



Cathryn Stephens, Board Chair  
Steve Nagy, Board Vice Chair  
Sarah Lucas, Bill Graupp, Jim Knight, Jeffrey Pricher  
Kenji Sugahara, Director of Aviation

MEETING MINUTES APPROVED BY BOARD ON APRIL 4, 2024 at 10:01 AM Motion by Steve Nagy, Second by Jeff Pricher

## STATE AVIATION BOARD APPROVED MEETING MINUTES

**DATE** February 1, 2024

**TIME** 10:00 AM – 2:00 PM

**LOCATION** Port of Portland Headquarters  
Channel Conference Room (reserved from 8-3pm) 8<sup>th</sup> floor, Floor HQ8  
7200 NE Airport Way, Portland OR 97218

**VIDEO RECORDING** View Video Recording:  
Part 1 <https://youtu.be/LFXZMdTpZ2c?si=5XnEmlBi1EOa9x06>  
Part 2 [https://youtu.be/PXGYfdJQOew?si=tKhWcI\\_Oy4RiV-zM](https://youtu.be/PXGYfdJQOew?si=tKhWcI_Oy4RiV-zM)

**PRESENTING AGENDA** Cathryn Stephens, Board Chair, and Kenji Sugahara, Director of Aviation

#	TYPE	TIME	ITEM	LEAD(S)
1	Information	10:00 am	Recording began by Board Administrator Call to order and Roll Call	Board Administrator/ Chair Stephens
			Roll Call  <i>Cathryn Stephens (Remoted in via TEAMS)</i> <i>Steve Nagy</i> <i>Sarah Lucas</i> <i>Bill Graupp</i> <i>Jeff Pricher</i> <i>Jim Knight (not present at start of the meeting, arrived at 10:17 am)</i>  <i>We are at quorum.</i>	Board Administrator
2	Action	10:03 am	<b>Approve Consent Agenda</b> <ul style="list-style-type: none"> <li>prior Board Meeting Minutes for <i>December 07, 2023</i></li> </ul> <b>Motion to Approve Meeting Minutes from December 7, 2023 as presented (or as amended).</b> <i>Moved: Sarah Lucas</i> <i>Second: Bill Graupp</i> <i>Vote: all Aye, no Nay. Motion approved at 10:03 am</i>	Chair Stephens
3	Information	10:03 am	Public Comments <i>There were no Public Comments on the sign in sheet, in person, or online.</i>	Board Administrator
4	Information	10:05-10:11 am	Welcome to PDX <i>Gave background on the Port of Portland</i>	Steve Nagy

 (503)378-4880

 3040 25th ST SE, Salem, OR 97302

 [www.oregon.gov/aviation](http://www.oregon.gov/aviation)

   ORAVIATION

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*There will be a tour of the 8-year Capital Improvements*

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undergoing at PDX. When renovation is complete PDX will go from 18M to 35M capacity.

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5 Information 10:12 am

Connect Oregon (Grant Application Review)  
Connect Oregon Program overview. Provides grants for Non-highway modes of transportation including rail, marine and aviation. 7 competitive cycles between 2005-2022. Over \$463M awarded and 242 projects. Applications are open now and close at the end of February. Explained how the review committee process works.  
Board questions: Cathryn Stevens- Is the 30% match a barrier for applying?  
John Boren- Answer-Not typically for aviation because aviation often uses FAA match.  
Cathryn Stevens- Have you seen an impact for the spike in construction costs?  
John Boren- Yes, that did come up across the board. A tip for applicants is to be thoughtful of the numbers when you are applying because it cannot be increases once it is awarded.

John Boren ODOT

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Director's Update

- Review Resiliency Study began at 10:32 am  
-HB 3058 required ODAV to conduct study. No funding was provided to ODAV for the study.

History of the Cascadia subduction zone  
Statewide Airport Resiliency Assistance (SARA) grant program proposed

Discussed the priorities for funding.

Steve Nagy- PDX is undergoing analysis including engineering and design for a runway that could withstand a seismic event.

Board questions/comments:

Jim Knight suggest that we have a future board meeting or a special session to discuss the Cascadia Subduction Zone event and how will we operate and what needs to be done by the board and the staff.

Cathryn Stevens suggested we schedule a presentation from Oregon Emergency Management (OEM) of an overview of the plans that are in place for airports. Sarah Lucas mentions that this will be a critical part of the strategic planning for the agency.

6 Information 10:30 am

Sugahara

- Website Redesign/ Communications Update

Jeff Pricher said to look at the Forestry program website including GIS integration that the forest service has been utilizing.

- Oakridge Status

Connect Oregon application.

EDA grant will be submitted soon.

Have received several letters of support including NASA, the governor, Eugene Airport, Port of Portland, Overwatch Aero and more.

There was a discussion about getting more letters of support.

NASA for EDA grant

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PowerPoint presentation attached

Cycle 8 COAR Grant Approval

7 Action 11:09 am

Andria Abrahamson provides summary of Cycle 8 COAR Grants  
23/24 Cycle 8<sup>th</sup> cycle

**Shelley Humble  
ARC Chair/  
Abrahamson/  
Thomas**

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Max grant request was increased from \$150K to \$250 June 2022.

Shelly Humble –

Andria Abrahamson and Alex Thomas have streamlined the process  
COAR grant program is vital for small non-NPIAS airports.  
Additional training would be helpful especially for the smaller airports.  
Several ARC members have volunteered to mentor airport sponsors with preparing applications.  
There is usually no money left when we get to priority 3 projects so those project typically do not receive funding.  
Andria Abrahamson aviation review committee recommendations  
24 priority 1 projects  
All application in priority 2 which is 4 projects.  
Priority 3, 21 of the 35 are recommended for approval.

Jim Knight asked Shelly Humble what the biggest challenges were in the process.

Shelly Humble –

There was discussion and consideration on whether or not the BIL grants should be in priority 1 or 3. It was decided it had to be 3 due to the language in the statute.  
There were several airports that turned in multiple grants, so they looked at whether they should spread funds to different airports, but they decided there was not a logistical way to do that.

Cathryn Stevens asked if there should be a statutory change to include the BIL grants, Alex Thomas said that there is a statutory change that removes the terms AIP that is underway in the 2024 short session.  
Shelly Humble was surprised there was only 4 projects in priority 2, with all the talks of Cascadia. She mentioned that Creswell was able to get emergency generators from a COAR grant in priority 2.

**Motion to approve 11:32 am-**

**Motion Approve applications submitted in accordance with OAR-738-124-0035(8)(a)(A), "Priority 1" as recommended and ranked by the Aviation Review Committee for Priority 1.**

**Approve applications submitted in accordance with OAR-738-124-0035(8)(a)(B), "Priority 2" as recommended and ranked by the Aviation Review Committee for Priority 2.**

**Approve applications submitted in accordance with OAR OAR-738-124-0035(8)(a)(C), "Priority 3" as recommended and ranked by the Aviation Review Committee in Priority 3.**

**Approve funding authorization for 2023/2024 COAR Grants in an amount not to exceed \$4,500,000.**

Moved: Jeff Pricher

Second: Sarah Lucas

Vote all Aye, no Nay, motion approved at 11:33 am.

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**Cycles 1, 2, 3 and 4 project status  
Current cash balance**

Project prioritization  
Cycle 5 Projects

1<sup>st</sup> Request is for the Oakridge State Airport runway reconstruction and modernization match.  
If the economic grant is successful, we will withdraw the Connect Oregon grant.  
2<sup>nd</sup> Request is for is for construction removal equipment acquisition to remove vegetation and obstructions at all state-owned airports.  
There is also a request for airport workers and a contingency fund of \$100,000 each.

Shelly Humble- the equipment could be utilized at other airports if needed. There was support for the Oakridge project. It is vital for Oregon to have that funding put into Oakridge to keep it open.

**11:46 Motion for the Board to approve the new SOAR Cycle 5 project for the Oakridge Runway Reconstruction and Modernization Project and approval of contingency and airport workers.**

Moved: Steve Nagy  
Second: Bill Graupp  
Vote: Aye All.

The motion was re-stated at 11:51 to include the correct language:

**11:51 Motion for the Board to approve the new SOAR Cycle 5 project for the Oakridge Runway Reconstruction and Modernization Project, and Obstruction Removal Equipment Acquisition, and approval of airport workers and contingency as presented.**

Moved: Jeff Pricher  
Second: Jim Knight  
Vote: Aye All, motion approved at 11:51.

State Airports Manager Update

State Airport Manager Update- Tony Beach 11:52  
Winter Weather update-  
Small closure at Aurora State Airport  
Cascade Locks- is re-opened  
Aurora State Airport fence was struck twice and has now been repaired.  
Cottage Grove State Airport is recovering from damage from the winter storm.  
Cape Blanco State Airport- Tires were dumped and cleanup is underway.  
New PAPI at Joseph State Airport

Airport Operations and Leasing Update  
VPD rule will be coming soon.  
The Board mentioned that they would like an Aurora Master Plan update at the next work session.





Finance Manager Update

*23-25 Finance Update*

*Other Fund Revenue Snapshot*

*Jeff Pricher asked how UAS registration funds are used. Kristen Forest answered they are collected in the Aircraft Registration program and used for FAA grant match and airport maintenance.*

*Sarah Lucas asked about the change to KPMs.*

*Kristen Forest answered that at the next meeting there will be an agenda item on KPM changes.*

Forest

10 Information 12:05 pm

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12:20 pm –  
1:00pm

Lunch Break

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*Board Updates*

*This time is provided for the Board members to share news, events, or related information.*

- *Board Responses/ Input relating from previous Work Session*
- *Steve Nagy- The Port of Portland will be hosting a series of workshops on unleaded fuel with the community. It will include information on the status with the FAA and how people can get involved in the transition to unleaded fuel. The first meeting will be early March and there will be several over the year.*
- *Jeff Pricher- They are about to start STEAM education development program. 17 high school students will be obtaining part 107 licenses and flying UAS. They are hoping to use the program as a model for other programs in the state. Last month Jeff was introduced to the AIMS research center with NASA, and they will be partnering with NASA on aviation related wildland firefighting.*
- *Steve Nagy- discussed how the winter weather effected PDX as well. They have re-written their ice and snow plan last year and have invested in new equipment. Cathryn Stevens and Steve Nagy agreed that there would be a benefit to looking at weather solutions on a regionwide basis.*

1:00 pm

Board

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- *Kenji Sugahara asked is there has been a*

*lot of cancellations due to the Boeing 737 Max issue.*

- *Steve Nagy answered that there were about 15 cancellations a day due to the unavailability of the aircraft. There are no more disruptions as of today.*
- *Steve Nagy- Discussion on the Boeing 737 Max door plug incident. From the PDX perspective there were good lessons learned. PDX quickly ascertained that there was no impact to the airport. Handling the media took a huge amount of effort.*
- *Cathryn Stevens – The recent ice storm was the worst that they have ever had at the Eugene Airport. They had to make decision about postponing flights or continuing to burn through fuel and deicer. Eugene is in discussion with deicer companies to see if they can develop something new.*

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Other Business

This time is provided for the Board or Staff to bring up topics not on the agenda

1:14pm

*Reminder to log in to Workday to complete required trainings.*

*Steve Nagy- PDX is on track to open the first phase of the new terminal on May 22<sup>nd</sup>.*

*PDX is researching the use of facial recognition technology. There is a concern that facial recognition technology has mismatches for certain communities as well as a privacy concern.*

*Board would like to see resiliency information with a link on the ODAV Website.*

Board  
Staff

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Agenda input

Summary of Board direction to staff  
Topics for future board meetings

1:23 pm

*The Board has asked for KPM changes at the next meeting, an Auora Master plan update at the next work session and a discussion on the Cascadia event including a presentation from OEM at a future board meeting.*

Board  
Staff

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Holly Herrera reminded the board that the next work session will be a Connect Oregon Review Committee Meeting.

**Next meeting date is: March 7, 2024 via TEAMS Salem**

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	1:32 pm	Adjourn	Chair Stephens
	<b>1:32 pm</b>	<b>This meeting recording has ended.</b>	Board Administrator
Tour	<b>Approximately 2:20pm-3:45 pm</b>	<b>Touring the new PDX Terminal, currently under construction, and set to open in May 2024</b> <b>Information on the new terminal please visit: <a href="#">PDX NEXT - About</a></b>	Steve Nagy

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*Presentations are attached below*

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**Persons with disabilities who require special accommodations please call (503)378-2238 at least 48 hours before the meeting.**

The board will provide time in the meeting as listed on the agenda for members of the public to address the board. Individuals who would like to provide Public Comment must respond to the call by the Chair for Public Comment under Agenda Item 3. To be recognized by the Chair for Public Comment, please sign in (if in person), use the "raise hand" function, or ask in the Chat to be recognized. Speakers must wait to be recognized by the Chair and then state their name, city of residence, and/or affiliation (if any) before starting to present comments.

Email requests to be included in Public Comment or to submit Written Comment to be sent to the Board prior to the meeting must be received by 5pm the day before the Board meeting at [mail.aviation@ODAV.oregon.gov](mailto:mail.aviation@ODAV.oregon.gov).

Written comment received after that time will be forwarded to the Board after the meeting.

The board may discontinue the public comment after a reasonable time if there is a large number of speakers.

**NOTE:** Due to the uncertain length of time for each agenda item, the board may hear any item at any time during the meeting.

If a specific time is indicated for an agenda item, an effort will be made to consider that item as close to the time as possible. Scheduled times may be modified if participants agree. Those wishing to hear discussion on an item should arrive at the beginning of the meeting to avoid missing that item.

## Attached:

- 5. Connect Oregon**
- 6. Director's Update**
- 7. COAR Program Update**
- 8. SOAR Overview**
- 9. Airport Manager Update**

# 10. Finance Presentation

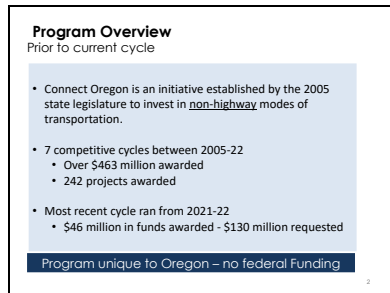
## 5. Connect Oregon Presentation

John Boren (ODOT)

Slide 1



Slide 2



Slide 3


**Connect Oregon 8 Status**

- Oregon Transportation Commission selected projects in May 2022
- 21 projects selected
  - 14 projects on schedule
  - 4 complete, closed out/pending close out

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**Next Cycle Key Facts**  
Transportation projects eligible for funding

Rail, marine or aviation capital improvements	Projects chosen must show economic benefits to state; lower transportation costs
~\$46 million available for funding	Applications will be due late February 2024


 **ConnectOregon 9**


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**Review process**

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graph TD; A[Received, eligibility determined] --> B[Modal Staff Review]; B --> C[RSTs]; B --> D[Modal Committees]; B --> E[ACTs]; C --> F[Final Review Committee]; D --> F; E --> F; F --> G[Oregon Transportation Commission];
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OTC anticipated to select projects in October 2024






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**Committee Ranking Projects**



- Can receive presentations and have Q&A with applicants provided opportunity provided for all
- Committees not beholden to staff scoring of applications
- Projects to be prioritized by Committees view on their advancing statutory considerations








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### Decision Considerations

**Statutory**

- Access to jobs/labor; reduced transportation costs\*
- Economic benefits to state\*
- Critical link for system\*
- Required match
- Readiness\*
- Useful life
- Proximity to mining aggregate

\*More weight in considerations in staff scoring




**NEW:** Additional considerations for breaking ties among close scoring projects; geographic mix, equity and climate/GHG impacts

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### Committee Ranking Projects, continued

- Each project should be weighed on its own merits and benefits
- Committee members should bring their local knowledge of how a project would fit into the broader system
- No minimum/maximum project size, or minimum/maximum \$ amount for a given mode/region



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### Final Rankings for a Region

- List from each Region is the result of deliberation of ACTS
- Example below shows where Region's rankings differed from modal staff scoring:

APPLICANT	PROJECT NAME	TOTAL PROJECT COST	ESTIMATED COSTS BY MODE/REGION	Total Ranking (Regional)	Region 1 Ranking	Region 2 Ranking	Region 3 Ranking	Region 4 Ranking
ACTS	Project Services, Maintenance, and Safety	200,000,000	200,000,000	100	100	100	100	100
State of Idaho	East St. Valley Corridor Project: Design and Construction	1,000,000,000	1,000,000,000	75	75	75	75	75
LRM Capital	LRM Capital Bus Development	1,000,000,000	1,000,000,000	55	10	10	10	10
Western Development Finance	Coastal Highway Corridor Design, Construction, and Operation	1,000,000,000	1,000,000,000	45	45	45	45	45
State of Idaho	Idaho Statewide Corridor Development Program	1,000,000,000	1,000,000,000	35	35	35	35	35
State of Idaho Dept. of Transportation	Advanced Public Highway System Development	1,000,000,000	1,000,000,000	25	25	25	25	25
State of Oregon	North Portland & Clatsop Co. I-5 Corridor	1,000,000,000	1,000,000,000	15	15	15	15	15
Western LLC	Western Rail Development	1,000,000,000	1,000,000,000	10	10	10	10	10


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### Final Review Committee

- 1 representative from each Region with one alternate to serve on Final Review Committee
  - 9 total; 5 from Regions, 4 from Modal Committees (Aviation, Marine, Rail and Freight)
- Rankings from the Regions are then blended with Modal Committee ranking – must be normalized first
  - E.g. Ranking 4 out of 12 is a higher ranking than 4 of 8.
- Final Review Committee to take inputs from all ACTs/committees, focus on the projects near the “cut line”




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### Final Review Committee – Combined Example

APPLICANT	PROJECT NAME	Total Available Contribution (\$M)	Regional Ranking				Modal Ranking				Normalized Ranking	Final Ranking
			Aviation	Marine	Rail	Freight	Aviation	Marine	Rail	Freight		
Aviation	Project A	100	1	2	3	4	1	2	3	4	2.5	1
Marine	Project B	100	2	1	4	1	2	1	2	3	2.0	2
Rail	Project C	100	3	3	1	2	3	4	1	2	3.0	3
Freight	Project D	100	4	4	2	3	4	3	4	4.0	4	4

Normalization Formula


$$X_{normalized} = \frac{(X - X_{minimum})}{(X_{maximum} - X_{minimum})}$$


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### Final Review Committee – Projects near cut line

- FRC to focus only on projects near the funding cut line
- Highest ranked projects totaling 2/3 of available funds won't be considered for removal for funding
- Lowest ranking projects totaling 1/3 of available funds just below the cut line could be moved up
- FRC is intended to put the final touches on the work already done by ACTs/Modal Committees – not put everything back on the table



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Example of projects that FRC would discuss

PROJECT NAME	TOTAL PROJECT COST	CS GRANT FUNDS REQUESTED	Running Total \$
Project 11	\$ 1,000,000.00	\$ 1,000,000.00	\$0
Project 12	\$ 500,000.00	\$ 500,000.00	\$500,000
Project 13	\$ 4,000,000.00	\$ 200,000.00	\$700,000
Project 14	\$ 25,000,000.00	\$ 1,000,000.00	\$1,700,000
Project 15	\$ 1,000,000.00	\$ 1,000,000.00	\$2,700,000
Project 16	\$ 1,000,000.00	\$ 1,000,000.00	\$3,700,000
Project 17	\$ 250,000.00	\$ 150,000.00	\$4,200,000
Project 18	\$ 7,400,000.00	\$ 200,000.00	\$4,400,000
Project 19	\$ 4,000,000.00	\$ 1,000,000.00	\$5,400,000
Project 20	\$ 1,000,000.00	\$ 800,000.00	\$6,200,000
Project 21	\$ 1,000,000.00	\$ 800,000.00	\$7,000,000
Project 22	\$ 1,000,000.00	\$ 800,000.00	\$7,800,000
Project 23	\$ 1,000,000.00	\$ 800,000.00	\$8,600,000
Project 24	\$ 1,000,000.00	\$ 800,000.00	\$9,400,000
Project 25	\$ 1,000,000.00	\$ 800,000.00	\$10,200,000
Project 26	\$ 1,000,000.00	\$ 800,000.00	\$11,000,000
Project 27	\$ 1,000,000.00	\$ 800,000.00	\$11,800,000
Project 28	\$ 1,000,000.00	\$ 800,000.00	\$12,600,000
Project 29	\$ 1,000,000.00	\$ 800,000.00	\$13,400,000
Project 30	\$ 1,000,000.00	\$ 800,000.00	\$14,200,000


## 6. Director's Update Presentation

Kenji Sugahara

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Slide 2

 **PRESENTATION AGENDA**  
February 1, 2024

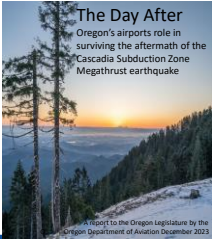
- The Day After – Oregon’s airports role in surviving the aftermath of the Cascadia Subduction Zone megathrust earthquake
- HB 3058
- A brief history of the CSZ threat
  - The longest 5 minutes of our lives
  - Recovery time
- Statewide Airport Resiliency Assistance (SARA) grant program

Slide 3

 **HB 3058**

- Sponsored by Rep. Evans
- Passed in May 2023
- Required ODAV to study airport resiliency and report to the legislature by 12/31/23
- No funding or staffing assistance
- Authored in-house, with 15 organizations providing reviews
- Report submitted 12/29/23
- Presented the report to three Committees (Joint Transportation and both Senate and House committees on Emergency Management on January 11 & 12)

**The Day After**  
Oregon’s airports role in surviving the aftermath of the Cascadia Subduction Zone Megathrust earthquake



A report to the Oregon Legislature by the Oregon Department of Aviation December 2023

Slide 4

 **A brief history of the CSZ threat**

- Earthquakes are measured by the amount of energy they release (on a scale of M1-M9+)
- Megathrust earthquakes (M8+) only occur on subduction zones
- Off the coast of CA, OR, WA and Canada’s British Columbia is the 620 mile long Cascadia Subduction Zone
- The Juan de Fuca plate is subducting under the North American Plate and is locked
- The CSZ has a partial or full rupture on average of 250 years
- The last rupture occurred January 26, 1700, 324 years ago.
- We are “9.5 months pregnant”\*
- 10 million people live in the moderate to severe impact zone west of the Cascades, including **3.7 million in western Oregon**



\*Allison Pynch, Hsieh & Aldrich



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**The longest 5 minutes of our lives**

- When the CSZ Megathrust earthquake occurs, we will shake for 5-7 minutes  
 (Most earthquakes last for about 30 seconds or less)
- During the shake, the impact zones will experience liquefaction, subsidence, uplift, lateral spread, and deformation
- Shortly after the quake, the coast will experience a tsunami
- Above ground objects will fall (trees, powerlines, cell towers, URM's)
- Below ground objects will break (pipelines, water/sewer distribution, underground tanks)



Slide 6

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**Besides the shaking, what else happens?**



liquefaction    subsidence    uplift  
 lateral spread    landslide    tsunami


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**Estimated recovery time**

• Current estimates\*

	Valley	Coast
• Major Hwys	6-12 mn	3-6 mn
• Electricity	1-3 mn	1-3 yrs
• Water/sewer	1-12 mn	2-4 mn
• Police/fire	2-4 mn	3 yrs
• Health care	18 mns	



\* OR Resilience Plan, 2013





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### Airport operational recovery time

To reopen, an airport must have at least runway, parallel taxiway and one parking apron must have

- Cracks less than 3" deep or wide
- Pavement lips no greater than 3"
- Pavement markings that are clear, accurate and visible under VFR conditions
- adjacent safety areas clear of obstructions
- if liquefaction suspected, or if pavement has been submerged, proof rolling to verify pavement strength and stability



Surigao, Philippines runway damage

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### Estimated recovery time

	WEST of Cascades	EAST of Cascades
• Immediate (1-3 days)*	none	33
• Within one month	13	
• Within three months	8	
• Within 6-12 months	19	
• More than one year	22	

\* based on current conditions. Once the PDX south runway hardening project is complete, one runway west of the Cascades is expected to be immediately operational.

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### Statewide Airport Resiliency Assistance (SARA) grant program proposed

- Grant program to purchase resiliency equipment for Oregon's publicly owned, public use airports
- Two-year pilot program, funded at \$10M/year for total of \$20M
- Modeled after OEM's SPIRE grant program
- Administered by ODAV or OEM
- Unlikely to be pursued in the 2024 legislative session, potentially in the 2025 session



Photo courtesy OR Pilots Association



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**Priorities**

- Fuel Storage**  
Oregon's airports have 4.1M gallons of aviation fuel storage, but 91% is located in western OR ( and 50% is at one airport). Additional fuel storage capacity needs to be added across Oregon.
- Water and sanitation**  
The drinkable water distribution system is expected to sustain major damage. Humans can survive for about three days without water. Airports will need to have an alternate water source for personnel repairing or operating the airport, as well as sanitation.
- Communications**  
With electricity out for months, airports will need an alternate means of communicating with arriving and departing aircraft.
- Lighting**  
With electricity in western OR out of service for weeks or months, airports in this region will be limited to daytime VFR operations only. Airports in eastern OR will become staging areas for relief supplies, and additional portable lighting units can extend the hours available for loading or unloading of aircraft.
- Pavement**  
Fixed wing aircraft make up 95% of the US aviation fleet and require a runway. No US airport currently has a hardened runway (but PDX is in the design phase to harden the south runway). Western OR needs at least 4 hardened runways.  
Runways with suspected liquefaction or that have been submerged will need proof rolling to verify pavement strength and stability prior to reopening, but few OR airports have this ability.

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**The Day After – Oregon's airports role in surviving the aftermath of the Cascadia Subduction Zone Earthquake**

- Next steps – begin building legislative support for the 2025 session thru local support
- Oregon has invested millions in ensuring our buildings will survive the earthquake. Now we need to ensure our people can survive the aftermath.



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**And thank you to the following, who gave their time and expertise for this report:**

<b>State Agencies</b>	<b>Airports</b>
ODAV – Kenji Sugahara & Tony Beach	Eugene – Andrew Martz
OEM – Matt Garrett	Portland – Steve Nagy
ODOT – Leah Horner	Bend – Tracy Williams
Governors Office – Jonna Papaefthimiou	Newport – Lance Vanderbeck
<b>Academia</b>	<b>Specialty</b>
OSU – Dr. Chris Goldfinger	Haley & Aldrich Engineers- Allyson Pynch
PSU – Prof. Yumei Wang	AOC – Mallory Roberts
<b>Emergency Preparedness</b>	Legislature - Representative Paul Evans
Port of Portland – Carmen Merlo	
OR Seismic Safety Policy Advisory Commission – Tiffany Brown	

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**Director's Update**  
Website Redesign

**Why?**

- Dead links
- Confusing
- Need to be ready for better tools

**Where are we?**

- Conversations with ODOT to figure out best approach.
- Model: [industry.traveloregon.com](http://industry.traveloregon.com)




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**Airport of the Future**  
Oakridge Update

- Multiple opportunities
  - Anticipate Connect Oregon application in February.
  - EDA grant to be submitted soon.
- Letters of Support from:
  - Rep. Salinas, Gov. Kotek, Rep. Conrad, Rep. Cate, USDA Forest Service, Eugene Airport, Port of Portland, Fire Safe Council, City of Oakridge, Oakridge School District, ODEM, ODF, OSFM, OSP, Overwatch Aero
  - More pending.



Slide 17



## 7. COAR PROGRAM UPDATE AND GRANT APPROVAL Presentation

Shelly Humble/ Andria Abrahamson/ Alex Thomas

Slide 1



Slide 2

### 2023/2024 COAR Grant Cycle

- The 2023/2024 COAR grant cycle is the 8<sup>th</sup> grant cycle since the inception of the Aviation System Action Program (ASAP).
- Funding for this cycle will be the third to include revenues previously earmarked for the ROAR program. The additional monies will allow for increased funding of the Priority 3 grants, which are generally economic development projects that assist primarily rural, non-NPIAS airports.
- This was also the third cycle in which the ACT grading was done in cohorts in a virtual meeting (pairs of reviewers with 1.5 grants to review) rather than individually, a change that has been well received by the ARC members.
- The maximum grant request was increased by the State Aviation Board from \$150k to \$250k for COAR Cycle 8 at the June 2023 Aviation Board meeting.

Slide 3

### Aviation Review Committee Chair Shelley Humble

Slide 4

### Application numbers at a glance

Applications and funding amounts by Priority Group:

	Number of Applications	Total Requested ODA Funding
Total Priority 1	25	\$ 2,482,237
Total Priority 2	4	\$ 670,000
Total Priority 3	37	\$ 3,744,439
<b>GRAND TOTALS</b>	<b>66</b>	<b>\$ 6,896,676</b>

11 applications were submitted as match request for FAA BIL funded projects. Due to statutory requirements these applications were included in Priority 3, not in Priority 1 with FAA AIP applications. These applications are noted with "BIL" after the application number in the ARC recommendation list.





Slide 5


**Aviation Review Committee Recommendation:**

The Aviation Review Committee recommended approval of all applications submitted in accordance with OAR-738-124-0035(8)(a)(A), "Priority 1" as listed in attachment.

- 24 projects
- \$51,081,927 in total project costs
- \$2,422,830 funding request

COAR-2024-KBOK-00078 was not recommended for approval by the ARC.

- Application request for retroactive reimbursement, project work was completed October 2023; COAR Cycle 8 application period deadline was 11/03/2023
- Per Oregon Administrative Rule (OAR) 738-124-0020 (1)(a) a project is not eligible for funding if it is completed prior to application period deadline




Slide 6

**Aviation Review Committee Recommendation:**

The Aviation Review Committee recommended approval of all applications submitted in accordance with OAR-738-124-0035(8)(a)(B), "Priority 2" as listed in attachment:

- 4 projects
- \$1,325,000 in total project costs
- \$670,000 funding request




Slide 7

**Aviation Review Committee Recommendation:**

The Aviation Review Committee recommended approving all applications, with one exception as listed below, submitted in accordance with OAR-738-124-0035(8)(a)(C), "Priority 3" as listed in attachment.

- 21 projects
- \$6,857,488 total project costs
- \$1,386,015 funding request

COAR-2024-6K5-00030 and COAR-2024-959-00075 recommended for approval; funding contingent on availability



Slide 8

**Staff Discussion and Recommendations:**

Staff recommendations concur with ARC recommendations:

- Approving application in Priority 1 as presented (\$2,422,830).
- Approving applications in Priority 2 as presented (\$670,000).
- Approving applications in Priority 3 as presented (\$1,386,015).
- Approving COAR-2024-6K5-00030 and COAR-2024-959-00075 contingent on available funding.
- Approving a total grant cycle funding authorization of \$4,500,000.00.

Slide 9

**DRAFT Motions:**

Approve applications submitted in accordance with OAR-738-124-0035(8)(a)(A), "Priority 1": as recommended and ranked by the Aviation Review Committee for Priority 1.

Approve applications submitted in accordance with OAR-738-124-0035(8)(a)(B), "Priority 2": as recommended and ranked by the Aviation Review Committee for Priority 2.

Approve applications submitted in accordance with OAR OAR-738-124-0035(8)(a)(C), "Priority 3": as recommended and ranked by the Aviation Review Committee in Priority 3.

Approve funding authorization for 2023/2024 COAR Grants in an amount not to exceed \$4,500,000.00.

Slide 10

**On behalf of ODAV and the COAR Program, Thank You!**

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# 8. SOAR OVERVIEW Presentation

Tony Beach

Slide 1

Slide 1 content: Oregon Department of Transportation logo in the top left corner. The main title is "Cycle 5 – SOAR Project Requests" in a large, bold font. Below the title, the date "February 1st - 2024" is centered. At the bottom of the slide, there is a blue horizontal bar with four small white circles, indicating the current slide position.

Slide 2

Slide 2 content: Oregon Department of Transportation logo in the top left corner. The main title is "SOAR Overview". Below the title, there are two main bullet points: "SOAR Overview" and "Cycle 5 SOAR Project Requests". Under "SOAR Overview", there are sub-bullets: "OAR 738-124", "Cycles 1, 2, 3, and 4 project status", "Current Cash Balance", and "Project Prioritization". Under "Cycle 5 SOAR Project Requests", there are sub-bullets: "Approve Cycle 5 funds for Oakridge Project and Obstruction Removal Equipment" and "Approve Cycle 5 funds for Airport Workers and Contingency". At the bottom of the slide, there is a blue horizontal bar with four small white circles.

Slide 3

Slide 3 content: Oregon Department of Transportation logo in the top left corner. The main title is "SOAR Overview – OAR". Below the title, there is a grey box containing the following text: "Chapter 738", "Division 124", "AVIATION SYSTEM ACTION PROGRAM FUND", "738-124-0000", "SOAR Program", and three numbered items: (1) Application process, (2) Review by the AEC, and (3) Approval by Board. At the bottom of the slide, there is a blue horizontal bar with four small white circles.



Slide 4

**OREGON DEPARTMENT OF TRANSPORTATION**

## SOAR Overview – OAR

Chapter 738  
Division 124  
AVIATION SYSTEM ACTION PROGRAM FUND  
738-124-0090  
SOAR Program

(1) Application process. The Department shall prepare, as approved by the Director, a list of proposed projects that were or will be the purposes described in ORS 738-124-0010(A) ("SOAR project list"). A SOAR project list prepared under this section is an eligible application, consisting of eligible projects, from an eligible Applicant for purposes of these rules. The Department shall forward the SOAR project list to the ARC for review and recommendation.

(2) Review by the ARC. Applying the criteria in ORS 738-124-0060(2), the ARC shall recommend to the Board the approval or rejection of each project on the SOAR project list.

(3) Approval by Board. The Board shall approve or reject projects listed in the SOAR project list at a public meeting. The Board may increase or decrease dollar amounts allocated to projects if approved from the SOAR project list.

**OR 738-124-0010 (3\*)** - The purpose of the SOAR program is to distribute funds to state-owned airports for safety improvements recommended by the Board and local community airports; and infrastructure projects at public use airports.

Slide 5

**OREGON DEPARTMENT OF TRANSPORTATION**

## SOAR Overview – OAR

Chapter 738  
Division 124  
AVIATION SYSTEM ACTION PROGRAM FUND  
738-124-0090  
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Slide 6

**OREGON DEPARTMENT OF TRANSPORTATION**

## SOAR Overview – OAR

Chapter 738  
Division 124  
AVIATION SYSTEM ACTION PROGRAM FUND  
738-124-0090  
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**OR 738-124-0010 (3\*)** - The purpose of the SOAR program is to distribute funds to state-owned airports for safety improvements recommended by the Board and local community airports; and infrastructure projects at public use airports.

*Callouts:*

- (a) What for the project proposed in the application.
- (b) Reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor in Oregon.
- (c) Results in an economic benefit to Oregon.
- (d) Corrects a weakness of Oregon's aviation system in a way that will measurably improve utilization and efficiency of the system.
- (e) Is ready for construction or implementation, including whether the project has any unique construction readiness, project representation challenges or possible issues and
- (f) Has a valid life expectancy that offers a reasonable benefit to Oregon.



Slide 7




### Cycles 1, 2, 3, and 4 Status

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Progress indicator: 1 of 4 cycles completed

Slide 8




### Cycles 1, 2, 3, and 4 Status

- Cycle 1 - all projects completed
- Cycle 2 projects carried forward:
  - Prospect Runway Reconstruction - \$2,000,000 (only \$796,800 needed to match Connect OR grant)
  - Mulino Water/Fire Suppression - \$422,514.90
- Cycle 3 projects Carried forward:
  - All Airport - Capital equipment - \$100,000
  - Cape Blanco - ALP & Planning Update, Obstruction Removal - \$105,000
  - Cascade Locks - ALP Update, Pilots Lounge - \$285,000
  - Pacific City - Ramp Paving, Drainage Improvements - \$253,390.31 remaining after completing property acquisition
- Cycle 4 projects carried forward:
  - Cape Blanco Runway Rehab and Electrical Improvements - \$1,222,779.20
- Total projects carried forward - \$3,185,484.41

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Progress indicator: 4 of 4 cycles completed

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### Project Prioritization

- SOAR Cash Balance (1/23/2024) - \$3,392,462.39
- Priorities
  - Safety and Operational Runways
    - Cycle 4 - Cape Blanco Runway and Electrical Rehab - \$1,222,779.20
    - Cycle 2 - Prospect Runway Reconstruction - \$796,800
    - NEW Cycle 5 - Oakridge Reconstruction and Modernization - \$1,000,000
    - NEW Cycle 5 - Obstruction Removal - All Airports - \$250,000
  - Connect OR Match
    - Cycle 2 - Mulino Water / Fire Suppression - \$422,514.90
- Total priority projects - \$3,692,094.10
  - Plus \$200,00 for contingency and Admin/Airport Workers


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Progress indicator: 4 of 4 cycles completed





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## Cycle 5 – SOAR Requests

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Slide 11

**State Owned Airports Reserve (SOAR) Program**  
SOAR Cycle 5 2024-2025

**Project name:** Chadstone Runway Reconstruction and Modernization  
**Airport:** Chadstone State Airport

**Project Description:**

To keep the Chadstone State Airport open and safe for public and freight use, the reserve requests rehabilitation, a 2025 planning level estimate for a project to rehabilitate the runway and apron estimated the cost to be \$3,240,000. The planned project scope included milling existing surface asphalt, new 7" HD concrete surface course, new 7" pavement surface, and shoulder grading on the runway and the connecting apron to the apron. New supplemental noise light wall covers are also planned at each runway end for improved safety and visibility.

The Economic Development Administration (EDA) offers a unique funding opportunity to maintain the Chadstone State Airport by introducing emergency scheduling for additional Airway (AAM) and Terminal Area Lights (TAL) along with the rehabilitation of the runway, connecting runway, and apron.

The modernization and redevelopment of Chadstone State Airport as a multi-use, technology enabled local airport involves several key, closely interrelated projects to transform the airport and its role in the City of Chadstone.

1. Airport facilities modernization, including repaving and modernization of the runway and apron and expansion to support additional fuel and charging stations and support facilities that support the wildfire fighting mission, the next generation of wildfire fighting with increased and autonomous aerial systems, and the implementation of AAM for freight and mail.
2. A Minimum Viable Infrastructure (MVI) Enhanced Aviation Safety Service Area (EASAA) including precision weather, digital NAV DATA, and instrument capabilities to support common vehicle integration, navigation, and awareness on a publicly owned and operated network at Chadstone, Chancel, Lake, and George Grove State Airport owners to viable AAM operations for Chadstone.
3. Integrating the MVI/EASAA and these state airports into a full UAS Traffic Management (UTM) Provider of Services (UAS PDS) to manage around traffic with integration of general aviation and next generation uncrewed and autonomous AAM which support AAM operations for advanced wildfire fighting capabilities throughout the Cascades as well as autonomous cargo and freight that support special capabilities, precision emergency readiness, disaster climate, transportation, and improve equitable access to Chadstone, and
4. Leverage the MVI capabilities to add additional SMART community capabilities in Chadstone, such as an air quality, flood, and fire detection sensors that support climate conditions and further protect the critical infrastructure for wildfire liability.

**Total Project Cost:**   
**Total SOAR Requested:**

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**Reduces Transportation Costs or Improves Access to Jobs:** Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and markets of jobs?

The modernized Chadstone State Airport will support wildfire fighting in the Cascades Basin, where it is desperately needed, support Advanced Aerial Mobility (AAM) and autonomous flight, connecting communities on both sides of the state, and as a hub for workforce development, training, and high-tech jobs in a remote rural community that needs these opportunities. The development of Chadstone State Airport will make Oregon more resilient against climate change, disaster and protect the communities in central Oregon, and create a model for next-high-tech job development through transportation.

The Multi-Use, technology enabled Chadstone State Airport will be a de facto center for education and new workforce development around these technologies and train operators in the community, as well as creating technical and logistic jobs.

**Economic Benefit:** Does the proposed transportation project result in an economic benefit to the state?

The Multi-Use, technology enabled Chadstone State Airport supports autonomous flight that connect the rural community of Chadstone to the statewide aviation and transit system, transforming a rural mountain community into a key aviation hub for west-west, east-west, across the Cascades.

The modernized Chadstone State Airport will act as a hub for additional SMART community capabilities including the detection of air quality sensors, and flood sensors that can not only provide early warning for wildfires, but help protect Chadstone as a key base of operations during wildfire. It also provides a critical link connecting communities in central Oregon.

**Climate Benefit:** Is the proposed transportation project a critical link connecting elements of Oregon's aviation system that will measurably improve utilization and efficiency of the system?

The Multi-Use, technology enabled Chadstone State Airport supports the next generation of advanced flight, allowing greater growth and capacity for state, the west for national, national and weather emergencies, such as severe weather events, wildfires, and other incidents – helping fix the air-land road conundrum. It has been closed 228 times in the past 6 years.

This project will provide a key base to support wildfire fighting in the Cascades, a mission Chadstone already supports. Through the implementation of UAS and autonomous technologies specific to the Cascades have burned over 250,000 acres in the past ten years and Chadstone State Airport is essential to the next phase of wildfire better operations in the next five years.

**Project Readiness:** Is the proposed transportation project ready for construction or ready for implementation?

The project has been closely conceptualized with key industry leaders and governing agencies on the local, state, and federal level. The Oregon Department of Aviation is planning for \$1,000,000 in SOAR funds, and is applying for an Economic Development Administration (EDA) Grant to fund the remainder of the total project cost.



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at 55% R/C. Once the EDA grant is awarded, the project will be designed and construction is anticipated to start in the 2023 construction season.

Life Expectancy: Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Designed with aerial firefighting operations in mind, the airport will have an estimated lifespan of 40-50 years with regular maintenance.

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### OAKRIDGE STATE AIRPORT RUNWAY 9-27 PAVEMENT REHABILITATION

ESTIMATED PROJECT COSTS	
Engineering - Planning	\$60,000
Engineering - Design	\$175,000
Project - Survey, Construction	\$1,800,000
Other - Construction	\$100,000
<b>TOTAL</b>	<b>\$2,135,000</b>

OAKRIDGE STATE AIRPORT  
 REHABILITATION OF RUNWAY PAVEMENT REHABILITATION  
**COVER SHEET**  
**SHEET 1** 1001-000

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OAKRIDGE STATE AIRPORT  
 REHABILITATION OF RUNWAY PAVEMENT REHABILITATION  
**DETAILS**  
**SHEET 2** 1001-000



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**Chidley Airport of the Future**  
*Enabling AAM for Climate Resilience and Equitable Access*

**Project Overview**

The Oregon Department of Aviation is managing to Chidley State Airport as an Airport of the Future, serving the needs of the community, Oregon, and beyond. The airport is at the heart of the community. The reimagined Chidley State Airport will support wildfire fighting in the Cascade Range, where it is desperately needed, support Advanced Air Mobility (AAM) and autonomous logistics, connecting communities south of the coast, and act as a hub for workforce development, training, and high-tech jobs in a remote rural community that needs these opportunities. The development of Chidley State Airport will make Oregon more resilient against climate change, and protect rural communities in central Oregon, and create a model for rural high-tech job development through transportation.

Chidley Airport is uniquely suited to this vision, and Oregon Department of Aviation sees an opportunity to use a regular maintenance schedule to bring and incorporate Chidley State Airport as a multi-use, smart technology enabled airport of the future to support wildfire fighting, logistics, and resilient SMART community development. The Chidley State Airport of the Future is ideally situated in the center of the Cascade Range that divides Oregon into West and East and supports multiple missions that have the potential to reshape education and workforce in the City of Clatskanie.

- A Multi-Use, technology enabled rural airport provides a key base to expand wildfire fighting in the Cascades, a mission Chidley already supports, through the implementation of CMA and autonomous technologies. Wildfires in the Cascades have burned over 250,000 acres in the past ten years and Chidley State Airport has supported over 100 days of wildfire fighting operations in the past four years.
- A Multi-Use, technology enabled rural airport supports the next generation of advanced logistics, allowing better goods and supplies for daily life and for resilience in climate and weather emergencies, such as extreme weather events, wildfires, and other incidents. Highway 58, the only road into Clatskanie, has been closed 120 times in the past 8 years.
- A Multi-Use, technology enabled rural airport supports autonomous logistics to connect the rural community of Clatskanie to the statewide aviation and transit system, transferring a rural mountain community into a high-speed logistics hub for east-west traffic across the Cascade.
- A Multi-Use, technology enabled rural airport will act as a hub for additional SMART community capabilities including fire services, fire quality services, and flood services that can not only provide early warning for wildfires, but help protect Clatskanie as a key base of operations during wildfire events, and
- A Multi-Use, technology enabled rural airport will be a de facto center for education and new workforce development around these technologies and transit capabilities in the community, as well as creating economic and regional jobs.

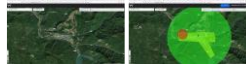


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**Chidley Airport of the Future**  
*Enabling AAM for Climate Resilience and Equitable Access*

With a 1,600-foot runway, 40 acres, Chidley State Airport is uniquely situated to support wildfire fighting aircraft and all origins of low-altitude aircraft currently contemplated by AAM, from small UAVs to large VTOL high-speed generation aircraft. Its strategic location is ideal to support rural general aviation airports across the country that can act as a demonstrator for creating Airports of the Future across America. The airport is ideally positioned to be a key logistics hub for wildfire fighting, emergency, and commercial cargo of 25 miles from Clatskanie (about 15 to 25 miles from Crescent Lake) to the Highway 57 corridor. Finally, the location of Chidley State Airport in the City of Clatskanie allows it to leverage the existing fire and forested corridor to prepare and demonstrate a sustainable future with an airport transit hub that is flexible, walkable, and servicable to residents at the heart of a community that supports the airport.



The redevelopment of Chidley State Airport as a multi-use, technology enabled rural airport involves several, closely interdependent projects to transform the airport and its use in the City of Clatskanie:

- Airport facilities modernization, including upgrades and modernization of the runway and apron and aprons to support additional fuel and storage capacity and airport facilities that support the wildfire fighting mission, the next generation of wildfire fighting with unmanned and autonomous aerial systems, and the implementation of AAM for logistics and transit.
- A Medium-Term Infrastructure (MTI) Enhanced Aviation Safety Service (EASS) including next-generation digital technology, and infrastructure investments to support control tower integration, navigation, and awareness on a publicly owned and operated network at Clatskanie, Crescent Lake, and Clatskanie State Airports ensure a viable AAM future over the Cascade.
- Integrating the MTI/EASS and the state airports into the FAA Traffic Management System (TMS) Provider of Services for UAS (PSS) to manage mixed mode traffic with integration of general aviation and next generation unmanned and autonomous AAM vehicles to support AAM operations for advanced wildfire fighting capabilities throughout the Cascades as well as autonomous cargo and freight that support greater freight capabilities, greater community resilience through climate emergencies, and improve resilience across to Clatskanie and
- Leverage the MTI capabilities to add additional SMART community capabilities, greater community resilience during wildfire events, and
- Air quality, flood, and fire detection sensors that support climate resilience and further protect the critical aviation and wildfire fighting.



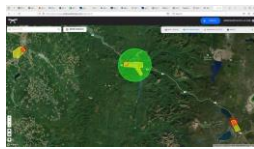
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**Chidley Airport of the Future**  
*Enabling AAM for Climate Resilience and Equitable Access*


**Project Approach**

The initial service area consists of Clatskanie State Airport in the western foothills of the Cascades with a 1.6 square mile Tier 2 (Medium Capacity) MTI service volume and a 1 square mile Tier 2 (High Density) MTI service volume encompassing Clatskanie State Airport (15 Crescent Lake State Airport to the extent, boundary of the Cascade with a 4 square mile Tier 2 (High-Density) MTI service volume and a 2 square mile Tier 2 (High-Density) MTI service volume encompassing Crescent Lake State Airport; and (2) Chidley State Airport in the center of the Cascade with a 4 square mile Tier 2 (High-Density) MTI service volume encompassing of the populated area, a 3 square mile Tier 2 (High-Density) MTI service volume encompassing Chidley State Airport, and a 3 square mile (Low-Density) MTI service volume to support autonomous operations and traffic decongestion in the greater Clatskanie service area.



The Chidley Airport of the Future project demonstrates key benefits for the community, the State of Oregon, and for the country as a whole as a demonstrator project for climate resilience, technology workforce development, and equitable access to rural communities across the U.S. The project will specifically enable the following advanced community capabilities:

- A modernized airport that can support AAM air operations, including ongoing and future for next generation aircraft and hybrid-electric aircraft, high speed data communications for command and control of autonomous and remotely piloted aircraft, the ability to provide services for flight-high rates, and ground-based sensor services to support dense and wide



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**Orville Airport of the Future**  
Enabling Next-Gen Climate Resilience and Sustainable Access


capabilities required for autonomous and beyond visual line of sight (BVLOS) flight that can increase environmental sustainability and development of this region.

- The ability to conduct routine and wildfire fighting operations, leveraging the modernized airport services married to a fully integrated regional UTM system to leverage UTM for flight planning and deconfliction in a high-density, mixed-mode environment such as wildfire fighting that improve the climate resilience of this region.
- Provision of new digital services to improve the safety of the conventional general aviation community as they use AAM and UTM wildfire fighting operations are integrated into the general aviation community.
- Support for next generation AAM middle-mile logistics and future passenger services through digital services and communications that support long distance BVLOS and autonomous flight through a fully integrated UTM/PSI system that also integrates with digital services on the general aviation supporting capabilities such as pilots, services, and equipment opportunities for the rural community, and
- The development of new, and/or state-of-the-art services within the AAM, SMOAT community, and firefighting fields, with a focus on an integrated workforce development and training effort in some deployment, operation and maintenance, AAM maintenance and operations, data processing and analysis, and AAM wildfire fighting logistic management.

**Project ROM Budget**

The project rough order of magnitude (ROM) budget consists of the following components:

- Project administration and oversight (including ODAV personnel and indirects): \$725,704
- Airport facilities modernization (including runway, taxiway, and building): \$1,465,000
- Implementation of sensors (including airport MVI and SMOAT components): \$1,285,459
- Airspace operations (including safety case and oversight): \$20,000
- Operator integration (including UTM/PSI systems integration): \$414,289
- Total ROM budget: \$3,810,452

  
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**State Owned Airports Reserve (SOAR) Program**  
SOAR Cycle 2: 2024-2025

**Project name:** State Airport Obstruction Removal Equipment Acquisition

**Project:** Obstacle Abatement

**Project Description:**

This application is for the acquisition of specialized equipment that will enable Oregon Department of Aviation (ODAV) staff to remove existing tree obstructions and other dense vegetation from FAR Part 77 navigable airspace at all 28 state owned airports. The specialized tractor and mulching head attachment can help the airport more precisely and safely remove dense vegetation, it can also mulch the logs, limbs, and stumps for complete removal and finishing cleanup.

After all obstructions on state airport property are removed, the equipment will be needed to maintain the perimeter line of new obstructions as well as dense vegetation such as brush, scrub brush, and vegetation in areas that are too rough for regular grass cutting equipment.

The maintenance equipment and mulching attachment can be transported to all state airports, and the equipment can be used for other airport maintenance purposes should ODAV need to acquire or use additional machines for other specified tasks.

In the Winter of 2022-2023, ODAV rented a similar piece of equipment for \$23,000 for a maximum of 4 weeks. Long term rental or hiring contractors for the removal of obstructions removed that is needed would exceed the overall acquisition cost. Acquisition of this mulching equipment and maintaining airport property to be in the most cost-effective long-term solution.

**Total Project Cost:** \$250,000

**Reduce Transportation Costs or Improve Access to Jobs:** Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

**By removing safety hazards in navigable airspace, this equipment will ensure the continued safe operations of all state airports. The removal of obstructions from FAR Part 77 surfaces will allow aircraft more direct access to their ultimate destination in cases where the obstruction would reduce their ability to use the airport due to performance, weight, or other limitations. The most direct access reduces overall transportation costs compared to more direct alternatives.**

**Economic Benefit:** Does the proposed transportation project result in an economic benefit to the state?

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**By ensuring the most direct access to each state airport, the airports' local communities will benefit from commerce that otherwise would be diverted to another airport/community.**

**Critical Link:** Is the proposed transportation project a critical link connecting elements of Oregon's aviation system that will reasonably improve utilization and efficiency of the system?

**Background:** Several state airports such as Cape Blanco, Cascade Locks, Oatridge, McKenzie Bridge, Multnomah Falls, and Pringle have excellent obstructions removal needs. These airports are a critical link to the National Airspace System for their rural communities.

In the event of an emergency, airports play a critical role in providing access for emergency supplies and transportation. Ensuring the airports are safe and clear of obstructions is the best way to ensure this critical link for all possible aircraft access.


**Project Readiness:** Is the proposed transportation project ready for construction or ready for implementation?

**Once approved, these funds will immediately go toward the acquisition of the equipment for use during the next obstructions removal window outside of nesting season (October 1<sup>st</sup> through March 15<sup>th</sup>). The equipment is expected to enter service by the fall of 2024.**

**Life Expectancy:** Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

With proper maintenance and care, the skid-steer tractor equipment is expected to provide a useful life expectancy of more than 10 years. The mulcher heads/blades will require regular sharpening, replacement and regular maintenance according to the manufacturer's recommendations.

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### SOAR Cycle 5 Projects

- Oakridge Runway Reconstruction and Modernization Project
  - \$1,000,000.00
- Obstruction Removal Equipment Acquisition
  - \$250,000
- Cycle 5 Project requests: \$1,250,000
- Cycle 5 Contingency \$100,000
- Cycle 5 Airport Workers \$100,000
- Total Cycle 5 requested: \$1,450,000.00

---

Progress indicator: 1 of 4

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### Approval of SOAR Cycle 2 Project Overages


Approval of SOAR Projects

*ODAV requests Aviation Board approve SOAR funding for the Oakridge Runway Reconstruction and Modernization Project, and Obstruction Removal Equipment Acquisition as presented.*

---

Progress indicator: 1 of 4

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### Approve Cycle 4 Airport Workers and Contingency

Approval of SOAR Projects

*ODAV requests Aviation Board approval for \$200,000 in Cycle 5 for:*

- \$100,000 Admin – Airport Workers
- \$100,000 Small Project Contingencies

---

Progress indicator: 1 of 4



# 9. Airports Presentation

Tony Beach

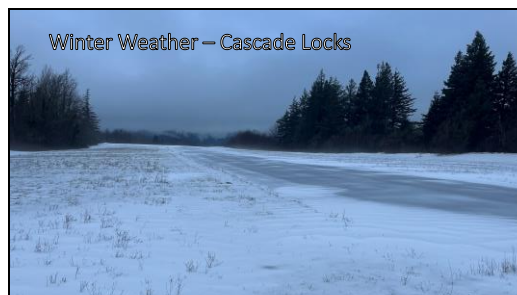
Slide 1



Slide 2



Slide 3







Slide 5



Slide 6





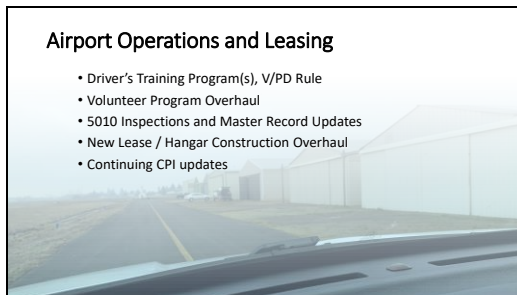
Slide 7



Slide 8




Slide 9





Slide 10

### Surface Incident Mitigation - Update

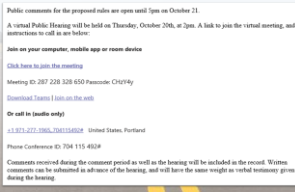


- 1 V/PD and 0 Runway Incursions since last meeting (12/07/2023)
- Continuing work with airport groups on outreach, education, and improvements to mitigate V/PDs from state and private property
- ODAV is creating driver training for state property and movement area access
- FAA recommendations received 2/13

Slide 11

### Surface Incident Mitigation – Rule Update

- Public Comments
  - Ended November 11<sup>th</sup> 2022
- Public Hearing Held
  - October 20<sup>th</sup> 2022
- Final rulemaking will be brought to the Board in June, to coincide with implementation of the drivers training program



Public comments for the proposed rule are open until 5pm on October 21. A virtual Public Hearing will be held on Thursday, October 20th, at 2pm. A link to join the virtual meeting, and instructions to call, is as below:

Join on your computer, mobile app or room device

Click here to join the meeting

Meeting ID: 287 228 328 650 Password: C9r7dy

Download Zoom 1 link on the web

Or call in (audio only)

+1 973 277 1965 / 981 301 6829 United States, Portland

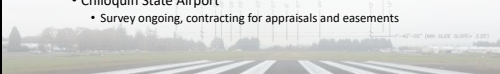
Phone Conference ID: 704 115 4824

Comments received during the comment period as well as the hearing will be included in the record. Written comments can be submitted in advance of the hearing, and will form the basis for the rulemaking process during the hearing.

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### Project Updates – Obstruction Removal

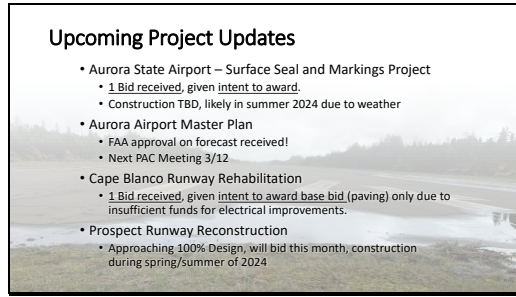
- Aurora State Airport
  - EA Rewrite – Full Chapters addressing FAA's comments sent back to the FAA, FAA's response received this week!
  - Appraisals and easement acquisition will begin after EA is complete
- Mulino State Airport
  - Survey completed, contracting for appraisals and easements
  - Trees with easements/on our property
    - Awarded – Pre-construction next week
- Chiloquin State Airport
  - Survey ongoing, contracting for appraisals and easements



Slide 13

### Upcoming Project Updates

- Aurora State Airport – Surface Seal and Markings Project
  - 1 Bid received, given intent to award.
  - Construction TBD, likely in summer 2024 due to weather
- Aurora Airport Master Plan
  - FAA approval on forecast received!
  - Next PAC Meeting 3/12
- Cape Blanco Runway Rehabilitation
  - 1 Bid received, given intent to award base bid (paving) only due to insufficient funds for electrical improvements.
- Prospect Runway Reconstruction
  - Approaching 100% Design, will bid this month, construction during spring/summer of 2024



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### Airport Work – Upcoming Closures

- Aurora State Airport – Surface Seal Project
  - Spring/Summer 2024
- Cape Blanco, Prospect, Siletz Bay Runways
  - Spring/Summer 2024
- Multiple State Airports – Obstruction Removal
  - March 31 2024
- Aurora Runway Rehabilitation
  - Open House held November 30<sup>th</sup>, 2023
  - Construction in 2025



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# Questions?






# 11. Finance Presentation

Kristen Forest

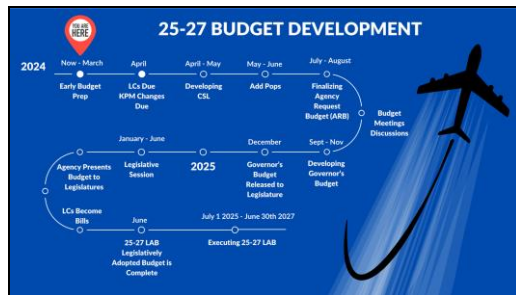
Slide 1




**Finance Update**  
February 1, 2024

- 25-27 Budget Development Overview
  - Agency Finance Snapshot
    - Revenue to Date

Slide 2



Slide 3



**Finance Update**

Revenue 23-25 Snapshot

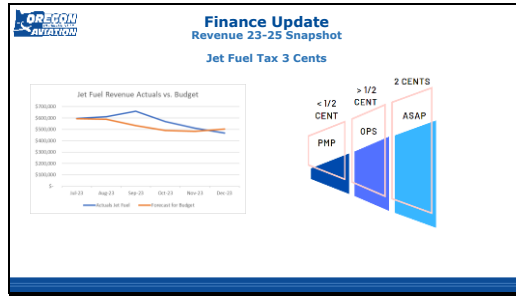
- Jet Fuel

Program Revenue Biennium to Date

- Operations
- PMP
- Aircraft Registration



Slide 4



Slide 5

### Financial Update- OPS Rev to Date

**Oregon Department of Aviation  
Operations Revenue  
Biennium 2023-2025 Thru December 2023 (25%)**

	21-23		Current Biennium 23-25		Total
	Biennium	Biennium to Date	Projected		
<b>Beginning Balance</b>	\$ 1,138,348	\$ 843,348			\$ 843,348
<b>Revenue:</b>					
Jet Fuel/Airport/Mogas	2,848,219	639,099	2,465,525		3,004,624
Other NonBusiness Licenses and Fees	412,280	173,909	373,832		547,341
Rentals & Repairs	16,309	5,201	17,592		22,751
Dirr Chrgs For Servs	29,250	13,950	18,200		32,150
Items and Royalties	619,854	167,868	542,708		710,666
Facet/Equip Sales	261,735	72,167	216,986		289,152
Other Revenue	82,879	37,172	28,752		65,924
Transfer From Department of Energy	4,484	-	-		-
Transfer in from other funds	917,241	70,079	400,000		490,079
<b>TOTAL REVENUE</b>	\$ 5,163,831	\$ 1,879,035	\$ 4,083,553		\$ 5,162,588

[503378-6888](tel:503378-6888) | 
 [5040 25th STREET, SALEM, OR 97302](tel:5040257) | 
 [www.oregon.gov/aviation](http://www.oregon.gov/aviation) |

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### Financial Update- PMP Rev to Date

**Oregon Department of Aviation  
Pavement Maintenance Revenue  
Biennium 2023-2025 Thru December 2023 (25%)**

	21-23		Current Biennium 23-25		Total
	Biennium	Biennium to Date	Projected		
<b>Beginning Balance</b>	\$ 688,726	\$ 1,433,798			\$ 1,433,798
<b>Revenue:</b>					
Transfer in - Fuel Tax Revenue	1,805,302	379,641	1,623,871		2,003,512

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 [5040 25th STREET, SALEM, OR 97302](tel:5040257) | 
 [www.oregon.gov/aviation](http://www.oregon.gov/aviation) |

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**Financial Update- Aircraft Registration Rev to Date**

**Oregon Department of Aviation**  
Aircraft Registration Revenue  
Biennium 2023-2025 (To: December 2022 (2022))

	21-22 Biennium	Current Biennium 23-25		Total
		Biennium to Date	Projected	
Beginning Balance	\$ 1,135,526	\$ 1,857,980		\$ 1,857,980
Revenue:				
Aircraft Registration Fees	722,454	175,215	585,863	761,028

378-4880 3040 25th STREET, SALEM, OR 97302 www.oregon.gov/aviation ORAVIATION

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**Finance Update**

**Questions**