Oregon
Tina Kotek, Governor

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

Meeting minutes APPROVED by board on August 1st, 2024 at 10:04AM
Moved: Bill Graupp Second: Steve Nagy

# STATE AVIATION BOARD MEETING Draft Minutes

June, 6, 2024

**TIME** 10:00 AM – 3:00 PM

**LOCATION** Pendleton Airport Terminal [PDT]
2016 Airport Road, Pendleton, OR 97801
Doolittle Raiders Conference Room

**VIDEO RECORDING** View Video Recording: https://youtu.be/SLb-_ur8etw?si=QpwmOzZueqUbSMcl

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

| # | TYPE | TIME | ITEM | LEAD(S) |
|---|---|---|---|---|
| 1 | Information | 10:00 am<br>Recording began by Board Administrator<br><br>10:01 am<br>Chair Stephens Announcement | *Announcement by Board Administrator:*<br>***Good morning my name is Holly Herrera and I am the Board Administrator for today's Board Meeting June 6, 2024***<br>***If you are logged into TEAMS in person, please mute your laptops to prevent feedback and echo. This meeting is being recorded. Madam Chair Stephens we are ready to begin.***<br><br>Call to order & introductions | Board Administrator/ Chair Stephens |
| | | | Roll Call<br>*Present:* ***ODAV Board Members: Cathryn Stephens, Steve Nagy, Bill Graupp, Jim Knight***<br>*Excused Absence for the record:* ***Sarah Lucas & Jeff Pricher absent***<br>*We are at quorum.* | Board Administrator |
| | | 10:02 am | ODAV Staff in the room please introduction by name and department:<br>***Tony Beach, Airports Manager***<br>***Andria Abrahamson, ASAP COAR***<br>***Alex Thomas, Planning Manager***<br>***Brandon Pike, Planning***<br><br>***Roll call is complete*** | Board Administrator |
| **2** | **Action** | 10:02 am | **Approve Consent Agenda**<br>▪ prior Board Meeting Minutes<br>▪ *Approval of April 4, 2024 Board Meeting Minutes*<br>▪ *Approval of May 2, 2024 Work Session Minutes*<br><br>***Motion for the Board to approve the prior Board meeting minutes and Work Session meeting minutes as presented (or as amended).***<br>*Moved: Bill Graupp*<br>*Second: Steve Nagy*<br>*Aye: all*<br>*Nay: none*<br>***Approved: 10:02 am by the board*** | **Chair Stephens** |

| | | | | |
|---|---|---|---|---|
| 3 | Information | 10:03 am | Public Comments<br>*Limited to 2 minutes per speaker*<br>***Written comments will be acknowledged for the record. We will be observing and acknowledging public comment, but we will not be responding to public comment right away in this meeting. I will start us off with written emailed comment we received.***<br>*We have received written Public Comment from Melissa Pendergrass with the Hillsboro School District with information on applications for the High School Aerospace Program, they are accepting applications through June 18th for a Career and Technical Education Aviation Science Instructor. This information was shared with the board members, for further information on this announcement, please email the Oregon Department of Aviation. Thank you.*<br><br>***Next any-***<br>*Elected officials: none*<br>*In person sign ins: none*<br>*Online Comments: none*<br><br>***Public comment is closed.***<br>*Sign in sheet attached.*<br>*Written comments attached (if any)* | Board Administrator |
| 4 | Information | 10:05 am | Welcome to Pendleton<br>*1st Presenter:* ***Steve Chrisman of Pendleton***<br>*10:05 am- 10:10am*<br>2nd Presenter: ***Joseph Wyno of Pendleton***<br>*Oregonuas.org*<br>*Discussed Business startup and fundings (presentation attached) 10:10 am – 10:28 am* | ~~Dan Bandel Pendleton (PDT) Airport Manager~~ *was unable to attend.* |
| 5 | Information | 10:28 am | Director's Update<br>*Overview of Lane Community College Drone Technology and Safety Briefing*<br>*Hillsboro Airshow*<br>*Strategic plan RFP update*<br>*Drone and Public Safety in legislation.*<br>*PowerPoint presentation attached* | Sugahara |
| 6 | Information | 10:59 am | Planning Manager Update<br>*PowerPoint presentation attached* | Thomas |
| 7 | Information | 11:16 am | ASAP Rulemaking Update<br>*PowerPoint presentation attached* | Abrahamson |
| 8 | Information | 11:23 am | State Airports Manager Update<br>*PowerPoint presentation attached* | Beach |
| 9 | Information | 11:40 am | Finance Manager Update<br>*PowerPoint presentation attached* | Forest |
| | | 11:59 am-12:10 pm | Break | |
| | | 12:10 pm | Board Updates<br>This time is provided for the Board members to share news, events, or related information<br>*Cathryn Stephens with ACRP Committee Meeting*<br>*Steve Nagy looking for volunteers/tester for TSA at PDX, will send more information to share.*<br>*Board and staff agree to have July 11th board meeting to be in person in Salem.* | Board |

|  |  |  |  |
|---|---|---|---|
|  | 12:22 pm | Other Business<br>This time is provided for the Board or Staff to bring up topics not on the agenda | Board<br>Staff |
|  | 12:25 pm | Agenda input<br>Summary of Board direction to staff<br>Topics for future board meetings<br>***Next meeting date is:*** *Thursday July 11 2024*<br>*Connect Oregon 2024 Aviation Modal Committee moved from March 7, 2024* | Board<br>Staff |
|  | 12:27 pm | Adjourn | Chair Stephens |
|  |  | ***This meeting recording has ended.*** | Board Administrator |
| Tour | ***1:30 pm*** | ***Tour of Pendleton Airport*** | Dan Bandel |
|  |  | *Presentations are attached below* |  |

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

The board will provide time in the meeting as listed on the agenda for members of the public to address the board. Individuals who would like to provide Public Comment must respond to the call by the Chair for Public Comment under Agenda Item 3. To be recognized by the Chair for Public Comment, please sign in (if in person), use the “raise hand” function, or ask in the Chat to be recognized. Speakers must wait to be recognized by the Chair and then state their name, city of residence, and/or affiliation (if any) before starting to present comments.
Email requests to be included in Public Comment or to submit Written Comment to be sent to the Board prior to the meeting must be received by 5pm the day before the Board meeting at mail.aviation@ODAV.oregon.gov.
Written comment received after that time will be forwarded to the Board after the meeting.
The board may discontinue the public comment after a reasonable time if there is a large number of speakers.

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

## Attached Read ahead Materials/ Presentations/ Sign in Sheet:

# 1. Read ahead Materials OAR 738-124 Notice of Proposed Rulemaking tracked changes.

Slide 1

OFFICE OF THE SECRETARY OF STATE
LAVONNE GRIFFIN-VALADE
SECRETARY OF STATE

CHERYL MYERS
DEPUTY SECRETARY OF STATE
AND TRIBAL LIAISON

ARCHIVES DIVISION
STEPHANIE CLARK
DIRECTOR

800 SUMMER STREET NE
SALEM, OR 97310
503-373-0701

NOTICE OF PROPOSED RULEMAKING
INCLUDING STATEMENT OF NEED & FISCAL IMPACT

CHAPTER 738
OREGON DEPARTMENT OF AVIATION

FILED
05/06/2024 4:16 PM
ARCHIVES DIVISION
SECRETARY OF STATE

FILING CAPTION: Amend Division 124 to ensure compliance with ASAP administration and procedures

LAST DAY AND TIME TO OFFER COMMENT TO AGENCY: 06/21/2024 5:00 PM

*The Agency requests public comment on whether other options should be considered for achieving the rule's substantive goals while reducing negative economic impact of the rule on business.*

CONTACT: Andria Abrahamson
503-302-3645
andria.abrahamson@odav.oregon.gov

3040 25th St SE
Salem,OR 97302

Filed By:
Alex Thomas
Rules Coordinator

HEARING(S)

*Auxiliary aids for persons with disabilities are available upon advance request. Notify the contact listed above.*

DATE: 06/19/2024
TIME: 10:00 AM - 11:00 AM
OFFICER: Andria Abrahamson

REMOTE HEARING DETAILS
MEETING URL: Click here to join the meeting
PHONE NUMBER: 503-302-3645
CONFERENCE ID: 241334558811
SPECIAL INSTRUCTIONS:
Passcode: rXstdJ

NEED FOR THE RULE(S)

HB4109 (2024) removed language from statute and proposed rules are updated to reflect this change. Additionally, the proposed changes clarify review and approval processes, program administration, project and applicant eligibility, and application and budgetary requirements.

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE

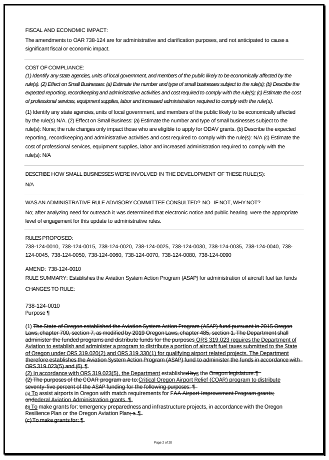
HB4109 (2024), ORS 319.023

STATEMENT IDENTIFYING HOW ADOPTION OF RULE(S) WILL AFFECT RACIAL EQUITY IN THIS STATE

This rule will have no effect on racial equity in Oregon. The Oregon Department of Aviation (ODAV) remains committed to affirmative action and equal opportunity, and to an active affirmative action program. ODAV aims to provide an integrated aviation system that benefits all Oregonians. The changes in the ASAP program from this rule making will be applicable to all eligible stakeholders regardless of race or other protected classes.

Page 1 of 20

Slide 2



FISCAL AND ECONOMIC IMPACT:

The amendments to OAR 738-124 are for administrative and clarification purposes, and not anticipated to cause a significant fiscal or economic impact.

COST OF COMPLIANCE:

*(1) Identify any state agencies, units of local government, and members of the public likely to be economically affected by the rule(s). (2) Effect on Small Businesses: (a) Estimate the number and type of small businesses subject to the rule(s); (b) Describe the expected reporting, recordkeeping and administrative activities and cost required to comply with the rule(s); (c) Estimate the cost of professional services, equipment supplies, labor and increased administration required to comply with the rule(s).*

(1) Identify any state agencies, units of local government, and members of the public likely to be economically affected by the rule(s) N/A. (2) Effect on Small Business: (a) Estimate the number and type of small businesses subject to the rule(s): None; the rule changes only impact those who are eligible to apply for ODAV grants. (b) Describe the expected reporting, recordkeeping and administrative activities and cost required to comply with the rule(s): N/A (c) Estimate the cost of professional services, equipment supplies, labor and increased administration required to comply with the rule(s): N/A

DESCRIBE HOW SMALL BUSINESSES WERE INVOLVED IN THE DEVELOPMENT OF THESE RULE(S):

N/A

WAS AN ADMINISTRATIVE RULE ADVISORY COMMITTEE CONSULTED? NO IF NOT, WHY NOT?

No; after analyzing need for outreach it was determined that electronic notice and public hearing were the appropriate level of engagement for this update to administrative rules.

RULES PROPOSED:

738-124-0010, 738-124-0015, 738-124-0020, 738-124-0025, 738-124-0030, 738-124-0035, 738-124-0040, 738-124-0045, 738-124-0050, 738-124-0060, 738-124-0070, 738-124-0080, 738-124-0090

AMEND: 738-124-0010

RULE SUMMARY: Establishes the Aviation System Action Program (ASAP) for administration of aircraft fuel tax funds

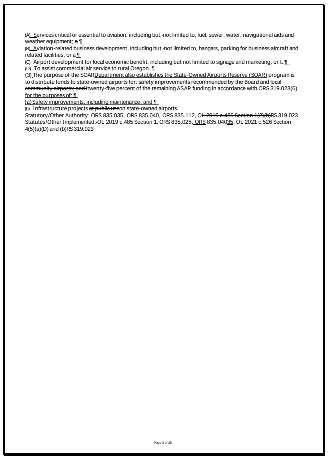
CHANGES TO RULE:

738-124-0010
Purpose ¶

(1) ~~The State of Oregon established the Aviation System Action Program (ASAP) fund pursuant in 2015 Oregon Laws, chapter 700, section 7, as modified by 2019 Oregon Laws, chapter 485, section 1. The Department shall administer the funded programs and distribute funds for the purposes~~ ORS 319.023 requires the Department of Aviation to establish and administer a program to distribute a portion of aircraft fuel taxes submitted to the State of Oregon under ORS 319.020(2) and ORS 319.330(1) for qualifying airport related projects. The Department ~~therefore establishes the Aviation System Action Program (ASAP) fund to administer the funds in accordance with ORS 319.023(5) and (6). ¶~~
(2) In accordance with ORS 319.023(5), the Department establishe~~d by~~s the ~~Oregon legislature.¶~~
~~(2) The purposes of the COAR program are to:~~Critical Oregon Airport Relief (COAR) program to distribute ~~seventy-five percent of the ASAP funding for the following purposes: ¶~~
(a) To assist airports in Oregon with match requirements for F~~AA Airport Improvement Program grants; and~~ederal Aviation Administration grants. ¶
(b) To make grants for: emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan or the Oregon Aviation Plan~~; s~~.¶
~~(c) To make grants for: ¶~~

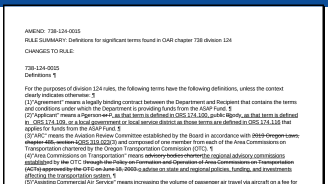
Page 2 of 20

Slide 3



(A) Services critical or essential to aviation, including but, not limited to, fuel, sewer, water, navigational aids and weather equipment; ~~a~~ ¶
(B) Aviation-related business development, including but, not limited to, hangars, parking for business aircraft and related facilities; or ~~a~~ ¶
(C) Airport development for local economic benefit, including but not limited to signage and marketing~~; or t~~. ¶
(D) To assist commercial air service to rural Oregon. ¶
(3) The ~~purpose of the SOAR~~Department also establishes the State-Owned Airports Reserve (SOAR) program ~~is~~ to distribute ~~funds to state-owned airports for: safety improvements recommended by the Board and local community airports; and i~~twenty-five percent of the remaining ASAP funding in accordance with ORS 319.023(6) for the purposes of: ¶
(a) Safety improvements, including maintenance; and ¶
(b) Infrastructure projects ~~at public use~~on state-owned airports.
Statutory/Other Authority: ORS 835.035, ORS 835.040, ORS 835.112, O~~L 2019 c.485 Section 1(2)(b)~~RS 319.023
Statutes/Other Implemented: ~~OL 2019 c.485 Section 1,~~ ORS 835.025, ORS 835.04~~0~~35, O~~L 2021 c.526 Section 4(5)(a)(D) and (b)~~RS 319.023

Page 3 of 20



AMEND: 738-124-0015

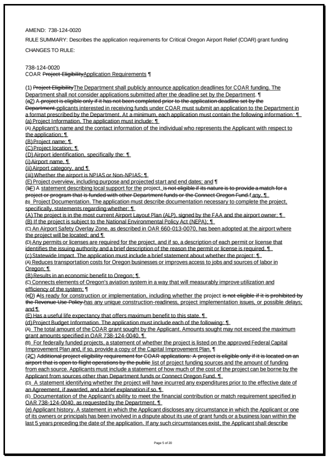
RULE SUMMARY: Definitions for significant terms found in OAR chapter 738 division 124

CHANGES TO RULE:

738-124-0015
Definitions ¶

For the purposes of division 124 rules, the following terms have the following definitions, unless the context clearly indicates otherwise: ¶
(1)"Agreement" means a legally binding contract between the Department and Recipient that contains the terms and conditions under which the Department is providing funds from the ASAP Fund. ¶
(2)"Applicant" means a ~~P~~person~~ or P~~, as that term is defined in ORS 174.100, public ~~B~~body, as that term is defined in ORS 174.109, or a local government or local service district as those terms are defined in ORS 174.116 that applies for funds from the ASAP Fund. ¶
(3)"ARC" means the Aviation Review Committee established by the Board in accordance with ~~2019 Oregon Laws, chapter 485, section 1~~ORS 319.023(3) and composed of one member from each of the Area Commissions on Transportation chartered by the Oregon Transportation Commission (OTC). ¶
(4)"Area Commissions on Transportation" means ~~advisory bodies charter~~the regional advisory commissions established by ~~the~~ OTC t~~hrough the Policy on Formation and Operation of Area Commissions on Transportation (ACTs) approved by the OTC on June 18, 2003.~~o advise on state and regional policies, funding, and investments affecting the transportation system. ¶
(5)"Assisting Commercial Air Service" means increasing the volume of passenger air travel via aircraft on a fee for

## Slide 5



AMEND: 738-124-0020

RULE SUMMARY: Describes the application requirements for Critical Oregon Airport Relief (COAR) grant funding

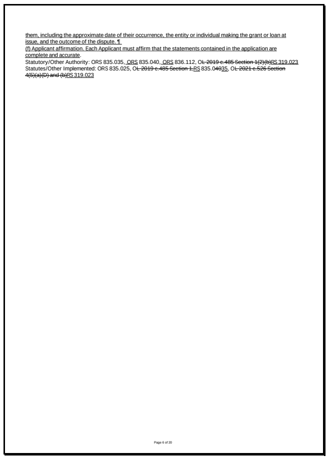
CHANGES TO RULE:

738-124-0020
COAR ~~Project Eligibility~~Application Requirements ¶

(1) ~~Project Eligibility~~The Department shall publicly announce application deadlines for COAR funding. The Department shall not consider applications submitted after the deadline set by the Department. ¶
(~~a~~2) A~~ project is eligible only if it has not been completed prior to the application deadline set by the Department.~~pplicants interested in receiving funds under COAR must submit an application to the Department in a format prescribed by the Department. At a minimum, each application must contain the following information: ¶
(a) Project Information. The application must include: ¶
(A) Applicant's name and the contact information of the individual who represents the Applicant with respect to the application; ¶
(B) Project name; ¶
(C) Project location; ¶
(D) Airport identification, specifically the: ¶
(i) Airport name, ¶
(ii) Airport category, and ¶
(iii) Whether the airport is NPIAS or Non-NPIAS; ¶
(E) Project overview, including purpose and projected start and end dates; and ¶
(~~b~~F) A statement describing local support for the project, ~~is not eligible if its nature is to provide a match for a project or program that is funded with other Department funds or the Connect Oregon Fund.~~f any. ¶
(b) Project Documentation. The application must describe documentation necessary to complete the project, specifically, statements regarding whether: ¶
(A) The project is in the most current Airport Layout Plan (ALP), signed by the FAA and the airport owner; ¶
(B) If the project is subject to the National Environmental Policy Act (NEPA); ¶
(C) An Airport Safety Overlay Zone, as described in OAR 660-013-0070, has been adopted at the airport where the project will be located; and ¶
(D) Any permits or licenses are required for the project, and if so, a description of each permit or license that identifies the issuing authority and a brief description of the reason the permit or license is required. ¶
(c) Statewide Impact. The application must include a brief statement about whether the project: ¶
(A) Reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor in Oregon; ¶
(B) Results in an economic benefit to Oregon; ¶
(C) Connects elements of Oregon's aviation system in a way that will measurably improve utilization and efficiency of the system; ¶
(~~c~~D) ~~A~~Is ready for construction or implementation, including whether the project ~~is not eligible if it is prohibited by the Revenue Use Policy.~~has any unique construction-readiness, project implementation issues, or possible delays; and ¶
(E) Has a useful life expectancy that offers maximum benefit to this state. ¶
(d) Project Budget Information. The application must include each of the following: ¶
(A) The total amount of the COAR grant sought by the Applicant. Amounts sought may not exceed the maximum grant amounts specified in OAR 738-124-0040. ¶
(B) For federally funded projects, a statement of whether the project is listed on the approved Federal Capital Improvement Plan and, if so, provide a copy of the Capital Improvement Plan. ¶
(~~2~~C) A~~dditional project eligibility requirement for COAR applications: A project is eligible only if it is located on an airport that is open to flight operations by the public~~ list of project funding sources and the amount of funding from each source. Applicants must include a statement of how much of the cost of the project can be borne by the Applicant from sources other than Department funds or Connect Oregon Fund. ¶
(D) A statement identifying whether the project will have incurred any expenditures prior to the effective date of an Agreement, if awarded, and a brief explanation if so. ¶
(E) Documentation of the Applicant's ability to meet the financial contribution or match requirement specified in OAR 738-124-0040, as requested by the Department. ¶
(e) Applicant history. A statement in which the Applicant discloses any circumstance in which the Applicant or one of its owners or principals has been involved in a dispute about its use of grant funds or a business loan within the last 5 years preceding the date of the application. If any such circumstances exist, the Applicant shall describe

Page 5 of 20

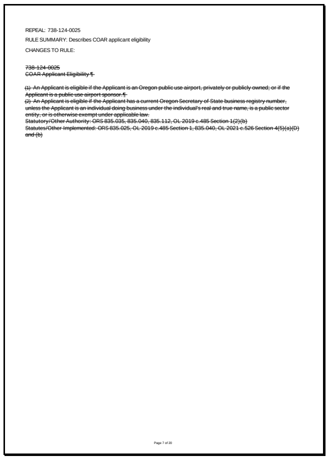
## Slide 6



them, including the approximate date of their occurrence, the entity or individual making the grant or loan at issue, and the outcome of the dispute. ¶
(f) Applicant affirmation. Each Applicant must affirm that the statements contained in the application are complete and accurate.
Statutory/Other Authority: ORS 835.035, ORS 835.040, ORS 836.112, O~~L 2019 c.485 Section 1(2)(b)~~RS 319.023
Statutes/Other Implemented: ORS 835.025, O~~L 2019 c.485 Section 1,~~RS 835.0~~40~~35, O~~L 2021 c.526 Section 4(5)(a)(D) and (b)~~RS 319.023

Page 6 of 20

## Slide 7



REPEAL: 738-124-0025

RULE SUMMARY: Describes COAR applicant eligibility

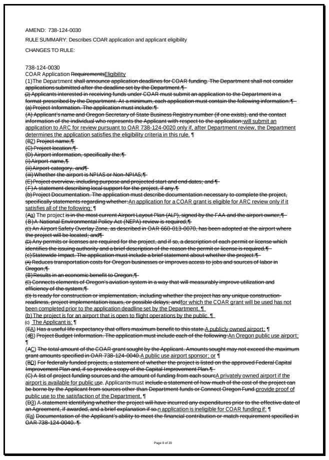
CHANGES TO RULE:

~~738-124-0025~~
~~COAR Applicant Eligibility ¶~~

~~(1) An Applicant is eligible if the Applicant is an Oregon public use airport, privately or publicly owned; or if the Applicant is a public use airport sponsor. ¶~~
~~(2) An Applicant is eligible if the Applicant has a current Oregon Secretary of State business registry number, unless the Applicant is an individual doing business under the individual's real and true name, is a public sector entity, or is otherwise exempt under applicable law.~~
~~Statutory/Other Authority: ORS 835.035, 835.040, 835.112, OL 2019 c.485 Section 1(2)(b)~~
~~Statutes/Other Implemented: ORS 835.025, OL 2019 c.485 Section 1, 835.040, OL 2021 c.526 Section 4(5)(a)(D) and (b)~~

Page 7 of 20

## Slide 8



AMEND: 738-124-0030

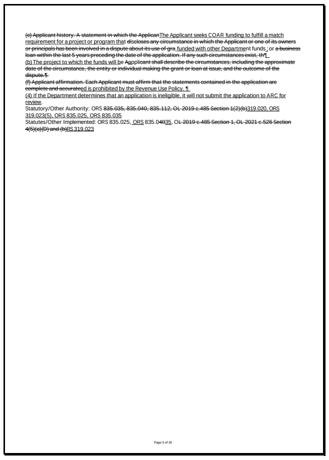
RULE SUMMARY: Describes COAR application and applicant eligibility

CHANGES TO RULE:

738-124-0030
COAR Application ~~Requirements~~Eligibility
(1)The Department ~~shall announce application deadlines for COAR funding. The Department shall not consider applications submitted after the deadline set by the Department.¶~~
~~(2) Applicants interested in receiving funds under COAR must submit an application to the Department in a format prescribed by the Department. At a minimum, each application must contain the following information:¶~~
~~(a) Project Information. The application must include:¶~~
~~(A) Applicant's name and Oregon Secretary of State Business Registry number (if one exists), and the contact information of the individual who represents the Applicant with respect to the application;~~will submit an application to ARC for review pursuant to OAR 738-124-0020 only if, after Department review, the Department determines the application satisfies the eligibility criteria in this rule. ¶
(~~B~~2) ~~Project name;¶~~
~~(C) Project location;¶~~
~~(D) Airport information, specifically the:¶~~
~~(i) Airport name,¶~~
~~(ii) Airport category, and¶~~
~~(iii) Whether the airport is NPIAS or Non-NPIAS;¶~~
~~(E) Project overview, including purpose and projected start and end dates; and ¶~~
~~(F) A statement describing local support for the project, if any.¶~~
~~(b) Project Documentation. The application must describe documentation necessary to complete the project, specifically statements regarding whether:~~An application for a COAR grant is eligible for ARC review only if it satisfies all of the following: ¶
(~~A~~a) The project ~~is in the most current Airport Layout Plan (ALP), signed by the FAA and the airport owner;¶~~
~~(B) A National Environmental Policy Act (NEPA) review is required;¶~~
~~(C) An Airport Safety Overlay Zone, as described in OAR 660-013-0070, has been adopted at the airport where the project will be located; and¶~~
~~(D) Any permits or licenses are required for the project, and if so, a description of each permit or license which identifies the issuing authority and a brief description of the reason the permit or license is required.¶~~
~~(c) Statewide Impact. The application must include a brief statement about whether the project:¶~~
~~(A) Reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor in Oregon;¶~~
~~(B) Results in an economic benefit to Oregon;¶~~
~~(C) Connects elements of Oregon's aviation system in a way that will measurably improve utilization and efficiency of the system;¶~~
~~(D) Is ready for construction or implementation, including whether the project has any unique construction-readiness, project implementation issues, or possible delays; and~~for which the COAR grant will be used has not been completed prior to the application deadline set by the Department. ¶
(b) The project is for an airport that is open to flight operations by the public. ¶
(c) The Applicant is: ¶
(~~E~~A) ~~Has a useful life expectancy that offers maximum benefit to this state.~~A publicly owned airport; ¶
(~~d~~B) ~~Project Budget Information. The application must include each of the following:~~An Oregon public use airport;
¶
(~~A~~C) ~~The total amount of the COAR grant sought by the Applicant. Amounts sought may not exceed the maximum grant amounts specified in OAR 738-124-0040.~~A public use airport sponsor; or ¶
(~~B~~D) ~~For federally funded projects, a statement of whether the project is listed on the approved Federal Capital Improvement Plan and, if so provide a copy of the Capital Improvement Plan.¶~~
~~(C) A list of project funding sources and the amount of funding from each sourc~~A privately owned airport if the airport is available for public use. Applicant~~s~~ must ~~include a statement of how much of the cost of the project can be borne by the Applicant from sources other than Department funds or Connect Oregon Fund.~~provide proof of public use to the satisfaction of the Department. ¶
(~~D~~3) A~~ statement identifying whether the project will have incurred any expenditures prior to the effective date of an Agreement, if awarded, and a brief explanation if so.~~n application is ineligible for COAR funding if: ¶
(~~E~~a) ~~Documentation of the Applicant's ability to meet the financial contribution or match requirement specified in OAR 738-124-0040. ¶~~

Page 8 of 20

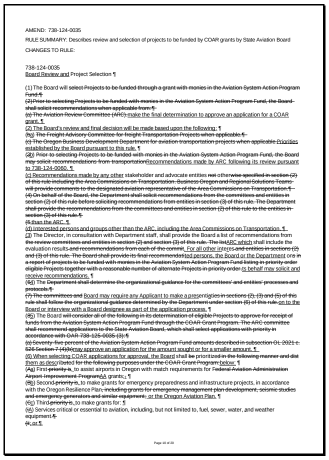
## Slide 9



~~(e) Applicant history. A statement in which the Applican~~The Applicant seeks COAR funding to fulfill a match requirement for a project or program that ~~discloses any circumstance in which the Applicant or one of its owners or principals has been involved in a dispute about its use of gra~~ funded with other Department funds; or ~~a business loan within the last 5 years preceding the date of the application. If any such circumstances exist, th~~¶
(b) The project to which the funds will be ~~A~~a~~pplicant shall describe the circumstances, including the approximate date of the circumstance, the entity or individual making the grant or loan at issue, and the outcome of the dispute.¶~~
~~(f) Applicant affirmation. Each Applicant must affirm that the statements contained in the application are complete and accurate~~ed is prohibited by the Revenue Use Policy. ¶
(4) If the Department determines that an application is ineligible, it will not submit the application to ARC for review.
Statutory/Other Authority: ORS ~~835.035, 835.040, 835.112, OL 2019 c.485 Section 1(2)(b)~~319.020, ORS 319.023(5), ORS 835.025, ORS 835.035
Statutes/Other Implemented: ORS 835.025, ORS 835.0~~40~~35, O~~L 2019 c.485 Section 1, OL 2021 c.526 Section 4(5)(a)(D) and (b)~~RS 319.023

Page 9 of 20

## Slide 10



AMEND: 738-124-0035

RULE SUMMARY: Describes review and selection of projects to be funded by COAR grants by State Aviation Board

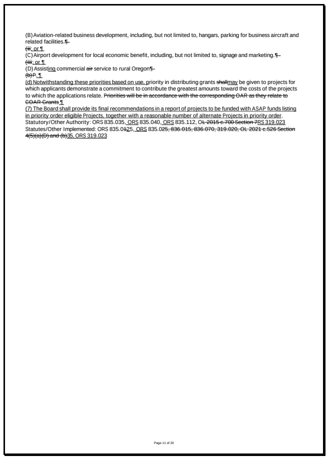
CHANGES TO RULE:

738-124-0035
Board Review and Project Selection ¶

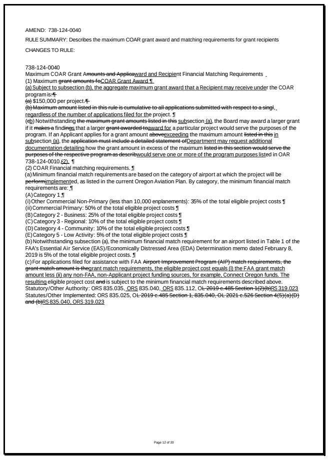
(1) The Board will ~~select Projects to be funded through a grant with monies in the Aviation System Action Program Fund.¶~~
~~(2) Prior to selecting Projects to be funded with monies in the Aviation System Action Program Fund, the Board shall solicit recommendations when applicable from:¶~~
~~(a) The Aviation Review Committee (ARC).~~make the final determination to approve an application for a COAR grant. ¶
(2) The Board's review and final decision will be made based upon the following: ¶
(~~b~~a) ~~The Freight Advisory Committee for freight Transportation Projects when applicable.¶~~
~~(c) The Oregon Business Development Department for aviation transportation projects when applicable.~~Priorities established by the Board pursuant to this rule. ¶
(~~3~~b) ~~Prior to selecting Projects to be funded with monies in the Aviation System Action Program Fund, the Board may solicit recommendations from transportation~~Recommendations made by ARC following its review pursuant to 738-124-0060. ¶
(c) Recommendations made by any other stakeholder and advocate entities ~~not~~ other~~wise specified in section (2) of this rule including the Area Commissions on Transportation. Business Oregon and Regional Solutions Teams will provide comments to the designated aviation representative of the Area Commissions on Transportation.¶~~
~~(4) On behalf of the Board, the Department shall solicit recommendations from the committees and entities in section (2) of this rule before soliciting recommendations from entities in section (3) of this rule. The Department shall provide the recommendations from the committees and entities in section (2) of this rule to the entities in section (3) of this rule.¶~~
~~(5~~ than the ARC. ¶
(d) Interested persons and groups other than the ARC, including the Area Commissions on Transportation. ¶
(3) The Director, in consultation with Department staff, shall provide the Board a list of recommendations from ~~the review committees and entities in section (2) and section (3) of this rule. The list~~ARC which shall include the evaluation results~~ and recommendations from each of the commit~~. For all other interes~~ and entities in sections (2) and (3) of this rule. The Board shall provide its final recommendati~~ted persons, the Board or the Department ons~~ in a report of projects to be funded with monies in the Aviation System Action Program Fund listing in priority order eligible Projects together with a reasonable number of alternate Projects in priority order.~~ts behalf may solicit and receive recommendations. ¶
(~~6~~4) The ~~Department shall determine the organizational guidance for the committees' and entities' processes and protocols.¶~~
~~(7) The committees and~~ Board may require any Applicant to make a presentiaties~~ in sections (2), (3) and (5) of this rule shall follow the organizational guidance determined by the Department under section (6) of this rule.~~on to the Board or interview with a Board designee as part of the application process. ¶
(~~8~~5) The Board ~~will consider all of the following in its determination of eligible Projects to approve for receipt of funds from the Aviation System Action Program Fund through the COAR Grant Program. The ARC committee shall recommend applications to the State Aviation Board, which shall select applications with priority in accordance with OAR 738-125-0035 (3):¶~~
~~(a) Seventy-five percent of the Aviation System Action Program Fund amounts described in subsection OL 2021 c. 526 Section 7 (4)(b)~~may approve an application for the amount sought or for a smaller amount. ¶
(6) When selecting COAR applications for approval, the Board shall ~~be~~ prioritize~~d in the following manner and dist~~ them as describ~~ut~~ed ~~for the following purposes under the COAR Grant Program:~~below: ¶
(~~A~~a) First~~ priority is~~, to assist airports in Oregon with match requirements for F~~ederal Aviation Administration Airport Improvement Program~~AA grants;~~.~~ ¶
(~~B~~b) Second~~ priority is~~, to make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan~~, including grants for emergency management plan development, seismic studies and emergency generators and similar equipment;~~ or the Oregon Aviation Plan. ¶
(~~C~~c) Third~~ priority is~~, to make grants for: ¶
(~~i~~A) Services critical or essential to aviation, including, but not limited to, fuel, sewer, water, and weather equipment.~~¶~~
~~(ii~~; or ¶

Page 10 of 20

## Slide 11


(B) Aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities.~~¶~~
~~(iii~~; or ¶
(C) Airport development for local economic benefit, including, but not limited to, signage and marketing.~~¶~~
~~(iiii~~; or ¶
(D) Assisting commercial ~~air~~ service to rural Oregon~~¶~~
~~(b) P~~. ¶
(d) Notwithstanding these priorities based on use, priority in distributing grants ~~shall~~may be given to projects for which applicants demonstrate a commitment to contribute the greatest amounts toward the costs of the projects to which the applications relate. ~~Priorities will be in accordance with the corresponding OAR as they relate to COAR Grants~~ ¶
(7) The Board shall provide its final recommendations in a report of projects to be funded with ASAP funds listing in priority order eligible Projects, together with a reasonable number of alternate Projects in priority order.
Statutory/Other Authority: ORS 835.035, ORS 835.040, ORS 835.112, O~~L 2015 c.700 Section 7~~RS 319.023
Statutes/Other Implemented: ORS 835.0~~1~~25, ORS 835.0~~25, 836.015, 836.070, 319.020, OL 2021 c.526 Section 4(5)(a)(D) and (b)~~35, ORS 319.023

## Slide 12

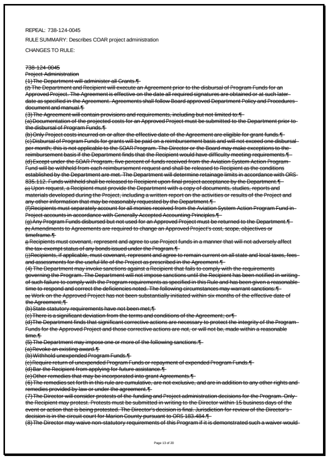

AMEND: 738-124-0040

RULE SUMMARY: Describes the maximum COAR grant award and matching requirements for grant recipients

CHANGES TO RULE:

738-124-0040
Maximum COAR Grant A~~mounts and Applica~~ward and Recipient Financial Matching Requirements
(1) Maximum ~~grant amounts fo~~COAR Grant Award ¶
(a) Subject to subsection (b), the aggregate maximum grant award that a Recipient may receive under the COAR program is:~~¶~~
~~(a)~~ $150,000 per project.~~¶~~
~~(b) Maximum amount listed in this rule is cumulative to all applications submitted with respect to a singl~~, regardless of the number of applications filed for the project. ¶
(~~e~~b) Notwithstanding ~~the maximum grant amounts listed in this~~ subsection (a), the Board may award a larger grant if it ~~makes a~~ findings that a larger ~~grant awarded to~~award for a particular project would serve the purposes of the program. If an Applicant applies for a grant amount ~~above~~exceeding the maximum amount ~~listed in this~~ in subsection (a), the ~~application must include a detailed statement of~~Department may request additional documentation detailing how the grant amount in excess of the maximum ~~listed in this section would serve the purposes of the respective program as describ~~would serve one or more of the program purposes listed in OAR 738-124-0010.(2). ¶
(2) COAR Financial matching requirements. ¶
(a) Minimum financial match requirements are based on the category of airport at which the project will be ~~perform~~implemented, as listed in the current Oregon Aviation Plan. By category, the minimum financial match requirements are: ¶
(A) Category 1 ¶
(i) Other Commercial Non-Primary (less than 10,000 enplanements): 35% of the total eligible project costs ¶
(ii) Commercial Primary: 50% of the total eligible project costs ¶
(B) Category 2 - Business: 25% of the total eligible project costs ¶
(C) Category 3 - Regional: 10% of the total eligible project costs ¶
(D) Category 4 - Community: 10% of the total eligible project costs ¶
(E) Category 5 - Low Activity: 5% of the total eligible project costs ¶
(b) Notwithstanding subsection (a), the minimum financial match requirement for an airport listed in Table 1 of the FAA's Essential Air Service (EAS)/Economically Distressed Area (EDA) Determination memo dated February 8, 2019 is 5% of the total eligible project costs. ¶
(c) For applications filed for assistance with FAA ~~Airport Improvement Program (AIP) match requirements, the grant match amount is the~~grant match requirements, the eligible project cost equals (i) the FAA grant match amount less (ii) any non-FAA, non-Applicant project funding sources, for example, Connect Oregon funds. The resulting eligible project cost ~~and~~ is subject to the minimum financial match requirements described above.
Statutory/Other Authority: ORS 835.035, ORS 835.040, ORS 835.112, O~~L 2019 c.485 Section 1(2)(b)~~RS 319.023
Statutes/Other Implemented: ORS 835.025, O~~L 2019 c.485 Section 1, 835.040, OL 2021 c.526 Section 4(5)(a)(D) and (b)~~RS 835.040, ORS 319.023

## Slide 13

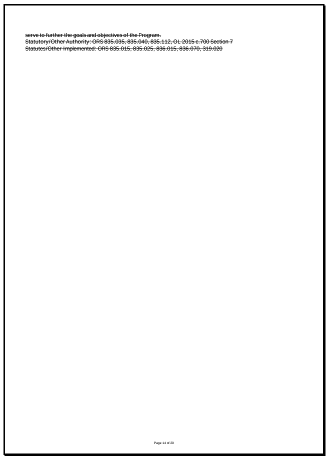

REPEAL: 738-124-0045

RULE SUMMARY: Describes COAR project administration

CHANGES TO RULE:

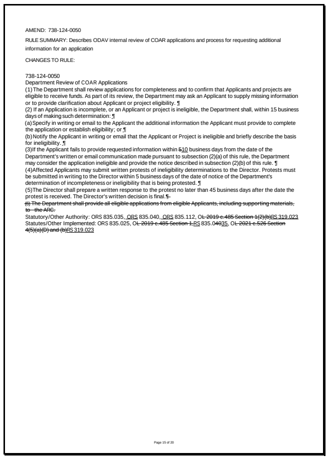
~~738-124-0045~~
~~Project Administration~~
~~(1) The Department will administer all Grants.¶~~
~~(2) The Department and Recipient will execute an Agreement prior to the disbursal of Program Funds for an Approved Project. The Agreement is effective on the date all required signatures are obtained or at such later date as specified in the Agreement. Agreements shall follow Board approved Department Policy and Procedures document and manual.¶~~
~~(3) The Agreement will contain provisions and requirements, including but not limited to:¶~~
~~(a) Documentation of the projected costs for an Approved Project must be submitted to the Department prior to the disbursal of Program Funds.¶~~
~~(b) Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds.¶~~
~~(c) Disbursal of Program Funds for grants will be paid on a reimbursement basis and will not exceed one disbursal per month; this is not applicable to the SOAR Program. The Director or the Board may make exceptions to the reimbursement basis if the Department finds that the Recipient would have difficulty meeting requirements.¶~~
~~(d) Except under the SOAR Program, five percent of funds received from the Aviation System Action Program Fund will be withheld from each reimbursement request and shall be released to Recipient as the conditions established by the Department are met. The Department will determine retainage limits in accordance with ORS 835.112. Funds withheld shall be released to Recipient upon final project acceptance by the Department.¶~~
~~(e) Upon request, a Recipient must provide the Department with a copy of documents, studies, reports and materials developed during the Project, including a written report on the activities or results of the Project and any other information that may be reasonably requested by the Department.¶~~
~~(f) Recipients must separately account for all monies received from the Aviation System Action Program Fund in Project accounts in accordance with Generally Accepted Accounting Principles.¶~~
~~(g) Any Program Funds disbursed but not used for an Approved Project must be returned to the Department.¶~~
~~(h) Amendments to Agreements are required to change an Approved Project's cost, scope, objectives or timeframe.¶~~
~~(i) Recipients must covenant, represent and agree to use Project funds in a manner that will not adversely affect the tax-exempt status of any bonds issued under the Program.¶~~
~~(j) Recipients, if applicable, must covenant, represent and agree to remain current on all state and local taxes, fees and assessments for the useful life of the Project as prescribed in the Agreement.¶~~
~~(4) The Department may invoke sanctions against a Recipient that fails to comply with the requirements governing the Program. The Department will not impose sanctions until the Recipient has been notified in writing of such failure to comply with the Program requirements as specified in this Rule and has been given a reasonable time to respond and correct the deficiencies noted. The following circumstances may warrant sanctions:¶~~
~~(a) Work on the Approved Project has not been substantially initiated within six months of the effective date of the Agreement;¶~~
~~(b) State statutory requirements have not been met;¶~~
~~(c) There is a significant deviation from the terms and conditions of the Agreement; or¶~~
~~(d) The Department finds that significant corrective actions are necessary to protect the integrity of the Program Funds for the Approved Project and those corrective actions are not, or will not be, made within a reasonable time.¶~~
~~(5) The Department may impose one or more of the following sanctions:¶~~
~~(a) Revoke an existing award.¶~~
~~(b) Withhold unexpended Program Funds.¶~~
~~(c) Require return of unexpended Program Funds or repayment of expended Program Funds.¶~~
~~(d) Bar the Recipient from applying for future assistance.¶~~
~~(e) Other remedies that may be incorporated into grant Agreements.¶~~
~~(6) The remedies set forth in this rule are cumulative, are not exclusive, and are in addition to any other rights and remedies provided by law or under the agreement.¶~~
~~(7) The Director will consider protests of the funding and Project administration decisions for the Program. Only the Recipient may protest. Protests must be submitted in writing to the Director within 15 business days of the event or action that is being protested. The Director's decision is final. Jurisdiction for review of the Director's decision is in the circuit court for Marion County pursuant to ORS 183.484.¶~~
~~(8) The Director may waive non-statutory requirements of this Program if it is demonstrated such a waiver would~~

## Slide 14



~~serve to further the goals and objectives of the Program.~~
~~Statutory/Other Authority: ORS 835.035, 835.040, 835.112, OL 2015 c.700 Section 7~~
~~Statutes/Other Implemented: ORS 835.015, 835.025, 836.015, 836.070, 319.020~~

## Slide 15



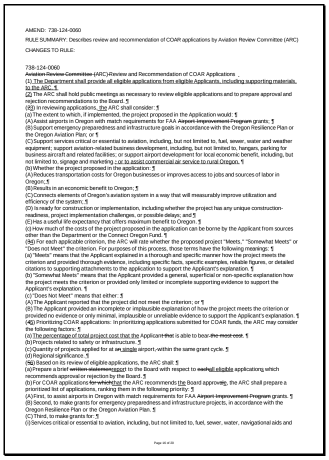
AMEND: 738-124-0050

RULE SUMMARY: Describes ODAV internal review of COAR applications and process for requesting additional information for an application

CHANGES TO RULE:

738-124-0050
Department Review of COAR Applications
(1) The Department shall review applications for completeness and to confirm that Applicants and projects are eligible to receive funds. As part of its review, the Department may ask an Applicant to supply missing information or to provide clarification about Applicant or project eligibility. ¶
(2) If an Application is incomplete, or an Applicant or project is ineligible, the Department shall, within 15 business days of making such determination: ¶
(a) Specify in writing or email to the Applicant the additional information the Applicant must provide to complete the application or establish eligibility; or ¶
(b) Notify the Applicant in writing or email that the Applicant or Project is ineligible and briefly describe the basis for ineligibility. ¶
(3) If the Applicant fails to provide requested information within ~~5~~10 business days from the date of the Department's written or email communication made pursuant to subsection (2)(a) of this rule, the Department may consider the application ineligible and provide the notice described in subsection (2)(b) of this rule. ¶
(4) Affected Applicants may submit written protests of ineligibility determinations to the Director. Protests must be submitted in writing to the Director within 5 business days of the date of notice of the Department's determination of incompleteness or ineligibility that is being protested. ¶
(5) The Director shall prepare a written response to the protest no later than 45 business days after the date the protest is received. The Director's written decision is final.¶~~ ~~
~~(6) The Department shall provide all eligible applications from eligible Applicants, including supporting materials, to the ARC.~~
Statutory/Other Authority: ORS 835.035, ORS 835.040, ORS 835.112, O~~L 2019 c.485 Section 1(2)(b)~~RS 319.023
Statutes/Other Implemented: ORS 835.025, O~~L 2019 c.485 Section 1,~~RS 835.0~~40~~35, O~~L 2021 c.526 Section 4(5)(a)(D) and (b)~~RS 319.023

## Slide 16



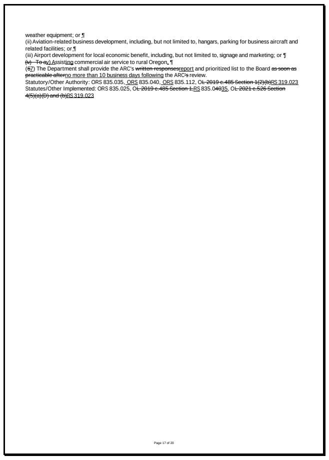
AMEND: 738-124-0060

RULE SUMMARY: Describes review and recommendation of COAR applications by Aviation Review Committee (ARC)

CHANGES TO RULE:

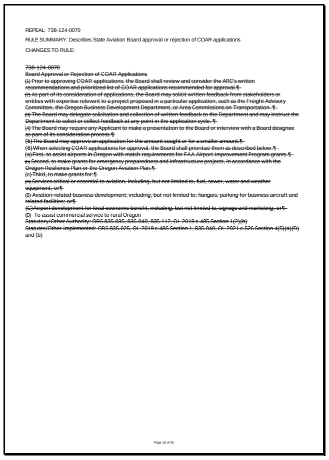
738-124-0060
~~Aviation Review Committee (~~ARC~~)~~ Review and Recommendation of COAR Applications
(1) The Department shall provide all eligible applications from eligible Applicants, including supporting materials, to the ARC. ¶
(2) The ARC shall hold public meetings as necessary to review eligible applications and to prepare approval and rejection recommendations to the Board. ¶
(~~2~~3) In reviewing applications, the ARC shall consider: ¶
(a) The extent to which, if implemented, the project proposed in the Application would: ¶
(A) Assist airports in Oregon with match requirements for FAA ~~Airport Improvement Program~~ grants; ¶
(B) Support emergency preparedness and infrastructure goals in accordance with the Oregon Resilience Plan or the Oregon Aviation Plan; or ¶
(C) Support services critical or essential to aviation, including, but not limited to, fuel, sewer, water and weather equipment; support aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities; or support airport development for local economic benefit, including, but not limited to, signage and marketing~~.~~; or to assist commercial air service to rural Oregon. ¶
(b) Whether the project proposed in the application: ¶
(A) Reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor in Oregon; ¶
(B) Results in an economic benefit to Oregon; ¶
(C) Connects elements of Oregon's aviation system in a way that will measurably improve utilization and efficiency of the system; ¶
(D) Is ready for construction or implementation, including whether the project has any unique construction-readiness, project implementation challenges, or possible delays; and ¶
(E) Has a useful life expectancy that offers maximum benefit to Oregon. ¶
(c) How much of the costs of the project proposed in the application can be borne by the Applicant from sources other than the Department or the Connect Oregon Fund. ¶
(~~3~~4) For each applicable criterion, the ARC will rate whether the proposed project "Meets," "Somewhat Meets" or "Does not Meet" the criterion. For purposes of this process, those terms have the following meanings: ¶
(a) "Meets" means that the Applicant explained in a thorough and specific manner how the project meets the criterion and provided thorough evidence, including specific facts, specific examples, reliable figures, or detailed citations to supporting attachments to the application to support the Applicant's explanation. ¶
(b) "Somewhat Meets" means that the Applicant provided a general, superficial or non-specific explanation how the project meets the criterion or provided only limited or incomplete supporting evidence to support the Applicant's explanation. ¶
(c) "Does Not Meet" means that either: ¶
(A) The Applicant reported that the project did not meet the criterion; or ¶
(B) The Applicant provided an incomplete or implausible explanation of how the project meets the criterion or provided no evidence or only minimal, implausible or unreliable evidence to support the Applicant's explanation. ¶
(~~4~~5) Prioritizing COAR applications: In prioritizing applications submitted for COAR funds, the ARC may consider the following factors: ¶
(a) The percentage of total project cost that the Applican~~t that~~t is able to bear~~ the most cost~~. ¶
(b) Projects related to safety or infrastructure. ¶
(c) Quantity of projects applied for at a~~n~~ single airport~~,~~ within the same grant cycle. ¶
(d) Regional significance. ¶
(~~5~~6) Based on its review of eligible applications, the ARC shall: ¶
(a) Prepare a brief ~~written statemen~~report to the Board with respect to ~~each~~all eligible applications which recommends approval or rejection by the Board. ¶
(b) For COAR applications ~~for which~~that the ARC recommends the Board approv~~al~~e, the ARC shall prepare a prioritized list of applications, ranking them in the following priority: ¶
(A) First, to assist airports in Oregon with match requirements for FAA ~~Airport Improvement Program~~ grants. ¶
(B) Second, to make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan or the Oregon Aviation Plan. ¶
(C) Third, to make grants for: ¶
(i) Services critical or essential to aviation, including, but not limited to, fuel, sewer, water, navigational aids and

## Slide 17



weather equipment; or ¶
(ii) Aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities; or ¶
(iii) Airport development for local economic benefit, including, but not limited to, signage and marketing; or ¶
~~(iv)  To a~~v) Assisting commercial air service to rural Oregon. ¶
(~~6~~7) The Department shall provide the ARC's ~~written responses~~report and prioritized list to the Board ~~as soon as practicable after~~no more than 10 business days following the ARC~~'s~~ review.
Statutory/Other Authority: ORS 835.035, ORS 835.040, ORS 835.112, O~~L 2019 c.485 Section 1(2)(b)~~RS 319.023
Statutes/Other Implemented: ORS 835.025, O~~L 2019 c.485 Section 1,~~RS 835.0~~40~~35, O~~L 2021 c.526 Section 4(5)(a)(D) and (b)~~RS 319.023

## Slide 18



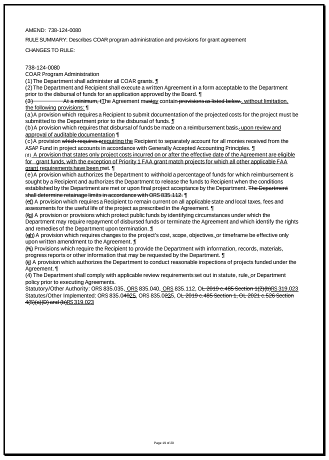
REPEAL: 738-124-0070

RULE SUMMARY: Describes State Aviation Board approval or rejection of COAR applications

CHANGES TO RULE:

~~738-124-0070~~
~~Board Approval or Rejection of COAR Applications~~
~~(1) Prior to approving COAR applications, the Board shall review and consider the ARC's written recommendations and prioritized list of COAR applications recommended for approval.¶~~
~~(2) As part of its consideration of applications, the Board may solicit written feedback from stakeholders or entities with expertise relevant to a project proposed in a particular application, such as the Freight Advisory Committee, the Oregon Business Development Department, or Area Commissions on Transportation. ¶~~
~~(3) The Board may delegate solicitation and collection of written feedback to the Department and may instruct the Department to solicit or collect feedback at any point in the application cycle. ¶~~
~~(4) The Board may require any Applicant to make a presentation to the Board or interview with a Board designee as part of its consideration process.¶~~
~~(5) The Board may approve an application for the amount sought or for a smaller amount.¶~~
~~(6) When selecting COAR applications for approval, the Board shall prioritize them as described below:¶~~
~~(a) First, to assist airports in Oregon with match requirements for FAA Airport Improvement Program grants.¶~~
~~(b) Second, to make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan or the Oregon Aviation Plan.¶~~
~~(c) Third, to make grants for:¶~~
~~(A) Services critical or essential to aviation, including, but not limited to, fuel, sewer, water and weather equipment; or¶~~
~~(B) Aviation-related business development, including, but not limited to, hangars, parking for business aircraft and related facilities; or¶~~
~~(C) Airport development for local economic benefit, including, but not limited to, signage and marketing; or¶~~
~~(D)  To assist commercial service to rural Oregon~~
~~Statutory/Other Authority: ORS 835.035, 835.040, 835.112, OL 2019 c.485 Section 1(2)(b)~~
~~Statutes/Other Implemented: ORS 835.025, OL 2019 c.485 Section 1, 835.040, OL 2021 c.526 Section 4(5)(a)(D) and (b)~~

## Slide 19



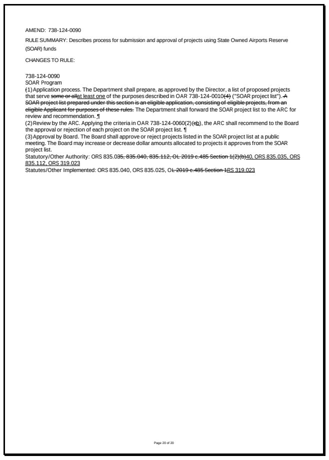
AMEND: 738-124-0080

RULE SUMMARY: Describes COAR program administration and provisions for grant agreement

CHANGES TO RULE:

738-124-0080
COAR Program Administration
(1) The Department shall administer all COAR grants. ¶
(2) The Department and Recipient shall execute a written Agreement in a form acceptable to the Department prior to the disbursal of funds for an application approved by the Board. ¶
~~(3)                At a minimum, t~~The Agreement m~~ust~~ay contain ~~provisions as listed below:~~, without limitation, the following provisions: ¶
(a) A provision which requires a Recipient to submit documentation of the projected costs for the project must be submitted to the Department prior to the disbursal of funds. ¶
(b) A provision which requires that disbursal of funds be made on a reimbursement basis~~.~~ upon review and approval of auditable documentation ¶
(c) A provision ~~which requires a~~requiring the Recipient to separately account for all monies received from the ASAP Fund in project accounts in accordance with Generally Accepted Accounting Principles. ¶
(d) A provision that states only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met. ¶
(e) A provision which authorizes the Department to withhold a percentage of funds for which reimbursement is sought by a Recipient and authorizes the Department to release the funds to Recipient when the conditions established by the Department are met or upon final project acceptance by the Department. ~~The Department shall determine retainage limits in accordance with ORS 835.112.~~ ¶
(~~e~~f) A provision which requires a Recipient to remain current on all applicable state and local taxes, fees and assessments for the useful life of the project as prescribed in the Agreement. ¶
(~~f~~g) A provision or provisions which protect public funds by identifying circumstances under which the Department may require repayment of disbursed funds or terminate the Agreement and which identify the rights and remedies of the Department upon termination. ¶
(~~g~~h) A provision which requires changes to the project's cost, scope, objectives, or timeframe be effective only upon written amendment to the Agreement. ¶
(~~h~~i) Provisions which require the Recipient to provide the Department with information, records, materials, progress reports or other information that may be requested by the Department. ¶
(~~i~~j) A provision which authorizes the Department to conduct reasonable inspections of projects funded under the Agreement. ¶
(4) The Department shall comply with applicable review requirements set out in statute, rule, or Department policy prior to executing Agreements.
Statutory/Other Authority: ORS 835.035, ORS 835.040, ORS 835.112, O~~L 2019 c.485 Section 1(2)(b)~~RS 319.023
Statutes/Other Implemented: ORS 835.0~~40~~25, ORS 835.0~~2~~35, O~~L 2019 c.485 Section 1, OL 2021 c.526 Section 4(5)(a)(D) and (b)~~RS 319.023

Slide 20



AMEND: 738-124-0090

RULE SUMMARY: Describes process for submission and approval of projects using State Owned Airports Reserve (SOAR) funds

CHANGES TO RULE:

738-124-0090
SOAR Program
(1) Application process. The Department shall prepare, as approved by the Director, a list of proposed projects that serve ~~some or all~~at least one of the purposes described in OAR 738-124-0010~~(4)~~ ("SOAR project list"). ~~A SOAR project list prepared under this section is an eligible application, consisting of eligible projects, from an eligible Applicant for purposes of these rules.~~ The Department shall forward the SOAR project list to the ARC for review and recommendation. ¶
(2) Review by the ARC. Applying the criteria in OAR 738-124-0060(2)(~~c~~b), the ARC shall recommend to the Board the approval or rejection of each project on the SOAR project list. ¶
(3) Approval by Board. The Board shall approve or reject projects listed in the SOAR project list at a public meeting. The Board may increase or decrease dollar amounts allocated to projects it approves from the SOAR project list.
Statutory/Other Authority: ORS 835.0~~35, 835.040, 835.112, OL 2019 c.485 Section 1(2)(b)~~40, ORS 835.035, ORS 835.112, ORS 319.023
Statutes/Other Implemented: ORS 835.040, ORS 835.025, O~~L 2019 c.485 Section 1~~RS 319.023

Page 20 of 20

## 2. Joseph Wyno-Pendleton

Slide 1

OREGON
UAS ACCELERATOR

Becoming the Preeminent Hub for Unmanned Aerial and Robotic Systems

Discover How We Empower Innovation and Commercialization in Unmanned Systems

OREGONUAS.ORG

Slide 2

OREGON UAS ACCELERATOR

## Today's Presenter

**Joseph Wyno**
Executive Director
503-803-8304
joseph@oregonuas.org
oregonuas.org

CONNECT WITH JOSEPH

OREGONUAS.ORG

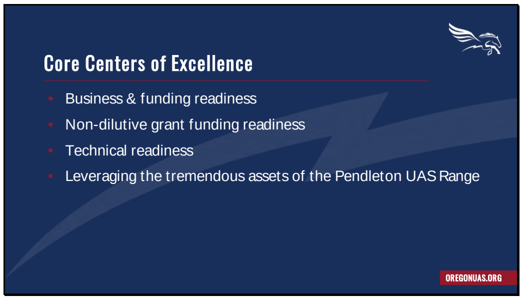
Slide 3

OREGON
UAS ACCELERATOR

A non-profit accelerator that is an Oregon Center for Innovation Excellence.

business oregon

Slide 4



## Core Centers of Excellence

- Business & funding readiness
- Non-dilutive grant funding readiness
- Technical readiness
- Leveraging the tremendous assets of the Pendleton UAS Range

OREGONUAS.ORG

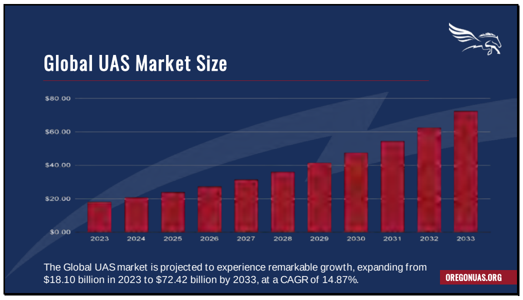
Slide 5

## GLOBAL UAS MARKET

Market Size Introduction

OREGONUAS.ORG

Slide 6



## Global UAS Market Size

The Global UAS market is projected to experience remarkable growth, expanding from $18.10 billion in 2023 to $72.42 billion by 2033, at a CAGR of 14.87%.

OREGONUAS.ORG

The table presents a projection of the Global Unmanned Aerial Systems (UAS) Market Size from 2023 to 2033, showcasing the anticipated growth and potential of this rapidly evolving industry.

The data points in the table are derived from a Compound Annual Growth Rate (CAGR) of 14.87%, which is applied consistently across the 10-year period. This CAGR reflects the expected rate of growth for the global UAS market, driven by increasing demand, technological advancements, and expanding applications across various sectors.

In 2023, the global UAS market size is estimated to be $18.10 billion, representing the current state of the industry. However, the table highlights a remarkable upward trajectory, with the market size projected to reach $72.42 billion by 2033, nearly quadrupling in value over the decade.

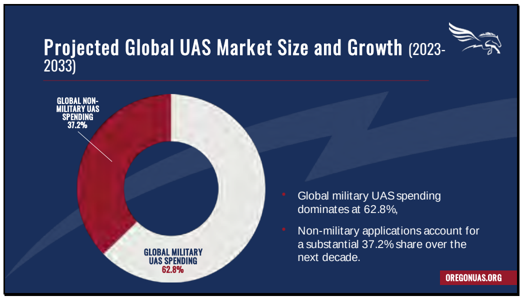
This substantial growth can be attributed to several factors, including the increasing adoption of UAS technologies in commercial and industrial applications, such as agriculture, construction, energy, public safety, and environmental monitoring. Additionally, the

continued development of advanced UAS capabilities, improved regulations, and the integration of these systems into various operations are expected to drive market expansion.

The year-over-year increase in market size values reflects the compounding effect of the CAGR, demonstrating the potential for exponential growth within the UAS industry. This growth trajectory underscores the significant opportunities for businesses, investors, and stakeholders involved in the development, manufacturing, and deployment of UAS technologies.

Overall, the table serves as a compelling visual representation of the projected growth and market potential of the global UAS industry, highlighting its transformative impact and the vast economic opportunities it presents in the coming years.

Slide 7



Projected Global UAS Market Size and Growth (2023-2033)

- Global military UAS spending dominates at 62.8%,
- Non-military applications account for a substantial 37.2% share over the next decade.

***This pie chart provides a high-level overview of the distribution between global military and non-military UAS spending over the next decade, based on the available data from the search results.***

***Please note that the time periods for military and non-military spending are slightly different (2023-2032 vs. 2022-2031), but this is due to the data provided in the search results. Additionally, the military spending includes both procurement and research, while the non-military spending represents total civilian purchases.***

The pie chart provides a visual representation of the distribution between global military and non-military spending related to Unmanned Aircraft Systems (UAS) over the next decade. It offers insights into the relative market shares and investment allocations

within the UAS industry, highlighting the significance of both military and civilian applications.

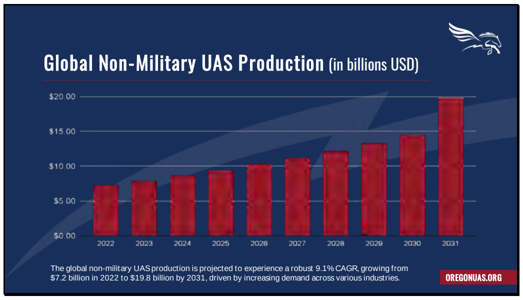
The larger segment, accounting for 62.8% of the total spending, represents the global military UAS spending from 2023 to 2032. This segment encompasses procurement expenditures for military UAS as well as research and development investments in advancing military drone technologies. The substantial share underscores the strategic importance of UAS in modern warfare and defense operations, driving significant investments from governments and military organizations worldwide.

On the other hand, the smaller segment, comprising 37.2% of the total spending, represents the global non-military UAS spending from 2022 to 2031. This segment encompasses the total civilian purchases of UAS during this period, reflecting the growing adoption of drone technologies across various commercial and industrial sectors. The increasing demand for UAS solutions in areas such as agriculture, construction, energy, public safety, and environmental monitoring contributes to the substantial market share of non-military applications.

The pie chart highlights the coexistence and interdependence of military and non-military UAS applications, with both segments playing crucial roles in driving innovation, technological advancements, and market growth within the UAS industry. While military spending dominates the overall distribution, the significant

share of non-military spending underscores the vast potential for commercial and civilian applications, which are expected to drive further adoption and investment in the coming years. Overall, this visual representation provides a high-level overview of the global UAS market landscape, emphasizing the importance of both military and non-military sectors in shaping the future of this rapidly evolving technology.

Slide 8



Global Non-Military UAS Production (in billions USD)

The global non-military UAS production is projected to experience a robust 9.1% CAGR, growing from $7.2 billion in 2022 to $19.8 billion by 2031, driven by increasing demand across various industries.

OREGONUAS.ORG

The graph represents the projected growth of the global non-military Unmanned Aircraft Systems (UAS) production from 2022 to 2031. It illustrates the anticipated trajectory of the UAS industry's expansion in the civilian and commercial sectors, driven by increasing demand and technological advancements.

The graph depicts a steady and consistent upward trend, with the global non-military UAS production value rising from $7.2 billion in 2022 to $19.8 billion by 2031. This growth is underpinned by a robust Compound Annual Growth Rate (CAGR) of 9.1% over the nine-year period.

The year-over-year increase in production values reflects the growing adoption of UAS technologies across various industries, such as agriculture, construction, energy, public safety, and environmental monitoring. As businesses and organizations recognize the potential of UAS solutions to enhance operational efficiency, reduce costs, and improve data collection, the demand for these systems is

expected to surge.

Furthermore, the graph highlights the significant market opportunity for UAS manufacturers, service providers, and technology developers. With a projected total civilian UAS purchases of $139 billion between 2022 and 2031, the industry presents substantial revenue streams and investment prospects.

The consistent growth trajectory depicted in the graph underscores the resilience and potential of the non-military UAS sector, positioning it as a driving force in the broader technological landscape. As innovation continues to push the boundaries of UAS capabilities, the industry is poised to play an increasingly vital role in shaping the future of various sectors and revolutionizing traditional practices.

Overall, the graph serves as a compelling visual representation of the anticipated growth and market potential of the global non-military UAS production, highlighting the industry's promising outlook and the opportunities it presents for businesses, investors, and stakeholders alike.

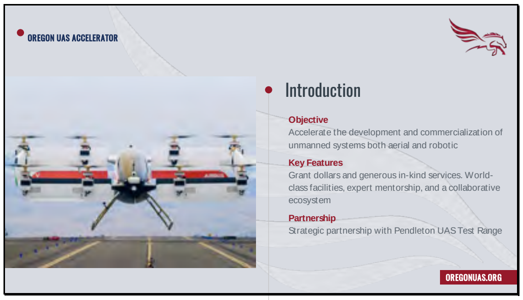
Slide 9

OREGON UAS ACCELERATOR

ACCELERATING THE FUTURE OF UNMANNED SYSTEMS

OREGONUAS.ORG

Slide 10



OREGON UAS ACCELERATOR

Introduction

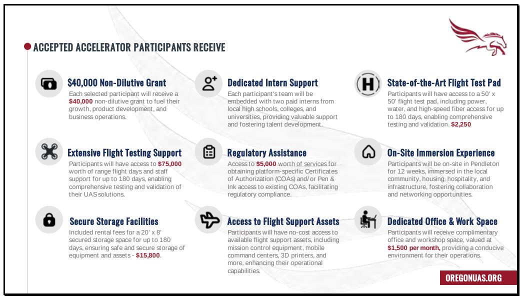
**Objective**
Accelerate the development and commercialization of unmanned systems both aerial and robotic

**Key Features**
Grant dollars and generous in-kind services. World-class facilities, expert mentorship, and a collaborative ecosystem

**Partnership**
Strategic partnership with Pendleton UAS Test Range

OREGONUAS.ORG

Slide 11



ACCEPTED ACCELERATOR PARTICIPANTS RECEIVE

**$40,000 Non-Dilutive Grant**
Each selected participant will receive a **$40,000** non-dilutive grant to fuel their growth, product development, and business operations.

**Dedicated Intern Support**
Each participant's team will be embedded with two paid interns from local high schools, colleges, and universities, providing valuable support and fostering talent development.

**State-of-the-Art Flight Test Pad**
Participants will have access to a 50' x 50' flight test pad, including power, water, and high-speed fiber access for up to 180 days, enabling comprehensive testing and validation. **$2,250**

**Extensive Flight Testing Support**
Participants will have access to **$75,000** worth of range flight days and staff support for up to 180 days, enabling comprehensive testing and validation of their UAS solutions.

**Regulatory Assistance**
Access to **$5,000** worth of services for obtaining platform-specific Certificates of Authorization (COAs) and/or Pen & Ink access to existing COAs, facilitating regulatory compliance.

**On-Site Immersion Experience**
Participants will be on-site in Pendleton for 12 weeks, immersed in the local community, housing, hospitality, and infrastructure, fostering collaboration and networking opportunities.

**Secure Storage Facilities**
Included rental fees for a 20' x 8' secured storage space for up to 180 days, ensuring safe and secure storage of equipment and assets - **$15,800**.

**Access to Flight Support Assets**
Participants will have no-cost access to available flight support assets, including mission control equipment, mobile command centers, 3D printers, and more, enhancing their operational capabilities.

**Dedicated Office & Work Space**
Participants will receive complimentary office and workshop space, valued at **$1,500 per month**, providing a conducive environment for their operations.

OREGONUAS.ORG

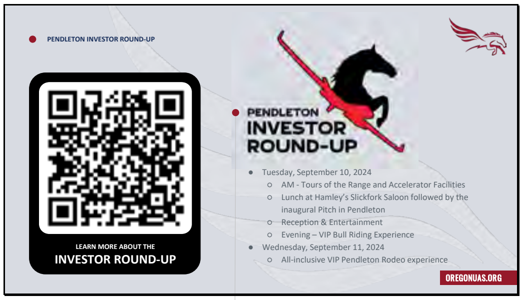
Need to add the paid internship stuff 14 of them

- $15 / hour
- From High Schools, Colleges and Universities in the state of Oregon

These companies will be on site for 12 weeks

- Housing
- Hospitality
- Encouragement to keep business presence

Slide 12



PENDLETON INVESTOR ROUND-UP

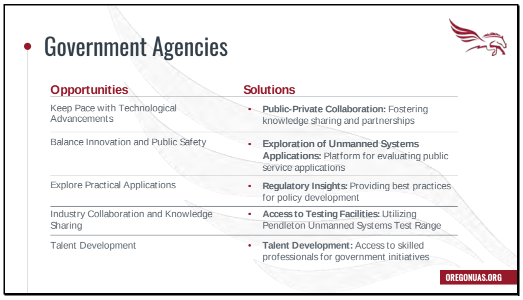
LEARN MORE ABOUT THE
INVESTOR ROUND-UP

PENDLETON
INVESTOR
ROUND-UP

- Tuesday, September 10, 2024
  - AM - Tours of the Range and Accelerator Facilities
  - Lunch at Hamley's Slickfork Saloon followed by the inaugural Pitch in Pendleton
  - Reception & Entertainment
  - Evening – VIP Bull Riding Experience
- Wednesday, September 11, 2024
  - All-inclusive VIP Pendleton Rodeo experience

OREGONUAS.ORG

Slide 13

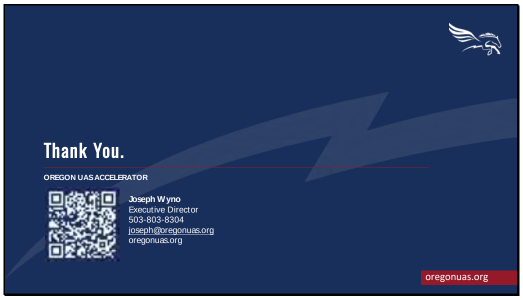


Government Agencies

| Opportunities | Solutions |
|---|---|
| Keep Pace with Technological Advancements | **Public-Private Collaboration:** Fostering knowledge sharing and partnerships |
| Balance Innovation and Public Safety | **Exploration of Unmanned Systems Applications:** Platform for evaluating public service applications |
| Explore Practical Applications | **Regulatory Insights:** Providing best practices for policy development |
| Industry Collaboration and Knowledge Sharing | **Access to Testing Facilities:** Utilizing Pendleton Unmanned Systems Test Range |
| Talent Development | **Talent Development:** Access to skilled professionals for government initiatives |

OREGONUAS.ORG

Slide 14



Thank You.

OREGON UAS ACCELERATOR

**Joseph Wyno**
Executive Director
503-803-8304
joseph@oregonuas.org
oregonuas.org

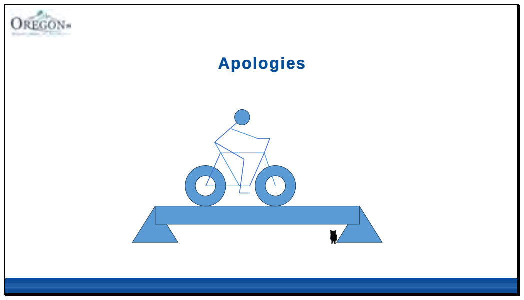
oregonuas.org

# 3. Director's Update

OREGON Department of Aviation

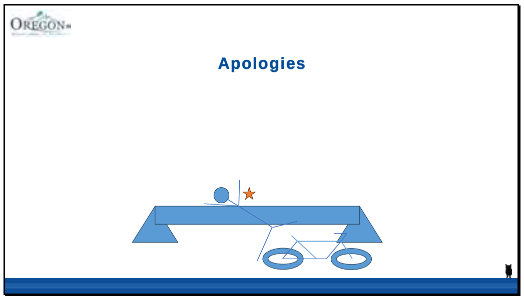
☎ (503)378-4880 3040 25th STREET, SALEM, OR 97302 WWW.OREGON.GOV/AVIATION ORAVIATION

Slide 2



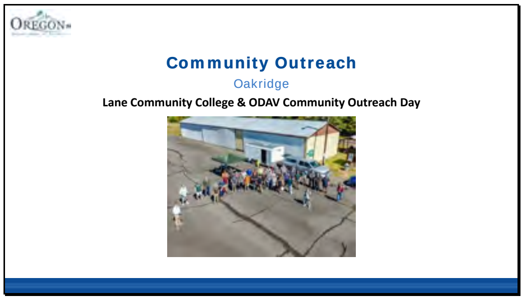
Apologies

Slide 3



Apologies

Slide 4



## Community Outreach

Oakridge

Lane Community College & ODAV Community Outreach Day

Slide 5

Slide 6

Slide 7

Slide 8

Slide 9

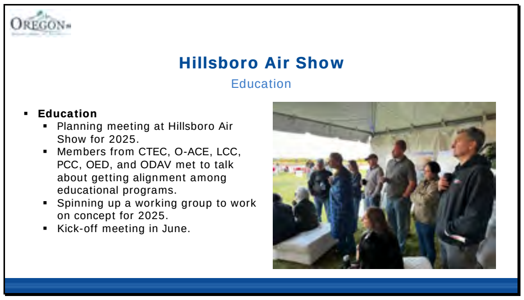
Slide 10

Slide 11

## Hillsboro Air Show

Getting Ready for 2025

Slide 12

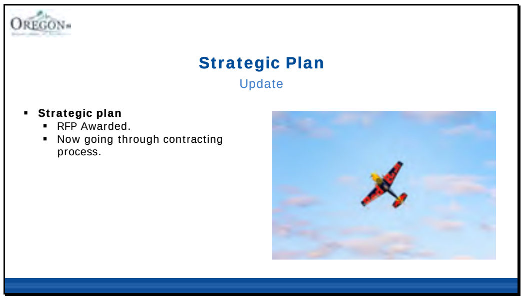


## Hillsboro Air Show

Education

- **Education**
  - Planning meeting at Hillsboro Air Show for 2025.
  - Members from CTEC, O-ACE, LCC, PCC, OED, and ODAV met to talk about getting alignment among educational programs.
  - Spinning up a working group to work on concept for 2025.
  - Kick-off meeting in June.

Slide 13

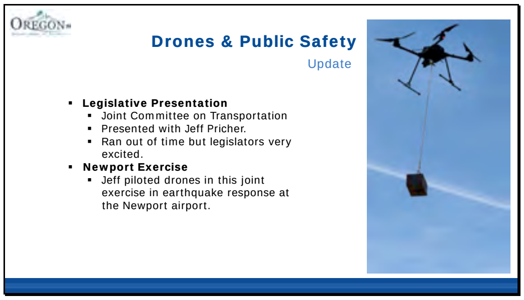


## Strategic Plan

### Update

- **Strategic plan**
  - RFP Awarded.
  - Now going through contracting process.

Slide 14

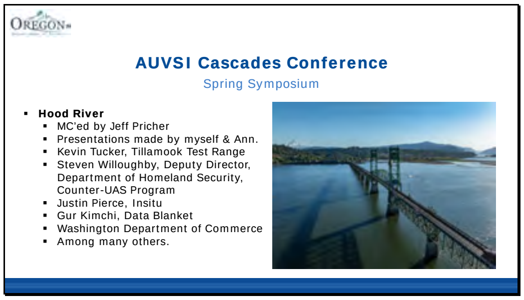


## Drones & Public Safety

### Update

- **Legislative Presentation**
  - Joint Committee on Transportation
  - Presented with Jeff Pricher.
  - Ran out of time but legislators very excited.
- **Newport Exercise**
  - Jeff piloted drones in this joint exercise in earthquake response at the Newport airport.

Slide 15

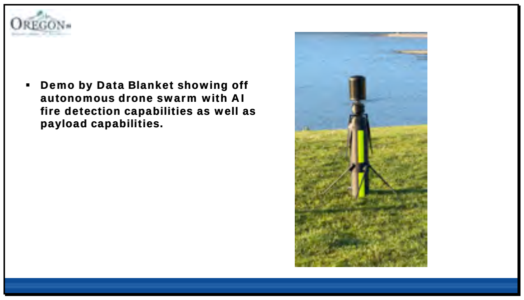


## AUVSI Cascades Conference

### Spring Symposium

- **Hood River**
  - MC'ed by Jeff Pricher
  - Presentations made by myself & Ann.
  - Kevin Tucker, Tillamook Test Range
  - Steven Willoughby, Deputy Director, Department of Homeland Security, Counter-UAS Program
  - Justin Pierce, Insitu
  - Gur Kimchi, Data Blanket
  - Washington Department of Commerce
  - Among many others.

## Slide 16



- **Demo by Data Blanket showing off autonomous drone swarm with AI fire detection capabilities as well as payload capabilities.**

## Slide 17

- **And of course…**
- **Brian Prange taking a selfie while I fly FPV.**

Which by the way…

Congrats on becoming the newest board member!

Brian is the Vice President of Hood Aero and is a former FAA Test Site General Manager. A graduate of University of North Dakota with a BS in Commercial Aerospace, Brian is a CFI and holds private pilot and remote pilot certificates. Brian also worked for Evergreen Aviation flying the Insitu ScanEagle with over 1,200 hours in 5 tours with operations in the Arctic, Iraq, and Afghanistan. He has over 2,250 hours of fixed wing aircraft flight time.

## Slide 18

### Updates

All the rest

- **Oakridge Funding**
  - EDA in process.
  - Connect Oregon in process.
- **AAM**
  - Oregon and Washington hosting the AAM Multistate Collaborative in The Dalles July 15-16.

Slide 19

THANK YOU!

QUESTIONS?

(503)378-4880 3040 25TH STREET, SALEM, OR 97302 WWW.OREGON.GOV/AVIATION ORAVIATION

# 4. Planning Manager Update

OREGON

Department of Aviation

(503)378-4880 3040 25TH STREET, SALEM, OR 97302 WWW.OREGON.GOV/AVIATION ORAVIATION

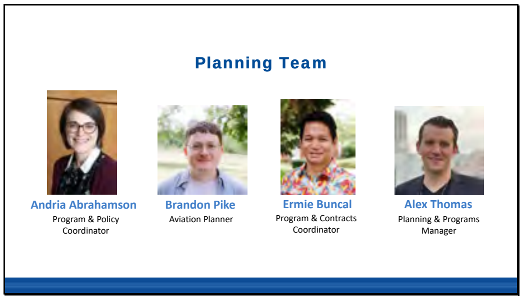
Slide 2

# OREGON DEPARTMENT OF AVIATION

State Aviation Board Meeting
June 6th, 2024
Pendleton Airport (PDT)
Planning & Programs Manager Update

☎ (503)378-4880 3040 25TH STREET, SALEM, OR 97302 WWW.OREGON.GOV/AVIATION ORAVIATION

Slide 3



## Planning Team

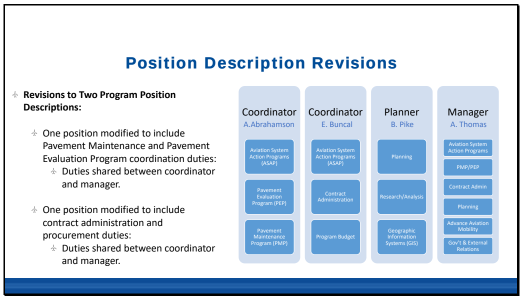
**Andria Abrahamson**
Program & Policy Coordinator

**Brandon Pike**
Aviation Planner

**Ermie Buncal**
Program & Contracts Coordinator

**Alex Thomas**
Planning & Programs Manager

Slide 4



## Position Description Revisions

- **Revisions to Two Program Position Descriptions:**
  - One position modified to include Pavement Maintenance and Pavement Evaluation Program coordination duties:
    - Duties shared between coordinator and manager.
  - One position modified to include contract administration and procurement duties:
    - Duties shared between coordinator and manager.

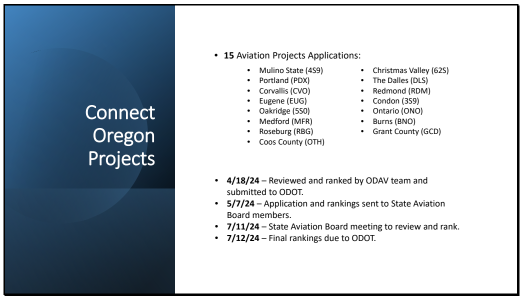
Coordinator
A.Abrahamson
- Aviation System Action Programs (ASAP)
- Pavement Evaluation Program (PEP)
- Pavement Maintenance Program (PMP)

Coordinator
E. Buncal
- Aviation System Action Programs (ASAP)
- Contract Administration
- Program Budget

Planner
B. Pike
- Planning
- Research/Analysis
- Geographic Information Systems (GIS)

Manager
A. Thomas
- Aviation System Action Programs
- PMP/PEP
- Contract Admin
- Planning
- Advance Aviation Mobility
- Gov't & External Relations

## Slide 5

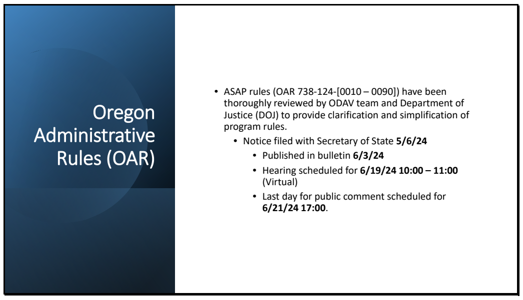


### Connect Oregon Projects

- **15** Aviation Projects Applications:
    - Mulino State (4S9)
    - Portland (PDX)
    - Corvallis (CVO)
    - Eugene (EUG)
    - Oakridge (5S0)
    - Medford (MFR)
    - Roseburg (RBG)
    - Coos County (OTH)
    - Christmas Valley (62S)
    - The Dalles (DLS)
    - Redmond (RDM)
    - Condon (3S9)
    - Ontario (ONO)
    - Burns (BNO)
    - Grant County (GCD)

- **4/18/24** – Reviewed and ranked by ODAV team and submitted to ODOT.
- **5/7/24** – Application and rankings sent to State Aviation Board members.
- **7/11/24** – State Aviation Board meeting to review and rank.
- **7/12/24** – Final rankings due to ODOT.

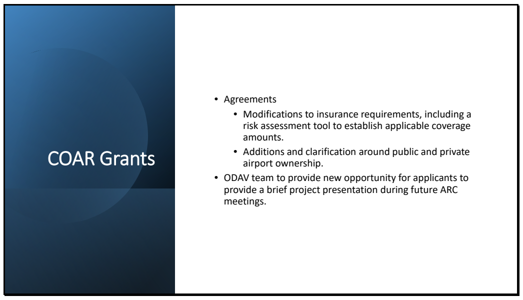
## Slide 6



### Oregon Administrative Rules (OAR)

- ASAP rules (OAR 738-124-[0010 – 0090]) have been thoroughly reviewed by ODAV team and Department of Justice (DOJ) to provide clarification and simplification of program rules.
    - Notice filed with Secretary of State **5/6/24**
        - Published in bulletin **6/3/24**
        - Hearing scheduled for **6/19/24 10:00 – 11:00** (Virtual)
        - Last day for public comment scheduled for **6/21/24 17:00**.

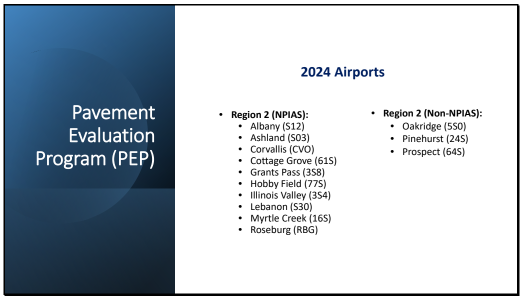
## Slide 7



### COAR Grants

- Agreements
    - Modifications to insurance requirements, including a risk assessment tool to establish applicable coverage amounts.
    - Additions and clarification around public and private airport ownership.
- ODAV team to provide new opportunity for applicants to provide a brief project presentation during future ARC meetings.

Slide 8



## Pavement Evaluation Program (PEP)

### 2024 Airports

- **Region 2 (NPIAS):**
  - Albany (S12)
  - Ashland (S03)
  - Corvallis (CVO)
  - Cottage Grove (61S)
  - Grants Pass (3S8)
  - Hobby Field (77S)
  - Illinois Valley (3S4)
  - Lebanon (S30)
  - Myrtle Creek (16S)
  - Roseburg (RBG)
- **Region 2 (Non-NPIAS):**
  - Oakridge (5S0)
  - Pinehurst (24S)
  - Prospect (64S)

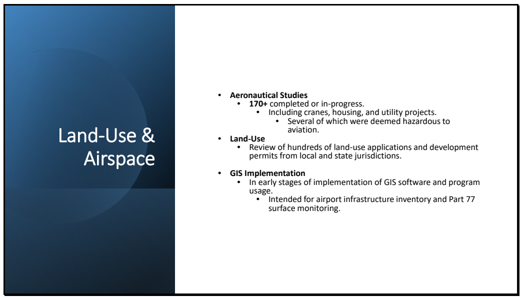
Slide 9

## Pavement Maintenance Program (PMP)

### 2024 Airports

- **Region 3:**
  - Bend (BDN)
  - Prineville (S39)
  - Madras (S33)
  - Chiloquin (2S7)
  - Christmas Valley (62S)
  - Lake County (LKV)
  - Malin (4S7)
- **Region 4:**
  - Boardman (M50)
  - The Dalles (DLS)
  - Hermiston (HRI)
  - Pendleton (PDT)
  - Baker City (BKE)
  - Grant County (GCD)
  - Joseph (JSY)
  - LaGrande (LGD)

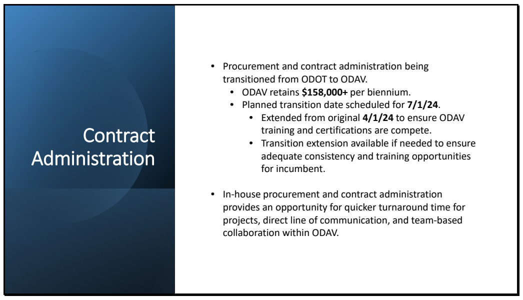
Slide 10



## Land-Use & Airspace

- **Aeronautical Studies**
  - **170+** completed or in-progress.
    - Including cranes, housing, and utility projects.
      - Several of which were deemed hazardous to aviation.
- **Land-Use**
  - Review of hundreds of land-use applications and development permits from local and state jurisdictions.
- **GIS Implementation**
  - In early stages of implementation of GIS software and program usage.
    - Intended for airport infrastructure inventory and Part 77 surface monitoring.

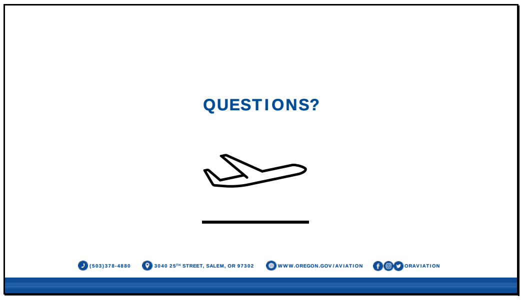
Slide 11



Contract Administration

- Procurement and contract administration being transitioned from ODOT to ODAV.
  - ODAV retains **$158,000+** per biennium.
  - Planned transition date scheduled for **7/1/24**.
    - Extended from original **4/1/24** to ensure ODAV training and certifications are compete.
    - Transition extension available if needed to ensure adequate consistency and training opportunities for incumbent.
- In-house procurement and contract administration provides an opportunity for quicker turnaround time for projects, direct line of communication, and team-based collaboration within ODAV.

Slide 12



QUESTIONS?

☎ (503)378-4880 3040 25TH STREET, SALEM, OR 97302 WWW.OREGON.GOV/AVIATION ORAVIATION

# 5. ASAP Rulemaking Update

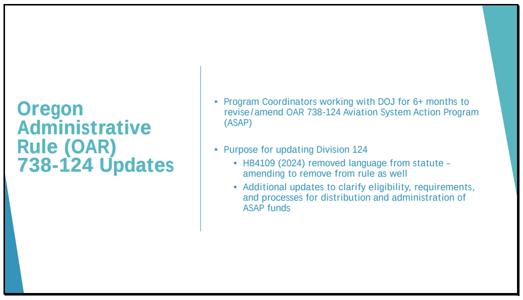
6.

OREGON

Department of Aviation

(503)378-4880 3040 25TH STREET, SALEM, OR 97302 WWW.OREGON.GOV/AVIATION ORAVIATION

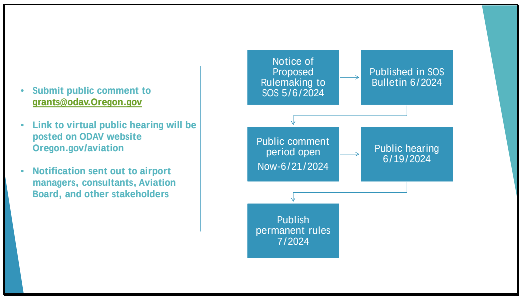
Slide 2



## Oregon Administrative Rule (OAR) 738-124 Updates

- Program Coordinators working with DOJ for 6+ months to revise/amend OAR 738-124 Aviation System Action Program (ASAP)
- Purpose for updating Division 124
  - HB4109 (2024) removed language from statute – amending to remove from rule as well
  - Additional updates to clarify eligibility, requirements, and processes for distribution and administration of ASAP funds

Slide 3



- **Submit public comment to grants@odav.Oregon.gov**
- **Link to virtual public hearing will be posted on ODAV website Oregon.gov/aviation**
- **Notification sent out to airport managers, consultants, Aviation Board, and other stakeholders**

Notice of Proposed Rulemaking to SOS 5/6/2024

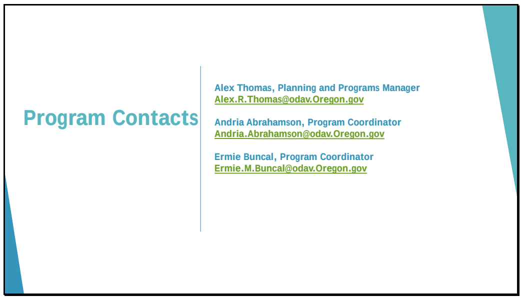
Published in SOS Bulletin 6/2024

Public comment period open Now-6/21/2024

Public hearing 6/19/2024

Publish permanent rules 7/2024

Slide 4



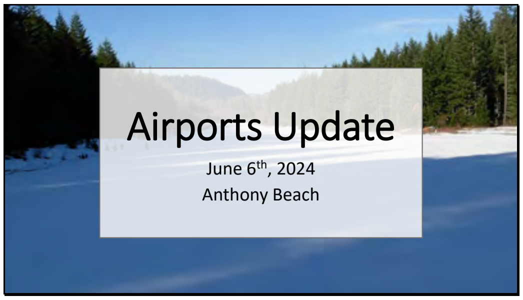
## Program Contacts

Alex Thomas, Planning and Programs Manager
Alex.R.Thomas@odav.Oregon.gov

Andria Abrahamson, Program Coordinator
Andria.Abrahamson@odav.Oregon.gov

Ermie Buncal, Program Coordinator
Ermie.M.Buncal@odav.Oregon.gov

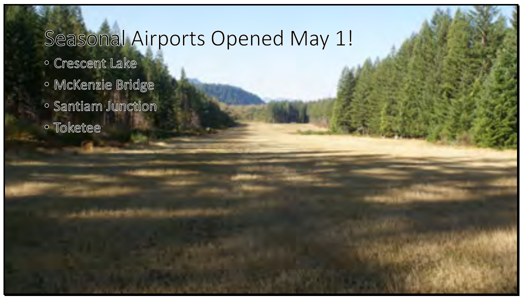
# 7. State Airports Manager Update



## Airports Update

June 6th, 2024
Anthony Beach

Slide 2



## Seasonal Airports Opened May 1!

- Crescent Lake
- McKenzie Bridge
- Santiam Junction
- Toketee

Slide 3

## Mowing season in full swing!

- Most airports have had 1 complete mow

Slide 4

## Airport Painting

- Upcoming Airports:
  - Aurora
  - Chiloquin
  - Crescent Lake
  - Independence
  - Oakridge
  - Pinehurst

Slide 5

## Upcoming Fly-ins

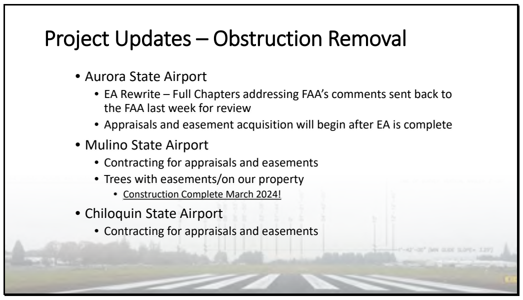
- Cottage Grove State Airport – June 22nd
  - Oregon Aviation Historical Society: Wings and Wheels
- Joseph State Airport– July 12th and 13th
  - Wallowa County Fly In
- Cottage Grove State Airport – August 3rd
  - Oregon Aviation Historical Society: Jim Wright Memorial Stearman Fly In
- Aurora State Airport – August 13th – 15th
  - CAA: Memorial Fly In
- Independence State Airport – August 24th-25th
  - EAA 292: Fly-In & STOL event

Slide 6

## Volunteer Service

- Friends of Pacific City State Airport
  - June 15th Work Party
- Joseph State Airport Tenant Improvements
  - Landscaping
  - Parking Lot gravel
  - Airport Sign
  - Pilot Lounge

Slide 7

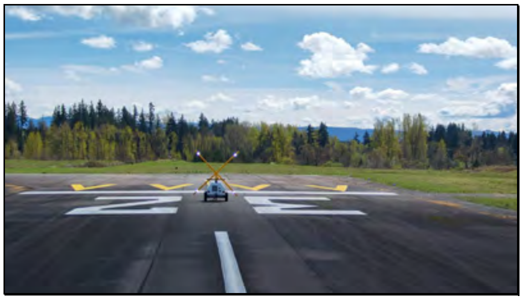


## Project Updates – Obstruction Removal

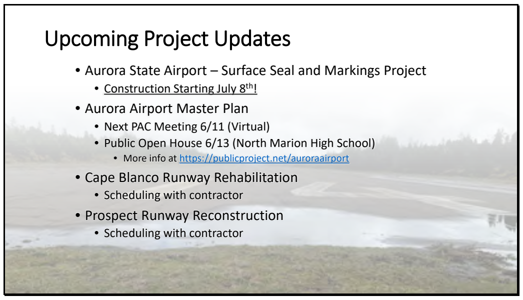
- Aurora State Airport
  - EA Rewrite – Full Chapters addressing FAA's comments sent back to the FAA last week for review
  - Appraisals and easement acquisition will begin after EA is complete
- Mulino State Airport
  - Contracting for appraisals and easements
  - Trees with easements/on our property
    - Construction Complete March 2024!
- Chiloquin State Airport
  - Contracting for appraisals and easements

Slide 8

Slide 9



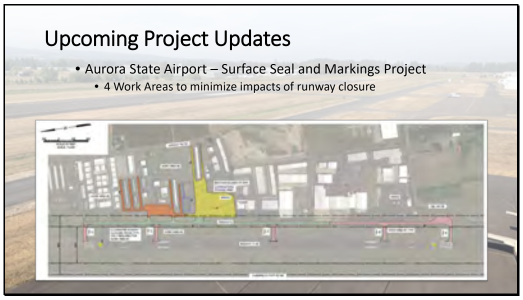
Slide 10



## Upcoming Project Updates

- Aurora State Airport – Surface Seal and Markings Project
  - Construction Starting July 8th!
- Aurora Airport Master Plan
  - Next PAC Meeting 6/11 (Virtual)
  - Public Open House 6/13 (North Marion High School)
    - More info at https://publicproject.net/auroraairport
- Cape Blanco Runway Rehabilitation
  - Scheduling with contractor
- Prospect Runway Reconstruction
  - Scheduling with contractor

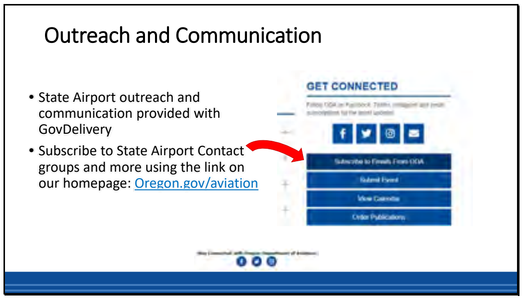
Slide 11



## Upcoming Project Updates

- Aurora State Airport – Surface Seal and Markings Project
  - 4 Work Areas to minimize impacts of runway closure

Slide 12



## Outreach and Communication

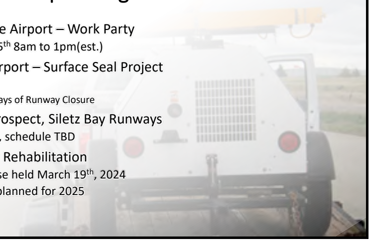
- State Airport outreach and communication provided with GovDelivery
- Subscribe to State Airport Contact groups and more using the link on our homepage: Oregon.gov/aviation

Slide 13

## Outreach and Communication

- Another option is to click “Manage Subscriptions” if a GovDelivery notice is forwarded to you

Slide 14



## Airport Work – Upcoming Closures

- Pacific City State Airport – Work Party
  - Closed June 15th 8am to 1pm(est.)
- Aurora State Airport – Surface Seal Project
  - July 8th – 19th
    - Includes 5 Days of Runway Closure
- Cape Blanco, Prospect, Siletz Bay Runways
  - Summer 2024, schedule TBD
- Aurora Runway Rehabilitation
  - 2nd Open House held March 19th, 2024
  - Construction planned for 2025

Slide 15

## Surface Incident Mitigation - Update

- 1 V/PD and 0 Runway Incursions since last meeting (4/24/2024)
- Continuing work with airport groups on outreach, education, and improvements to mitigate V/PDs from state and private property
- ODAV is creating driver training for state property and movement area access
- FAA recommendations received 2/13

Slide 16

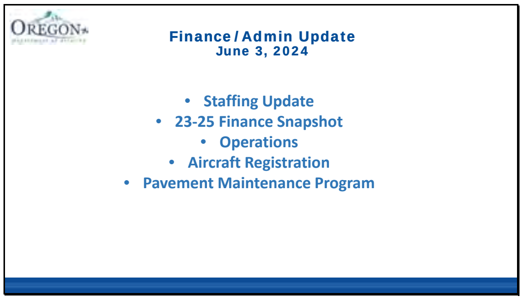
## Surface Incident Mitigation – Rule Update

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

Slide 17


Questions?

## 8. Finance Manager Update


**Finance / Admin Update**
**June 3, 2024**

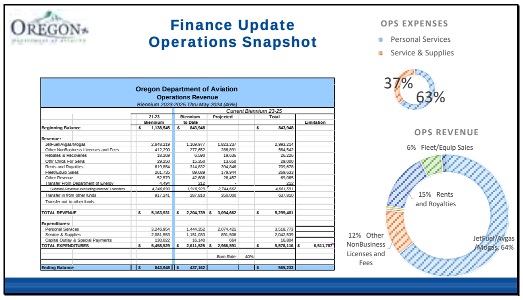
- Staffing Update
- 23-25 Finance Snapshot
- Operations
- Aircraft Registration
- Pavement Maintenance Program

Slide 2

## Finance / Admin Update
### June 3, 2024

- Marketing & Administrative Specialist Position
  - Open for Applications Now until June 11th

Slide 3

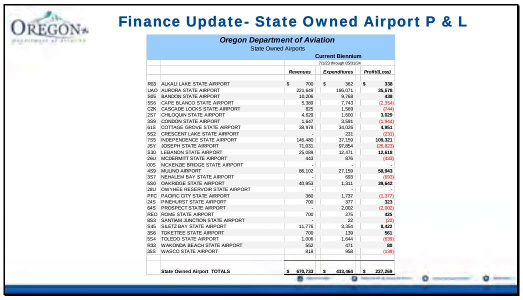


## Finance Update
## Operations Snapshot

**Oregon Department of Aviation**
**Operations Revenue**
*Biennium 2023-2025 Thru May 2024 (46%)*

| | | *Current Biennium 23-25* | | | | |
|---|---|---|---|---|---|---|
| | **21-23 Biennium** | **Biennium to Date** | **Projected** | | **Total** | **Limitation** |
| **Beginning Balance** | $ 1,138,545 | $ 843,948 | | | $ 843,948 | |
| **Revenue:** | | | | | | |
| JetFuel/Avgas/Mogas | 2,848,219 | 1,169,977 | 1,823,237 | | 2,993,214 | |
| Other NonBusiness Licenses and Fees | 412,290 | 277,652 | 286,891 | | 564,542 | |
| Rebates & Recoveries | 18,269 | 6,590 | 19,636 | | 26,226 | |
| Othr Chrgs For Servs | 29,250 | 15,350 | 13,650 | | 29,000 | |
| Rents and Royalties | 619,854 | 314,832 | 394,846 | | 709,678 | |
| Fleet/Equip Sales | 261,735 | 89,689 | 179,944 | | 269,633 | |
| Other Revenue | 52,579 | 42,608 | 26,457 | | 69,065 | |
| Transfer From Department of Energy | 4,494 | 212 | - | | 212 | |
| *Subtotal-Revenue excluding Internal Transfers* | *4,246,690* | *1,916,929* | *2,744,662* | | *4,661,591* | |
| Transfer in from other funds | 917,241 | 287,810 | 350,000 | | 637,810 | |
| Transfer out to other funds | | - | - | | - | |
| **TOTAL REVENUE** | **$ 5,163,931** | **$ 2,204,739** | **$ 3,094,662** | | **$ 5,299,401** | |
| **Expenditures:** | | | | | | |
| Personal Services | 3,246,954 | 1,444,352 | 2,074,421 | | 3,518,773 | |
| Service & Supplies | 2,081,553 | 1,151,033 | 891,506 | | 2,042,539 | |
| Capital Outlay & Special Payments | 130,022 | 16,140 | 664 | | 16,804 | |
| **TOTAL EXPENDITURES** | **$ 5,458,529** | **$ 2,611,525** | **$ 2,966,591** | | **$ 5,578,116** | **$ 6,511,787** |
| | | | *Burn Rate:* | 40% | | |
| **Ending Balance** | **$ 843,948** | **$ 437,162** | | | **$ 565,233** | |

Slide 4

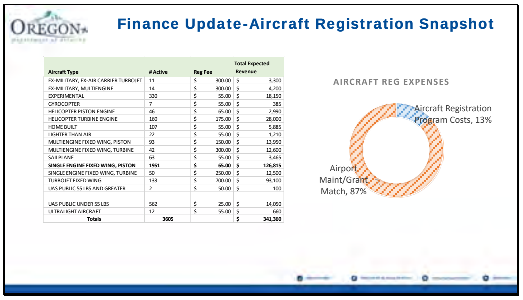


## Finance Update- State Owned Airport P & L

***Oregon Department of Aviation***
State Owned Airports
**Current Biennium**
7/1/23 through 05/31/24

| | | *Revenues* | *Expenditures* | *Profit/(Loss)* |
|---|---|---|---|---|
| R03 | ALKALI LAKE STATE AIRPORT | $ 700 | $ 362 | **$ 338** |
| UAO | AURORA STATE AIRPORT | 221,649 | 186,071 | **35,578** |
| S05 | BANDON STATE AIRPORT | 10,206 | 9,768 | **438** |
| 5S6 | CAPE BLANCO STATE AIRPORT | 5,389 | 7,743 | (2,354) |
| CZK | CASCADE LOCKS STATE AIRPORT | 825 | 1,569 | (744) |
| 2S7 | CHILOQUIN STATE AIRPORT | 4,629 | 1,600 | **3,029** |
| 3S9 | CONDON STATE AIRPORT | 1,647 | 3,591 | (1,944) |
| 61S | COTTAGE GROVE STATE AIRPORT | 38,978 | 34,026 | **4,951** |
| 5S2 | CRESCENT LAKE STATE AIRPORT | - | 231 | (231) |
| 7S5 | INDEPENDENCE STATE AIRPORT | 146,480 | 37,159 | **109,321** |
| JSY | JOSEPH STATE AIRPORT | 71,031 | 97,854 | (26,823) |
| S30 | LEBANON STATE AIRPORT | 25,089 | 12,471 | **12,618** |
| 26U | MCDERMITT STATE AIRPORT | 443 | 876 | (433) |
| 00S | MCKENZIE BRIDGE STATE AIRPORT | - | - | - |
| 4S9 | MULINO AIRPORT | 86,102 | 27,159 | **58,943** |
| 3S7 | NEHALEM BAY STATE AIRPORT | - | 693 | (693) |
| 5S0 | OAKRIDGE STATE AIRPORT | 40,953 | 1,311 | **39,642** |
| 28U | OWYHEE RESERVOIR STATE AIRPORT | - | - | - |
| PFC | PACIFIC CITY STATE AIRPORT | 360 | 1,737 | (1,377) |
| 24S | PINEHURST STATE AIRPORT | 700 | 377 | **323** |
| 64S | PROSPECT STATE AIRPORT | - | 2,002 | (2,002) |
| REO | ROME STATE AIRPORT | 700 | 275 | **425** |
| 8S3 | SANTIAM JUNCTION STATE AIRPORT | - | 22 | (22) |
| S45 | SILETZ BAY STATE AIRPORT | 11,776 | 3,354 | **8,422** |
| 3S6 | TOKETTEE STATE AIRPORT | 700 | 139 | **561** |
| 5S4 | TOLEDO STATE AIRPORT | 1,006 | 1,644 | (639) |
| R33 | WAKONDA BEACH STATE AIRPORT | 552 | 471 | **80** |
| 35S | WASCO STATE AIRPORT | 818 | 958 | (139) |
| | **State Owned Airport TOTALS** | **$ 670,733** | **$ 433,464** | **$ 237,269** |

Slide 5

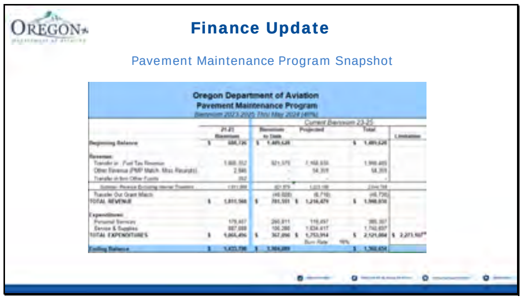


## Finance Update-Aircraft Registration Snapshot

| Aircraft Type | # Active | Reg Fee | Total Expected Revenue |
|---|---|---|---|
| EX-MILITARY, EX-AIR CARRIER TURBOJET | 11 | $ 300.00 | $ 3,300 |
| EX-MILITARY, MULTIENGINE | 14 | $ 300.00 | $ 4,200 |
| EXPERIMENTAL | 330 | $ 55.00 | $ 18,150 |
| GYROCOPTER | 7 | $ 55.00 | $ 385 |
| HELICOPTER PISTON ENGINE | 46 | $ 65.00 | $ 2,990 |
| HELICOPTER TURBINE ENGINE | 160 | $ 175.00 | $ 28,000 |
| HOME BUILT | 107 | $ 55.00 | $ 5,885 |
| LIGHTER THAN AIR | 22 | $ 55.00 | $ 1,210 |
| MULTIENGINE FIXED WING, PISTON | 93 | $ 150.00 | $ 13,950 |
| MULTIENGINE FIXED WING, TURBINE | 42 | $ 300.00 | $ 12,600 |
| SAILPLANE | 63 | $ 55.00 | $ 3,465 |
| **SINGLE ENGINE FIXED WING, PISTON** | **1951** | **$ 65.00** | **$ 126,815** |
| SINGLE ENGINE FIXED WING, TURBINE | 50 | $ 250.00 | $ 12,500 |
| TURBOJET FIXED WING | 133 | $ 700.00 | $ 93,100 |
| UAS PUBLIC 55 LBS AND GREATER | 2 | $ 50.00 | $ 100 |
| UAS PUBLIC UNDER 55 LBS | 562 | $ 25.00 | $ 14,050 |
| ULTRALIGHT AIRCRAFT | 12 | $ 55.00 | $ 660 |
| **Totals** | **3605** | | **$ 341,360** |

AIRCRAFT REG EXPENSES

Slide 6

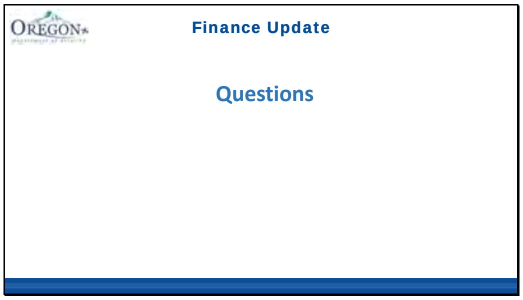


## Finance Update

Pavement Maintenance Program Snapshot

Oregon Department of Aviation
Pavement Maintenance Program

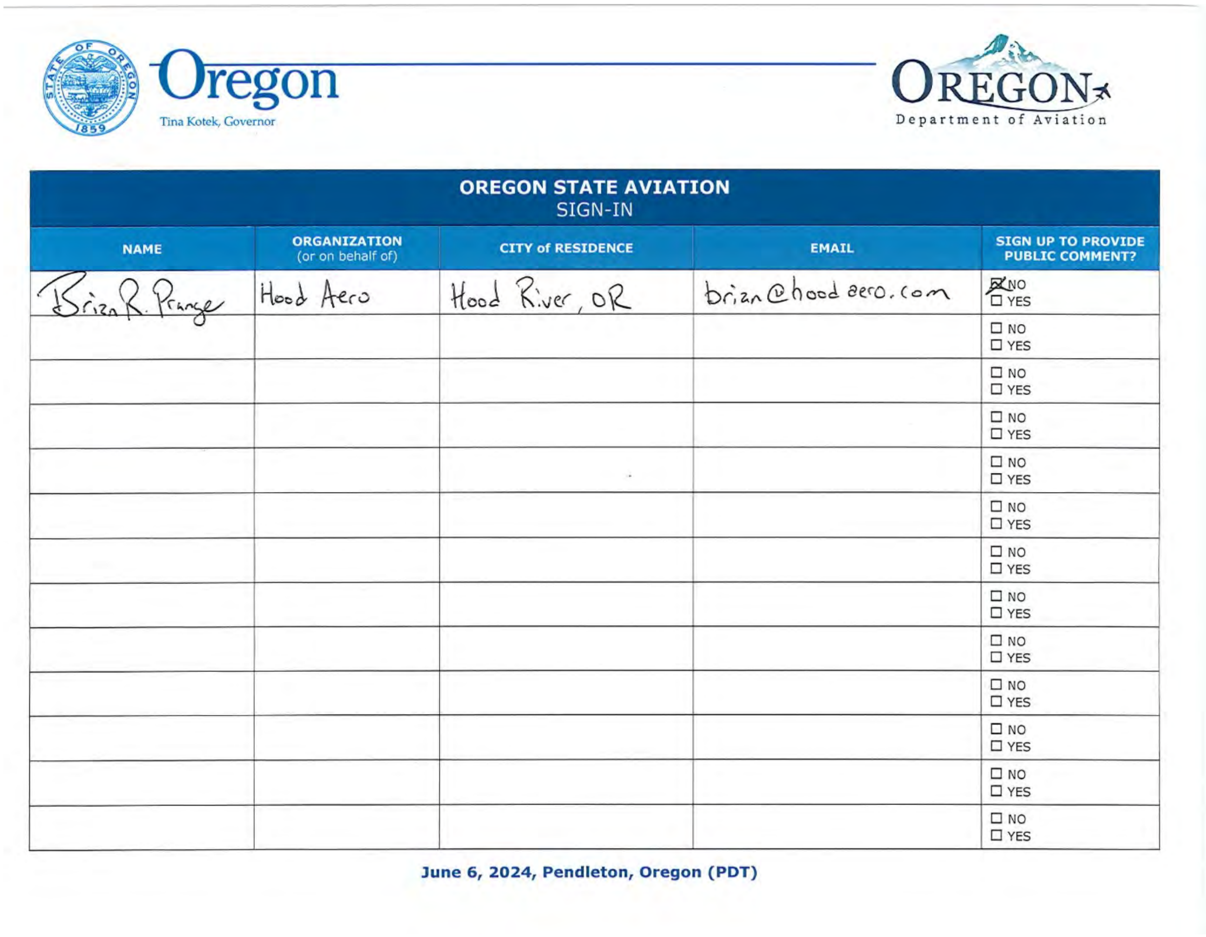
Slide 7



## Finance Update

Questions

# 9. Sign-in sheet



Oregon
Tina Kotek, Governor

OREGON
Department of Aviation

**OREGON STATE AVIATION**
SIGN-IN

| NAME | ORGANIZATION (or on behalf of) | CITY of RESIDENCE | EMAIL | SIGN UP TO PROVIDE PUBLIC COMMENT? |
|---|---|---|---|---|
| Brian R. Prange | Hood Aero | Hood River, OR | brian@hoodaero.com | ☒ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |
| | | | | ☐ NO<br>☐ YES |

June 6, 2024, Pendleton, Oregon (PDT)

# 10. Public Comment

none