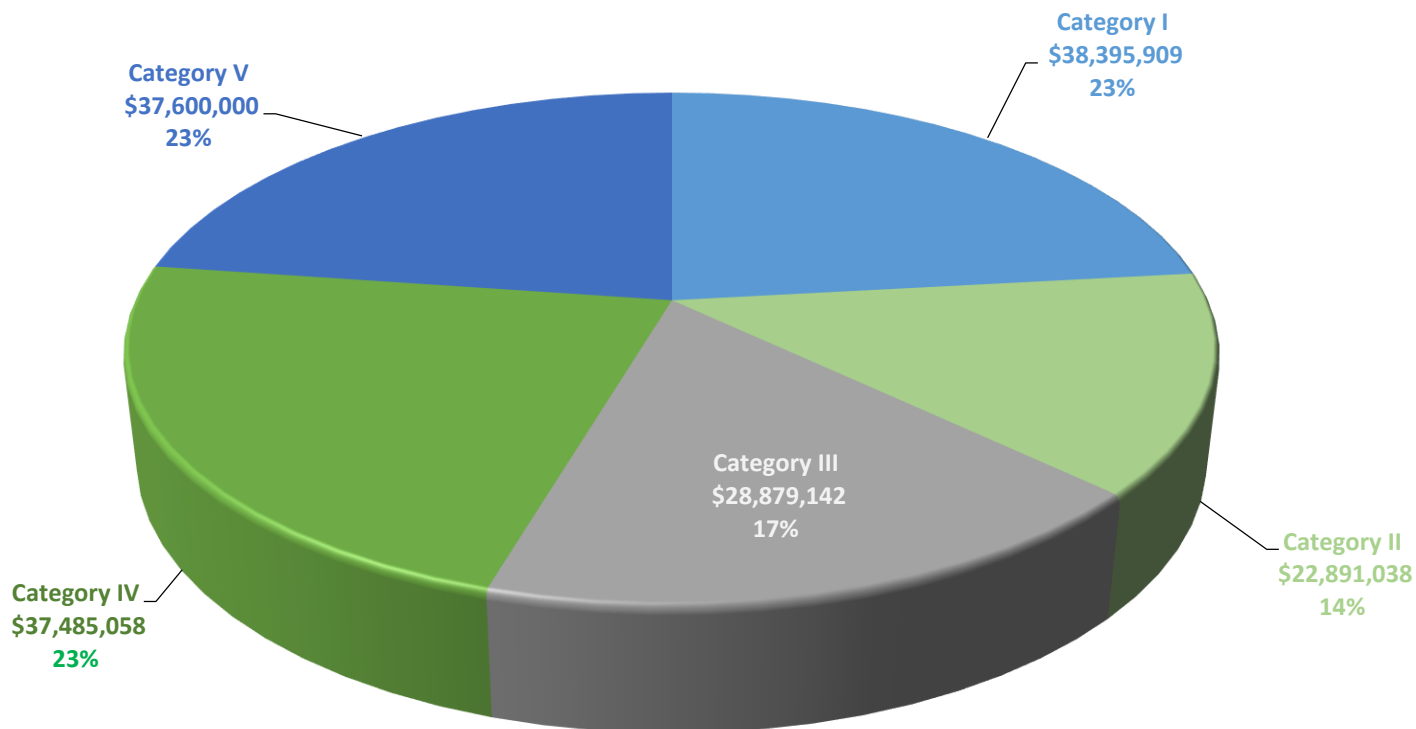




Costs Related to Facilities Improvements

OAP TOTAL COSTS (BY CATEGORY)

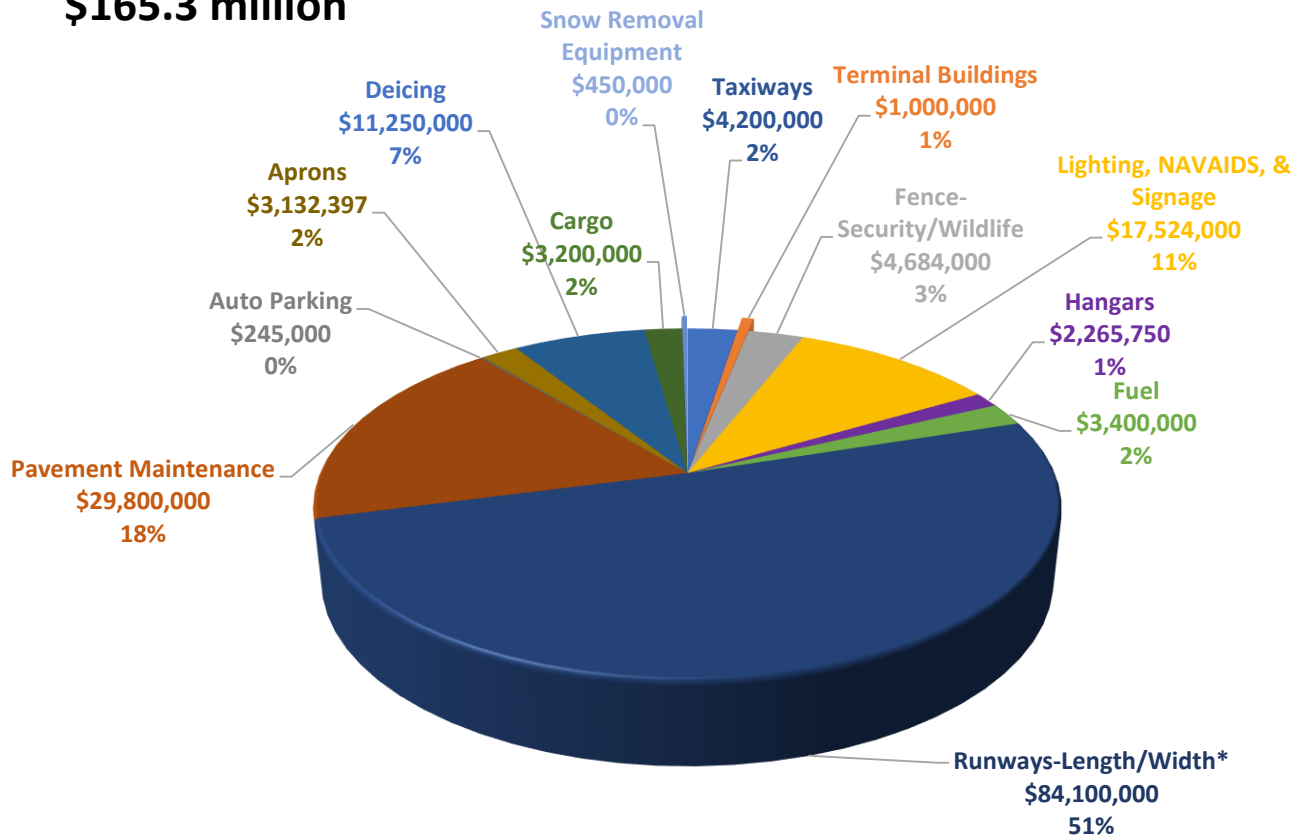
\$165.3 million





Costs Related to Facilities Improvements

OAP Total Costs by Project Type \$165.3 million





ECONOMIC IMPACT

- Simplify 2014 Economic Impact Study Report
- Update economic impact related to visitor industry
- Provide defensible methodology
 - Total Statewide Jobs: 213,000
 - Total Statewide Annual Payroll: \$10.0 billion
 - Total Statewide Economic Activity: \$28.5 billion



Economic Impact of Oregon Airports

CATEGORIES OF ACTIVITY	DIRECT	INDIRECT/INDUCED	TOTAL
Tenant/Business/Government*			
Jobs	7,482	10,738	18,220
Payroll	\$447,713,996	\$366,405,338	\$814,119,334
Sales/Output	\$1,490,462,771	\$1,196,635,226	\$2,687,097,996
Commercial Service Visitors			
Jobs	3,015	1,254	4,269
Payroll	\$101,884,822	\$80,012,692	\$181,897,514
Sales/Output	\$251,221,334	\$184,025,091	\$435,246,425
General Aviation Visitors*			
Jobs	820	380	1,200
Payroll	\$25,373,971	\$22,679,265	\$48,053,236
Sales/Output	\$68,031,425	\$37,951,542	\$105,982,967
Construction Projects			
Jobs	506	531	1,036
Payroll	\$27,624,668	\$20,633,456	\$48,258,125
Sales/Output	\$59,971,302	\$47,521,685	\$107,492,987

CATEGORIES OF ACTIVITY	DIRECT	INDIRECT/INDUCED	TOTAL
Business Reliance on Aviation			
Jobs	23,782	47,626	71,408
Payroll	\$1,989,215,000	\$2,413,332,000	\$4,402,547,000
Sales/Output	\$8,036,636,000	\$6,325,669,000	\$14,362,305,000
Portland International Airport*			
Jobs	73,855	43,252	117,107
Payroll	\$2,088,000,000	\$2,457,000,000	\$4,545,000,000
Sales/Output			\$10,799,000,000
Total Statewide Impacts			
Jobs	109,460	103,781	213,240
Payroll	\$4,679,812,456	\$5,360,062,751	\$10,039,875,207
Sales/Output	\$9,906,322,831	\$7,791,802,543	\$17,698,125,375
Sales/Output (PDX)*	\$10,799,000,000		
Sales/Output Total	\$28,497,125,375		



RECOMMENDATIONS

- Move LGD's role from Category III to Category II Airport
- Improve coordination between municipalities and ODA on land use ordinances
- Focus on Resiliency and airport role in recovery efforts
- Address geographic gap (lack of system airports) in Southeast Oregon
- Economic Development: Improve NAVAIDs to include vertical guidance at six airports



OUTPUT/PRODUCTS FROM THE UPDATE

- Technical Report
- Statewide Executive Summary
- Individual Airport Summaries
- Simplified Economic Impact Analysis
- Land Use Ordinance Report and Database
- System Resiliency and Emergency Management Documents
- Updateable inventory and airport report cards database



THANK YOU!

Questions & Answers



ADJOURN