December 4, 2025 State Aviation Board Meeting-20251204_100219-Meeting Recording

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2h 42m 14s

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MORRIS Alexis started transcription

0:04

OK and it looks like we are recording.
OK I will call meeting to order and for our guests in the room please use the sign in sheet if you'd like to make a public comment during our public comment section and Alexis will you please do the roll call.
Yes bill grob.
Here Jim night.
Yeah.
Sarah Lucas.

SL **Sarah Lucas** 0:28

Present.

0:30

Good evening.
Ryan frank here Jeff Pritchard.

JS **Jeff Pricher - SRFD** 0:38

Present.

0:39

And Katherine Stevens president that would conclude our roll call.
All right.
Thank you.
So that brings us to public comments.
Do we have people who are in the queue?

Let me see.
I'm not currently seeing anybody online but they can take a moment to raise their hand there and I'll grab the sheet.
So it looks like we do have one in person and that will be Charlie if you could please state your name for the record and any affiliation OK.
I'm Charlie Landers.
OK.
Sorry I just wanna no no you're great.
You said something.
I just wanna bring this forward for me.
Yeah good morning.
My name is Charlie Landis.
Thank you for the time.
No I just want to be here to concern about the the pappy 's that independence airport.
I was here a year ago and folks got them working.
It didn't last long they're old.
They're probably quarrelsome probably a decade and some resolve.
There's there's a lot of airplanes there and it'd be quite a benefit and that's probably all I had.
But thanks so much for getting them going last year for I want them for a short period of time but.
Oh.
That's all I've got.
Thank you.
And Alexis do you have anybody on.
I do but I for a quick second here.
I just want to take a quick moment.
I do want to acknowledge some of the written public comment that we did receive.
Yes.
We received written public comment from Robin Holden holdman holdman and oops Wendy kellington and those were from the previous board meeting that we have brought over to this meeting.
And then we've also received comments from Bjorn darlin and Shelley Campbell.
So those are our written and then it does look like I have someone who has their

hand raised and then looks like it is Robin.
So give me one moment Robin while I give you.
Access.
OK Robin you should have access to your microphone.
Are you able to unmute Robin?
Oh no I think this is the oh there.

RH **Robyn Holdman** 3:31
Mike, hello.

3:33
We go.
Robin.

RH **Robyn Holdman** 3:34
Hooray, finally.
Do you hear me?

3:36
Ray.
Yes.

RH **Robyn Holdman** 3:38
Oh, thank you very much.
I apologize.
I'm I'm proficient at zoom but not this.
So yes, I did submit comment.
First off, Robin Holdman friends of Pacific City State Airport were based out of Pacific City OR and I did submit comments since I wasn't able to figure out my mic last time.
And First off, I wanted to thank and compliment the state airport staff for proceeding with applying for land use permit to make necessary repairs and maintenance at Pacific City State Airport because of chronic flooding in the winter during the king tides.

4:03
41.

Robyn Holdman 4:23
In fact, if you don't have anything to do this weekend.
The King Tide starts today.
And we'll be running through the next three days and it would be great for you to drive over there and see what it looks like when flooding occurs on this state airport.
So what?
I think I'd like to really express though is that in 2020 the Advisory Board, the state airport manager at that time and the director for the agency.
Approved $430,000 worth of work on the airport.

4:57
The comment and we target.

Robyn Holdman 4:58
And it's been five years and we're still waiting to get that money released.
It has been released in part for some projects, but we just ask that.
Your agency and board honor the commitments you make and follow them in order.
We were in round three and now you've gone through round five and you're coming back to round three.
And so it creates doubt.
In the priorities of the agency and the word that you give to us when you say you're going to support us and then we have to wait for years for action.
So closing up, we do appreciate the recent land use permit and hope that we can finally move forward and make the necessary repairs to this very popular and important state airport. Thank you.

5:57
Thank you.
And then it does look like we have.
Shelley humble who has signed up for public comment.
Should I have our switch?

You may we have our switched position so we can get her on a microphone.
Yeah so there is a mic right here if you'd like to stand right here that would be great.
You like this chair.
So yeah that's all right so.
Chill humble airport manager for the city crosswalk.
I'm also on the lane act as the aviation other stakeholder and I am the chair of the arc for odev.
So you received.
Public comment from a friend I say that very facetiously.
This is my file on him.
3 years worth.
And I'm not going to comment a lot there are litigation happening.
With this individual and his partner with the city of Cresswell.
He agency shops he has turned us into the FAA to no fruition.
In fact they won't speak to him anymore because he does not have any vested interest in the airport.
He's turned us into the fire Marshall.
Well we've been given a clean bill of health every agency he can come to he has.
He turned me in.
Sorry I'm out of breath.
Running from the parking lot.
He turned me into the FX last year had nothing to do with core.
It had to do with connect Oregon and the runway project.
It had to do with.
A tie down policy that I was instructed by my supervisor to help the airport Commission.
Create and the land leases which I had nothing to do with.
We went through the process.
My attorney cost me a little over.
I think it was either $11,642.00 or $11,462.00 just to get to a point where I said I can't afford to keep going there's nothing there.
So I took a letter of education to stop the bleeding.
Since then.
Is the latest one which I was notified on November 5th after the lane act board met and chose me again as their designee?

Which was in October I believe?
He sent another complaint to the ethics.
The sad part is is right now the ethics has to investigate every complaint.
That's where they're at.
So right now it's supposed to be an executive session.
No one is supposed to know about it but of course it's not good enough for him so he sent it to the state aviation board.
So I felt it important to send my response to you guys so that you can see.
The truth he has a real hard time.
With.
Stating facts.
He likes to do fiction.
He likes to muddy the waters.
He likes to twist things.
So I believe once they go through their meeting which it hasn't been established yet.
That they will close the case without further investigation.
Right now we're just in the holding pattern.
I don't know when the date is they haven't said.
It's just really sad with the way the ethics Commission works is anybody can complain.
They don't have to prove fact.
They don't have to give any data they can just say whatever they want and then it puts you into this.
Whirlwind of trying to defend yourself.
So.
So that you're aware he has been a nemesis not just for me.
Several other airports.
He has lots of time on his hands and he's very articulate.
He.
Uses big words which even I have to look up some of those words.
So it makes it.
He makes it sound like you're a real evil person and I'm not.
I have never spoke to the Cresswell grants.
I have never done anything unethical.
I do what's best for the airport and for aviation.

I've been in aviation since 1983.
My husband has a business that has never been hidden.
He's been at the airport since 1997.
I was airport manager from 2001.
So thank you.
True any other public comments.
I don't see any hands raised.
I'll give it.
Maybe just another minute or so for people to raise their hand if they'd like to make a public comment.
And.
Seeing none.
And we don't have any in person so that would conclude.
The public.
Comment section.
Thank you.
OK we will move on to a presentation that we have today from the Oregon pilots association and Becky Breckenridge.
You good morning.
I appreciate your gracious invitation to make a presentation and to introduce you to the newly reinvigorated Oregon pilot association.
I'll start at the beginning.
In 1939 we started out as sportsmen pilots of Oregon and which was right before aopa was actually developed go ahead.
And it was the original articles that OK was founded on.
Are pretty pretty close to what we our roots are still with us today in how we?
In.
How we set our objectives and it's the foster the interests of aviation go?
Ahead.
Promote honesty and goodwill among fellow pilots to assist fellow members to greater achievements in their respective vocations.
And just to recognize that our membership our users of the state airports and.
We we feel like we have a lot to offer because of that.
Go ahead and cooperate with organizations in advancing the interests of aviation Oregon.

Partnering advocating and embracing emerging technologies is part of our foundation also.
Go ahead.
And promote.
Oh didn't know his notes were on there sorry.
Oh no.
Anyway.
So in in March 1960 name changed to Oregon pilots association.
And as late as 2025 June.
We a whole new board of directors was elected and.
We are working on restoring as much mutual benefit to our membership.
Strengthening the advocacy and we've created.
The Oregon air safety and Education Foundation.
Which is educational and it provides aviation scholarships?
And we're just trying to reestablish the vitality of OPA and the revival of our chapters.
Go ahead.
This is this is the list of our board members.
And.
As as we're moving forward go ahead.
We are presently focusing on advocating for aviation.
A special.
A special general aviation because that's mainly our membership base and those are the points that we are focusing on for that.
Go ahead.
And also we are updating ourselves in.
Modernizing our website our membership structure and defined benefits and more which is basically we're giving it the whole facelift the whole foundation is just a total baselift at this point.
And we're still in the foundational process.
Go ahead.
Yeah so then we decided to expand our board to 3 different.
Sections director of membership OPA chapters and directors at large go ahead.
So.
We because we're based on membership.
We felt it important to expand which we already saw and these are our chapters at

our local at your.
State airports and local airports private airports and they're basically clubs social clubs to begin with but they are also there to protect their airports.
They're not technically theirs but if you understand.
And.
It just builds camaraderie and community involvement and education and it's it's just the grassroots of community building.
Among aviators.
This it can become like friends of Pacific city.
If if there needs to be?
A.
A channel or a base for the state to communicate with.
Those communities at the airports.
Go ahead.
Thank you.
Yeah social flying just a camaraderie.
Go ahead.
So we see some opportunities.
Between US and Oregon department of aviation and in the past.
Members of the state aviation board and ODA have recognized us as a voice and we just want to explain that we are.
Willing to continue that relationship.
And and I think we can be supportive to you.
You could be supportive to us and we want to do that in engaging manners.
Your strategic plan that was recently drawn up we feel like we could contribute.
Insight possibly with with our perspective into in general.
Aviation so and then also we are excited because we've already started conversations with kenji on a regular basis and just we just want the communication to be open between our association.
And and ODA.
Yeah go ahead.
Other opportunities are working together.
Jointly.
Increase that we could add insight into the programs for funding.
Members can be virtual extension of ODA because they are the eyes and ears on the

ground and they are users of the system also.
Go ahead.
So in conclusion.
These are just points that I've been making already.
But we just want to offer our partnership our collaboration and.
Our.
Are just an open door policy on communicating so that we're not showing up at the table after a conflict arises?
But we want to be part of the conversation before conflict arises.
So anyway that's that's all I wanted to say.
And thank you again for your time.
Thank you so much.
I appreciate your presentation kenji.
So sure Stevens.
Becky thank you so much.
Yes.
It was so much fun.
Just hanging out with you and Steven.
So we we just had great conversations and basically the 3 of us are nerds.
So.
We we're talking about a lot lot of things and how to create a deeper relationship between OPA and odat as well.
So we we were off to a great start and we plan on meeting regularly.
Which is regularly cadence?
So we can just discuss ideas if it really start to address issues again like Becky said early and often before it gets to a crisis point.
So it's part of that whole communication outreach that we've been doing so I wanna thank you Becky.
Thanks for coming out and just making presentation.
Thank you.
It was great and I think it's important thank you.
Thank you.
And OPA invited me to speak at their was it summer the summer camp.
Yeah yeah.
And.

Really great attendance and a lively group and they had really good questions and comments for me so I appreciated that.
We appreciate that you being there.
Thank you so much.
You're welcome.
OK we will move on then to the director 's update with kenji.
It's.
Me yay OK.
I will you be able to help.
I don't know where we keep it.
Kind of short.
OK.
Yeah I can go ahead OK.
So you want the first site yeah first slide please.
So this is from the mcminnville air show which was absolutely fantastic.
I got to take my kids this this fall and it it was great they got to go up into a helicopter.
And they got to see all planes going by really loudly.
So it was.
It was a fantastic opportunity to visit the bad air show so if you haven't been there next year please go along with the Hillsboro air show right Steve and and and there's a number of good air shows throughout the state so I will definitely be visiting more of.
Air shows this this upcoming year.
Please the strategic plan.
We passed it right.
So we got to take concrete action on the strategic plan right.
So for objective one one which is one of our most important ones collaborating with the public and aviation community to build consensus for a new funding sources.
Well we got a commitment from chair McClain to say hey I'm gonna get involved.
Right.
Yeah so there would be legislative commitment to get involved and she said hey let's start in March of 2026.
So we'll be doing that and we'll be gathering a lot of the folks including APA to talk about this and also of course a lot of stakeholder input to really come up with good

ideas because the more people we have around the table the better ideas that we.
That we can come up with.
So just wanted to put that out there.
Next slide please.
And.
Then on well sort of planning objective 52.
By July 2026 launched 2 to 3 year pilot project stand up in odav drone program and to support state and prize drone operations.
Et cetera.
We've already started to put together a small working group with state Parks Department of transportation state police and Department of Forestry.
To come out.
With best practices for state agencies and also for public safety throughout the state.
Because a lot of them don't know what they're doing to be honest.
Right.
They're like oh we got our 107 we can do whatever we want.
No it doesn't go that way.
There's reporting requirements to the to odaf because we got to report your flights or general idea.
You also have to register your drug.
There's a lot of folks out there on the public public sector side that don't know that so that could increase revenue to the agency as well which is always think thinking about that.
But it's also from a safety point of view right.
So if.
We can start pushing out.
Best practices.
Where not to fly how to fly?
Because right now there's no requirement that people actually have flying experience before they go out and do missions for some of the agencies and some of the public safety folks.
So we just want to make sure that there's there's there's some actual work being done.
To with procedures maintenance et cetera.
So we'll be we're we're working on that all right.

Next slide please Alex thank you.
So if you didn't know there's an EV tall integration pilot program.
It's.
There's gonna be applications going in in a in a couple days.
We don't have the bandwidth to be a primary on it any on any application so we said we'll sign up with somebody else taking the lead.
So we signed up for Utah 's application.
So it's in that one.
It's Oregon Idaho Arizona and Oklahoma.
And then we're also signed up as.
Co-op.
With Pennsylvania and that includes states of Washington Virginia California Ohio Alaska Georgia Maine Massachusetts Utah Oklahoma Maryland North Carolina New Jersey Illinois Texas New Mexico.
It sounds like a mistake song.
Remember those.
But the main idea behind the Evita integration program is to really work with industry to.
Look at concepts of operations and start working through some of the issues.
Do demonstration flights and then see how they go?
Do a lot of planning?
Ours includes Pendleton and then we're looking at.
Concepts of operations for wildfire as well as Fargo delivery as well as people delivery so think about how.
Eventually.
Their boutique airlines or another small airline could use electric vehicles to do for example between Pendleton.
In Portland and such.
So just working through some of those concepts of operations so next slide please.
Did?
And then I got to visit the droneza first responder programs in both Eugene and Gresham.
Which by the way?
Gresham also houses Portland police 's DFR program.
And it's amazing.

You got 911 call.
Look drone goes up.
Out there and it's a matter of 30 seconds to a.
Minute.
So it gets the scene faster than any officer can get there.
What's nice about that is they can see if an officer is even required?
Eugene has some fantastic statistics in terms.
Of they were able to clear probably around 50% of their calls without having to send out an officer out which means that the officers that are out there can better use their time respond to calls.
Actually needed.
So it's it's.
Great to see and also Gresham it was fascinating talking to the folks there that.
The responding officers at first when they start first started it I like drones.
What are you talking about?
We don't need this but now after they've had it for quite a long time they're like when's the drone coming out.
So it shows integral tool.
In their response.
So.
What I just talked?
About is taking a lot of time especially the eipt and starting to work on strategic plan.
So that's what I've been up to since the last board meeting but I'll yield the rest of my time because the staff has spent so much more busy and they have a lot more fun.
Report so any questions.
Obviously the the APD program with a drill and safe they're they're finding suspects really quickly.
They use some special tools I probably shouldn't talk about but yeah it's it's really kind of been a game changer for that agency.
Well yeah and.
And where they're operating it out of have you been there.
Yet.
No oh.
Good to see the Super secret stuff.

I'll get you on a tour OK yes great.
OK.
That'll be great.
Yeah absolutely.
Any other questions comments?
Last night I could not turn off this program.
It's called fugitives at large or fugitives on the run.
Homes that were critical.
Yeah.
Oh yeah in resolving the call finding the bad guys so.
Good work.
Yeah it's it's great to see this come about.
Yeah and it and it's not only law enforcement too but it's also search and rescue especially like in the Hood River area there's a lot of folks who get lost up in up in me wilderness areas and using drones to find these fallen hippers it's critical to them.
These days yeah.
And our fire department also I think a lot of fire departments use.
Plan their attack on a fire because they can go see where the origin is and where they really need to be paying attention to the fire first.
Oh I mean Jeff uses them too all the time.
I don't recall in watching that program Chris it's really offers.
All right.
Thank you great thank you so much for that.
It looks like Jeff does have his Oh yes he does.
Oh I thought he was giving his thumbs up.

JS **Jeff Pricher - SRFD** 28:40
I did do the thumbs up.
Just one little anecdote. One of the the changes that we need to look at in the future with regards to ORS specific to UAS is a little bit more flexibility for UAS to be utilized in, in the capacity that you guys were just talking about, there are some.
Some challenges and limitations.
And you know, maybe ready for for another opportunity to look at.
That's all.

29:12

100% OK.
Thank you.
Any other comments?
OK we will move right along then to communications update with Alexis.
OK.
All right.
Hello everybody it's Alexis.
One way to start the presentation so I just wanted to give a really quick rundown of some of the communications updates that we have going on so I can.
Have this change OK so information so with our monthly newsletter we are on our 5th newsletter as of November 20th?
Hip hip Hooray we have sent that out on an average to about 2500 subscribers.
Yeah.
With a 26.6% average open rate which is really great open rate for a newsletter from us.
So that's awesome.
We love to see that.
The newsletter this is kind of where we're trying to make you know a quick view of everything that's been happening in the agency over the last month.
So these will be press releases that have been sent out during the month.
Important announcements and informations from the department.
Updates on ongoing and completed construction these link to ourother.gov deliveries For more information as well.
So you can always find more information we also highlight a core grant project.
That was recently completed or we house other information around our core program as well.
And then we also like to highlight the ongoing maintenance that we have going on at all of our state airports such as painting obstruction removal.
You know deferred maintenance all of those things.
We really want to highlight some of the work that's being done at at our state owned airports.
So our next newsletter is going to be released the week of December 22nd.
And that will be our end of the year newsletter if you want to sign up for the

newsletter you can do so through our front page on our website and you can click on the subscribe to odab emails and select the community events and outreach when you sign.
Up for it.
This also takes you to all of the sign ups for airports and any other information that we send out for our.gov delivery system.
All right Yep.
How effective it has been?
A legislature.
A legislator actually contacted us because of something that we sent down.
And it's actually.
And wants to schedule an hour to talk about the topic that was included in in the in the newsletter.
So it's it's it's very effective and hopefully folks here around the around the table or reading opening and reading.
The newsletter 'cause it's chock full of good information.
OK.
So we've also been busy and other aspects as well so we have sent out.
7 press releases this year starting in I believe it was.
March April no may starting in may.
So these included announcements about our new hire the completion of the select spay runway and electrical rehab project with state and federal acknowledgments.
Odaf 's comments on the FAA 's proposed part 108 rule the completion and ribbon cutting for Cape Blanco state airport runway and electrical improvement project.
We also did a press release for signed mous with sci-fi and Yamaha for wildfire mitigation and the launch of our newly designed website.
So that is all of the press releases we've sent out so far and on the right hand side there.
Are is ODA in the news which is really great?
So.
These press.
Releases go out to state legislatures.
Local news and media.
Our LinkedIn page also has all of our press releases.
Basis our monthly newsletter and it's also available on our website.

So with the website in mind I did want to take a quick moment to actually do a run through on how to get this information on our website with some customer service feedback that we've seen it seems like they don't know where some of this information is and.
I really want.
To kind of show where we can go to find this information.
So I'm gonna stop.
The here and.
I'm going to pull up the website.
OK.
So this is our front home page of the website you'll find here.
There are like little drop downs that will take you to further information but what's really great is if you Scroll down we have our skylights and headlines.
So this is any more recent information that has gone out.
So.gov.
Deliveries important information.
We want the public to know right away and so this is our 2 highlights for the 2 things that have just got recently gone out.
So we sent out our November newsletter with like a brief.
Sorry.
The I wanna.
Close the OK and then so and then it will also link you to the newsletter.
Here.
You wanna go away on me.
There we go.
And so here we'll find more information.
You can.
Also you can click on the learn more which will take you to our be informed page so that if you click here it will take you to our be informed.
You can also.
Get to this by going to agency and clicking on be informed.
So here is where you will see all of the recent announcements that we have sent out through our.gov delivery.
So here you'll find the newsletter and all of its information.
You'll also see the date that it was published as well.

So from there you'll see.
All right let's say we wanted to see an update on Aurora so this will have all of the.
That was sent out through.gov delivery and then a link to the to thefull.gov delivery as well.
So this is a really great spot to find out about construction happening at our state owned airports when we send out.gov delivery information this is where it will be.
Once you know a certain amount of time has passed I will archive it and it will all go in here so you can go into the search bar and you can type in.
Let's see maybe.
Prospect do I have one for prospect in there.
And that will pull up all of the.gov delivery that I've been sent out since I believe March of this year or may of this year.
Sorry and it will pull all the guest deliveries for that.
So this is a great resource if you're looking to find information quickly and all in one place the other spot that we have information at is also under agency and it's our news and.
Here you'll find all of the news and all of the press releases that the agency is sending out.
I will usually highlight the most recent one at the top and then there will be an archive of all of the press releases after that.
So you can go in and find any information that you may have missed in the in the past.
So we really wanted to make all of this information readily available to you if you and when you need it.
OK.
And so that's what I really wanted to highlight.
On our website and then.
It's like I hopped up recent.
I think.
And as per any coms person I'm gonna shout out all of our social medias.
Follow us on Instagram LinkedIn and Facebook this each one of those has different kinds of information.
Or Instagram is really great for highlighting.
Recent events that are happening in this in the state around all you know that's where we post our fly in posters.

What's happening at state owned airports so?
And our maintenance guys are out there doing something really cool.
We'll post about it.
There are.
LinkedIn also has a home for all of our press releases as well.
And then our Facebook is the is everything.
So go ahead check us out.
Follow us on our socials and.
Share our.
Stuff and share our stuff.
It.
That's right.
Like.
Thanks helmet yeah.
Share comment like all of the things and then so that is everything that I wanted to talk about.
It was nice and brief.
Hopefully so if you have any questions please let me.
That's great.
And I know you know sometimes it's hard to navigate websites but it's still compared to the old website.
This is such a humongous and so yeah nice job.
Thank you awesome.
Thank you.
Any other questions comments?
Got a clap from Steve over there.
All right.
Thanks Alexis.
Thank you OK.
Next up is state airports manager update with Tony.
Hey good morning.
And if I may just take a moment to address a couple of the public comments we got in this meeting I'll start there.
And really great questions great comments and thank you for for making those.
On the independence papy.

That those papis at independence have been working intermittently since before I even joined the department.
Almost 6 years ago it's they're very old.
We do not have parts for them.
Parts are are basically impossible to come by for those pappies anymore so they need to be replaced and we we did find one old Control Board shoved in some corner of our shop earlier this year and that brought one of the pappy 's back online.
Earlier this year trying to get them operational again and it worked for a little while but they're they continue to be intermittent so they're not reliable.
So we we just can't count on them.
And so we have them noted out of service and I believe we have them turned off.
And we have a plan to replace them next year with the 26 grant with the FAA.
So we're working on that.
In fact we just held a pre design meeting with the FA here a few months ago and the question was asked well if we're you know looking at our CIP and we're looking at a runway project.
The master plan calls for the the pappys to be shifted.
I think 150 some feet.
Then do you wanna wait until 20:31.
I think to to replace a pappy 's then we said no no we we need these pappies now.
So we are looking forward to getting those pappies replaced here next year.
On the on Pacific city.
Thank you Robin for the comments appreciate that.
It has been a lot of work just working on permitting and and with our consultants on everything we need to do to to.
Prepare for for that project.
At Pacific city and just a couple of things we we have spent a portion of a fair chunk of the the amount of money that was approved back in 2020 for Pacific city in fact in 2020 when.
At the peak of COVID and when our revenues were declining we paused.
Sore projects and the only project that was funded in 2020 from SOR was for Pacific city and that was for property acquisition.
So so we did do that part.
And in the last year we have worked through drain drainage study and.
Analysis of that system.

So can I just ask around that it wasn't part of it.
Also the delay was because we had to do the environmental process.
Yeah yeah so.
Yeah it's it does take some time.
I one comment about the she was right that the project is in cycle 3 that was the projects approved in 2020.
We just finished this year prospect runway the runway project which was a cycle 2 project and next year we're working through the mulino water line improvement project which was also a cycle 2 project and that's again not being finished until next year as well so.
We.
Point out because I mean a lot of people just don't realize that that's why you might see some hopscotching and projects around because we have to take things in a certain order and you have to get the planning and environmental done before you can even do the const.
Part so right yes unfortunately.
It's me.
It's frustrating to all of us.
Absolutely yeah.
And it does things unfortunately take longer than than one would expect.
So I also just want to mention quickly that in twentytwo and in 2024 in our board meetings where where I've done sort updates we have mentioned the need to prioritize the use of our limited source funds.
We don't have enough funding to complete all of the projects that we have in fact right now.
Well last time I checked we had 3 quarters of $1,000,000.00 worth of so projects that we did not have funding for.
And up until this well.
This technically next year would we complete the Oak Ridge project.
We had 4 runways that were near or at failing and and so we have worked through over $9,000,000.00 worth of those runway projects and I'm gonna share a little bit more about that in my presentation here in a minute but.
We still have one more which is Oak Ridge.
And and then our next step my I'm gonna honor my commitment that I've set in passport meetings no new SOA requests that are not urgent until we catch up on the

backlog of projects.
So forward to anoin.
That and.
And in fact I've emailed Robin earlier this week about next steps so.
All right I will.
Unless there's any questions on that I'll launch into my presentation.
OK.
Good yes that's good.
That yeah that's the full screen I think.
It looks great OK good all right.
I'm gonna run over time.
I have a lot of great stuff.
I'm very happy to share and I didn't share information in the October meeting so bear with me for a little while.
This is a drone photo taken at the space tater port by our operations specialist Don rich Creek and.
This was at the completion of our celestial Bay project.
Like just a few months ago and I'm gonna share just a little more about that soon.
But first I really wanna give a warm welcome to Christian bergie our new airport program specialist right over here.
We're very happy to have Christian on board so he started just October this year and he is bringing a wealth of of knowledge experience and skills.
And he he has served.
In the US army and aviation operations he has a career has had a career in law enforcement working with the airlines and most recently at veteran affairs and we're really happy to have him because he's overall good dude so.
Christian as a program specialist will be working primarily on at least initially on airport safety training and that is specific to the Aurora state airport but also all of our state airports.
And he'll be working on a lot of rule making that includes.
Through the fence rule making that we talked about earlier this year and on the VPD the violations and civil penalties for VPDS that we have been talking about.
For some time and I'm gonna mention again soon he's also gonna be instrumental in establishing the volunteer coordination project or program that we have been talking about.

And and kind of filling a void and and a lot of the noise outreach that that we've been working on so those.
And other projects that Christian 's gonna be working on are gonna be just again instrumental in improving how our communities and how the airport users interact and engage with seat airports.
So I'm really excited about that.
And again can't be happier to have Christian on board.
So thank you and welcome.
I also want to give a big shout out to to all of our airport staff including the airport operations our operations specialist Don rich Creek.
I'm gonna steal Kristen 's Thunder.
Just a little bit here but I have to highlight that we for the first time that I know of got 100% on our airport inspection KPMA 100% for the year.
So that's quarterly inspections for Allstate airports.
Previously we had not been able to inspect the oahe state airport.
But we worked out an arrangement with maliere County Sheriff's Office to transport us by boat out to that airport and for the first time again 100%.
And it's it's huge.
So Don did a amazing job.
It takes a ton of work and coordination planning just to be able to travel that much all over the state of Oregon every single quarter.
So it's a huge shout out to Don.
In addition to that we also do master record updates so 5010 inspections at all 96 public use airports every 3 years.
So we do about a 3rd of those airports every single year and we also.
Have in the vicinity of 400 private airports in the state of Oregon and we do those those site inspections and produce reports for the the local jurisdictions whenever a new request comes in?
For a a private air strip so huge amount of work and because our staff travel all the all over the state we put 8 ton of miles on our trucks and so we just got a new truck and this one 's a hybrid.
So we expect it'll save us a ton of money on fuel consumption and emissions.
It's about double the efficiency of the outgoing truck in fact.
So far in the the month or so that this truck 's been in service it's driven about 25% of its miles all electric which is a again going to be a huge savings for us.

I'm really excited about that.
Just wanna highlight on the maintenance side all the work that our staff have been doing.
I've talked a lot about markings in prior meetings but just as a quick recap.
This is what we've done over the last.
About 3 years.
The orange and 22 there those were 2 airports we did before we got our new striping equipment and and then the list that follows is what we were able to do with our new equipment.
We've done all but basically 4 airports in just 2 years.
All new markings and where previously whatever a project would touch got new markings but we had no capability of of refreshing the rest of the markings outside of.
Those projects so many of our airports were in really poor shape and had definitely no reflectivity in the markings but.
In many cases the markings were basically obliterated and and just completely faded anyway.
So so looking at this map all but 4 airports and and for next year we have the Condon airport which was most recently done in a project in 2020.
So it's not as bad as it looks but.
And then the other 3 there are.
Gravel and dirt strips but we will give them a little bit of love too so.
Huge huge amount of work to get that many airports done over the last 2 years.
And how many people did that.
To well 2 but 3.
So 2 maintenance specialists with the assistance of of.
Dar Knox.
So just incredible.
And Speaking of meanings we've also been catching up on deferred maintenance like Alexis mentioned.
So just preserving what we have you know we we've had a lot of facilities and infrastructure that has not been getting the the amount of attention and and preventive maintenance that they should get.
And so this is the.
The electrical building at the Cottage Grove state airport.

The left 2 photos before and after and then just other things from our winsock polls.
Our our navids papis vazis all these things that we're just trying to keep fresh high visibility.
Keep a safe environment and again preserve everything that we have.
Staff have been doing a great job catching up on a lot of maintenance.
And now we're back into obstruction removal season.
So this is the equipment that we took delivery of earlier this year we put it into first use in March before nesting season started in April and now it's it's going into its first full season.
And it's already gotten a ton of work done at cascade locks.
These last few weeks and it will be put into use at mulino Lebanon Oak Ridge prospect bannon slots Bay and more.
Until nesting season begins next year so.
And it also can be used for brush things areas that birds don't nest in throughout the rest of the year.
So we're we're looking to chip away at the invasive course abandon throughout the basically the whole next year.
All right on the leasing side.
So Kevin Olson our leasing specialist joined us in the summer of 22 and has has made tremendous improvements in our our leasing overall.
We had I mentioned this before but we had over 10 plus years of of CPI escalations that were not applied to any of our lease agreements.
So Kevin has caught up on those and is updating each of those for for around 300 lease agreements that we have every single month.
And we had at the time when he joined we had about 30 leases in holdover so leases that had expired that beyond their their term and we're just in holdover month to month.
And Kevin has worked through all but basically 2 of those and I want to talk about those 2 here for a.
Second.
One of them for for approximately 13 years when the original lease term expired.
This lease at independence state airport has been in holdover.
Month to month for 13 years and we worked so hard really tried to get this person into a new agreement to renew them into another lease term.
And.

They just refused and so after 13 years and and with Kevin and I working specifically with atlassi for the better.
Part of 3 years.
We we've ultimately had to end that arrangement.
So I I don't know the last time it ever that ODA has has kinda exercised termination or or that level of action on our our lease agreements but not something we take lightly it's not something we wanted.
That wasn't the outcome we wanted but but we we had to process you know the remaining of these these expired leases.
Another one that we also just terminated was for default where lessee was in default and failed to remedy the default.
And again that was an instance where we had worked with that lessee for over a year and the situation this was at the Lebanon state airport was getting pretty dire.
Very unsafe conditions and.
Some illegal activities have been taking place for for a while so I just wanted to kind of bring those up and just.
Share that you know we we really are trying to work with our lessees and for the best outcome we're ever possible and if anyone has any questions on you know or anything I'm I'm happy to to share more.
OK.
Kaj yeah expand a little bit.
How do you catch up on 10 years of CPR?
What's that process that you use?
Go back to the beginning and I have to catch up.
So the CPI we have the records of of all the prior year CP is and this was done over over a year or 2 ago catching up the CPI.
And the lease agreements are are very specific and how CPI is applied.
It just wasn't done.
So congratulations everyone.
Got 10 years of unescalated rent.
We're not going back and and pursuing the amount we should have collected.
We're not asking for the difference but we did need to catch the rate up to where where it should have been.
And so that's what we did.
Yeah Antonia I'll just thank you for that work.

I think there are a lot of airports actually they're in a similar boat and I've been working on this at my airport for quite some time and and yeah so you you don't you know get all of the revenue that you would have had but at least you.
The reset now or you forward and then same with.
The holdovers you just you've got to take care of them.
And I know that's a tough thing to do when you can't you know gain a mutual cooperation.
But you have to do it.
So thank you for that.
OK.
Yep thank you.
Hey.
So we had a ton of projects this year.
Oh yeah yeah.

Nagy, Stephen 55:15
Oh, I was just gonna say congratulations on doing that. That is a big effort to do both for you, the leasing team, the maintenance teams, just. Yeah, those are big efforts.
Probably one of the best updates I've heard on state airports in a while.
Thank you.

55:34
Thank you.
And I'm not looking at at the attend or the panel so do stop me if there's any any hands raised or anything all right.
So this was a very heavy year for projects and I mentioned in our November meeting last month.
Just that we were originally planning to bring this the Aurora master plan into the board this month and I mentioned that we we did have to postpone that.
Just so that we could you know dot our eyes cross our T 's make sure that we are following our state agency coordination program.
As as closely as possible and and working with our local jurisdictions so.
No date set yet on when when we're gonna be bringing that to the board but we will send out information as soon as soon as that's available.

Other projects we've completed this year.
Huge projects brand new runway and electrical system at the Cape Blanco state airport.
A brand new runway in apron and electrical system at the prospect state airport.
A new runway at the Aurora state airport.
And then.
A.
A partially new and and fully refreshed runway at the select space data port and all new electrical improvements as well.
A brand new apron and then a fully.
We treated our pavement maintenance project at the Cottage Grove state airport and then surface healed pavement maintenance projects at the abandoned independence and McDermott state airports as well.
So a ton of projects.
Just a little bit of a slideshow here.
The top left.
That's the Aurora state airport and bottom left is Cape Blanco and then on the right we have Cottage Grove.
Just again brand new infrastructure.
Huge projects that's that's taking place this year.
On left is prospect so that is a fully brand new runway and the apron was just repaved here about a month ago and I might have mentioned this before but those those are concrete pads in the turnarounds and in the taxiway connectors to the apron.
Because this airport is is often used for firefighting and where they have to park either heavy very heavy helicopters.
Or heavy trucks and service equipment.
So we put these pads in so that this equipment won't eat into the the softer asphalt.
So huge and great result there with this project especially with all the new lighting and then again.
Is that a displaced threshold because of trees?
Yeah Yep.
So obstructions and and prospect 's a huge one for obstruction movement for us.
We're gonna be focusing a lot there.
Yeah.

And also so not just trees are property line as well though we we don't own a lot of property so the the safety otherwise the safety area was was in the private property.
And then that I believe is the same photo from celtz Bay.
So that just shows the new runway and and that was when we reopened.
At airport.
Coming up for 26 we have a lot of projects again so Milano hanger construction water line improvements again that's that cycle 2.
We're using cycle 2 soar funds for that project and but also FA funds on the hangar construction so that is gonna be a huge improvement for that airport because without that water line improvement there's a basically a moratorium from the fire Marshall on any new development at the.
Airport.
So that's gonna really be a big improvement.
And.
Then also working on the Oak Ridge runway reconstruction this was a connector again funded project and.
We should be.
Scene construction or going out to bid there fairly soon and then seeing construction next summer.
We talked a lot about the obstruction and movement projects we're working on last month and at the Aurora chelaquin Joseph mulino state airports.
And then we have more surface heal so pavement maintenance and fresh markings coming to chiliquin Condon Joseph Lebanon and.
And then we also are looking at starting the Condon master plan and finally replacing some equipment.
The await Joseph which has been also a little unreliable for the last several years also getting hard to find parts to replace and keep all the components operational.
And then of course the the papis of independence next year that I mentioned earlier.
You still have to remark the Aurora runway.
It yes so that is gonna have the Aurora runways going to get one more day closure for the final markings the project 's substantially complete but once it gets the yeah.
Yep yeah.
And then the mulino is gonna be huge economic development opportunity.
Oh yeah huge yeah so.
For for us it's great.

And then we're probably gonna see increased traffic there too right oh definitely.
There the airport 's at capacity with the the few hangar T hanger buildings that it has and.
Putting in the the new hangars directly with FA funding is gonna provide not just for new revenue to us but but meet that demand and then allow for more hangar development because of the waterline project so.
It it would definitely be huge for economic development.
I do know the timeline yet for the Oak Ridge runway.
Anticipating early next year because oakridge also gets used heavily for firefighting so we are planning for a spring and early summer completion.
Yep Yep definitely 30 days 30 days 90 days.
Oh definitely less than 90.
I think 30.
If not maybe 45?
I have to go look at my list but I'll I'll let you know OK.
Great for all of these projects this is just a little snapshot of the.gov deliveries we've sent out for prior projects.
To get these updates with all the important date schedule project scope and some important operating information.
You can follow Alexis instructions and I just have a couple pictures of those on our homepage clicking the subscribe to odat emails or the be informed instructions Alexa Alexis mentioned.
And or if you already have one got delivery you can click that manage subscriptions and update your preferences at any time.
And if anybody says that we're not communicating this information out.
Nope we are.
I can't tell you how many go.
The elections probably could.
So many good delivery updates.
All right so the not so fun part surface incident mitigation since our last since my last update which was in the August board meeting we've had 5 vehicle or pedestrian deviations at the Aurora state airport.
Fortunately none of them were runner incursions but 5 since our last update.
That's that's a lot.
In fact the FAA.

Has recognized this increasing trend of VPD 's at Aurora?
It's not the direction we want things to be going we very much want to see those being reduced.
So they sent us a a letter identifying that the increasing trend.
And the Aurora is number one in our region for VPDS.
And number 2 behind Chicago O'Hare national.
Right.
Several pairs.
It's it's significant and and the FA has also asked us or stated that the need for a corrective action plan from odev which we have provided.
So also I I skipped over.
Note here that we did go into a lot more detail on VPDS in our our September 2024 work session so I'm not going to go into a whole lot more detail on that but but do refer to that information.
VPD 's we have put together the Aurora user and visitor safety training information this is on our website.
I'm encouraging anyone and everyone that has to access the airport to review it because.
It has a ton of useful information safety tips and tricks.
And and helping identify how to stay out of the control movement area and and one important distinction is that.
Per organ administrative rule the department authorizes access into the movement area and if if you don't have that authorization from odav.
Then then you need to stay outside of that movement area so it's not just a matter of contacting the tower you know either by phone or radio and saying hey can I go out there.
You you cannot do that without our authorization.
So we're really trying to harp on just the communication that.
Education again.
That training that we posted on our website and I mentioned earlier this is something that Christian 's working very closely on as well we did in response to the FAS letter put our corrective action plan together and.
And so that includes implementing the movement area training.
For those that we do authorize and then of course we'll be coming back to complete the rule making on violations and civil penalties for for PPDS.

That's a process we started.
Back in 2022 and we'll be working through that here.
In a future board.
Meeting soon yeah.
And Tony do you wanna call out one particular business that has been very cooperative and has been fantastic in dealing with this definitely.
So in the in our response to the FAA 's letter you know we identified that some of the unique challenges that the Aurora state airport and one of those is that 3000 feet of our.
Our movement line is adjacent to private property with through the fence access and.
And our property line is is only less than 10 feet away from that movement line.
So that that constraint makes it really difficult for us but we have been working very closely with the through the fence adjacent to the airport and they have.
They have been implementing a ton of improvements of their own to try to mitigate BPD 's including most recently.
One of our primaries that has.
An area where that is responsible for a majority of the BPD 's they they are committing over $100,000.00 in improvements in fences and secondary gates to to keep their employees and guests away from the airfield.
So there is a significant amount of effort going into this and especially again on the the private side so.
Big shout out to them.
That's the South end corporate airpark for for all their work.
And others have have done so too.
So on the North End will limit aviation over prior years have done secondary gates and.
And continue to talk about BPD 's in our our monthly pan meetings at the Aurora state airport as well.
So yeah.
How far away are you completion of the rule making on violations?
So.
That probably a few months it's gonna take a few months for us to to get fully into that because there's some notice requirements and then.
We're planning to reconvene the rulemaking committee.

So again Christian joined us here in end of October and is is getting up to full speed here.
And we'll be bringing that to the board very soon.
And Steve had his hand up.
May have been the same question.

NS **Nagy, Stephen** 1:07:41
Yes, thanks, chair.
It was the exact same question.
Jim beat me to it.
Yeah, the sooner the better given these circumstances.
So yes, I think that's a priority.

1:07:52
Definitely agree OK all right.
Just a few other things so.
Where we can given the constraints the the physical constraints that we have where we can work on access control and way finding improvements we'll continue to do that and then of course completing the design standard and safety projects identified in the new master plan once that's adopted so?
That's what we have going forward.
Just a few other seasonal updates as usual our our 4 seasonal airports close November first.
Through may first so Crescent lake mackenzie santiam junction and tokati.
And then as in prior years just a a reminder that we don't report most of our service conditions and our default is is not reporting conditions when we do observe conditions we'll report.
Them and we also welcome pilot updates but we may not always or may not update those officially.
But but that information is still helpful to us.
Our ability to plow is extremely limited and we do not have dice capability at any of our airports including Aurora to to deice the pavement that's a a deque and and just honestly a financial in time and equipment limitation so everything.
Unfortunately.
Please do check notams for the latest conditions the airports.

That we report.
Conditions the most at are Joseph which gets on average over 40 inches of snow a year and then Aurora currently because it's so close and and.
The type operations at that airport and then reach out to us with any questions or for any updates as well.
Finally this is a reporting year for base aircraft.
So every 2 years the FA provides Congress a 5 year estimate for AIP eligible development and.
They take that base aircraft snapshot send it to Congress and that helps justify or or allocate federal funding to state airports.
So we have 12 airports that are eligible for federal funding and for we're asking for.
Any tenant or airport user?
Anyone that meets that faced aircraft criteria.
Please send us the information here on the slide so that we can make sure that we have the correct information.
And get the most appropriate level of funding for our airports.
Other airports are doing this and when they have an aircraft and their duplicate reporting it then we have to be able to to basically argue why that airport actually belongs with us and if we don't do that we lose that that aircraft so.
Really important and I just sent out another reminder.
Gov.
Delivery today.
So anyone and again just state airports that if you have an aircraft based there meeting that criteria please send that information to us.
I think that's my last any questions.
Tony do you tie your end numbers to your hanger leases.
No you have suggestion.
Yes.
It takes a while.
We've been working on it for a.
While yeah and from my own experience managing one airport was a little easier to inspect and and kind of gather that information.
But again with 12 nipus reports across the state we we do not have the ability.
To.
Go and gather that information directly.

Fortunately.
On a lease renewal you could.
Yes so I I.
Thank you.
Any other questions for Tom?
I don't see any.
Thank you Tony for that report.
Appreciate that.
I think we should probably take a 10 minute bio break.
Zoom does that sound good to everybody OK.
So we'll come back at 11:30 15 sure Yep OK 1130.
Yeah sure.
Yeah 2 hours.
Yeah.
I think for that.
OK.
We are back and we are now going to have a core cycle 10 updates and then action and Andrea will walk us through that.
Yes thank you chair Stevens and aviation board.
I'll.
Go ahead and get my presentation up.
All right so first I'll give a quick review on our core cycle 10 applications and then we'll go over the aviation review committee process and then request approval of the aviation review committee for our grant cycle from the board.
So our application period ended on October 31st and we ended up with a total of 58 applications and an ask of about oh I'm sorry I looked at the wrong side 66 applications with an ask of 5.9 1,000,000.
And you can see as a comparison there last year we received 58 applications.
The total ask was a little bit higher at about 6.5 1,000,000 and one of the reasons there is a different in the amounts there is that.
A lot of the priority one applications FAA grant match applications have a lower ask because the FAA grants are matching at 95 5% rather than the 90 10% that they normally are.
And then you can see there are we received 37 priority one applications.
Which are the FAA grant match 2 priority 2 which are resiliency requests and then 27

priority 3 applications which are for excuse me?
Economic development and other maintenance and projects at non nipius airports over projects that don't receive any FAA funding.
So now that we've gotten through our application period and we've done our internal review of all the applications the next step is to go through the aviation review committee process and so the aviation review committee reviews the applic. Ations December and meets in January and then they prepare a list for the aviation board.
To review and then approve at our February board meeting.
So as I mentioned I wanted to just give a little review on how the aviation review committee is put together and what their process is for reviewing the core grants and so according to organ advice statute 319.023.
3 a.
The state aviation board shall establish a review committee composed of one member from each of the area commissions on transportation charter by the Oregon transportation committee.
So the area Commission 's on transportation are also referred to as the acts and those are 12 regions that odot set up and they are administered committees that are administered by odot and then various people in the regions that.
Are related to transportation so every year usually in late summer or early fall we send out requests to each of the area commissions on transportations?
To nominate a member from their act to serve on our aviation review committee and then once they submit those we put them together and submit them to the state aviation board for approval as we're doing in this board meeting.
Once the board has approved the arc members we start their review process when the program first started each review member actually scored every application that came in but over the years we've gotten a lot more applications.
So rather than maybe having to look through 20 applications as you saw we had 66 this year and that's a lot for 12 people to have to go through in a fairly short amount of time.
So what we decided to do is put our arc members into groups.
So we called them cohorts.
Typically 2 to 3 and we give them each a packet of the applications to score.
So this year each of them will be looking at either 16 or 17 applications.
Arc members do not score any applications from their own act region and then they

also do not score and review any applications that either they submitted if they're affiliated with an airport or yeah just if there is any affiliation with an applicant applicant.
There is criteria established in the statute 319023 that the aviation review committee uses in order to score the applications and then once those have been scored we put together a list showing how they are ranked within the priorities.
12 and 3 and then that full list as well as all of the applications are provided to the ARC members.
So they can have a chance to review that and then they meet.
All together in one meeting typically a couple weeks before the board meeting to go through that list and decide if they would like to rerank any of the applications sometimes there may be applications with the same score and they may need to look at tie breaking.
If there isn't a funding to cover all of the applications so they go through that whole process?
Together and prepare that list.
Are there any questions on that process?
Alright.
So here we have presented our list of Arc members that were submitted from the acts this year.
So please do let me know if you have any questions on them and then we do request that the state aviation board approve our 202526 aviation review committee as presented.
Thank you for that overview Andrea.
And we can have a discussion before we talk about this motion.
But I do want to state that we had a public comment that came in for this meeting.
I have said ethics complaint that is going to state ethics Commission but it has not been processed yet and so we cannot consider that as a board.
Cannot consider what.
Cannot consider the unprocessed ethics complaint for for the purpose of what we are voting on today.
Great.
So.
I will state the the motion and then if there's discussion I will I will need somebody to actually make the motion but.

We are voting on approving the 2026 arc members so I would need a motion and a second and then we can have discussion as well.
Do I have a motion to move the approve the 2026 arc members as stated here so moved?
I have a motion.
And Steve.

NS **Nagy, Stephen** 1:35:22
I can second that.

1:35:23
We have a second is there any discussion.
Again these are these are people nominated by their.
By their actual chair OK.
Jeff.

JS **Jeff Pricher - SRFD** 1:35:37
Yeah, just one question for clarification.
I'm pretty sure I know the answer, but you know with some of the the the comments that have been posted.
Is it safe to say that there is no way that anybody could be on a review committee?
That is not directly tied to aviation.

1:36:00
I think that's correct.
Is it possible?
There that are.
Not I can see one thing right now.
Yeah OK.
The reason is that it's the acts themselves that choose who their representative is.
Sometimes the representative is not a part of an airport.
Usually they are.
I mean probably 90% of the time there's a direct relationship.
It's not.
It's not a prerequisite.

But I can.
I can just fill it up for sure OK.

Jeff Pricher - SRFD 1:36:28
So. So basically just to follow up it, it is not unreasonable that.
There is always going to be a a potential for.
A local applicant to.
Be.
Sorry, there's always going to be the possibility of some of the the the committee members.
To be purview to requests that come in for the area that they represent and the way that we keep everything fair is that those committee members will never review applications from their area. Is that correct?

1:37:13
That's correct.
So when we split up the members into their cohorts we specifically make sure that they do not review any applications from their act area or any that they may have an affiliation to the airport.

Jeff Pricher - SRFD 1:37:28
Excellent. Thank you very much.
That's all I have.

1:37:31
Yeah I think every as as far as I recall every member of the ark can we can look at and read all of the applications there.
You know it's public information but it's correct that they do not score or.
Score is really the appropriate determinants they do not score or participate in the scoring or the discussions of the score of their own of their own grant request and I think it's a really that's a good process.
Thank you for that.
There are additional comments or questions.
Not seeing anything I will call for a vote then.
Please Alexis OK.

Bill grob.
Hi hi.
Jim knight.
Sarah Lucas.

SL **Sarah Lucas** 1:38:24
Hi.

1:38:25
Steve nagy.

NS **Nagy, Stephen** 1:38:27
Aye.

1:38:29
Ryan praying.
Aye.
Jeff Pritchard.

JS **Jeff Pricher - SRFD** 1:38:34
Bye.

1:38:36
And Catherine Stevens.
Aye and that motion passes thank you.
Thank you Andrea.
OK up next is the presentation from Alex on the board adoption of OAR 738124 and Alex has done quite a lot of work for us so he's going to get some extra bonus points for.
This extra homework assignment he had for us on us.
Good morning everybody.
It looks like that's coming through fine.
Little bit of a dry presentation so if you don't have your coffee may wanna get it.
So yeah a presentation on our updates to our ASAP administrative rules.
And.

First slide of the presentation a timeline of way back when this started.
So we started this way back in April of 2025.
And that's when we notified the board that we have started reviewing.
These rules have begun and put together the timeline for permanent rules to be completed that again in July with some updates on where we were at that point with the rulemaking process follow up of our RAC meeting.
So we'll get into that a little bit on the next slide but we had 2 meetings with the rules advisory committee.
To put together the.
Draft amendments to the rule and our and we went over the proposed changes to those oars.
August provided an oir update for the board.
In anticipation of approval of the amendments towards those core grants we went over the proposed changes oops sorry.
That's off my screen so I can see the whole slide here.
All right and.
And then in September we we had the notice of proposed rulemaking published in the Secretary of State bulletin notify the public comment period and the public hearing for the OAR.
We summarized the language changes that were in those administrative rules.
And again provided just general updates to the board at all of what those changes encompassed.
Public comments received 922.
Those were added to our website.
10 2 October second was our original plan date for the board review and approval.
Odeb had decided prior to the October meeting to postpone just so we to ensure that we had enough time to review all those public comments and and ensure that all of our proposed amendments were in line with ours and so on November we.
Went through a similar process as I'm doing now.
Reviewed the rulemaking process.
And summary of the updates to OAR 738124 we requested adoption at that time that we did postpone until this December meeting per the board request.
Again just for additional time to review some of the public comments and really make sure we're we're checking all the appropriate boxes.
So today yeah reviewing our our timeline here our process we'll go through a

summary of the updates and again a request the adoption of the proposed rules proposed amendments to the rules sorry.
So again a timeline breakdown there on the left.
So odav and DOJ have worked quite a bit on all of these proposed amendments to again just ensure that they're meeting with all of our ORS requirements.
We had our rules making advisory committee meetings for the RAC meetings April 17th and 19th or sorry 29th.
That we provided the draft.
Proposed amendments to the board throughout the summer spring and summer.
Final draft and notice the proposed rulemaking to the Secretary of State in August.
And then just after that it was published in the Secretary of State bulletin we had a public comment period and our public hearing.
And then lastly we're at December published the permanent rules so on the right there you'll see the table of the rules that have proposed amendments so 73812415 those are definitions.
Within the ASAP program and within this set of 124 rules.
Group 35 border view and project selection 40 is the maximum core grant amount.
80 is the core program administration and the 90 is our our sore program which is for our state owned reports.
Reason for these updates is quite a few but in summary just updating the terms we made a lot of program efficiency improvements a lot of project administration process improvements and then to clarify the state.
Aviation board 's ability to redistribute grant funding or reprioritize grant applications.
Summary of those amendments provide clarification I'll allowable actions by the state aviation board and reprioritizing and improving core grant applications added approval criteria based on ORS 319023 and OAR 7381240060.
And this was to ensure alignment with how the arc has been reviewing those applications since the program 's inception in 2017.
And then added the process for the state aviation board to submit justification if applications are re prioritized and funded for a lesser amount than requested by the applicant and a big one this year.
We have set the in the proposed amendment the maximum grant amount to 150,000 due to just continual increase in the project quantity as Andrea.
Pointed out earlier that we just get more and more applications every year.

Costs do not go down.
We have not received any additional revenue increase to the program and as we've seen in the past several years we're for the most part only able to get into priority one applications.
And less and less into priority 2 and 3.
I mean and just in general there was confusion prior.
The rules that allowed up to and ask for 250,000 but there wasn't a lot of clear guidelines on.
How to justify that?
And some applicants wouldn't even realize that was an option some year.
And so it just really simplifies and makes the program more efficient if we just have one set amount it's a level playing field for everybody.
Each cycle.
So specifically to rule 90 this was the one that had the most public comment received.
We have proposed removing the arc review process from its or projects and that's due for several different reasons.
So our projects are not ranked and are only applied from the available funds that odev has.
As lined out in.
In ORS.
And soar has generally have prioritized how prior preference.
So I'm only using store funds towards nonnipious airports.
These are reports that do not have any other funding.
You.
Know capabilities there's no other methods for them to receive funding so it makes more sense to in general less you know there's some sort of emergency need to to prioritize sort funding to those non nbpus airports.
Public comment is still allowed through the state aviation board process just like we're we're doing now.
Any project that's received throughout the cycle anybody is welcome?
To to attend a board meeting and and provide their their public comment.
Rojects and ors 319 dot 023.
Grants rulemaking authority of specifically sore projects through the Oregon department of aviation and not state aviation board alone.

And so for this presentation what we would or what we plan to do is the Oregon department of aviation jointly with the board would adopt the post amendments to OAR 72413890 with an effective date of.
January first 2026.
At our last meeting we had received public comment from a a a they sent it a fairly extensive e-mail with some of their objections towards our proposed amendments.
It's gonna be a lot of text here.
If anybody has any questions please just you know blur it out but I'll start reading through some of this just so everybody can get the general idea of what their objection is and how we're responding to it so first objection?
Is specific to rule 35 section 6 the draft rule proposes 2 and this is the objection to authorize the aviation board to re prioritize using factors whose weight of each factor being within the board 's discretion notwithstanding arc scoring using statutory criteria?
Proposed tax applies no weighing method.
No decision making rule and no limiting standard the proposed re prioritization provision exceeds the statutory delegation to set priorities by rule.
Respectfully isn't in invalid under ORS one 83400.
Oops back.
Our response again after a lot of discussion with DOJ is.
The criteria for the board 's review is proposed in 73812435 section 6 dab.
These subsections as proposed direct to board to consider only the criteria set forth in ORS 319023 sections 3 BA 3 B and OAR 738.
12460 Section 5 when reviewing the applications that Arkansas prioritized and recommended the board by statute is authorized to make the final decision regarding a core application.
And the proposed rule text is intended to ensure that the board 's considerations align with the arts review and recommendation.
And then in italics there on the bottom we just have 2 very minor statutory minor corrections that we would propose when we actually you know go to file any type of permanent rules.
And those 2 minor corrections would be in subsection 73812435 section 60.
To update the reference correct the reference from.
DA through D to CA through D and in addition it's subsection 7381240035 section 60 a we have a typo word committee.

You know big O there just needs to be corrected.
Alex to summarize it what what happened was the argument is based on what was in the old rule not in the new proposed rule right.
So that's that's pretty much it.
And the criteria is actually directly in the new rule.
So there is something to go by.
Yes OK.
Thank you.
Any questions before proceeding OK second objection?
Sorry I'm have to keep moving around the stuff on my screen here.
2 OAR 7381240040 sections one B the draft reports to set $150,000.00 maximum for core funding with the immediate authorizes the board to exceed it whenever a larger award would serve the purpose of the program.
Without.
Any articulation of criteria that would drive a variance from the maximum so to kenzie 's point?
Their objection seems to be in reference to the rule prior to the actual proposed amendment.
So the proposed amendment does already propose to repeal 73812440 section one B which was what previously allowed for asks above 150,000 so proposed amendment would limit.
BS 250,000 and the board could not approve any higher amount.
Objection 373812435 when improperly elevate recommendations made by any other stakeholder and advocate entities to the same level of importance as arc recommendations and authorized post warrantization of Arc funding recommendations to organization board on fighter discretion.
The department has not our response the department has not proposed any substantive substantive changes to our 738124353 which would permit the board to or the department to solicit and receive any recommendations of all other interested parties.
The proposed changes do not increase the weight of any public comment received.
The criteria for the board review is proposed in 7381243560 AB.
These subsections as proposed direct the board to consider only the criteria set forth in OAR.
Sorry ORS 31923 Section 3 B for B and OAR 73812460 Section 5.

When reviewing the applications that the arc has prioritized and recommended the board by statute is authorized to make the final decision regarding a core application the proposed rule text is intended to ensure that the board 's consideration aligns with that of the arc?
Alex I just wanna make a quick comment on that very section because it's pertinent to this discussion.
Is that the board 's considering the criteria that the board uses is the exact same criteria that the ark uses in order?
To to to score and recommend the grants.
I think that's really important.
So there isn't some hidden other agenda that the board has.
It's exactly what's in statute.
That we use in order to make our make judgments.
So.
Let's take a.
Right so objection 4 the proposed changes to OAR 73812435 invites and runs around the arc process and legislative legislature mandated and undermines the express statutory program that our first reviews and recommend and then and only then does the board approve using.
The priorities it has established in Rule uh further goes on to say it or F 3 and I 23 allows board to set priorities for.
Excuse me core and soar funds distributed by rule was not authorized to sidestep or downgrade the arc 's recommendations role or its statutory factors but as response and a lot of these are unfortunately very similar to the responses.
That were received above there does seem to be maybe a misunderstanding on how the rules the amendments that were proposed.
For any review by the board.
The board must first prioritize the core Gran application according to the priorities established in subsection 6 AB and CA through D each of which is set by staff after prioritizing the core grain applications in accordance with 6 AB and CA 3 D the board may prioritize one or.
Occasions based on the criteria set forth in 7381243560 A&B the criteria for the board review at the second level is confined to the criteria set forth in several 38 1243560 A&B.
In which incorporates ORS 31923 Section 3 BA&B and OAR 73840060565.

A lot of numbers.
So Alex quick thing on that.
So it's not unfettered discretion either which was in the above one.
So there's set criteria yeah which the board has to go by so it it's not an end run it's there's there's.
Limitations put into place OK.
Thank you.
And in response to the comment the board establishes the priorities for funding.
Our role odaf has reviewed and considered these under authority to adopt rules regarding store funding under ORS 319423.
Section 5 oh.
AR 73814 yes.
Yes.
Maybe just to add some color to that second response.
So this statute the ORS 319023 so not the rules but the statute that authorizes all of this rulemaking.
It's odd.
And excuse me that part of it.
Grant 's rule making authority to the board and then part of it grants rulemaking authority to the department and so you'll see that later on that there's a proposed motion.
That you adopt this jointly with the department so this is unusual and it's somewhat confusing quite frankly but it is in there and that is what that last sentence addresses.
But that clip is.
OK.
Thank you Stacy.
Objection 5 earlier 0.490 Section 2 properly replaces the legislature 's directive to the Oregon navigation board that the RC shall recommend to the board the approval or rejection of each project.
With language stating only that ODA will provide the board in the sorp project list properly eliminates the legislative required review and recommendation step for the sour funds distribution.
Of app response or S 319023.
3 A&B require arc review and recommendation of all applications for monies distributed under ORS 31902.

3.
ODA is not an applicant under ORS 319023 for administrative costs or SOAR projects. Arc 's role in the review and recommendation relates only to the grant process that requires an application IE core grants and notes or grants or other administrative costs.
In.
Addition ORS 319023 grants rule making authority relating to the sole process to the Oregon department of aviation.
And not the organization board.
Section 6.
O'Neill previously proposed legislation removing arc recommendation from the soror grant review process which the legislature rejected.
Have no idea where this actually came from?
House bill 2153 did not propose to repeal any language in ORS 319023 which addresses ark and the priorities it must consider when reviewing an application instead in actuality house bill 2153 proposed moving all of subsections 23.
And 7.
To.
A new section which would have the effect of.
Creating a new statute.
For reference see house bill 2153 from this last legislative session and sections 3 and 5 in any event house bill 2153 was not rejected by the legislature.
It simply remained in committee when the legislature returned without passing any transportation funding bills.
We all know that one went to was a pretty big deal.
Let's last go around.
Objection 7.
ODA proposed.
Excuse.
Me proposal to alter OAR 73812490.
To route a soar project list to the arc.
To do essentially nothing with it and 2 allows the organization board to increase or decrease dollar amounts for projects on that list for whatever reason the organization board sees fit at a minimum OAR 73812490 section one should be re written to refer.

To.
Projects that serve the purpose just.

Jeff Pricher - SRFD 1:58:33
Did you lose audio?
I'm not able to hear anything.

Nagy, Stephen 1:58:36
Yeah, I lost him as well.

Jeff Pricher - SRFD 1:58:39
OK.
They'll probably come back here shortly.
I also just sent Alexis a text.

FOREST Kristen R 1:59:38
The teams will be having some technical difficulties here, but we are.
Resolving those and we'll be starting at the end. Microsoft Teams broke, so we're fixing it right now.
Alexis just restarting it.



MORRIS Alexis 2:02:30
We are.
We are.
Running.
Here we go. OK. Are we live?
Are we good and something online gives a thumbs up.
Yeah. OK.
We're good.
All right.
Just so everybody knows, we had a little failure on teams failure. So we we had to take a little break, but no other business was done and we'll get back to the number.
Reading go ahead, Alex.
Thank you.
Sorry for putting teams to sleep.

We'll start again with seven.
Yeah, I'm not quite sure where.
He's heading over.
We'll start with seven.
I don't know quite where it cut off, but subjection 7 Odess proposal to alter Oya 7:38, 1/24/92 route, a sore project list, to the arc to do essentially nothing with it.
And allows the organization board to increase or decrease dollar amounts for projects on that list for whatever reason. The organization more sees fit. At a minimum, OAR 7:38, 1/24/90 Section 1 should be rewritten to refer to projects that serve the purposes described in.
OAR, 7:38, 1/24/10 Section 3.
So that the Department of Aviation and the Oregon Aviation Board do not have authority to change the 25% swore funding distribution.
So Odao's response ORS 319023 sections 3A and B require arc review and recommendation of all applications for monies distributed under ORS 319 O 23.
Whatever does not is not an applicant under ORS 319023 for administrative costs or sore projects.
Ark's role in the review and recommendation relates only to a grant process that requires an application, IE core grant, a notes, or grants, or other administrative costs.
In addition, ORS 309 O 23, Grant's rule making authority relating to the sore process to the Oregon Department of Aviation and not the Oregon Aviation Board.
Section 8.
Request changes to text in OAR 7:38, 1/24/90 Section 2 to apply the criteria in OAR 7:38 1/24/60.
B. The Ark shall recommend to the board the approval or rejection of projects on project list.
Our response on ABS response Horizon 9023, Section 3A and B require arc of U and recommendation of all applications for mice distributed under ORS 319023.
Or they have.
Again, it's not an applicant under ORS 31923 for administrative costs or sore projects arcs for all the review and recommendation relates only to the grant process that requires an application made by a non state airport.
In addition, ORS 319023 grants realmaking authority relating to the soar process to the Oregon Department of Aviation and not the organization board.
We're almost there, I promise.

All right. Objection 9.
Either delete the free floating wing clause.
OAR, 738 One 2435 section 6.
Or replace it with quote after prioritizing under section 6A through C The board may adjust ranking only upon written findings.
Identify one the specific factors in ORS 319023 section 3BA through B and OAR 738, one 2460, Section 5 supporting the adjustment.
To the weighing methods used and three.
Why the adjustment better satisfies the rule established priorities.
Well, now's response. The criteria for the board's review is proposed in 738 one 2435 section 60 AP. These subsections as proposed direct the board to consider only the criteria set forth in Rs 319023, section 3B.
AB and OAR, 738 one 2460 Section 5. When reviewing the applications that arc as prioritized and recommended, the board by statute is authorized to make the final decision regarding a core application.
In the proposed rule, text is intended to ensure that the board's consideration aligns with.
That of the arc arcs review and recommendation, and I think this is the final objection, 10.
Replace OAR 738 one 2440 sections 1B with notwithstanding a the board may exceed the maximum amount only upon written findings adopted at a public meeting that one specified criterion. This rule are met and two amlike applicants will be treated alike.
Adding criteria list to the rule.
Our response, again similar to many of the above ones that proposed amendment already already proposes to repeal 738 one 2440 Section 1B Co CREANCE would be limited to that $150,000 maximum and the board cannot approve a higher amount.
So we're going to that one that goes through all of the objections that were submitted by AAA and Oda's responses. Is there any questions before we move to the next slide?
And then that would bring us to the request to adopt of administrative rules. We have a example statement here on the screen for all the board members to review and.
Continue with or provide further questions or comments or concerns.
Do I need to read all that?

Yep. Yes. I'll make a motion that the board amends the following rules as presented by staff and published in the Secretary of State's Bulletin on September 2nd, 2020. 2025 oh AR-738-124 dash 00150 AR 738-124-035 oh AR-738-124 Dash 0040 and OAR738D.
124 Dash 0080 the Board also events jointly with the Department of Aviation OAR, 738.
Dash 124.
Dash 0090.
All right, I have a motion to have a second.
Hi, Chris Stevens.
Before there's a second yes. If we could add something on to that to just say as proposed as proposed to be amended by staff, because there were those as as presented by staff for these changes that's proposed by staff proposed to be done with the two type post.
Bases. So we're addressing there, OK.
The motion.
Do I have a second?

Nagy, Stephen 2:09:09
I'll 2nd.

MORRIS Alexis 2:09:09
2nd.
OK. Any second.
He's going down the technical difficulties, I swear, you know.
OK. Is there any discussion?
Yeah, just a a quick comment.
For our newer board members and our audience that is here today is I was the very first arch chair from the very first meeting that this group came together. We were tasked with the responsibility of our own decision making of how do we support. There's a lot of work that was done by the Ark with tremendous assistance from staff to really make this process fair for all.
All this time since we began this program, I can.
I can only think of one time of which the board changed the recommendation or wanted to do something else with just one one grant.

So hundreds of grants have come before us as a board.
And each time that we we have scored this since I've been here, we have accepted the recommendations of the Ark, and I would tell you that's it's very wise of this board because the wealth of knowledge and experience of the members of the ARK is significant, I think.
That we as a board would be lost if we didn't have this to have this process the way that it is.
So I just want to commend the staff for the hard work that they did in helping.
And I appreciate the hard work of the Ark, and Shelly has done a really remarkable job as the chair over these years.
She's put one of the most knowledgeable people about the process in an incredible trustworthy person, so.
The This this last week of reading through the objections to this process, really hit home hard to me.
And I want this organization understand that.
I appreciate the work that the staff did of the review and understanding of for us better that the complaints or the objections that were raised by several different organizations and several different people.
I think that your summary of how what really is happening was very, very, very helpful.
In fact, it uncovered a mystery for me. In this process is that I was there.
When we were first instructed that we have to review the the store grants and we were scratching our heads as why do we have to do that?
But we didn't really stop.
We just sent Boca.
We'll we'll do that.
So last night or when?
When we've read through these these comments of of what staff has provided in response, it's really clarifying what really took place.
And I appreciate the assistance that staff and Council have provided.
For us to put words in clarity to this process, the process is good and I I appreciate the opportunity to be just to be a part of it.
Thank you, Jen.
Thanks for the moment, Jeff.

Jeff Pricher - SRFD 2:12:21

Yeah, I too wanted to echo in some of those comments, not in being involved in the core committee, because I I've never done that. But I do know how much work the staff has put into this.

And I significantly appreciate.

The the the need for those efforts.

I'm also very thankful for those that submitted comments.

It does help us as board members when we're evaluating these OA, Rs and ORS's to to make sure we're doing what we need to do, or at least I can always speak for myself.

You know, making sure I'm going back through and reading everything without the participation of the community, you know, providing those comments.

You know we can't do as good of a job or a better job.

Then then we are. So thank you.



MORRIS Alexis 2:13:18

Thank you for that. And I'll just add, I think several board meetings back. We had this discussion about wanting to make sure that we were having a level playing field for as you know, we considered the last round of funding. And I think that this work really is.

What we asked staff to accomplish for us so that we could put this, you know, in an official statement and official rule making so that we would be able to move forward.

With our intention and making sure that people are being treated fairly moving forward.

So thank you so much for your work on that. We appreciate it.

Any other comments?

Discussion and I will ask Alexis to conduct A roll call. OK, Bill Grob.

Aye, Jim knight. Aye, Sarah Lucas.

Sarah Lucas 2:14:12

Aye.



MORRIS Alexis 2:14:14

Steve Nguyen.

Brian prang.
Aye, Jeff Pritchard.

Jeff Pricher - SRFD 2:14:21
Hi.

MORRIS Alexis 2:14:22
And Catherine Stevens? Aye. And that motion passes. Thank you.
OK.
I think we're still doing good on time.
Yeah, we just have the ones the financial report from Kristen. That's OK. Very good.
OK.
Got it there.
So I'm going to go over the 2025 key performance measure report the annual Performance Review report. I'm going to go over the new and improved customer service survey and then also the results of the Aviation Board Best Practice Survey.
So the annual Performance Progress report is made-up of our KPM's.
So that's our key performance measures.
So this is required by statute for us and all state agencies. We submit this report to the legislative Fiscal Office, the Chief Financial Office, DAS, and then it becomes part of our budget. And when Kenji and I go before the legislature and present our budget, we present these.
As well.
So the first KPM is the percent of runways in fairer or better condition.
So this is measuring the effectiveness of our pavement maintenance program.
So we're looking at all paved public use airports in Oregon here. So you can see over the last five years we were in the range of high 80s to low 90 percentages here.
And so how we get this data is based on the PCI.
So that's the pavement condition index.
And so if the runways have a score of Fair or better.
Then that's the percentage there. So 88% in 2025.
The next one is our new and improved KPM.
So you'll remember earlier this year, the board voted to make a change to this one.
So just as a refresher, what it was before was the percent of public use, airport runways, meeting or exceeding approach surface standards.

And so we changed it to the percent of state owned airports approaches meeting or in the process of meeting visual approach surface standards, excluding those with permanent obstructions.
So it is very it's a lot of words, but it was a really good improvement as you can see, because now we're actually measuring what our agency has control over since it's just our airports and we're excluding, you know, mountains that were bringing us down. So you can.
See, we have.
We were just 61% every year and it was really out of our control.
So now that we're changed it, we we got it up to 96%.
So that's a really good news story for airport operations.
Tony talked about how we got new equipment and so we're able to get down a lot of obstructions at airports and got that number up really high. And when I was talking to Don Richcreek, he was helping me gather the data for this.
The only reason?
It's not 100%. There are certain airports where there's obstructions not on our property, so we're not right now, not in the process of getting those down, but hopefully in the future we will be.
So that is a good one.
#3 is number of public use airports.
Inspections conducted so Tony already talked about this one in detail and he explained that really well.
So another good news story of us getting to 100% on this one. Like Tony said, the first time we've ever gotten to 100%.
So that's really great. And it just really shows that the work our staff is doing with very limited resources, I'd say.
#4 percentage of federal funds available that are obligated or spent.
So we've been tained 100%.
On this line it almost seems like it would be a gimmie one that it actually is showing that we're doing a really good job planning for our projects and making sure that all of our MPE and our BIL funds are planned for obligated and spent if they wouldn.
Be they would get back, put in discretionary pots, and could be sent to other states.
So it's really important for the agency and really for the state of Oregon that we're tracking these really well.
That's a good one.

The next one is customer service survey. So I'm going to go in a little more detail about the survey in the future slides, but we have six questions that were required to ask and report on for this KPM. And it's not just us, all the agencies are requ.
To ask these same questions.
So we're rated on our accuracy, availability of information expertise, helpfulness, timeliness and then our overall customer service.
So you can see we're in the range of high 60s, low 70s.
And 2025 is the green graph there. So we're striving to get that one a little bit higher. Our target is about 90%.
And as I said, I'm going to go into more detail about that survey.
So when we're gathering data for the survey, we put together a SurveyMonkey.
And we have those six required questions that this year we really beefed it up and we added a lot more questions.
So we got it up to 22 questions because we thought if we're sending out.
For customer feedback, let's get some more feedback from our customers and and get some more details on them.
So into Kristen's point, our previous survey is really, I hate to say it suck, really.
Yeah, it was just a fixed question.
You get 6 questions and you really don't get good data out of it. And when you really beef up a survey, you start getting really, really good feedback you can.
That's actually actionable and people interact with it more so I.
Am over the moon with the feedback that that we received.
This this customer service survey.
Yeah. So we sent this out to everyone who signed up for e-mail list.
So it's over 8000 people and then Alexis put it front page of the website and and send it out on our socials too.
So the open rate 13%, so a lot lower obviously than the newsletter. And then the completed is about 3%.
So this is a look at the demographics of who filled it out.
So the darker the color.
The more people in that region filled it out, so the majority were you can see in Portland, Salem, Aurora area and then kind of spread apart about the state from there.
And then this is a look of who was filling it out.
So we gave our customers a lot of options of what best describes them and you can

see that we have a very diverse group of people that filled out this survey. And so I highlighted the top categories.
So General Aviation pilot airport tenants, members of the public, so if they didn't associate with another category.
Drone pilot and then other when I deep dived into other just to make sure we didn't forget anything.
I noticed it was a lot of like retired pilots or retired aviation professionals, so maybe they didn't.
Associate with another category because they're retired, so it's interesting for data junkies out there. Now you understand the cross tabs you can run with this and start to tie all the information together.
So this this is where I geek out.
This.
This was a a really good question.
We asked which of the 28 state reports they have visited.
And they could choose.
You know, as many as they wanted to, and it was really interesting to see that all of our airports did get some love, that people had been visited those airports that filled up the survey. And then I highlighted the top airports.
So Aurora, no surprise is number one. There was also a lot of.
Outage growth.
Crescent lake.
Joseph, Lebanon.
Milino Holland Bay and Civic City and selects Bay.
Oh, independent state, I I think I said Crescent Lake is independence action. So that was interesting to see that data. So that was the first time we'd asked that question.
Then we did have a lot of questions about social media, and then we also gave them a lot of opportunities to provide more feedback from social media too, of, you know, ideas for the newsletter.
There are ideas for what social media they use, so a little surprise that only 41% had visited the website and 44% visited our social media. We did ask in more detail of what social media or newsletter they had visited and number one was the.
Monthly newsletter.
So that was really good to see.
That does make sense because a lot of these people are on the newsletter e-mail list

that filled this out.
So #2 is Facebook and then followed by Instagram.
And then we ask them what social media they use. The number one was Facebook, then YouTube, then Instagram. And that was followed by LinkedIn.
Oh, other a lot of people put other I kind of dug into them too.
A lot of people put newspaper.
I don't know if you saw that and there was a lot of other yeah, Reddit.
Yep, 'cause, I didn't have that on the survey. So that was interesting to see.
So that was.
That's the last slide I have on the customer survey, but.
A lot of the data was customer service survey.
Yes, absolutely sweet.
OK. Jeff has a question or comment. Oh, OK, Jeff.

Jeff Pricher - SRFD 2:23:53
Yes.
Number one, thank you so much for the the update on that really good report.
I'm a visual person, so when you show charts and graphs I like those kind of things.
I don't know if it helps others, but one of the things that that sort of captured my attention on the last topic that you know Alex was walking us through in addition to this.
Are we?
Is there a reason why we aren't using social media to get out?
The you know, there's a survey out. There's a a notice of proposed rulemaking. When I look at our Facebook.
When I say our Facebook, I'm talking specific to Oregon Department of Aviation.
And this, the other social media accounts there. There's nothing really in there.
There's a lot of press releases and and great information about the things that the department is doing to get out to the community, but would this not also be a great place to share some of that information?



MORRIS Alexis 2:24:56
Yes, we actually did put out on social media the the survey with a link so people could fill it out.
Alexis, we want to say something.

Yeah, it's. It's as as like we've kind of developed where best information is going and as we send it out, I I'm kind of trying to find where best to place that information. But also now being a lot more integrated into the department as well. I'm a more.
Privy to all of the information.
As well.
So it's it's kind of a work in progress, which for next year is kind of where I want to focus on is is really establishing that communication portal layer.

Jeff Pricher - SRFD 2:25:38
Awesome. And and just to be clear, this isn't.
A criticism. One of the things that I think all our goals are is to to try and bring as much information to our aviation communities as possible.
And and these tools are pretty powerful.
So keep doing the the great job you're doing, glad that that's to hear that.
That's potentially going to be integrated into focuses for for next year.



MORRIS Alexis 2:26:07
Thanks, Jeff. And I would just say also on the survey couldn't put it in slides, but there was a lot of open-ended questions that we added in there.
So we have a lot of data and suggestions, so we asked about.
Ideas for the website with the newsletter concerns that airports, if they wanted to volunteer education, workforce development, economic development.
So suggestions from them?
Suggestions for airport operations, drones, and then just general comments.
So we got a lot of feedback.
And we're all kind of all going through all of that Alexa, Scott and all the managers got it. And Kenji got it. So so it was really it was a very valuable survey.
So I think we'll do that every year is kind of keep refining it and there's there's some great suggestions in there in the comments as well.
So we're we're taking it.
We're going to run with them and and it's funny, some of the comments are like, oh, we know exactly who wrote this.
But no, it was.
It was all great feedback.
So it's it's it's phenomenal feel to get that direct feedback.

And the more people that do the survey and provide this better.
So I'm very, very happy.
OK, so back to the KPMS. So number six is percent of aircraft registered?
So this is just really looking at our collection process. So aircraft registration is very important for the agency.
It's about 400,000 a year and we use it for grant match and we also use it for airport maintenance. So we make that money go a really long way.
Really great record here. 92%. So we exceeded our goal of 90% as a state, a testament to our aircraft registration specialist. Jerry works really hard to collect that registration for us. So she does a great job and she even she checks what we have the.
FAA has and make sure you know if somebody has registered with them and not with us and she'll be contacting them to make sure that we get all the revenue and Ken, so that's really good.
And Jeff, did you have a question?

JS **Jeff Pricher - SRFD** 2:28:07
Yes, ma'am.
Just curious to know when we're looking at these numbers, when we talk about aircraft, is it specific to manned aircraft and or does this also include uncrewed aircraft?

 **MORRIS Alexis** 2:28:15
Hmm.
Oh, great question.
Yes, this does also include uncrewed aircraft.
So we have about 4000 aircraft total in our database and about 600 of those are UAS.

JS **Jeff Pricher - SRFD** 2:28:31
Excellent. Thank you.

 **MORRIS Alexis** 2:28:33
Yeah.
So the next one is the board's KPM.

So the percent of best practices met by the board.
So this year we got 95%.
So this was based on the survey that the board filled out.
And I will show you the questions.
Oh, first where we got the questions.
So Allstate boards in Oregon fill out these same exact questions.
So we don't make them up.
They're provided by DAS and LFO, so it's based on the best management practices for boards.
And these are the 15 questions that we asked. We did get 100% on most of them.
I highlighted those that we do need improvement on. So the board is appropriately involved in review of agencies, key communications, the agency policy option packages are aligned with their mission and goals. The board reviews all proposed budgets and the board reviews its management practices to ensure best pract.
Are utilized.
Overall, we've got a 95%.
And that is our last KPM.
Did anyone have any questions on any?
Thing.
OK, OK.
Thank you so much.
Thank you. Really good information.
OK.
Well, we are coming to the end of this board meeting, but this is the time for board updates. So if anybody has any updates that you'd like to share.
Feel free.
No updates today, OK.
Any other business that board member would like to bring up.
Can I say something, Catherine?
Steve, do you want me to save your your cookie?

NS **Nagy, Stephen** 2:30:28
No, I appreciate that.
I wish I was there with you all.

MORRIS Alexis 2:30:33
I'll feel better. Feel better.

Nagy, Stephen 2:30:35
Thank you.

MORRIS Alexis 2:30:36
Sure. Sure, Stephen.
Last year, I think it was in December.
We parted with our consultants here century West and went through pretty extensive list of all of our ongoing projects and our plan projects.
We didn't do it this year, just partly because of, you know, the arc and we are and all the other things that we've been working on.
Is that something that the board would like to see again?
Say I guess it'd be February at this point, yeah, definitely.
I think that would be really a great checkpoint for us, yeah.
And then I do have one more thing.
Staff took it, took it to heart.
Some of the the heartburn that happened over the last couple meetings in terms of getting the the information to the board last minute.
And stuff.
So we're gonna propose to to chair some changes to ensure that it it doesn't happen again.
So bifurcate the information provision from the voting. So there's a period of time that the board can review all documentation and and and people can provide good feedback and public comment.
So it's it's just a little bit easier on everybody. So it's not last minute.
So we're always looking to improve on processes and that's one of them.
So we'll make that suggestion and.
Hopefully.
Feel about it.
Yes, I think that's gonna be a a great change.
Just just mainly for process.
So people have time to absorb and understand issues.

Great. Tim, just a comment on that.
Can you?
Seems to me that.
That specific problem, kind of the result of getting last minute comments so that I don't know how you can avoid that. So other unless we said we'll only accept comments, you know up to a week before the board meeting.
You know something? And that's one of the things that we're gonna suggest is we do have a deadline. So everybody's comments can be given due diligence.
And then Alexis, yeah.
So ultimately, I think changing the structure of how we do public comment and and the board meetings will alleviate a lot of pain points, not only for the board members, but also for the general public allowing the public.
Far more time to to comment.
You know.
Up to, you know, three weeks before a board meeting or things like that.
So ultimately changing that structure.
Will allow us to get the public comments to address them if need be, but also for the board to be able to review any content beforehand so that yes, we do. We don't come across something being submitted very last minute and having to kind of juggle the ball.
If you will.
I wonder if there's a statute that prohibits limiting the time that people can.
Submit a comment from the board's review, right. There's no so it's up to us to make our choices.
The the way that the statutes work with public meetings, it's more about.
What you should do as opposed to what you shouldn't do.
And so one of them is providing a public meeting with an opportunity for people to participate.
And I'm not sure there's a requirement, so even allow people to submit written comment, I'd have to look at it, but that's.
There's not a statute that says thou shall submit it within three weeks, for example, or thou shalt accept it up to one hour before the meeting that doesn't exist.
Yeah, and it doesn't preclude people from coming to a meeting and also or speaking online.
Yeah, holding the meetings. So like for city when I was mayor, well, we do it still

today.
Is we just when we open public comment we say we're we'll respond staff first because we'll respond in the future.
We're not responding to public comment today, but we take it.
But we did have like, if you have questions from City Council to staff that had a 24 hour minimum or 48 hour minimum or it wouldn't make the agenda for the board for that meeting because you had to allow 48 hours for staff to search.
Generate the information.
But that was only for City Council coming in, but public comment can come in anytime.
And you, we just always read the statement that said, we will not respond.
To public comment until the future.
I would never want to do anything that would prohibit the comment. If it's because of the public comments that we got and the issues that we dealt with today that forced us to look deeper into the background of how did we get to this point. So I never.
Want to prohibit that? But you got to find a balance between.
Asking us to stay up until 1:00 or 2:00 in the morning the night before.
Yeah, you're coming in prepared for.
That happens sometimes.
I I do want to add.
If it's OK with rule adoption specifically, there are limitations on when you could submit written comment.
And so that's a little bit different.
So once you I don't, if you've walked through the process on how to file a rule, but once an agency does what's called publish a rule. So they do that through the Secretary of State website.
So they put the notice up and the notice will say the notice.
Must say.
What the last day is to accept written comments.
But they cannot, but that that has to be at least 14 days.
So you have to have 14 days period and that's gonna be extended.
Things can happen.
People can object and they can extend it out, but The thing is that.
To deal with exactly what you guys are talking about, you get a deadline set and if

written comments are submitted after that, then you don't have an obligation to consider them.
But you must, for all other comments, you must what? For all other comments that are received on time.
Whatever agency, whether it's the board of the department that's actually going to adopt the rules, you do have to consider the comments that come in.
So you do want to do something like. Here's your deadline, but let's make sure that we don't have a hearing on this until a certain amount at least a month out to allow you enough time to consider.
So that's the rule. Making situation is different.
There are actual timelines that are set so you can always give more time.
But but what the statutes require is a minimum amount of time, at least.
So I don't.
I just wanted to throw that in there.
It just sometimes it just depends on what you're doing as a board and what's on the agenda and what timelines are gonna get charged.
I think mostly what we're talking about are public meeting requirements.
So a compliment.
I get the website design that the submit public comment button is associated with the agenda stuff.
So as even as board member, it's easy for me to go to the website, review things and I hope that for the public that.
Generates a lot of. It removes friction from from. Adding those comments and you know based on this conversation, appropriate disclaimers of timeliness, and especially if there's bigger items, you know, you could use that space to kind of tailor, maybe even if there's a bigger item. And I just.
Appreciate that.
That is a streamlined process.
And it actually goes somewhere now.
OK.
OK, I do have one announcement.
I just wanted to remind all of board members who haven't done it yet that your annual training is due by December 31st on work day.
So if you have any issues with your work day account and you cannot log in, please send me an e-mail and I will do my best to log you back in.

But please those are due December 31st.
Thank you plenty.
And then it looks like Steve has his hand up, Steve.

Nagy, Stephen 2:38:27
Thanks, chair.
I just realized there I probably should update something and something you were aware of as well, and maybe most people in aviation were a few weeks ago.
The Olympic pipeline, which supplies fuel to Oregon specifically, all types of fuel, but very specifically for our interest aviation.
Have a disruption for the better part of about 10 days where it was shut down.
And those go from the refineries north of Seattle through Seattle all the way and then terminates here in the Portland area.
For if you had not been following Seattle Seatac Airport was highly impacted and was actually restricting the amount of fuel that aircraft could take on.
And many of them were making interim stops either at Portland OR at Vancouver, BC, prior to their Trans Pacific flights, just because they did not have it.
And the reason?
Portland and the rest of and, actually Eugene Medford.
Every other airport in Oregon receives their fuel, whether it's avgas or whether it's jet a through that Portland terminal.
And then it is trucked to each installation from there.
The reason Oregon was able to actually stay in operation is because that fuel can also or that facility in Portland is also located near the.
Willamette river.
We can offload via barge and so while that pipeline was down, they were barging fuel.
So we have the luxury of having or the redundancy of having two ways to receive fuel in Oregon.
And so it's just might be something that the board may be interested in as the, as Portland discusses its infrastructure and hubs for distribution of fuel, which is an issue that's coming up.
You know, we are very fortunate in our region.
To be able to have two redundant ways of receiving that and it was a great example when you don't.

You start running out very quickly. Seattle started to need the Seatac airport needed to start restricting that type of operation, with airlines within about 3 days, and that lasted then again for the better part of about a week or 10 more days for them to repair that P.
And so that kind of infrastructure is critical.
For Oregon as well. And so as as energy policy comes up in Oregon, I think that's especially around aviation is probably a good thing for the board to monitor and maybe even at some point weigh in on.



MORRIS Alexis 2:41:07
Yeah. Thank you for that update, Steve.
Yeah, that was a a stressful moment to learn about the the leak in the pipeline. And and I was really grateful that we had, you know, that redundancy in place to be able to get fuel to the other airports across the state.

Nagy, Stephen 2:41:21
Yeah.



MORRIS Alexis 2:41:23
Great. Any other business?
Or any agenda item input.
I know, Alex, that your suggestion is a great one for February.
I think that would be a nice update. Anyone else have agenda update? That was our input at this point.
OK.
Well, our next meeting is February 5th.
It'll be back here in Salem because we just learned to not battle the weather.
And if there is bad weather we we can always hop online.
And other than that, I think we will adjourn that. Thanks.
No, no January meeting, right?
Just making sure.
Yup. All right. We're adjourned. Thank you.
Cha.

NS **Nagy, Stephen** 2:42:07
Happy holidays everyone.

MORRIS Alexis stopped transcription