



# Oregon

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January 28, 2011

The Honorable Richard Devlin, co-chair  
The Honorable Peter Buckley, co-chair  
The Honorable Dennis Richardson, co-chair  
Joint Ways and Means Committee  
900 Court Street NE  
H-178 State Capitol  
Salem, OR 97301-4048

JACK MOSE  
LARRY JELSONG  
UNANIMOUS

Dear Co-Chairpersons:

### NATURE OF THIS REQUEST

The Oregon Department of Aviation (ODA) requests an increase in expenditure limitation of \$2,695,200 Other Funds for the Aurora Tower design and construction from the Oregon Department of Transportation grant program agreement, ConnectOregon III grant money.

ODA also requests that the limitation for the Aurora Air Traffic Control Tower (POP 102), Joseph Airport Runway (POP 101) be approved no later than April 1, 2011 due to construction and contracting timelines.

### AGENCY ACTION

#### Aurora Air Traffic Control Tower – Policy Option Package 102

Contained within the 2011-13 Agency Request Budget Aviation is a placeholder Policy Option Package (POP 102) for the design portion of the Aurora State Airport Air Traffic Control Tower capital construction project.

An air traffic control tower will meet the agency's mission of enhancing aviation by providing improved safety by more effectively regulating flight patterns of aircraft utilizing the airport. Additionally, an air traffic control tower will help to alleviate noise concerns by directing traffic around noise sensitive areas within the vicinity of Aurora State Airport. The land is owned by the State of Oregon and a preliminary site has been identified on the current Federal Aviation Administration approved Airport Layout Plan. The Aurora State Airport is located approximately midway between the Portland metropolitan area and the state capitol in Salem, on the border between Marion and Clackamas Counties. Aurora State Airport serves a wide range of corporate, charter, and General Aviation users. The Control Tower is required to improve safety, mitigate noise issues, and to continue current operational levels.

In April of 2011, the FAA, on behalf of the Oregon Department of Aviation, will conduct an air traffic control tower siting study for a tower at Aurora State Airport. The siting study, paid with 95% FAA funds, will determine the exact location, height, and equipment requirements for a tower at Aurora State Airport.

After the siting study phase, the Oregon Department of Aviation will return to legislature to ask for the Capital Construction limitation for the design and construction of the Aurora tower. This funding will primarily come from a \$2.69 million ConnectOregon III grant recently awarded to ODA for design and construction of the tower.

The FAA conducted a Benefit/Cost (BC) ratio study for a tower and a score of 1.64 was achieved. A BC score higher than 1 indicates the need for a tower. Towers receiving a score of higher than 1 are also accepted into the FAA Contract Tower Program, which pays for tower staffing. As part of the Contract Tower Program, ODA will be required to conduct various maintenance activities at the tower. Based on recent inquiries of similar Oregon facilities, the department anticipates maintenance costs of approximately \$20,000 to \$30,000 annually.

ODA will be required to meet federal NEPA requirements with this project. As such, an Environmental Assessment will be conducted prior to construction. Community input will be sought as part of the Environmental Assessment.

This request is to amend the original placeholder amount of \$1 Federal Funds, \$1 Other Funds to increase the Other Funds portion to equal \$350,000 for the environmental assessment and engineering design phase of this project. This project will not create the need for additional staff.

This capital project was approved by the Capital Projects Advisory Board (CPAB) on October 8, 2010.

The request is also to modify the current ODA Policy Option Package 102 that allows for the design phase to total \$350,000 Other Funds with an approval date of no later than April 1, 2011. The funding source is the Connect Oregon III grant.

### **Joseph Airport Runway – Policy Option Package 101**

The Oregon Department of Aviation was granted six year capital construction expenditure limitation authority to use \$1,500,000 in FAA AIP funds and \$75,000 in state match (other funds) for this project on the premise that only a partial runway reconstruction and full overlay was necessary, in the 2009-11 Legislatively Approved Budget.

It has since been determined by ODA's consultant engineers and concurred by the FAA that an entire runway reconstruction is necessary. Considering this, ODA included a policy option package 101 to request additional limitation of \$1,000,000 in FAA AIP funds and \$52,632 in state match to fulfill this requirement to reconstruct the entire runway at Joseph.

The Joseph State Airport runway was last rehabilitated in 1996, which included a runway extension of 1,520 feet and widening to 60 feet. Pavement condition is poor with significant transverse and longitudinal cracking. Additionally, likely due to frost heave, construction hubs used during grading operations from previous construction have pushed up through the pavement creating mounds and potholes.

The designed pavements will be sufficient to meet design class of aircraft (12,500 lbs) as depicted in the most recent Joseph State Airport. Additionally, pavement section has been designed in accordance with FAA Advisory Circular 150/5320-6E.

This project will not create the need for additional staff. Maintenance on all ODA pavements is performed as part of ODA's Pavement Maintenance Program (PMP) that occurs at each airport on a three year cycle. PMP funds are provided from dedicated fuel taxes and FAA funds (no operational funds are necessary). The department has the necessary 5% local match budgeted.

Both the City of Joseph and Wallowa County are supportive of this project as the airport provides vital emergency, economic and tourism access for the community.

This capital project was approved by the Capital Projects Advisory Board (CPAB) on October 8, 2010.

The request for this project is to increase the timeline of this POP request to be approved no later than April 1, 2011.

### **Connect Oregon III Grant – Aurora Tower Construction**

The Oregon Transportation Commission has approved the Aurora air traffic control tower project to be funded eighty (80) percent of total project costs through the Multimodal Transportation Fund Program at its August 2010 meeting. The Multimodal Transportation Fund Program also known as “ConnectOregon” as set forth in ORS 367.060 and OAR Ch. 731, Div. 35, is a legislatively authorized lottery-bond-based initiative to invest in air, rail, public transit, and marine transportation projects in Oregon.

Based upon the ConnectOregon III grant fund allocation allowed, ODOT agrees to pay ODA \$2,695,200, or eighty (80) percent of the total eligible Project costs of \$3,369,000, whichever is less. The difference between the money received from the ConnectOregon III and total project costs are the land value, staff time, and other GA Entitlement funds. Eligible costs for this project will be reimbursed at eighty (80) percent until the \$2,695,200 limit is reached.

This request is to add \$2,345,200 of expenditure limitation specifically for ConnectOregon III Multimodal Transportation Fund Program proceeds. This limitation is for the construction phase of the Aurora Tower which can be made effective at July 1, 2011 with the Legislatively Approved Budget.

### **ACTION REQUESTED**

- Increase the 2011-13 Aurora Capital Construction expenditure limitation (POP 102) to total \$350,000 Other Funds, \$0 Federal Funds as well make it effective no later than April 1, 2011.
- Approve the Joseph Airport Runway Capital Construction project (POP 101) submitted by ODA in the 2011-13 Agency Request Budget to be effective no later than April 1, 2011.
- Add a Capital Construction Policy Option Package to place the remaining \$2,345,200 Other Funds coming from ODOT ConnectOregon III grant fund for the Aurora Tower construction phase. These funds will not be spent until the design phase is complete.

### **LEGISLATION AFFECTED**

These actions affect ODA 2011-13 Agency Request Budget request.

### **APPROVED BY THE OREGON BOARD OF AVIATION**

The Oregon Board of Aviation approved this request on January 28, 2011.

Sincerely,

Doug Hedlund  
Interim Director  
Oregon Department of Aviation