



Oregon

Tina Kotek, Governor

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From: Oregon Department of Aviation (ODAV) Director
To: State Aviation Board

RE: Approval of 2025 Pavement Maintenance Program (PMP)

Per ODAV's Pavement Maintenance Program (PMP) policy guidance, ODAV oversaw the Pavement Evaluation Program (PEP) for eligible airports in Regions 1 and 4 of the PMP regional map. Additionally, ODAV collaborated with the PMP consultant to develop the 2025 Pavement Maintenance Program, ensuring strategic planning and maintenance for Oregon's aviation infrastructure.

The 2025 PMP is based on the following program requirements:

- Review of PEP reports and other necessary background materials such as airport layout plans, aerial photos, or other FAA records
- Review of Capital Improvement Plan (CIP) to determine overlap between PMP and CIP projects
- Removal of airports with less than \$3,000 of work due to cost-prohibitive indirect costs
- Review of Pavement Condition Index (PCI) for eligible airports. Airport pavement at or below the critical PCI value as identified in the ODAV PMP policy guidance should be scheduled for replacement rather than PMP.

The annual budget for PMP is based on the funding received from aviation fuel tax in the previous year, and is typically between \$900,000 and \$1,000,000. The budget for the 2025 PMP is \$1,000,000, and engineer's estimates of cost are in line with allowable funding.

Additionally, the PMP was awarded a Critical Oregon Airport Relief (COAR) grant in February 2025, which will pay for the airport sponsor match portion for the Region 1 PMP. The Region 4 airports are a carry-over from the 2024 PMP, and airport sponsor match will be covered by the PMP program.

Pursuant to ORS 836.072, the attached list of projects is recommended to the State Aviation Board for implementation as part of the 2025 PMP.

Kenji Sugahara, Director
Oregon Department of Aviation

*Oregon Department of Aviation's mission is to provide infrastructure, financial resources,
and expertise to ensure a safe and efficient air transport system*



PMP 2025 Approval - Airport Project Summary

Region 4	Project Area	Type of Work
Joseph	Runway/Taxiway	Crack Seal (11,392 LF) Joint Repair (178 LF) Pavement Marking (5,629 SF)
La Grande	Runway/Taxiway	Crack Seal (20,053 LF) Joint Repair (74 LF) Pavement Marking (665 SF)
Baker City	Runway/Taxiway	Crack Seal (14,187 LF) Joint Repair (409 LF) AC Patching (117 SF)
Grant County	Runway/Taxiway	Crack Seal (13,033 LF) Joint Repair (1,434 LF) AC Patching (42SF) Pavement Marking (3,292 SF)

Region 1	Project Area	Type of Work
McMinnville	Runway/Taxiway	Crack Seal (172,149 LF) AC Patching (57,816 SF)
Seaside	Runway/Taxiway/Apron	Crack Seal (23,407 LF) AC Patching (6,439 SF)
Toledo	Runway/Taxiway	Crack Seal (7,037 LF) AC Patching (37 SF)
Hillsboro	Runway/Taxiway/Apron	Crack Seal (135,856 LF) Patching (2,346 SF)
McNary Field - Salem	Runway/Taxiway/Apron	Crack Seal (330,894 LF) Patching (28,894 SF)
Troutdale	Runway/Taxiway/Apron	Crack Seal (224,101 LF) AC Patching (65,248 SF)
Ken Jernstedt - Hood River	Runway/Taxiway/Apron	Crack Seal (15,112 LF) AC Patching (10,826 SF)
Mulino	Runway/Taxiway/Apron	Crack Seal (45,536 LF) AC Patching (20 SF)
Stark's Twin Oaks	Runway/Taxiway	Crack Seal (12,016 LF)
Stark's Twin Oaks - Add'l Alt	Runway/Taxiway	Crack Seal (13,549 LF)