



 (503)378-4880

 3040 25TH STREET, SALEM, OR 97302

 WWW.OREGON.GOV/AVIATION

   ORAVIATION

OREGON DEPARTMENT OF AVIATION (ODAV)

State Aviation Board Meeting
December 5th, 2024

Policy, Planning, & Programs Manager Update
Airport Improvement Projects

ODAV Planning Team



Andria Abrahamson

Programs & Policy
Coordinator

- | Roles |
|--|
| <ul style="list-style-type: none">• Aviation System Action Program (ASAP)• Pavement Evaluation Program (PEP)• Pavement Maintenance Program (PMP) |



Brandon Pike

Aviation Planner

- | Roles |
|---|
| <ul style="list-style-type: none">• Planning / Land-Use• Research / Analysis• GIS |



Ermie Buncal

Programs & Contracts
Coordinator

- | Roles |
|--|
| <ul style="list-style-type: none">• Aviation System Action Program (ASAP)• FAA Grant Administration• Procurement / Contracts |



Alex Thomas

Planning, Policy, &
Programs Manager

- | Roles |
|--|
| <ul style="list-style-type: none">• ASAP• PEP/PMP• Procurement / Contracts• Gov't / Ext. Relations• FAA Grant Administration• Planning / Land-Use• AAM |

Century West Engineering ODAV Team

*ODAV Experience

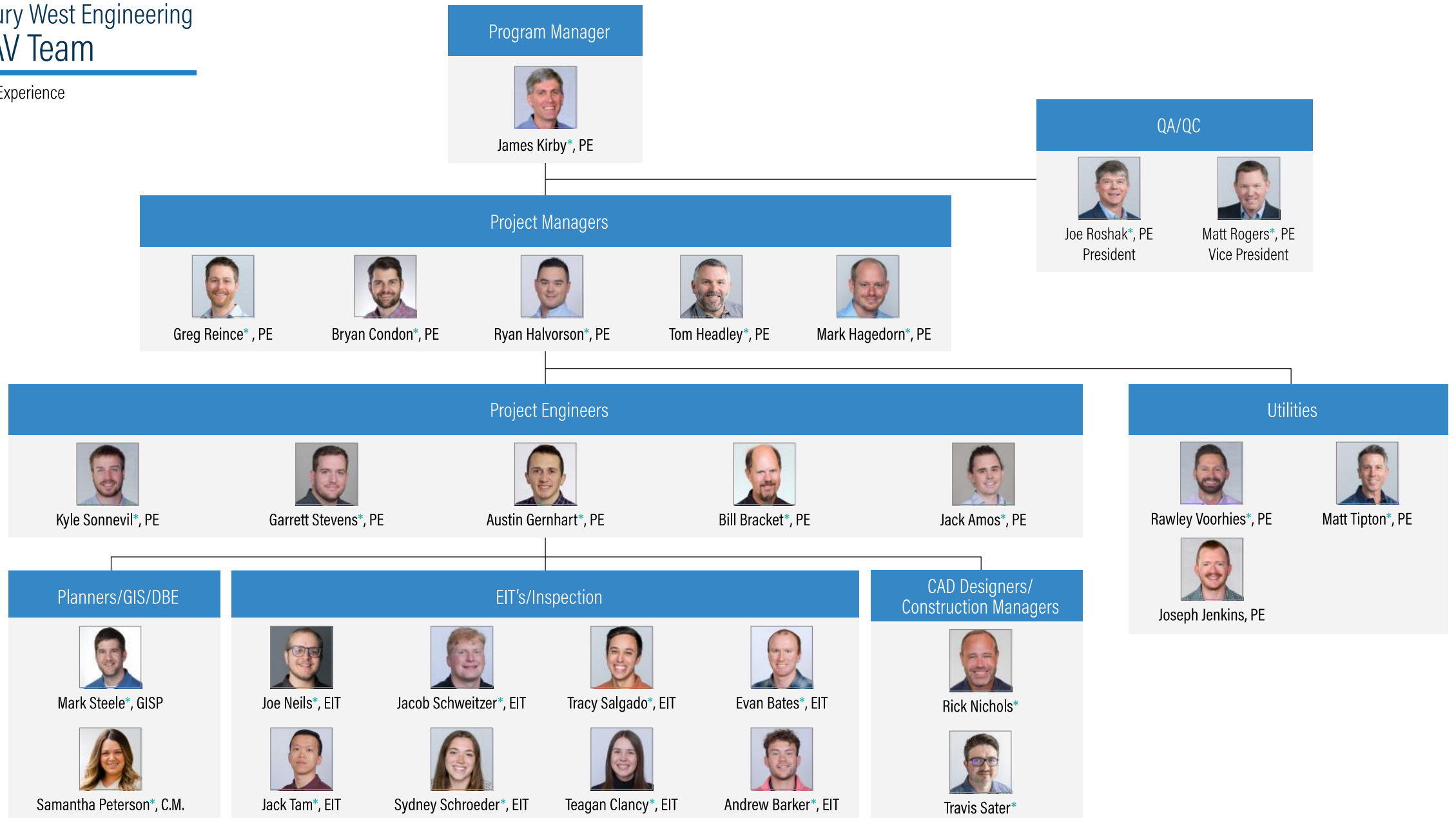


Table N-1 Public-Use Requirements for Terminal Buildings

The space must be public use as follows...

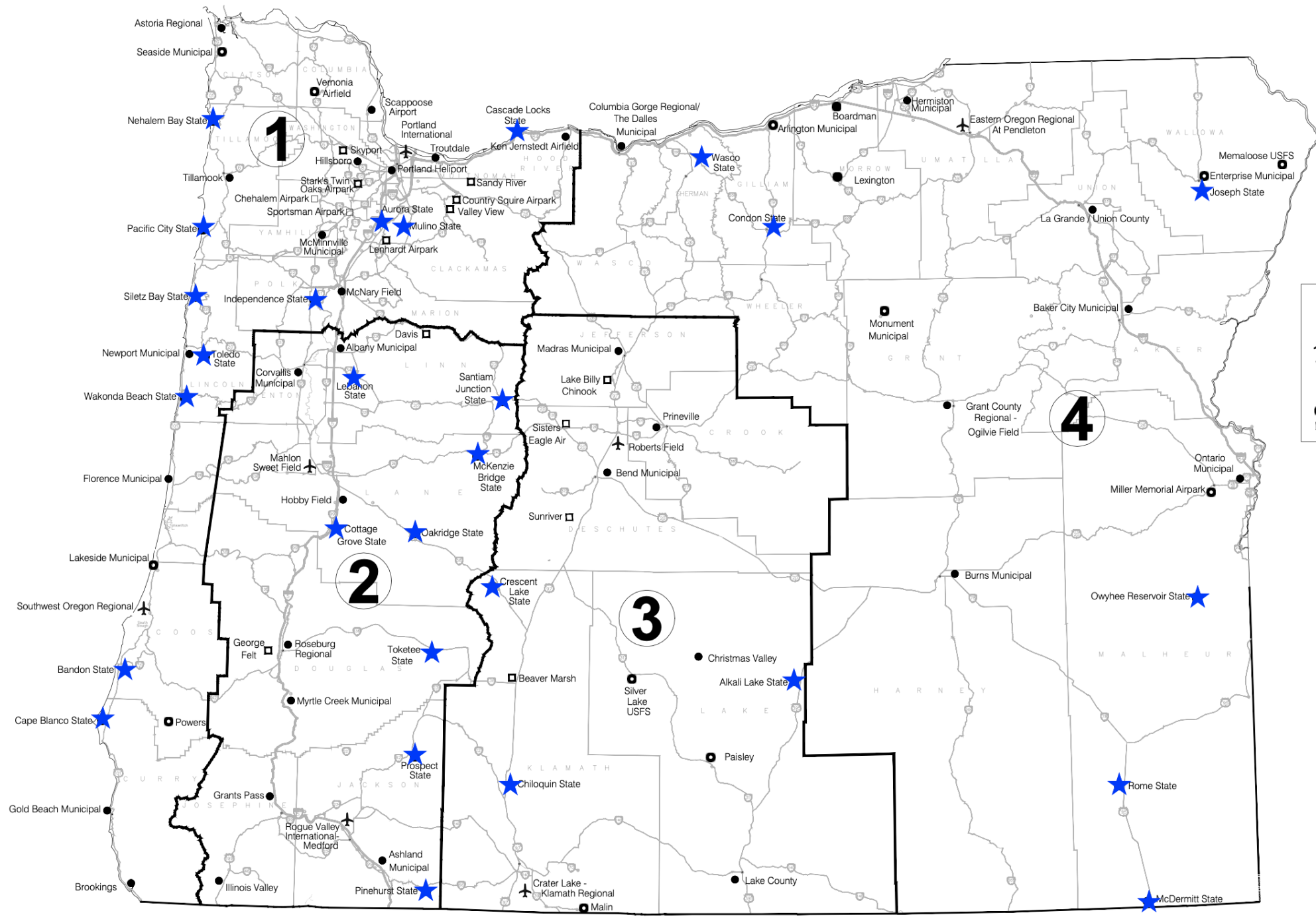
- a. Public use spaces are those areas that passengers may need to occupy as part of their air travel. Areas such as airport administration offices or conference rooms (even if occasionally accessed by the public) are not considered public-use.
- b. Public use spaces include the utility support space needed to make the public space operational, including the mechanical and electrical rooms.
- c. Public use spaces do not include areas such as airport operations areas, police areas, administrative space, janitor’s clo sets, and meetings and conference rooms, even though the public may occasionally go to some of these areas.
- d. General aviation terminals can be stand-alone buildings, collocated within a commercial service terminal, or collocated within a fixed base operator (FBO) facility. What makes general aviation terminal areas eligible is that they are public use. In the case of general aviation terminal area that is collocated within an FBO, the areas behind the counter, office space, and conference room space (even if occasionally used by the public for meetings) are not considered public-use and are not eligible as terminal development. Although this space is ineligible as terminal development, it may be eligible under the revenue producing aeronautical support facility eligibility rules and requirements in [Table O-3](#).
- e. Areas that are past passenger screening (meaning that only ticketed passengers may access the public-use area) may still be considered public-use.

Table L-1 Requirements for Off-Airport Storage of ARFF Vehicles

The requirements include...

- a. The vehicle must be available for airport use at times necessary to meet 14 CFR part 139 requirements.
- b. The vehicle must not be used for local community needs (AIP funding cannot be used for non-airport purposes and use of the vehicle for non-airport purposes must not reduce the useful life of the vehicles).
- c. The sponsor must demonstrate to the satisfaction of the ADO that there is no viable on-airport storage solution and the off-airport storage provides a tangible benefit to the airport.
- d. The sponsor and the local government entity must execute an agreement that:
 - (1) Restricts the use of the vehicle for airport purposes only (except for FAA-approved mutual aid agreement uses).
 - (2) Contain language that use of the vehicle of other than airport purposes could require repayment of the grant funding since it would be in violation of the grant conditions.
 - (3) Contains provisions for documenting the use of the vehicle.
- e. The ADO must forward a copy of the agreement between the sponsor and the local government entity to the 14 CFR part 139 certification inspector so that the certification inspector can ensure that the requirements are included in the certification manual and are being met.
- f. The ADO must obtain approval for this request from AAS-300 and ACO-100 prior to issuing approval to the sponsor.





LEGEND

NPIAS

- AIR CARRIER - PUBLICLY OWNED
- PUBLICLY OWNED
- PRIVATELY OWNED

NON - NPIAS

- PUBLICLY OWNED
- PRIVATELY OWNED

SOURCE DRAWING REVISED AUGUST 2022

Airport Improvement Projects 2022-2023

2022

- **3 NPIAS airport projects through AIP (2) and BIL (1) at \$827k:**
 - Aurora (UAO)
 - Joseph (JSY)
 - Lebanon (\$30)
 - **1 Non-NPIAS airport project through SOAR at \$300k**
 - Toledo
-

2023

- **1 NPIAS airport project through AIP (1) at \$160k:**
 - Cottage Grove (61S)
- **System Plan (Pavement Evaluation)**

Airport Improvement Projects 2024-2025

2024

- **8 NPIAS airport projects through AIP (3) and BIL (5) at \$4.0M:**
 - Aurora (UAO)
 - Bandon (S05)
 - Cottage Grove (61s) [x2]
 - Independence (7S5)
 - McDermitt (26U)
 - Mulino (4S9)
 - Siletz Bay (S45)
 - **1 Non-NPIAS airport project through SOAR & Legislature at \$2.7M**
 - Cape Blanco (5S6)
 - **System Plan** (Pavement Evaluation)
-

2025

- **16 NPIAS airport projects through AIP (6) and BIL (10) at \$10.2M:**
 - Aurora (UAO)
 - Bandon (S05) [x2]
 - Chiloquin (2S7)
 - Condon (3S9) [x2]
 - Cottage Grove (61S)
 - Independence (7S5)
 - Joseph (JSY) [x3]
 - Lebanon (S30)
 - McDermitt (26U) [x2]
 - Mulino (4S9) [x2]
- **2 Non-NPIAS airport projects through SOAR & Connect Oregon at \$3.2M(est.)**
 - Oakridge
 - Prospect
- **System Plan** (Oregon Aviation Plan)
 - Requested Oregon Aviation Plan Update

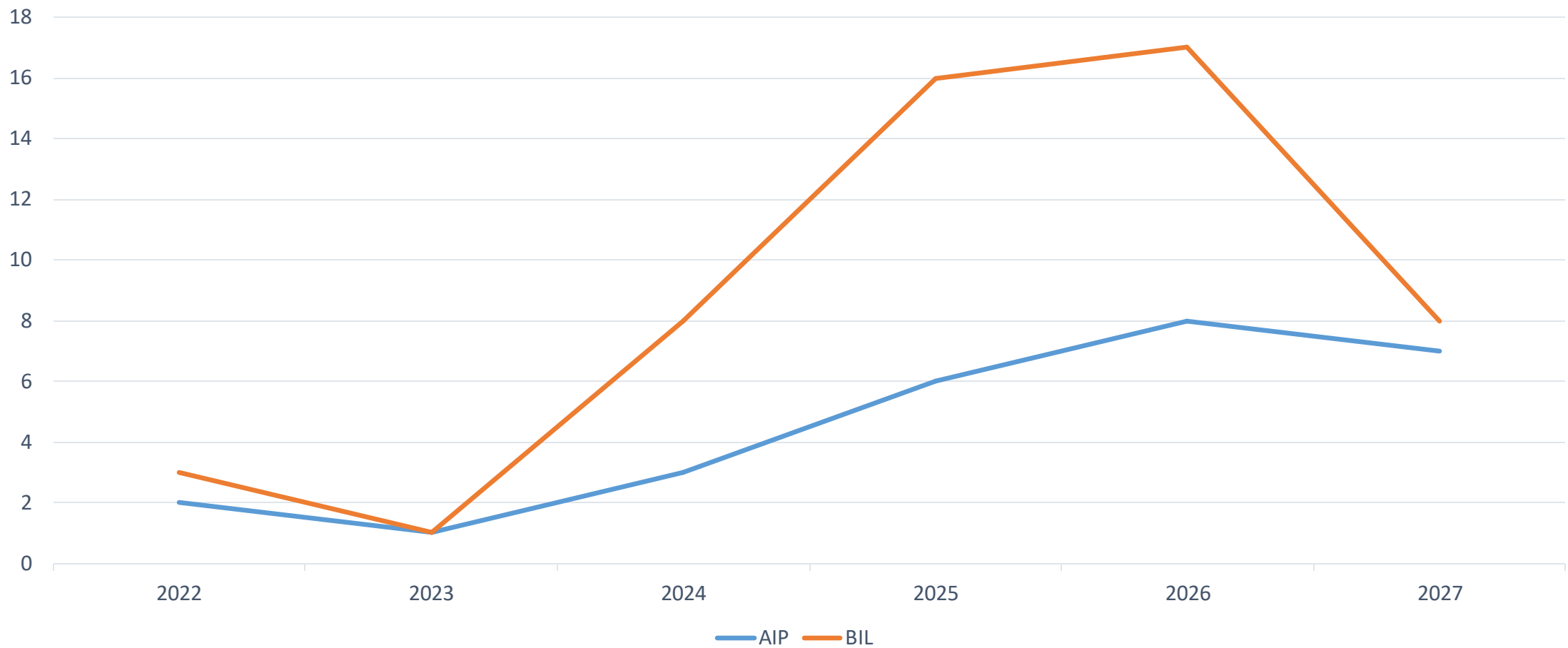
Airport Improvement Projects 2026-2027

2026

- **17 NPIAS airport projects through AIP (8) and BIL (9) at \$7.6M:**
 - Aurora (UAO) [x2]
 - Chiloquin (2S7) [x2]
 - Condon (3S9)
 - Independence (7S5) [x2]
 - Joseph (JSY) [x2]
 - Lebanon (S30)
 - McDermitt (26U)
 - Mulino (4S9) [x4]
 - Siletz Bay (S45) [x2]
 - **1 Non-NPIAS airport project through SOAR & Connect Oregon at \$3M_(est.)**
 - Oakridge
 - **1 System Plan (TBD)**
-

2027

- **8 NPIAS airport projects through AIP (7) and BIL (1) at \$2.8M:**
 - Aurora (UAO) [x2]
 - Chiloquin (2S7) [x2]
 - Condon (3S9)
 - Joseph (JSY)
 - Lebanon (S30)
 - Mulino (4S9)
- **Non-NPIAS (as funds are available)**
- **1 System Plan (TBD)**



*2022-2023 had few projects due to COVID-19 recovery

	2022	2023	2024	2025	2026	2027	Totals
AIP	2	1	3	6	8	7	27
BIL	1	0	5	10	9	1	26
Non-NPIAS	0	0	1	2	0	0	3
Totals	3	1	9	18	17	8	56



2024
Design Projects

Bandon S05

Design

Runway and Taxiway Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Parallel Taxiway System.



Project Investment - \$84,810
Bidding - Spring 2025

Cottage Grove 61S

Design

Runway and Taxiway Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Parallel Taxiway System.



Project Investment - \$81,502

Bidding - Spring 2025

Independence 7S5

Design

Taxiway, Taxilane, & Apron Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on the Parallel Taxiway System, Taxilanes and Aprons with the greatest need.



Project Investment - \$78,633

Bidding - Spring 2025

McDermitt 26U

Design

Runway Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Taxiway System.



Project Investment - \$86,329

Bidding - Spring 2025

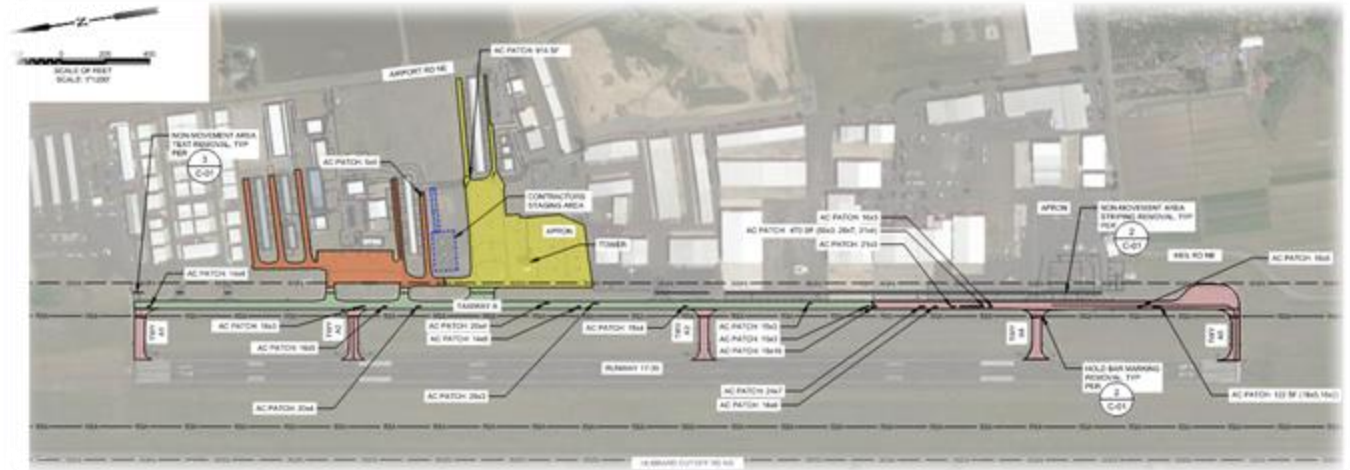


2024
Construction Projects

Aurora UAO

Construction

Taxiway, Taxilane, & Apron Surface Seal Fog Seal and Markings



Project Investment - \$664,023
Completed – October 23, 2024

Mulino 4S9

Construction

Obstruction Removal - Under Existing Easements



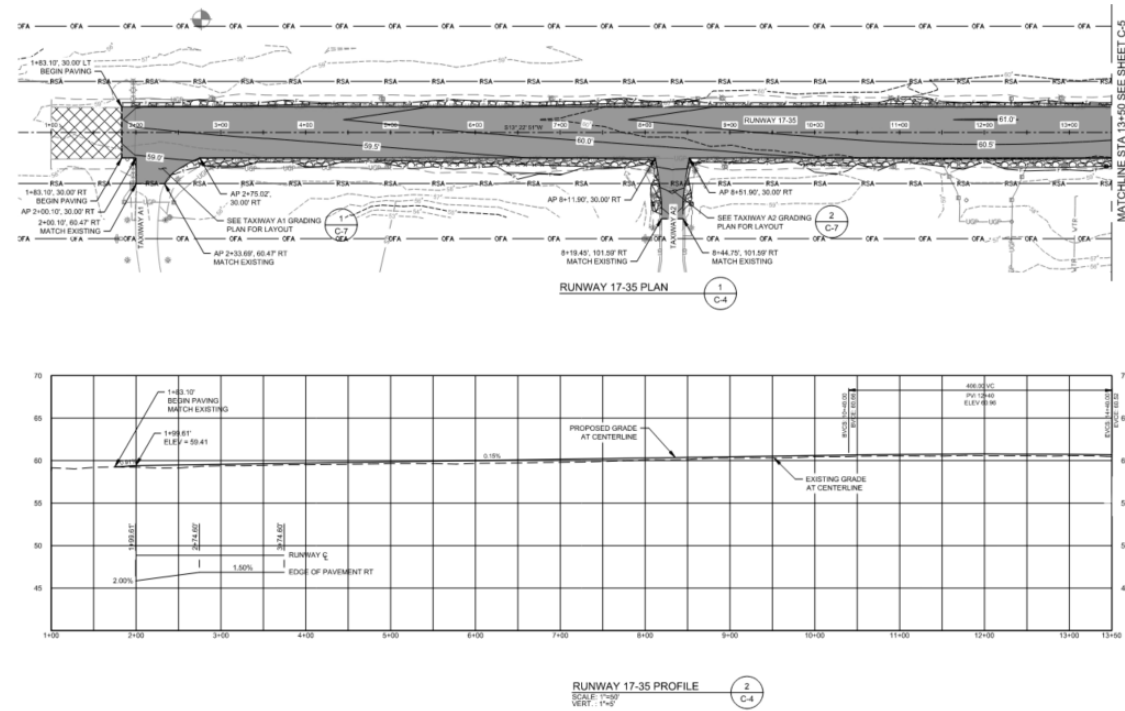
Project Investment - \$155,168
Completed – May 2024

Construction

Runway Rehabilitation with Electrical

Rehabilitate Runway and replace current electrical system and building.

Siletz Bay S45



Project Investment- \$ 1,896,565
Construction Start October 2024,
Estimated Completion – July 2025

Cape Blanco

5S6

Non-NPIAS


Construction

Runway Rehabilitation with Electrical

Rehabilitate runway and replace electrical system, building, and PAPI's.



Project Investment- \$ 3,505,401
Construction Start July 2024,
Estimated Completion – January 2025



2024
System Projects

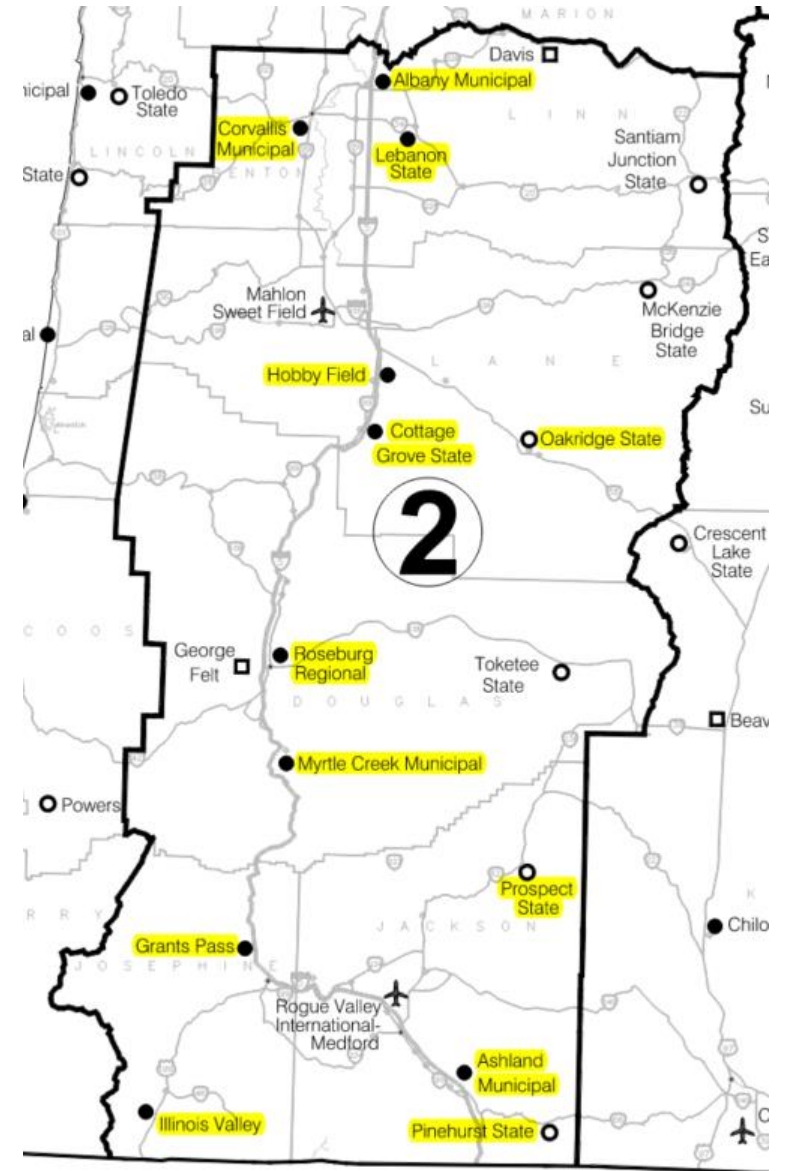
Pavement Evaluation Program (PEP)

- **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)

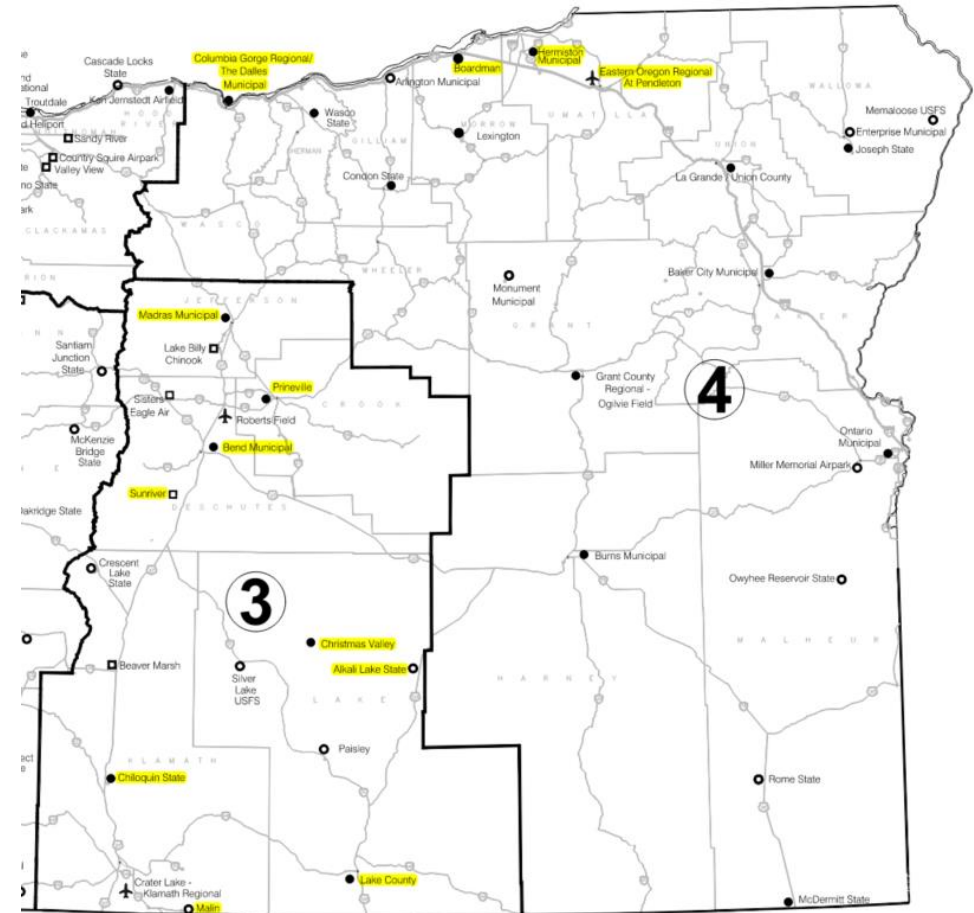
- **Non-NPIAS:**

- Oakridge (5S0)
- Pinehurst (24S)
- Prospect (64S)



Pavement Maintenance Program (PMP)

- **Region 3:**
 - Bend
 - Madras
 - Prineville
 - Sunriver*
 - Chiloquin
 - Christmas Valley
 - Lake County
 - Malin
- **Region 4:**
 - Boardman
 - The Dalles
 - Hermiston
 - Pendleton





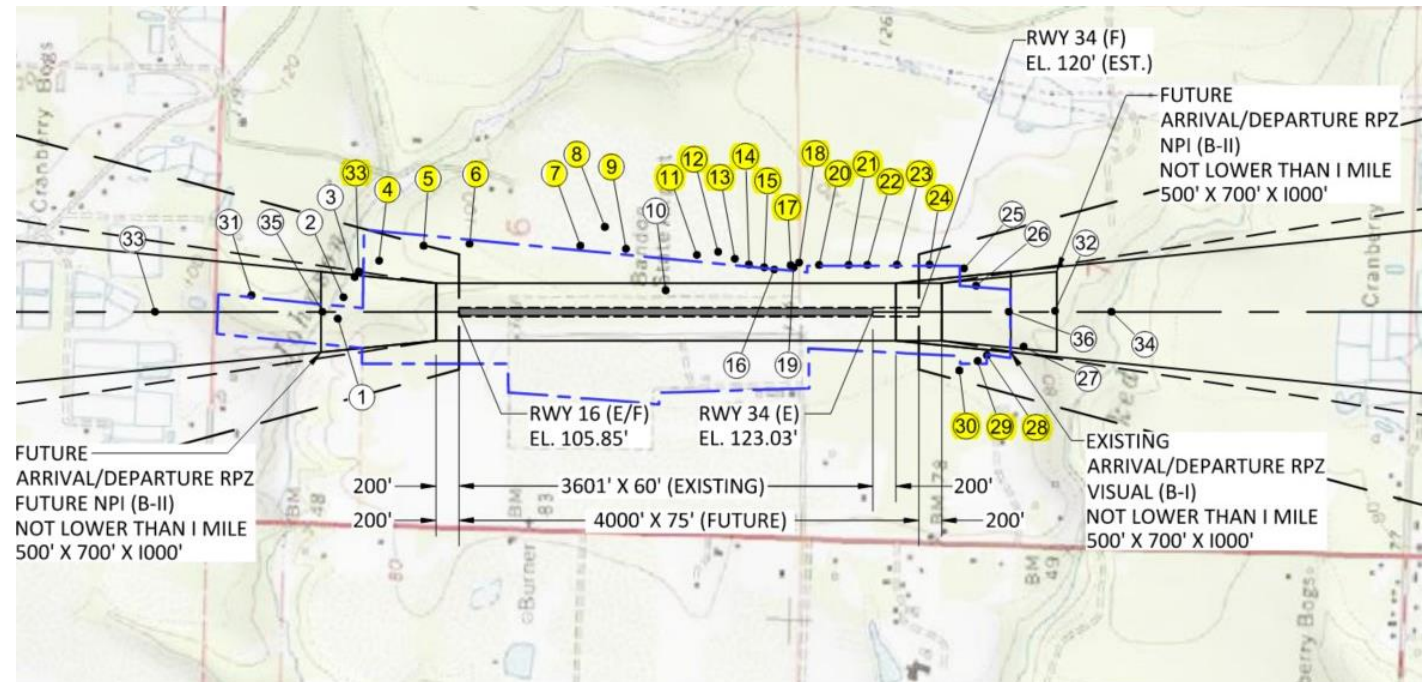
2025
Design Projects

Bandon S05

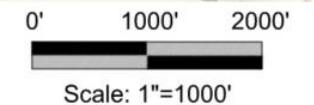
Design

Environmental Assessment - 7:1 Surface Obstruction Removal

Evaluate impacts from proposed removal of Part 77 Transitional Surface obstruction trees.



RUNWAY 16-34 PLAN VIEW



Estimated Investment- \$300,000

Project Start – Summer 2025

Chiloquin 2S7

Design

Pavement Surface Rehabilitation

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Taxiway System.



Estimated Investment- \$100,000

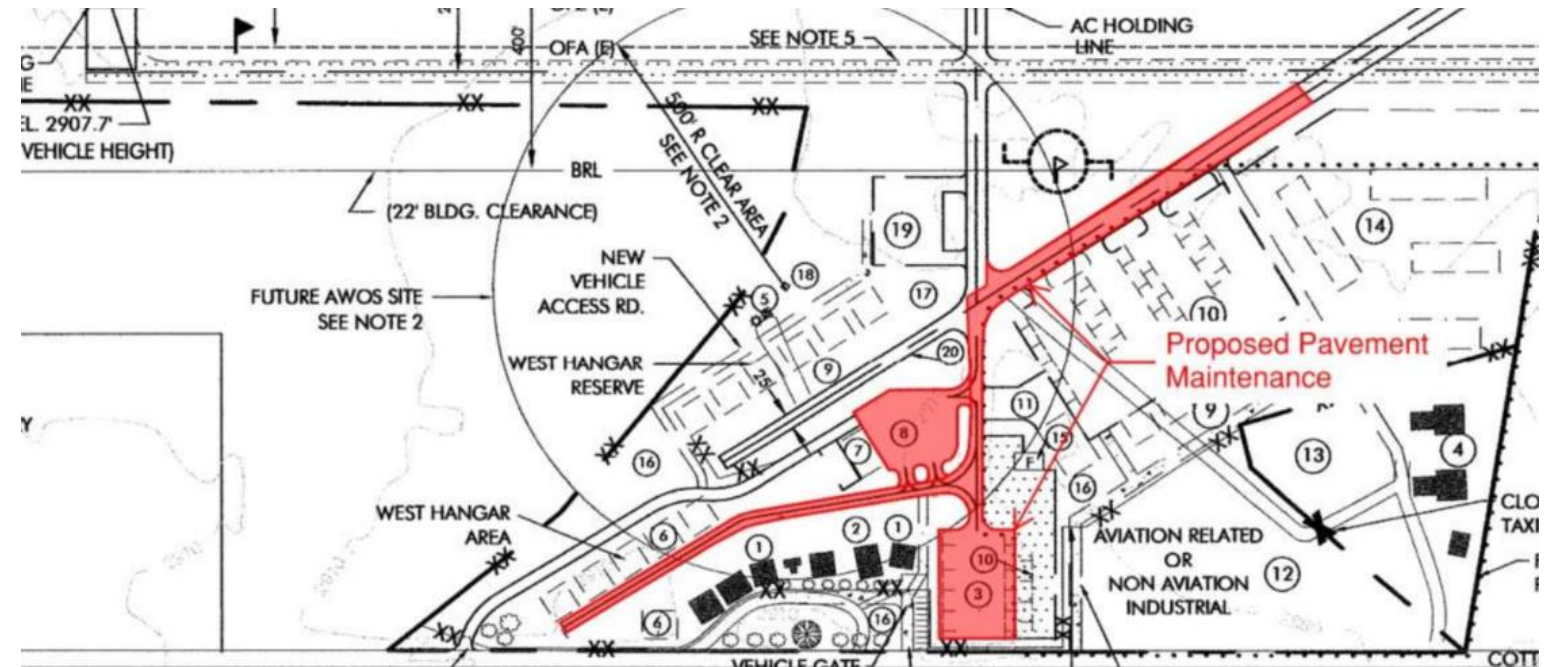
Bidding - Spring 2026

Condon 3S9

Design

Pavement Surface Rehabilitation

Addresses deferred pavement maintenance backlog. Focuses on Taxiway, Apron and Taxilane pavements that are in need of surface seals.



Estimated Investment - \$75,000

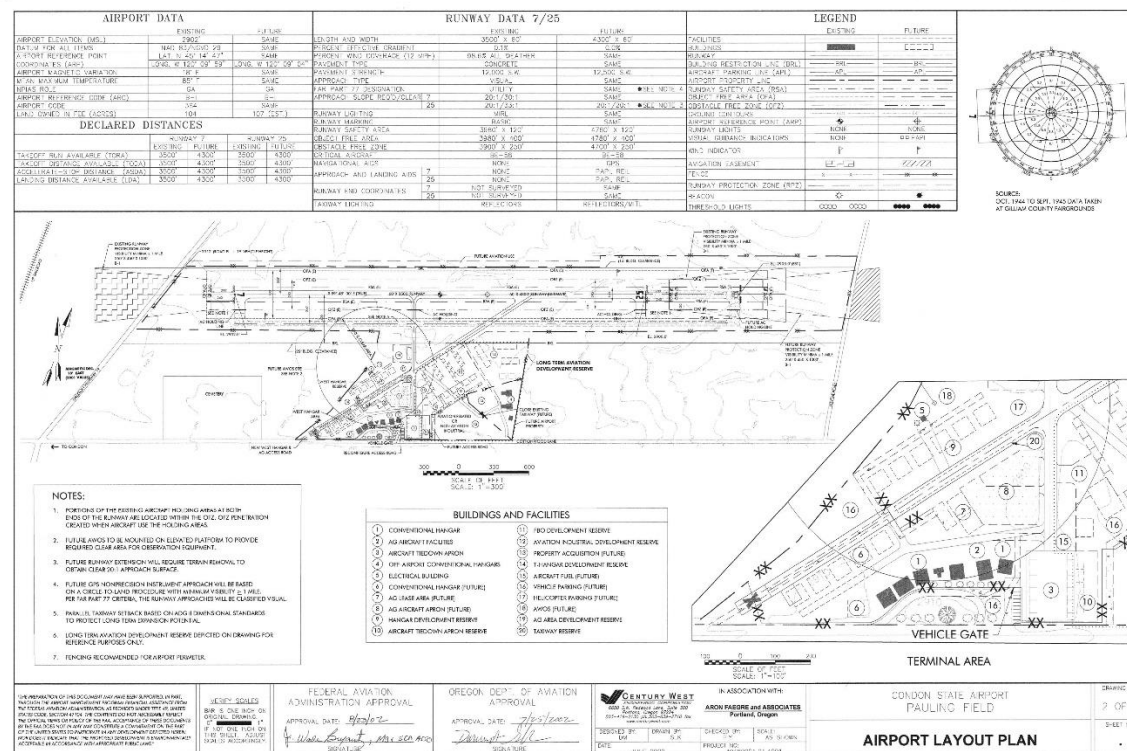
Bidding - Spring 2026

Design

Master Plan and AGIS Update (Includes WHA)

The existing ALP last received an update in 2002. As most projects indicated on the ALP are completed, a new Master Plan is warranted.

Condon
3S9

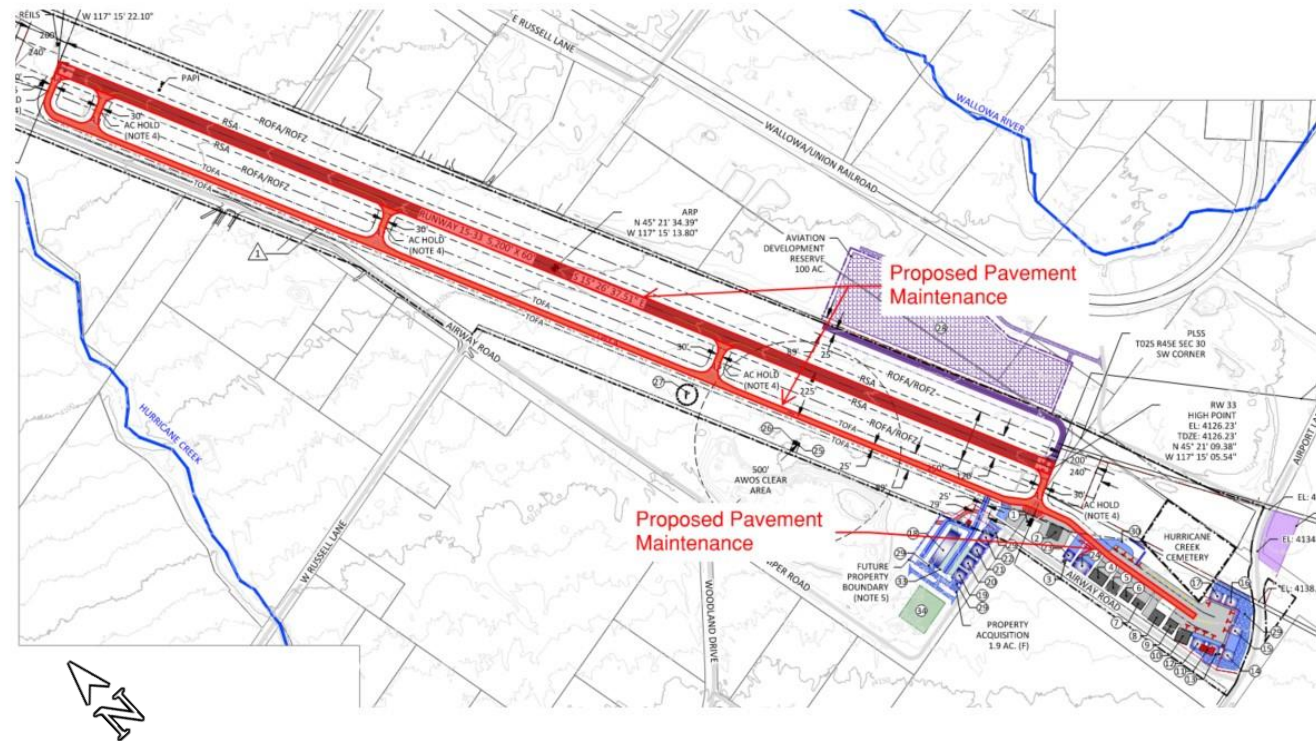


Estimated Investment- \$371,111
Project Start - Summer 2025

Design

Pavement Surface Rehabilitation

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Taxiway System.



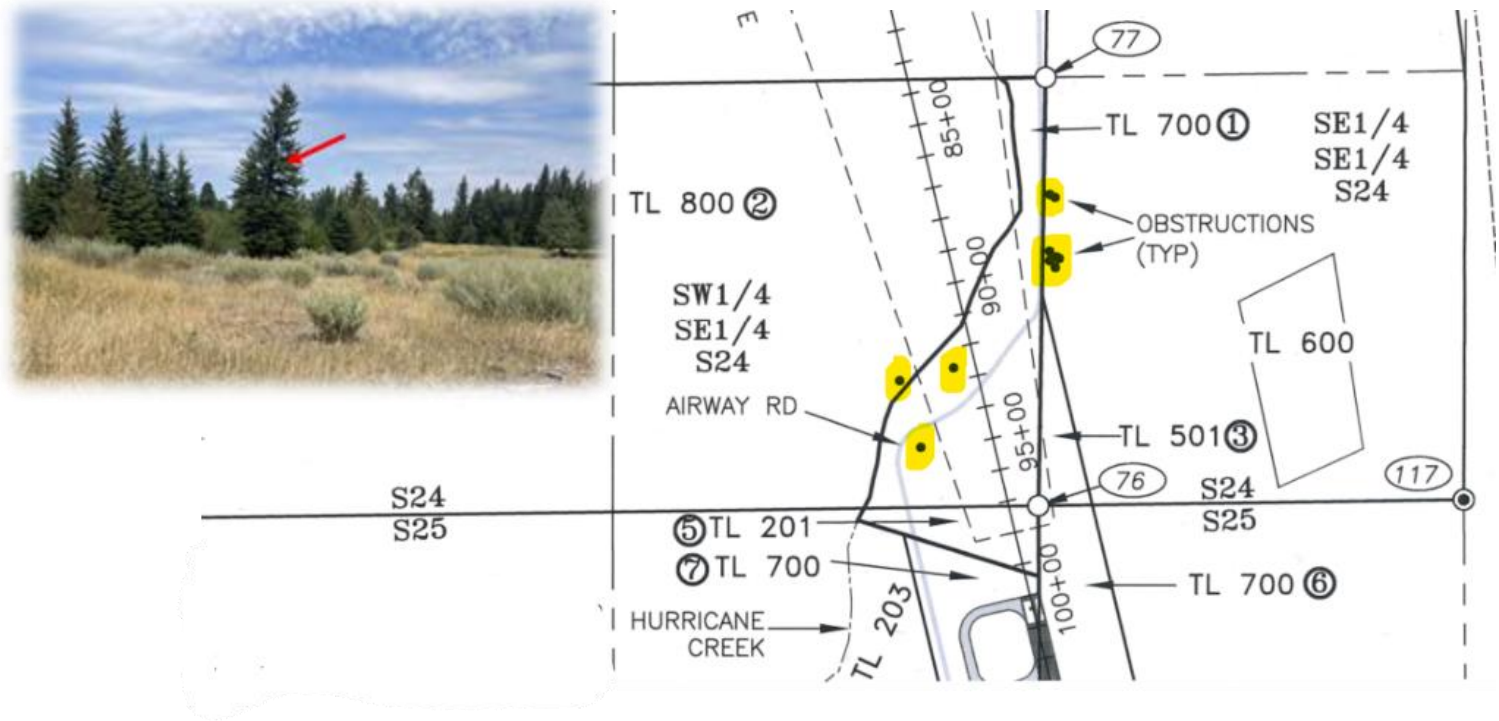
Estimated Investment- \$75,000
Bidding - Spring 2026

Design

IAP Obstruction Removal

Includes reimbursement for Easement Acquisitions and Design for obstruction removal. Removal of vegetation obstructions will allow night minimums at the airport.

Joseph
JSY



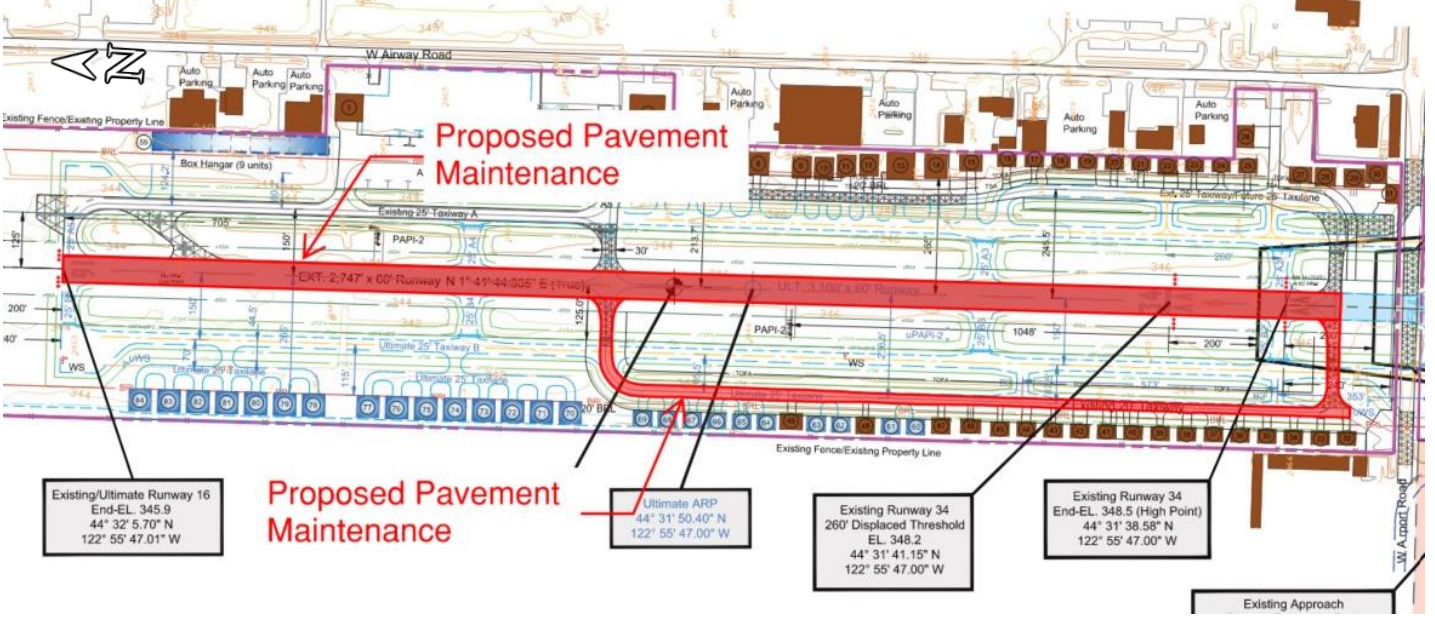
Estimated Investment - \$260,000
Project Start – Winter 2024

Design

Pavement Surface Rehabilitation

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Taxiway System.

Lebanon
S30



Estimated Investment - \$75,000
Bidding - Spring 2026

McDermitt 26U

Design

Wildlife Hazard Assessment

Survey of the airport and determine what, if any, airport hazards are present due to local wildlife.



Estimated Investment - \$200,000

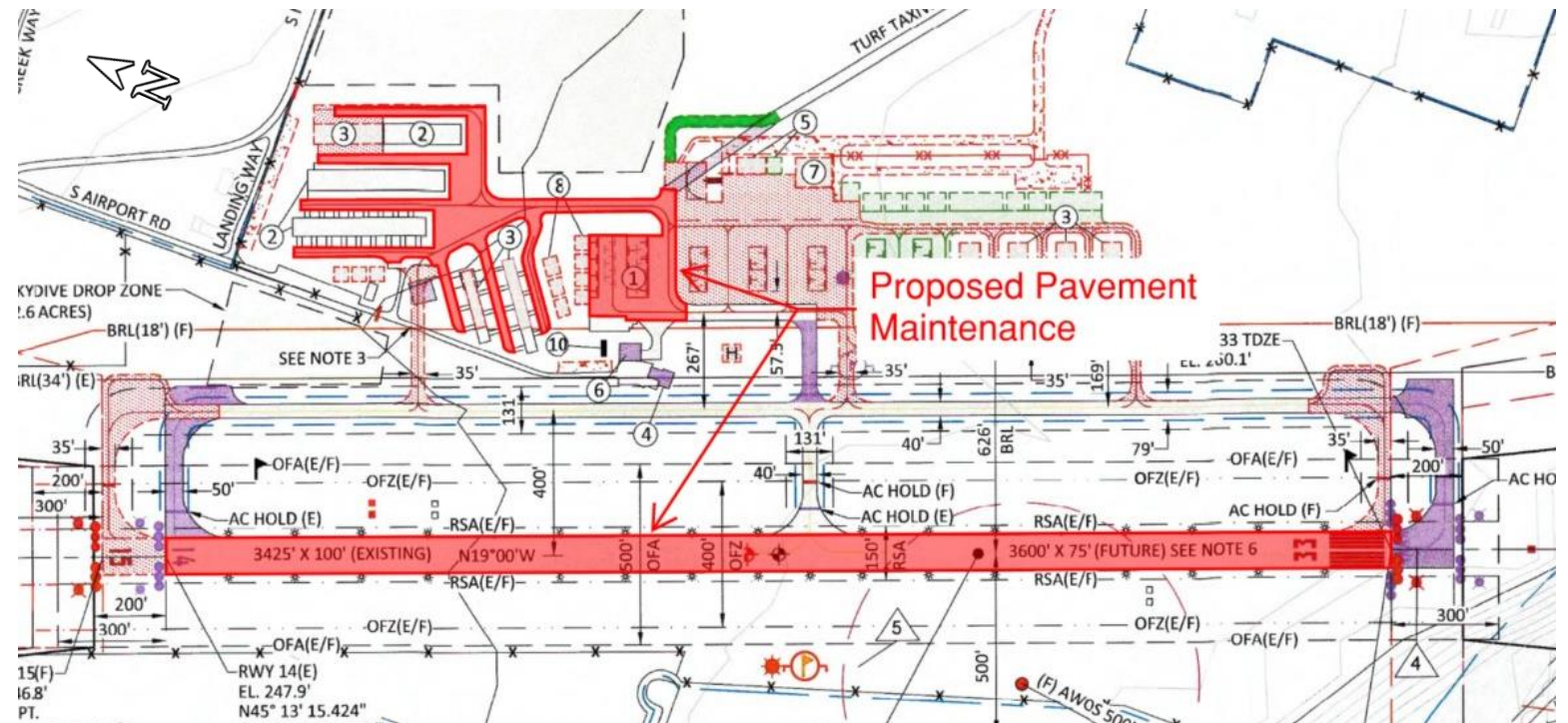
Project Start – Winter 2024

Mulino 4S9

Design

Pavement Surface Rehabilitation

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway, Taxiway, and Apron System.



Estimated Investment - \$75,000
Bidding - Spring 2026



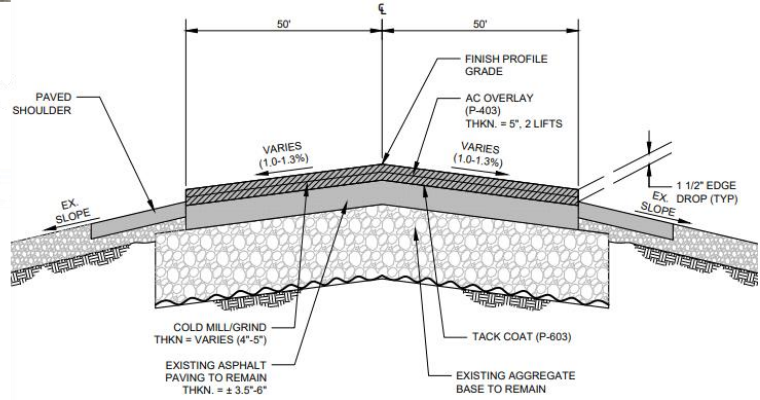
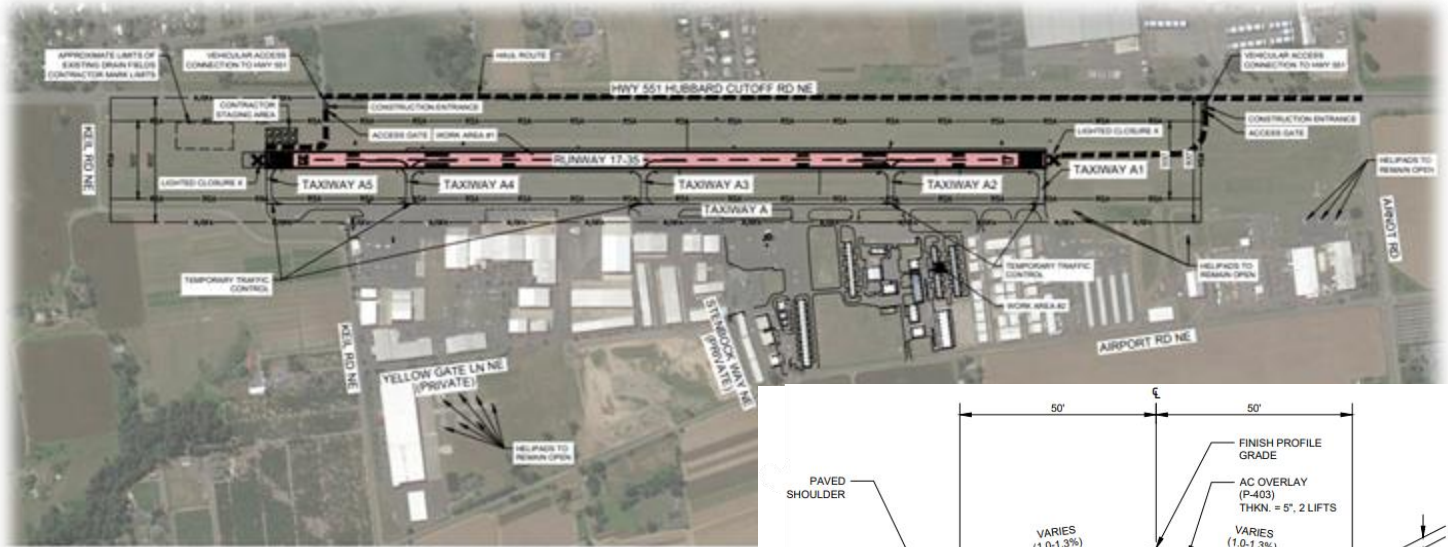
2025
Construction Projects

Construction

Runway 17-35 Rehabilitation

Runway and Electrical Rehabilitation project to rehabilitate Runway and replace the electrical system and building.

Aurora
UAO



Estimated Investment- \$3,600,000
Bidding March 2025,
Estimated Completion – Fall 2025

Bandon S05

Construction

Runway and Taxiway Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Parallel Taxiway System.



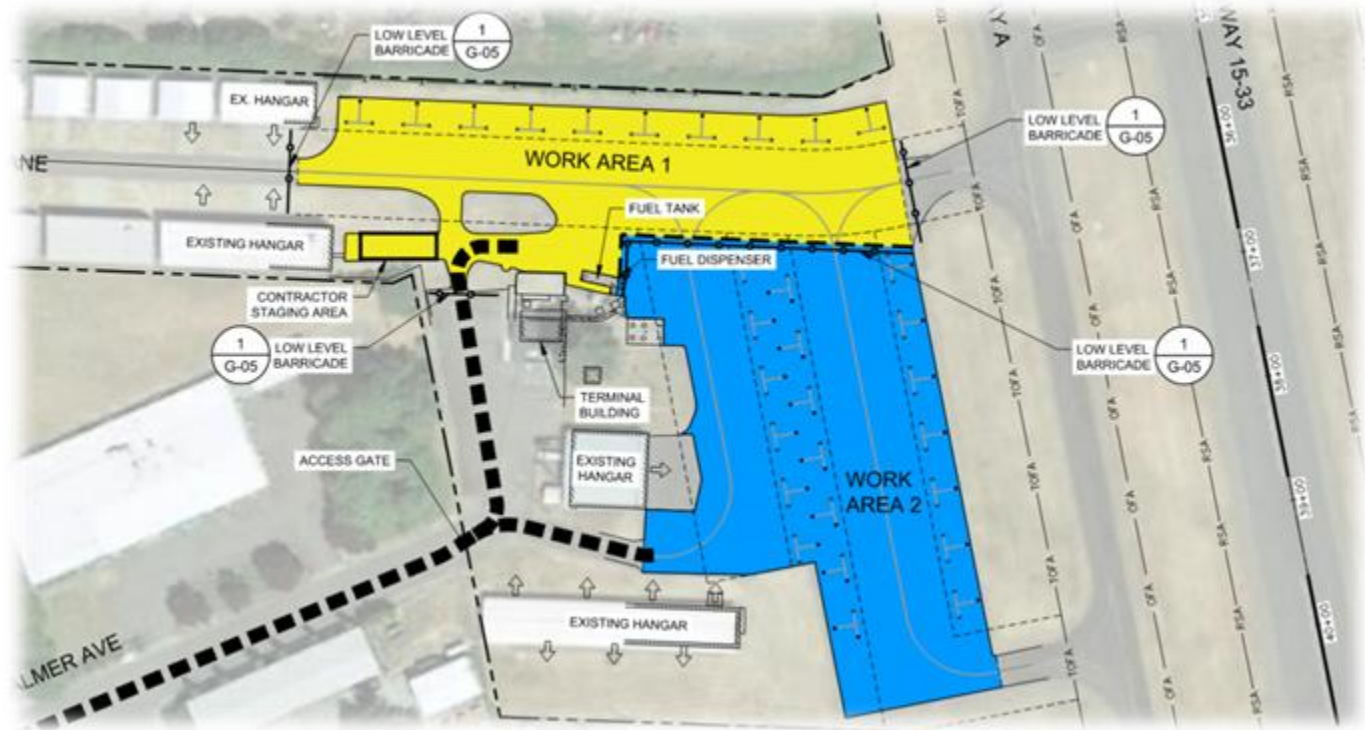
Estimated Investment- \$742,778
Construction - Summer 2025

Cottage Grove 61S

Construction

Apron Rehabilitation

Replace failing main apron pavements.



Project Investment - \$872,419

Anticipated Construction Start – June 2025

Cottage Grove 61S

Construction

Runway and Taxiway Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Parallel Taxiway System.



Estimated Investment - \$742,778

Construction - Summer 2025

Independence 7S5

Construction

Taxiway and Taxilane Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on the Parallel Taxiway System, Taxilanes and Aprons with the greatest need.

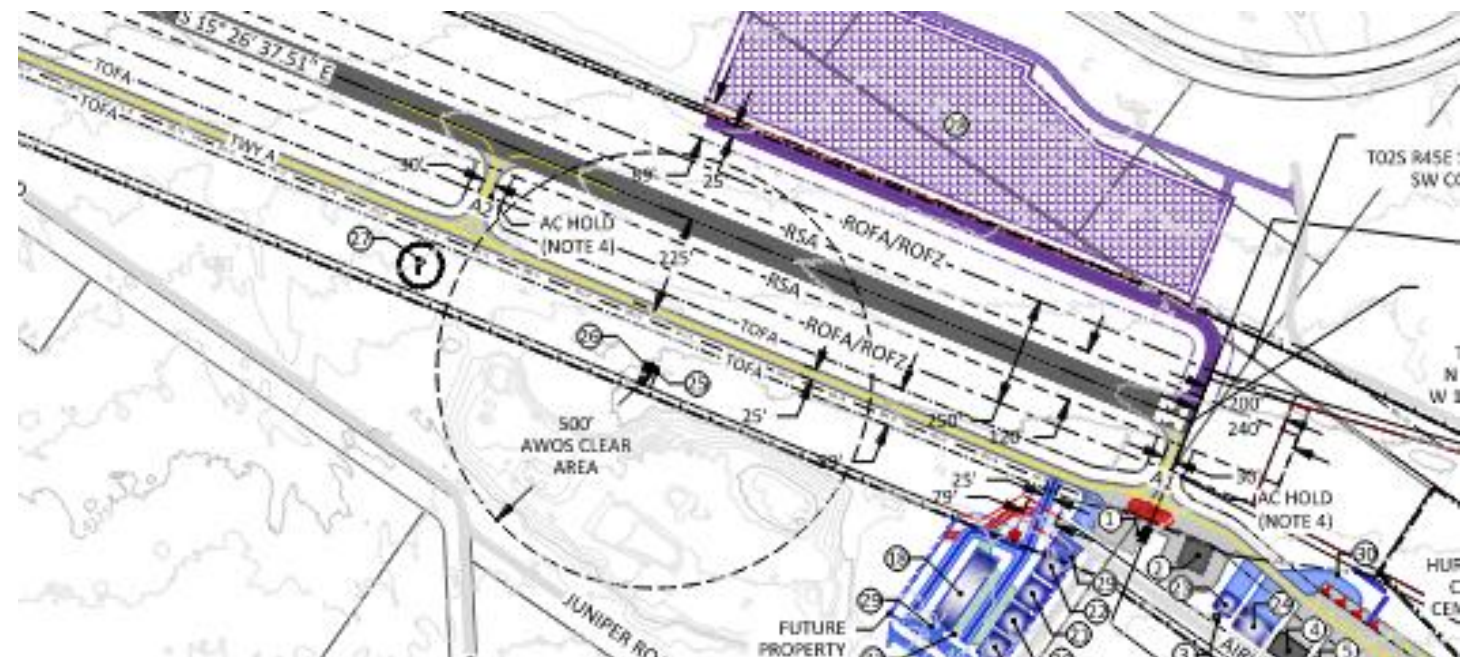


Estimated Investment- \$582,778
Construction - Summer 2025

Construction

AWOS Replacement

The existing AWOS equipment has become unreliable and must be replaced. Sensors are aging prematurely and have limited spares availability. Any failure at this point would likely limit IAP use for an extended duration.



Estimated Investment - \$200,000

Construction – Summer 2025

McDermitt 26U

Construction

Runway Surface Seal

Addresses deferred pavement maintenance backlog. Focuses on primary pavements including Runway and Taxiway System.



Estimated Investment - \$423,889

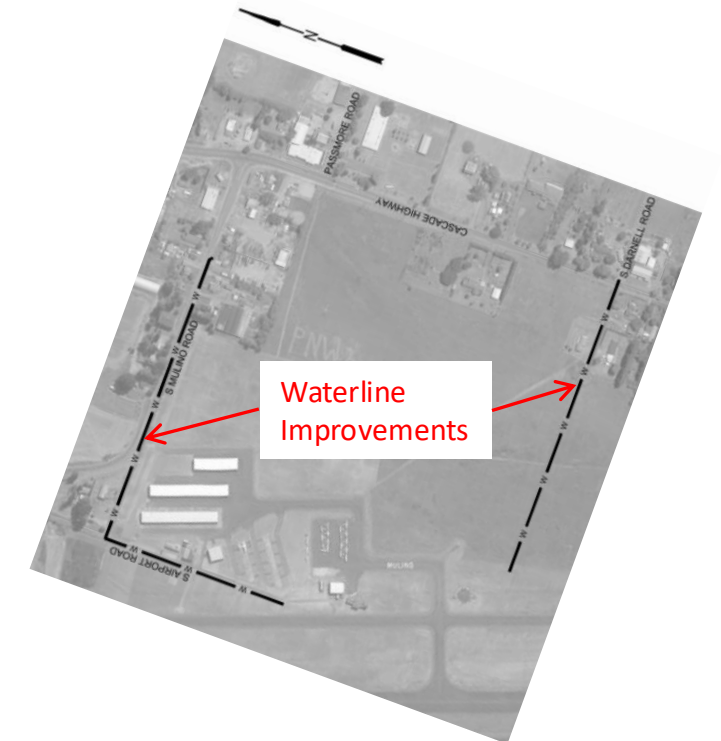
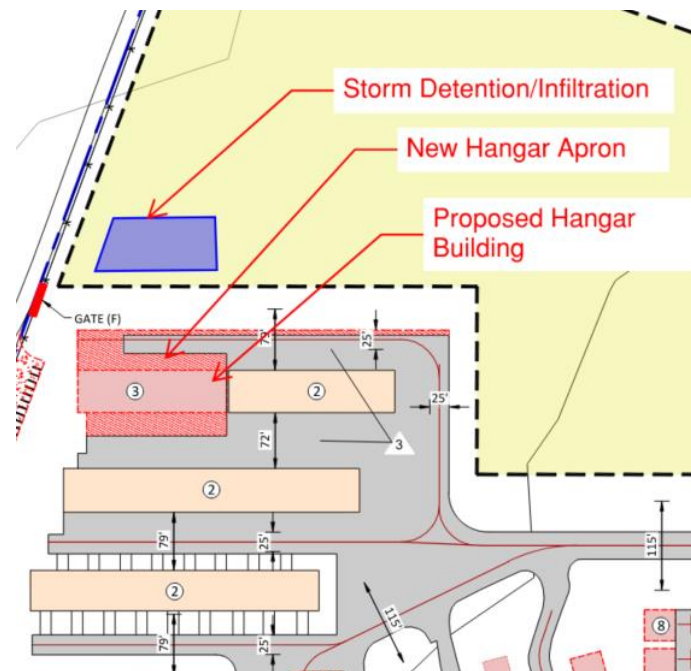
Construction - Summer 2025

Mulino 4S9

Design & Construction

Mulino Hangar and Waterline Project

This project includes design and construction of an upgraded water line for fire flow, a new T-Hangar building, Apron/Taxilane pavements and storm water detention facilities.



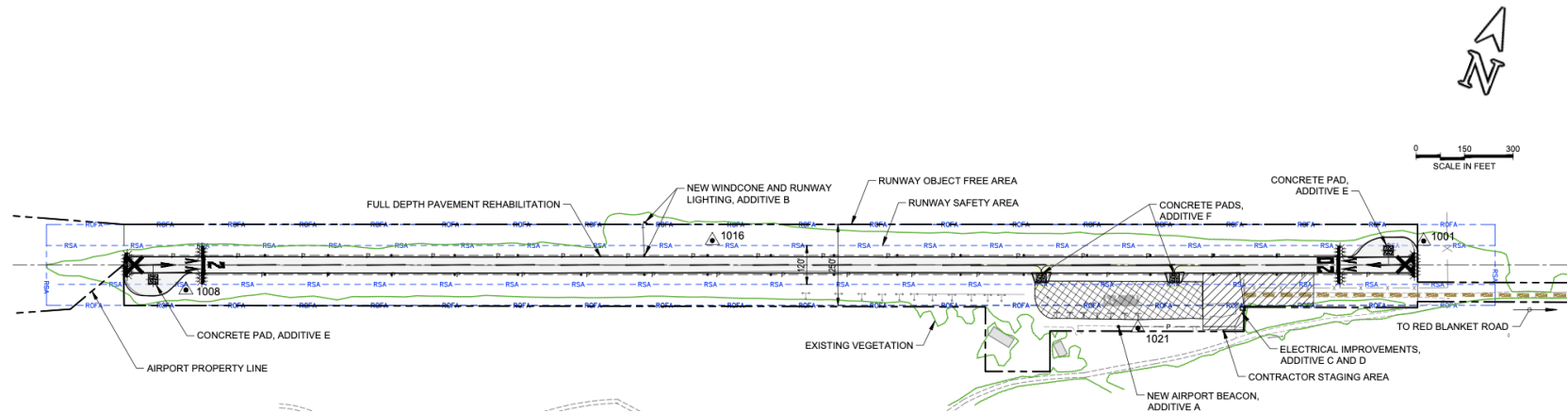
Estimated Investment - \$2,846,059
Project Start – Winter 2024

Prospect 64S Non-NPIAS

Construction

Runway Rehabilitation Construction

Addresses deferred pavement maintenance backlog and extensive damage due to consistent use as an important fire management base.



Project Investment- \$2,988,661

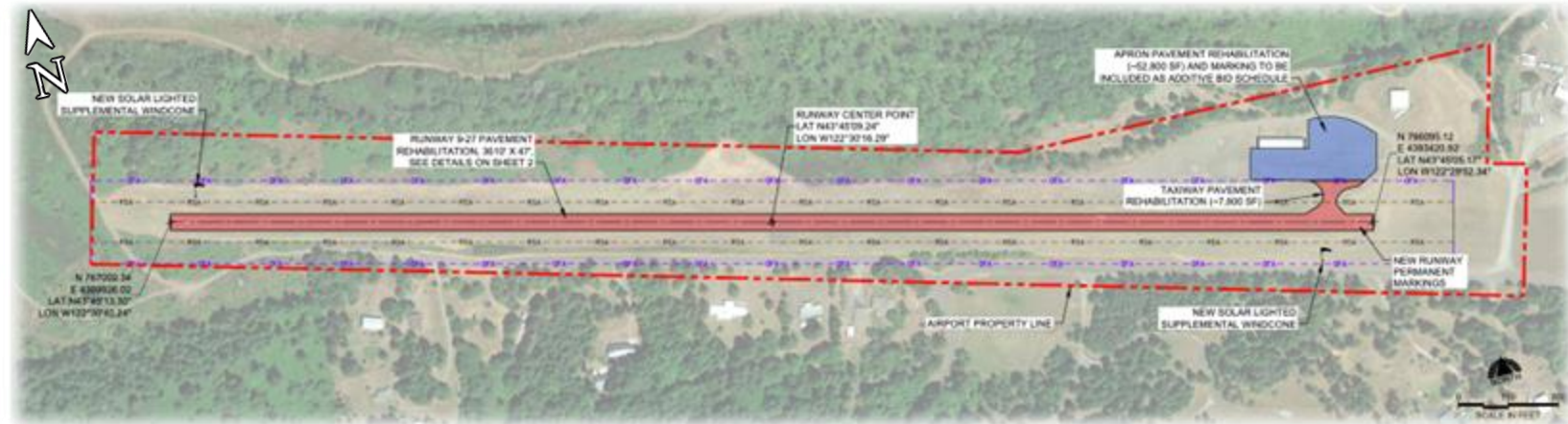
Construction - Spring / Summer 2025

Oakridge 550 Non-NPIAS

Design & Construction

Pavement Rehabilitation

Addresses deferred pavement maintenance backlog and extensive damage due to consistent use as an important fire management base.



Project Investment - \$3.2M+

Construction - Spring / Summer 2026

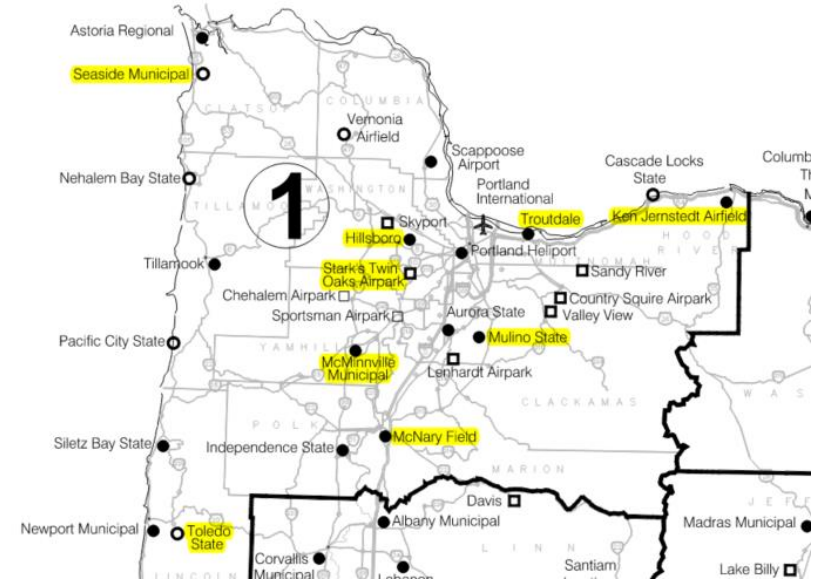


2025
System Projects

Pavement Maintenance Program (PMP)

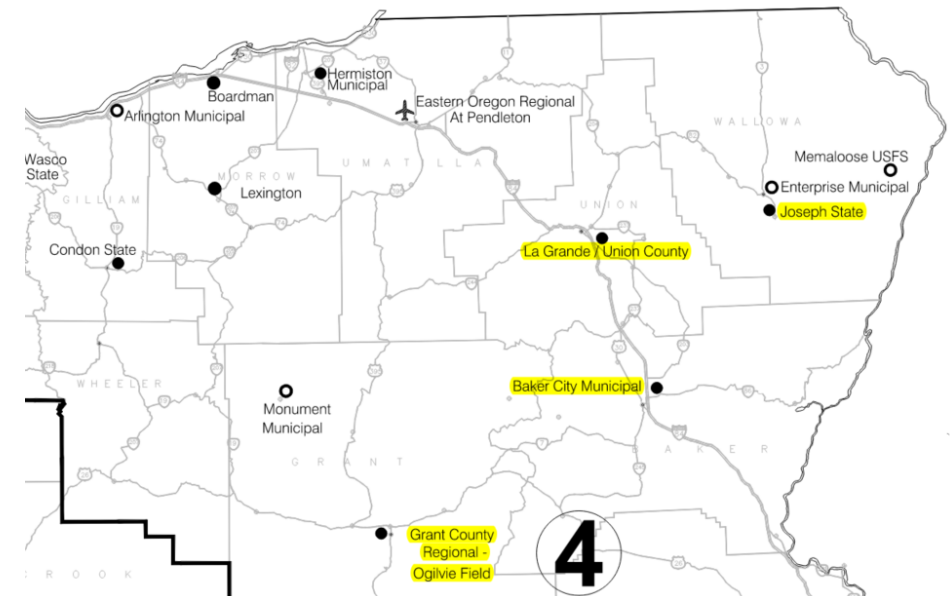
- **Region 1:**

- Hillsboro (HIO)
- Ken Jernstedt(4S2)
- McMinnville (MMV)
- Mulino (4S9)
- McNary Field (SLE)
- Seaside (56S)
- Twin Oaks (7S3)
- Toledo (5S4)
- Troutdale (TTD)



- **Region 4:**

- Baker City (BKE)
- Grant County (GCD)
- Joseph (JSY)
- La Grande (LGD)



Oregon Aviation Plan

Updates

Current Plan Adopted: 2016

Updates to align with evolving objectives. (Dependent on FAA System Plan funding)

Focus Areas:

1. Goals & Objectives:

Align with the new agency Strategic Plan to ensure cohesive vision and priorities.

2. System Standards & Infrastructure:

Incorporate findings from 2024 Resiliency Report to enhance safety and sustainability.

3. Economic Impacts:

Address changes influenced by COVID-19 and wildfire management efforts.

4. Advanced Air Mobility (AAM) & Alternative Fuel Systems:

Prepare for future innovations and environmentally sustainable solutions.

5. Additional Enhancements:

Explore emerging opportunities and address other critical needs.

State Owned Airports Reserve (SOAR)

Project	Approved Funds
Cape Blanco	\$882,086.24
Prospect	\$1,137,447.86
Oakridge	\$1,000,000
Mulino	\$346,075.56
Worker / Contingency Fund	\$159,071.21
Equipment	\$250,000
Total	\$3,774,680.87

Cash Balance As of 10/11/2024	\$3,806,718.11
Unencumbered Cash	\$32,037.24
Forecasted Revenue Oct 2024 – Jun 2025	\$669,223

Approved Unfunded Projects Carried Forward:

•Cycle 3 projects carried forward:

- All Airport - Capital equipment - \$100,000
- Cape Blanco - ALP & Planning Update, Obstruction Removal - \$105,000
- Cascade Locks - ALP Update, Pilots Lounge - \$285,000
- Pacific City - Ramp Paving, Drainage Improvements - \$241,548.71 remaining after completing property acquisition

•**Total Unfunded projects carried forward - \$731,548.71**

Projects Summary

2022 – 2023: Project execution limited due to COVID

2024: Extensive project count to realize available aviation investments opportunities.

10 Airport Projects: \$6.7M aviation investment, utilizing AIP, BIL, SOAR, and Legislation.
Ongoing PEP and PMP projects

2025: Extensive project count to realize available aviation investment opportunities.

19 Airport Projects: \$16.4M aviation investment, utilizing AIP, BIL, SOAR, and Connect Oregon.
Ongoing PEP and PMP projects, request for Oregon Aviation Plan update(s).

2026 – 2027: Extensive project count to realize available aviation investments and expend near-expiring funds, ending of BIL.

Planning Initiatives:

1. Expending available / near expiring funds.
2. Continued PEP and PMP improvements.
3. In-house procurement / contracting.
4. COAR collaboration as applicable (*with public use airports and their FAA and/or PMP opportunities*)
5. AAM integration as applicable.

Projects Vision

Enhancing safety, infrastructure, and innovation to support Oregon's aviation system.

QUESTIONS?

