

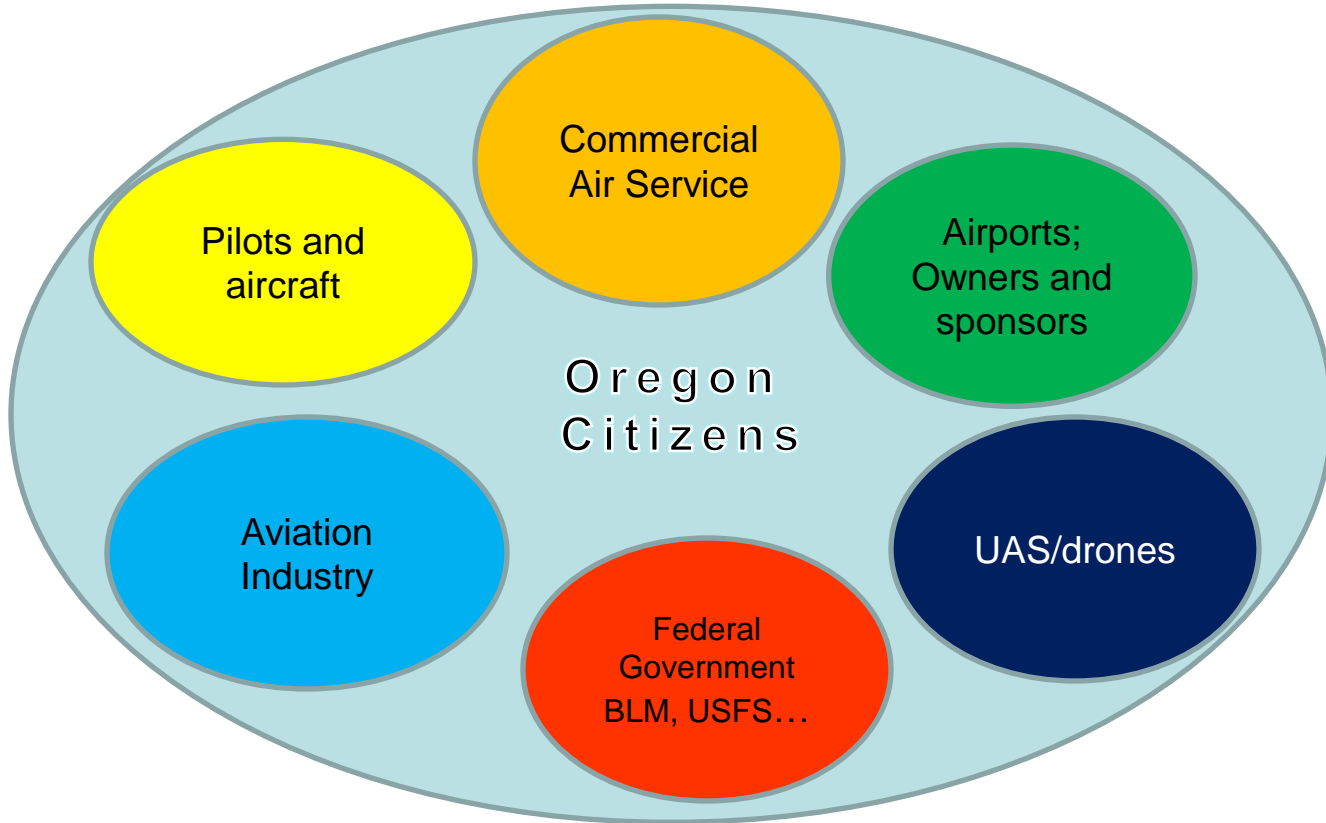
Oregon Department of Aviation (ODA)

***“SUPPORTING OUR
COMMUNITIES BY
PRESERVING AND
ENHANCING AVIATION”***



Oregon Aviation System

- Regulatory/Admin
- FAA
- Governor
- Legislature
- Local Govt
- LEO
- State Agencies
- Others?



Aviation Stakeholders

- **Interaction with other stakeholder groups:**
 - **ORAVI – Oregon Aviation Industry Cluster**
 - **OPA – Oregon Pilots Association**
 - **OAMA – Oregon Airport Managers Association**
 - **AOPA – Aircraft Owners and Pilots Association**
 - **AAAE – American Association of Airport Executives**
 - **EAA – Experimental Aircraft Association**
 - **NBAA – National Business Aviation Association**
 - **NASAO – National Association of State Aviation Officials**
 - **SOAR – Unmanned Aerial Systems Consortium Board of Directors**
 - **AUVSI – Association of Unmanned Vehicles International**
- **Citizens**
- **Cities, counties, ports,**
- **State and local agencies**
- **Chambers of Commerce**



Oregon Aviation System Plan (OASP)

- Modal Plan for Aviation
- Part of the Oregon Transportation Plan
- Comprehensive Plan last updated in 2007
 - Introduction/Overview (chapter 1)
 - Inventory of Airports (chapter 2)
 - Demand projections (chapter 3)
 - Airport functional roles (chapter 4)
 - Analysis and Recommendations (chapter 5)
 - Special considerations trends, innovation (chapter 6)
 - Airport funding programs (chapter 7)
 - Economic Impact of Oregon Airports (chapter 8)
- 57 Oregon Public Use Airports part of the NPIAS
 - National Plan of Integrated Airports System
- FAA has agreed to fund full update of OASP ongoing through 2016
 - Chapter 8 in 2013
 - Chapters 2-4 in 2015

Oregon's System of Airports

- ➔ **97 Public Use GA Airports in Oregon**
 - **28 are State Sponsored**
 - **Located in all regions of the state**
 - **7 6 Air Carrier Airports (FAR 139)**

- ➔ **360+ Private Use Airports**

McKenzie Bridge State Airport at west foothills of Cascade Mountains.



Joseph State Airport located east of Wallowa Mountains.

- ➔ **4000+ Aircraft actively registered**
- ➔ **4,000 Active pilots**



Mission

- ODA serves the state of Oregon through a three-fold focus of advocating for the **safe operation, economic growth, infrastructure improvement** of aviation and airports in Oregon.
- Committed to the development and realization of its strategic plan by:
- Providing Service to **aviation constituents, airport owners/sponsors** and **aviation system users** throughout Oregon;
 - Addressing statewide aviation issues;
 - Coordinating and providing expertise on aviation legislation
 - Maintaining 28 State-owned Airports

ODA Duties & Roles

- **Promote Aviation Business and Jobs (ORS 836.055)**
- **Airport Operations and Maintenance (28 Airports) ORS 836.025)**
- **Statutory Tall Structure Analysis Program (statewide)– (ORS 836.530)**
- **Manage Pavement Maintenance Program (ORS 836.072)**
- **Statewide Capital Improvements Program (SCIP w/FAA, 49 Airports) (ORS 836.070/040)**
- **License 97 Public Use Airports (annually) (ORS 836.105)**
- **Register 360 Private Airports (annually) ORS 836.610)**
- **Register Oregon Pilots & Aircraft (over 4,000 of each) (ORS 837.025/ORS 837.040)**
- **Aviation Safety Program (ORS 836.085)**
 - **Conducts FAA Mandated Airport Inspections (5010)**
- **Assistance to Airport Sponsors (Land use, FAA Regs, tech expertise) (ORS 836.010)**
- **ODA generates revenue to conduct operations**
 - **Fuel tax**
 - **Leases/access fees**
 - **Fuel Flowage/sales**
 - **Pilot/Aircraft registration**
 - **Inspections**

No General/Lottery Fund dollars



Aviation Board

- **Established in 1921 (First Aviation Organization in the U.S.)**
 - **Precedes FAA**
 - **Certified aircraft**
 - **Licensed pilots**
 - **Built or helped build system of airports in Oregon**

- **Seven Member Policy Board appointed by the Governor ORS 835.102**
 - **One member from east of Cascades**
 - **No more than four members of same political party**
 - **Represent both private and public sector**
 - **Four year terms (two terms max)**
 - **Confirmed by Oregon Senate (first time in person/subsequent term not required)+**
 - **Provide Policy guidance to Agency Director**

- **Serves as CONNECTOREGON Aviation Modal Committee**

- **Board/Director Work with/for Governor's Transportation Advisor – Karmen Fore**

- **Contact with Legislative Members**
 - **Issues based**
 - **As requested**

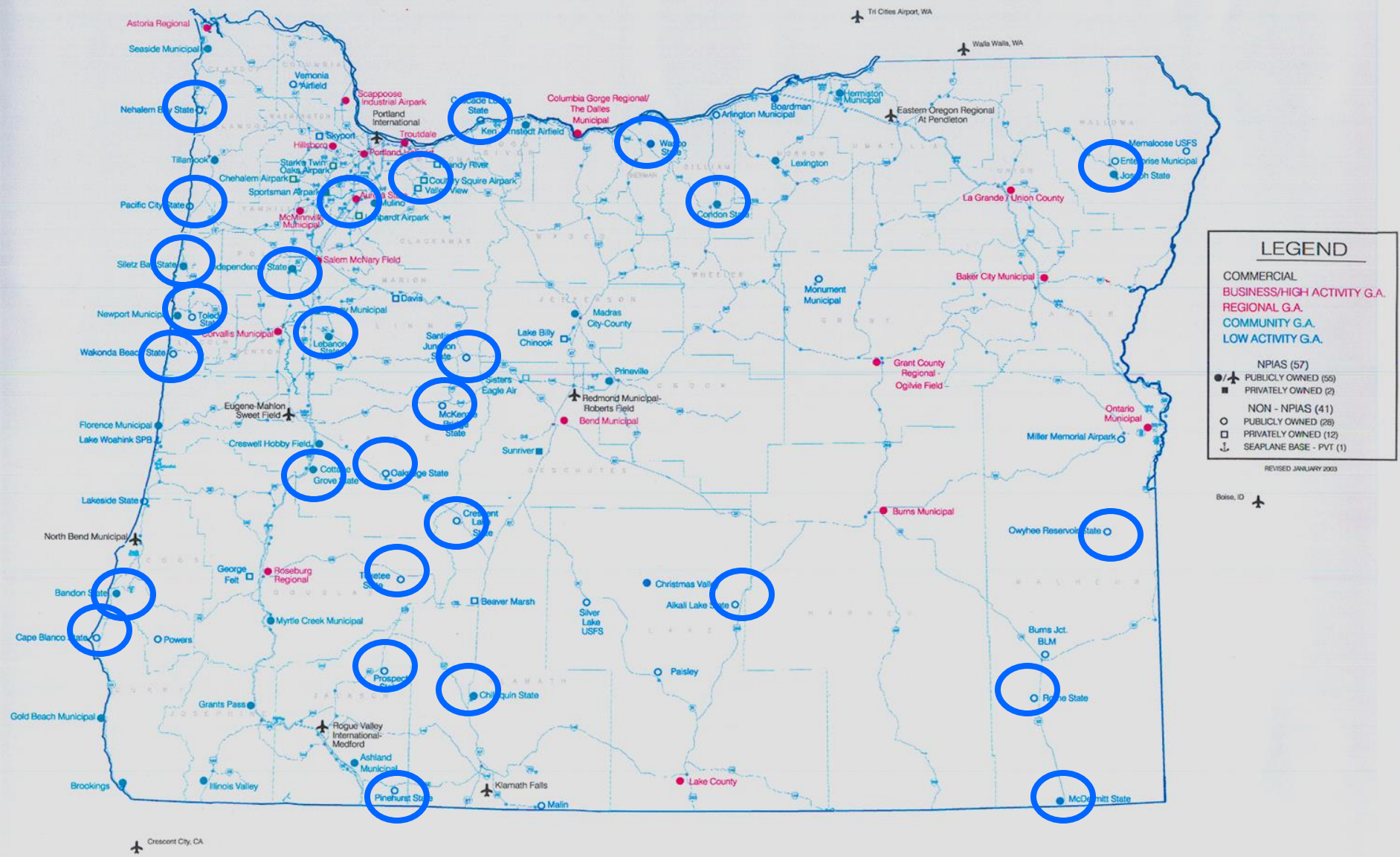
- **Ethics Rules –**
 - **Conflict of Interest declared before votes**
 - **No personal financial gain**

Aviation Board Issues

- **Board membership/turnover: Two additional members “term out” in 2015**
 - Nan Garnick – Redmond (private sector – Aviation fire fighting company)
 - Larry Dalrymple – (public sector - Pendleton (airport manager))
 - Both East of the Cascades
- **Legislative Concepts**
 - ODA Fee increase package
 - pilot registration,
 - aircraft registration,
 - airport registration
 - CONNECTOREGON/Lottery
- **Roles and Missions – What should Oregon’s airport system look like in 2, 10, 20 years?**
 - Declining infrastructure
 - Declining commercial air service in the state
 - Bringing new pilots into the system
 - Encouraging economic development
- **Public Outreach – How to educate the citizens of Oregon about importance of aviation**
- **Aviation Board Meetings – locations? Participation?**

Map of 28 State-owned Airports

OREGON AVIATION SYSTEM AIRPORTS





FAA Funding Since 2009

	2009	2010	2011	2012	2013	Total FAA Grant Funding since 2009
*Primary (Commercial)	\$ 57,746,262	\$ 31,961,189	\$ 40,326,717	\$ 34,646,167	\$ 21,592,843	\$ 184, 946,178
Reliever (Hillsboro & Troutdale)	\$ 2,350,000	\$ 9,650,000	\$ 511,000	\$ 7,050,000	\$ 0	\$ 19,561,000
Essential Air Service (Pendleton)	\$ 1,115,296	\$ 560,862	\$ 690,893	\$ 933,804	\$ 125,000	\$ 3,425,855
General Aviation	\$ 14,791,845	\$ 13,476,997	\$ 20,755,753	\$ 21,561,781	\$ 15,660,830	\$87,392,206
ODA State Grants (PMP & System Planning)	\$ 555,304	\$ 171,250	\$ 261,696	\$ 299,461	\$ 820,202	\$ 2,107,913
Total Grant	\$ 76,558,707	\$ 55,820,298	\$ 62,546,059	\$ 64,309,213	\$ 38,198,875	\$ 297,433,152

*Primary includes PDX, Medford, North Bend, ~~Klamath Falls~~, Redmond, Eugene plus Pendleton



2014-2019 FAA Airport Projects

Statewide Capital Improvement Program (SCIP)

Five Year Plan

Year	Total Project	10% Match	TOTAL FAA
*2015	\$30,866,635	\$3,086,664	\$27,779,971
*2016	\$38,821,055	\$3,882,106	\$34,938,949
*2017	\$31,615,712	\$3,161,571	\$28,454,141
*2018	\$28,592,609	\$2,859,261	\$25,733,348
#*2019	\$31,348,847	\$8,358,769	\$22,990,078
Total	\$161,244,858	\$21,348,371	\$139,896,487
	# includes overmatch for Troutdale and Hillsboro		
	* does not include primary airports		



CONNECTOREGON Aviation Funding Since 2005

Total <i>CONNECTOREGON</i>	Yearly amounts
<i>CONNECTOREGON I</i> *Medford \$4,766,400 Multimodal	*\$22,808,910
<i>CONNECTOREGON II</i>	\$26,905,916
<i>CONNECTOREGON III</i>	\$25,192,855
CO III RURAL AIRPORTS	\$3,898,421
<i>CONNECTOREGON IV</i>	\$10,152,170
<i>CONNECTOREGON V</i>	\$6,567,195
Total Aviation Funds	\$95,525,467



Funding Breakdown

By Mode Analysis

Aviation with over 61% of all ConnectOregon leveraged \$

Mode	ConnectOregon Funds Awarded	% of Total Funds Awarded	Total Matching Funds	% of Total Funds Leveraged
Aviation	\$82,093,161	25%	\$251,575,591	50%
Marine	\$52,907,765	16%	\$34,273,155	7%
Rail	\$146,215,697	44%	\$84,959,121	17%
Transit	\$38,213,172	11%	\$62,582,673	13%
Multimodal*	\$11,466,400	3%	\$9,806,800	2%
Rural Airports	\$3,898,421	1%	\$55,848,420	11%
Total	\$334,794,616	100%	\$499,045,760	100%

* Multimodal projects were identified as proposing specific connections between eligible modes. The funds were utilized to construct facilities for two or more different modes of transportation.

Questions?



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