

SOAR Overview

- Discussion
 - Cycle 1 projects completed
 - Cycle 2 projects completed, overages, and carried forward
 - Cycle 3 projects completed and carried forward
 - Carry Forward Projects
 - Cycle 4 SOAR Requests
 - Project Prioritization
- Board Approval Request
 - Cycle 4 Projects

SOAR Overview – Cycle 1

- Cycle 1 projects completed

Revenue:	\$ 1,792,087.46	Expended:	\$ 1,620,387.55	Carryforward	\$ 171,699.91
Airport	Grant #	Project	SOAR Expenditures		
		SO Proj Contingeny SJ 999	\$ 40,255.99		
ops	SOAR-2017-ODA-S-00002	Tractor Flail Mower Replacement	\$ 79,233.00		
Bandon	SOAR-2017-ODA-S-00005	Gorse Removal	\$ 15,629.58		
Cottage Grove	SOAR-2017-ODA-S-00000	Sacrif. Anodes/Complete Tank Inspection	\$ 18,623.50		
Crescent Lk	SOAR-2017-ODA-S-00009	Reconstruction RW	\$ 881,746.36		
Independence	SOAR-2017-ODA-S-00011	Install 2 automatic gates	\$ 23,596.00		
Independence	SOAR-2017-ODA-S-00012	Drainage improvements	\$ 65,379.66		
Nehalem Bay	SOAR-2017-ODA-S-00013	Obstruction Removal/ Easements	\$ 56,404.92		
Prospect	SOAR-2017-ODA-S-00014	Obstruction Removal	\$ 32,190.00		
Wasco	SOAR-2017-ODA-S-00015	Sweep & Repair Access Road / Taxilane	\$ 70,437.51		
Aurora	SOAR-2017-ODA-S-00016	Constrained Operations Study	\$ 66,276.09		
Cape Blanco	SOAR-2017-SO PROJ 17	Airport Gate and Fencing	\$ 55,070.10		
ops	SOAR-2017-SO PROJ 2	Lights and Radios for Operations Vehicles	\$ 12,000.00		
Aurora	SOAR-2017-SO PROJ 3	Ramp Light Repairs	\$ 13,000.00		
Cascade Locks	SOAR-2017-SO PROJ 5	Restroom Removal	\$ 4,840.85		
Crescent Lk	SOAR-2017-SO PROJ 7	Minor Repairs to RW in order to open	\$ 5,873.99		
Crescent Lk	SOAR-2017-SO PROJ 9	Obstruction Removal	\$ 45,000.00		
	workers	HB2075 State Owned Airports Admin	\$ 134,830.00		
			\$ 1,620,387.55		

SOAR Overview – Cycle 2

- Cycle 2 projects completed
- \$2,422,514.90 carried forward for the Prospect Runway Reconstruction and Mulino Water / Fire Suppression projects

Revenue:	\$	2,003,303.10	Cycle 1 Carryover	\$	171,699.91	Starting Balance	\$	2,175,003.01	Ending Balance	\$	1,232,393.91
Airport	Grant #	Project	Project Budget	SOAR Expenditures	Remaining						
Prospect	SOAR-2018-ODA-S-00001	Runway Reconstruction	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	carry project forward					
Mulino	SOAR-2018-ODA-S-00002	Water / Fire Suppression	\$ 500,000.00	\$ 77,485.10	\$ 422,514.90	Design complete, carry construction forward					
Cottage Grove	SOAR-2018-ODA-S-00003	Replacement of Fuel Tank & Card Reader	\$ 130,000.00	\$ 185,139.13	\$ (55,139.13)	Overage					
Joseph	SOAR-2018-ODA-S-00004	Card Reader Replacement	\$ 11,795.00	\$ 11,795.00	\$ -						
Bandon	SOAR-2018-ODA-S-00005	Property Purchase	\$ 200,000.00	\$ 291,656.35	\$ (91,656.35)	Overage					
Pacific City	SOAR-2018-ODA-S-00006	Obstructions / Ditch / Cleanout/Flood Gate Repair	\$ 60,000.00	\$ 102,547.38	\$ (42,547.38)	Overage					
	Airport Workers - State Owned Airports Admin		\$ 140,000.00	\$ 163,886.14	\$ (23,886.14)						
	SO Project Contingency for Small Projects - SJ 999		\$ 100,000.00	\$ 58,533.49	\$ 41,466.51						
	SO Project Contingency for Small Projects - SJ 998		\$ -	\$ 51,566.51	\$ (51,566.51)						
			\$ 3,141,795.00	\$ 942,609.10	\$ 2,422,514.90	<carried forward					

SOAR Overview – Carry Forward

- Carry Forward Projects
 - Cycle 2 Carried Forward: \$2,422,514.90
 - Cycle 3 Carried Forward: \$743,390.31
 - **Total Carried Forward: \$3,165,905.21**

Cycle 4 – SOAR Requests

SOAR Cycle 4 Projects

- Cape Blanco Runway and Electrical System Rehabilitation
- New Project – “Matching” funds to complete the \$3,821,185 project
 - \$2,598,405.80 appropriated by HB5202
 - **\$1,222,779.20 requested for SOAR**
- Design will begin immediately
- Construction anticipated late 2022 / early 2023

**State Owned Airports Reserve (SOAR) Program
SOAR Cycle 4: 2022-2023**

Project name:

Airport:

Project Description:

Total Project Cost

Reduce Transportation Costs or Improved Access to Jobs: Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

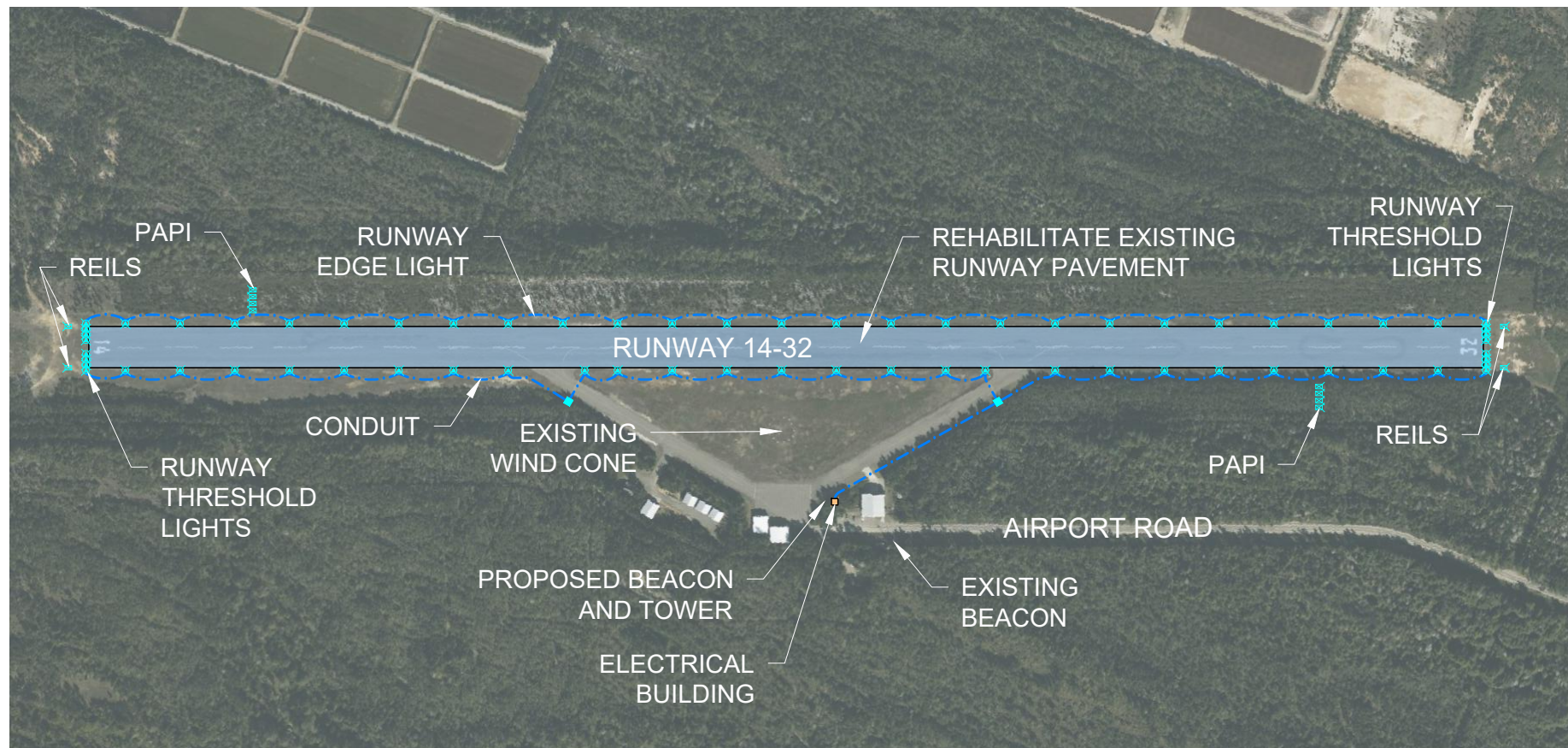
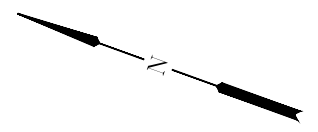
Economic Benefit: Does the proposed transportation project result in an economic benefit to the state?

Critical Link: Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the

Project Funding: How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund?

Project Readiness: Is the proposed transportation project ready for construction or ready for implementation?

Life Expectancy: Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?



**CAPE BLANCO STATE AIRPORT (5S6)
RUNWAY AND ELECTRICAL REHABILITATION**



**CENTURY WEST ENGINEERING
PRELIMINARY CONSTRUCTION COST ESTIMATE**

Oregon Department of Aviation

**Cape Blanco State Airport
Runway 14-32 and Electrical Rehabilitation**

October 26, 2021

Description		Estimated Subtotal
Mobilization	10% \$	235,850.00
Surveying	5% \$	117,925.00
Erosion Control	\$	10,000.00
Milling	\$	297,500.00
Paving	\$	1,075,500.00
Drainage	\$	-
Lighting	\$	725,500.00
Signage	\$	10,000.00
PAPIs	\$	80,000.00
REILs	\$	40,000.00
Airport Beacon and Tower	\$	105,000.00
Fencing	\$	-
Striping	\$	25,000.00
Subtotal - Construction		\$ 2,722,275.00
Design Engineering	10% \$	272,227.50
Construction Management Services	10% \$	272,227.50
Sponsor Administration	\$	10,000.00
Preliminary Estimate Contingency	20% \$	544,455.00
Subtotal - Engineering and Contingency		\$ 1,098,910.00
Total Project Cost		\$ 3,821,185.00
Connect Oregon Grant Request	68% \$	2,598,405.80
Oregon Department of Aviation	32% \$	1,222,779.20

SOAR Cycle 3 Amendment

- Pacific City Access Road and Apron Rehabilitation
- Scope Amendment – SOAR-2020-ODA-00006
 - \$430,000 previously approved in Cycle 3 for Property Purchase, Ramp Paving, and Drainage Improvements
 - Property Purchase completed in 2020 (\$176,609.69), \$253,390.31 remaining
 - **Adding Access Road construction to provide public access to the airport**
- Estimated \$300,000 for Access Road and Apron Rehab
 - \$204,000 in Connect OR applied for in Oct. 2021 (\$96,000 match)
- Construction anticipated summer of 2023

State Owned Airports Reserve (SOAR) Program
SOAR Cycle 4: 2022-2023

Project name: Pacific City Access Road and Apron Rehabilitation
Airport: Pacific City State Airport

Project Description:

This project will provide matching funds for a new access road and apron rehabilitation at the Pacific City State Airport. The airport does not have any improved access for the public or emergency services, which must cross over private property to access the airfield. The \$96,000 requested will provide 32% match if the project is awarded Connect Oregon funds for a total project cost of \$300,000.

Total Project Cost 96,000

Reduce Transportation Costs or Improved Access to Jobs: Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

This project will provide direct access for users of the airport directly to the businesses and amenities in and around Pacific City. This will enhance tourism and emergency service use of the airport.

Economic Benefit: Does the proposed transportation project result in an economic benefit to the state?

Improving direct access to the airport, and maintaining the apron for aircraft parking will indirectly provide an economic benefit to the airport's local community and the state.

Critical Link: Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the

The airport is a critical link for the local community, it is the only paved runway within 16 miles, or a 30 minute driving distance from Pacific City, and is frequently used for medivac operations by LifeFlight and the Coast Guard.

Project Funding: How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund?

ODA will cover the administrative cost of this project.

Project Readiness: Is the proposed transportation project ready for construction or ready for implementation?

Yes, this project is ready for design, and will be ready for construction by the spring of 2023.

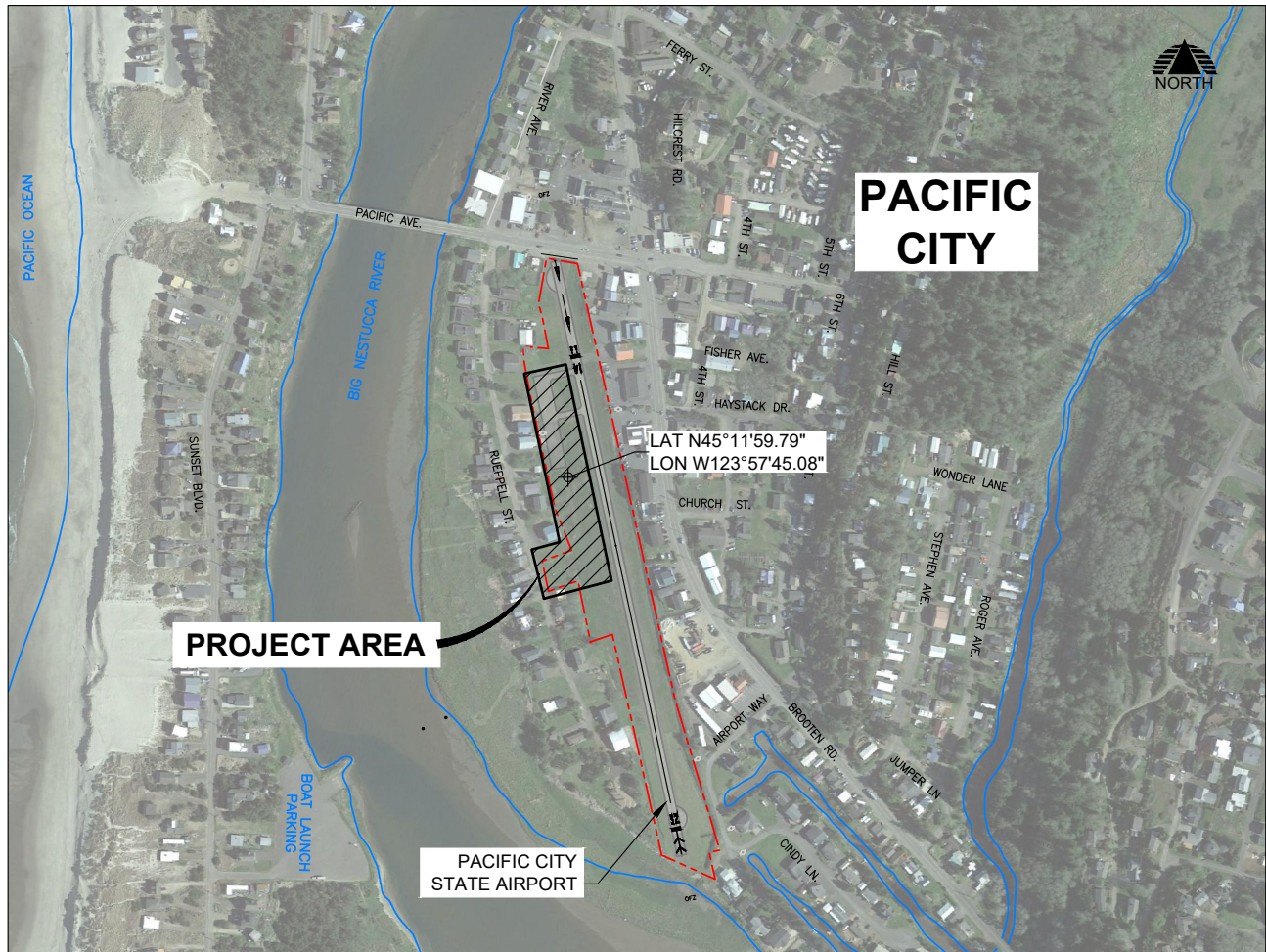
Life Expectancy: Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Pavement has a life expectancy of 20+ years.

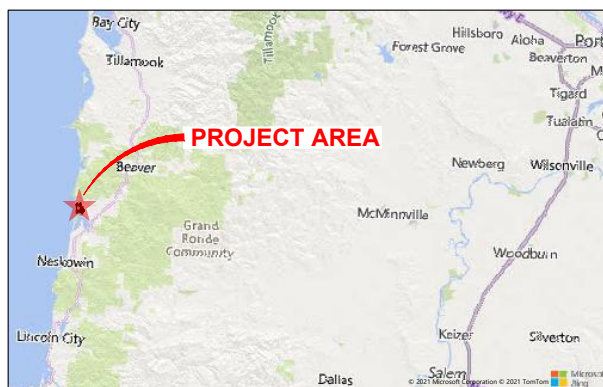
PACIFIC CITY STATE AIRPORT

AIRPORT PUBLIC ACCESS AND APRON REHABILITATION

AREA MAP



VICINITY MAP



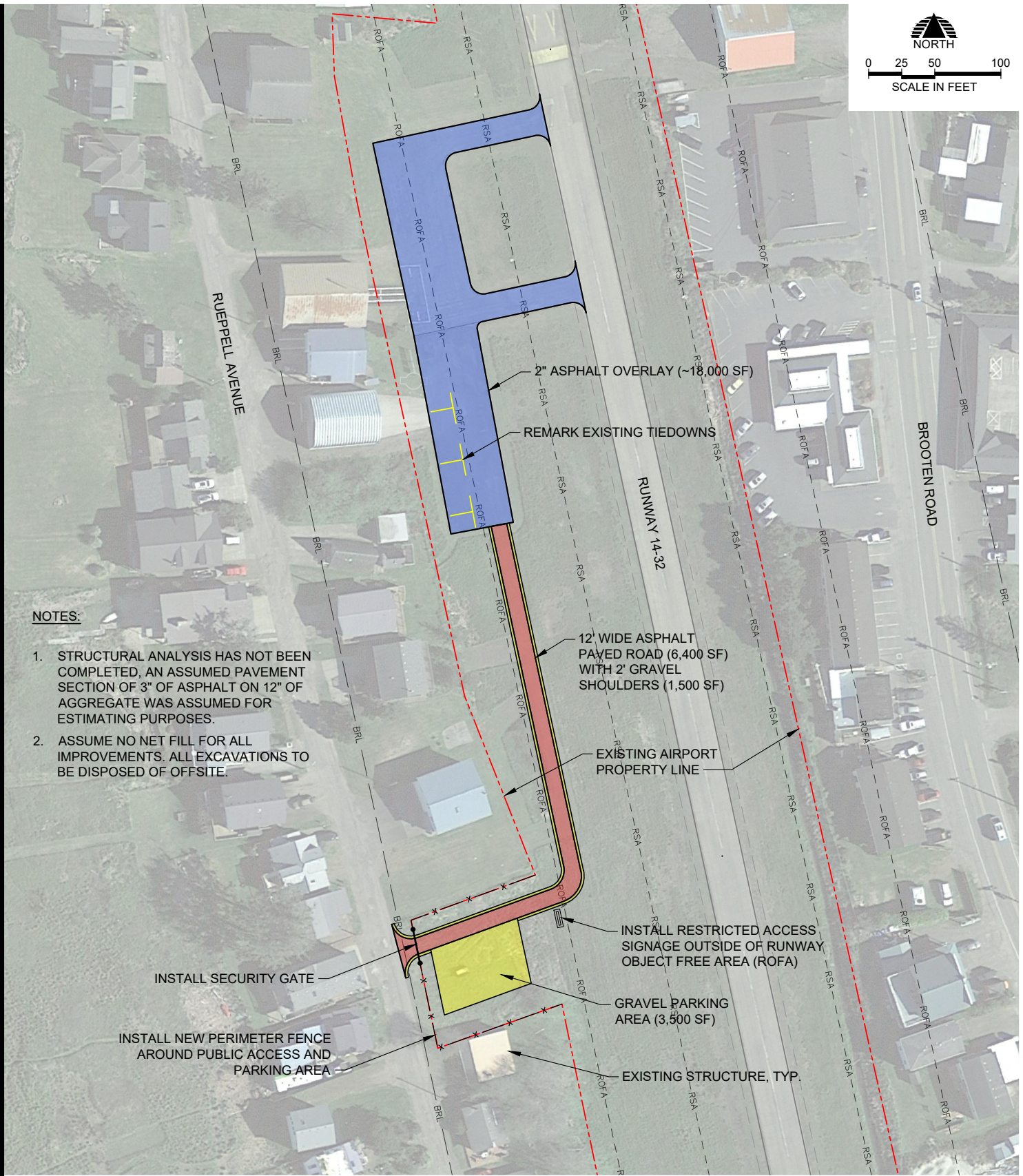
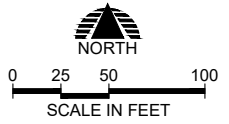
ESTIMATED PROJECT COST	
Environmental / Permitting:	\$10,000
Engineering:	\$65,000
Construction: (Includes SDC Services)	\$225,000
TOTAL	\$300,000

Project Anticipated for Construction: 2023

PACIFIC CITY STATE AIRPORT
AIRPORT PUBLIC ACCESS AND APRON REHABILITATION

COVER SHEET





NOTES:

1. STRUCTURAL ANALYSIS HAS NOT BEEN COMPLETED, AN ASSUMED PAVEMENT SECTION OF 3" OF ASPHALT ON 12" OF AGGREGATE WAS ASSUMED FOR ESTIMATING PURPOSES.
2. ASSUME NO NET FILL FOR ALL IMPROVEMENTS. ALL EXCAVATIONS TO BE DISPOSED OF OFFSITE.

PACIFIC CITY STATE AIRPORT
AIRPORT PUBLIC ACCESS AND APRON REHABILITATION



SITE PLAN

10/21/21 - 10:18am - JWade - P:\IODA001-2021 C-OR\0400\CAD\DWG\Sheets\IODA-PFC001-Access-Rd.dwg

ODA - Pacific City State Airport

10/7/2021

**Airport Public Access and Apron Rehabilitation
Preliminary Construction Cost Estimate**

Precision Approach Engineering

Bid Item	Unit	Quantity	Unit Price	Total Price
Mobilization	LS	1	\$ 34,000	\$ 34,000
Construction Survey and Staking	LS	1	\$ 9,700	\$ 9,700
Temporary Erosion and Sediment Control	LS	1	\$ 4,000	\$ 4,000
Pavement Removal	SY	300	\$ 14	\$ 4,200
Roadway Excavation Incl. Haul	CY	550	\$ 20	\$ 11,000
Unsuitable Excavation Incl. Haul	CY	200	\$ 30	\$ 6,000
Backfill for Unsuitable Excavation	CY	200	\$ 35	\$ 7,000
Subgrade Geotextile	SY	1100	\$ 3	\$ 3,300
Aggregate Base	CY	430	\$ 45	\$ 19,350
Crack Seal	LF	600	\$ 5	\$ 3,000
Crack Repair	LF	90	\$ 35	\$ 3,150
HMA 1/2" class 2	TON	450	\$ 150	\$ 67,500
Slurry Seal	SY	890	\$ 7	\$ 6,230
Pavement Marking	SF	900	\$ 7	\$ 6,300
Landscape Fencing	LF	300	\$ 35	\$ 10,500
Vehicle Gate	LS	1	\$ 8,500	\$ 8,500

TOTAL CONSTRUCTION ESTIMATE		\$	203,730
	10% Contingency	\$	21,270
	Subtotal:	\$	225,000
	Env/Permits:	\$	10,000
	Engineering:	\$	30,000
	SDC:	\$	35,000
	Total Estimate:	\$	300,000

SOAR Cycle 3 Amendment

- Toledo Apron Reconstruction
- Cost Amendment – SOAR-2020-ODA-00007
 - \$80,000 previously approved in Cycle 3 for Apron Construction
 - Design completed in 2022 (\$27,005.75 to date), \$52,994.25 remaining
 - **Amending request to fully fund \$307,091.00 construction**
- Design is Complete
- Construction anticipated summer of 2022

State Owned Airports Reserve (SOAR) Program
SOAR Cycle 4: 2022-2023

Project name: Toledo Apron Reconstruction
Airport: Toledo State Airport

Project Description:

Toledo State Airport is roughly 6 straight line miles east of Newport Airport. It is used frequently by general aviation pilots who are unable to get into Newport due to low visibility. The ramp at Toledo is estimated to be at least 30 years old and has completely failed. Any aircraft that use this airport run the risk of dislodging small pieces of asphalt and potentially damaging an aircraft. This project will reconstruct the apron at the Toledo State airport, and provide a paved access road and hangar connections.

Total Project Cost \$307,091

Reduce Transportation Costs or Improved Access to Jobs: Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

N/A

Economic Benefit: Does the proposed transportation project result in an economic benefit to the state?

The aircraft owners that currently base their aircraft at the airport may relocate due to the failing condition of the airport. According to the Oregon Aviation Plan, Toledo Airport does make a small impact to jobs, salaries and visitor spending.

Critical Link: Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the

As a safety outlet for aircraft flying into Newport, this provides a critical link for aviation safety in the area.

Project Funding: How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund?

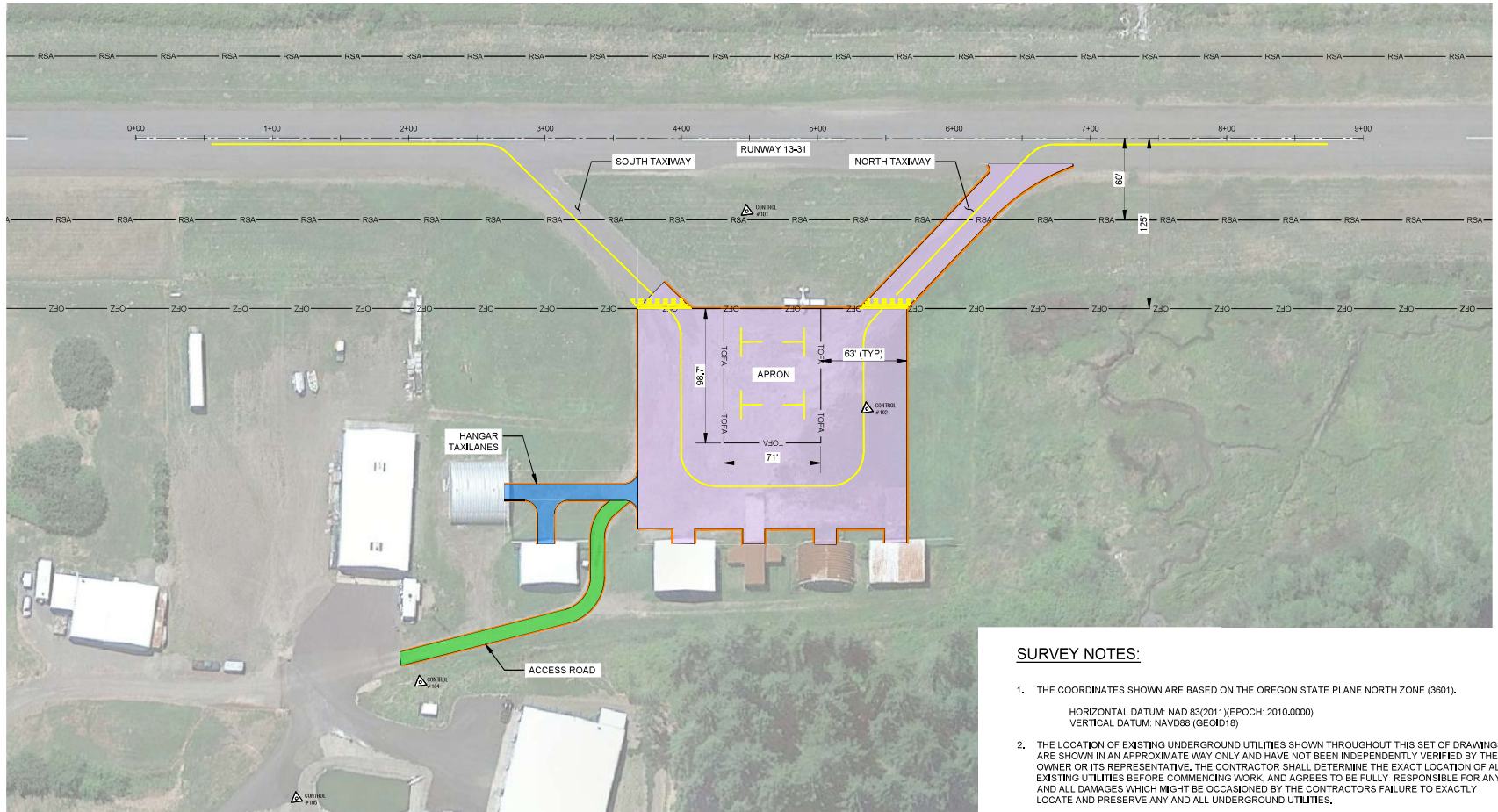
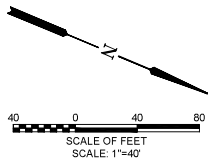
ODA will cover the administrative cost of this project.

Project Readiness: Is the proposed transportation project ready for construction or ready for implementation?

Yes, this project is fully designed.

Life Expectancy: Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Pavement has a life expectancy of 20+ years.



- LEGEND**
- RUNWAY SAFETY AREA — RSA —
 - OBSTACLE FREE ZONE — OFZ —
 - TAXILANE OBSTACLE FREE ZONE — TOFA —
 - SURVEY CONTROL POINT
 - PROPOSED APRON (SCHEDULE A)
 - HANGAR TAXILANE (SCHEDULE B)
 - PROPOSED ACCESS ROAD (SCHEDULE C)
 - PROPOSED SHOULDER

SITE AND SURVEY CONTROL PLAN
SCALE: 1" = 40'

1
G-02

SURVEY NOTES:

- THE COORDINATES SHOWN ARE BASED ON THE OREGON STATE PLANE NORTH ZONE (3601).
HORIZONTAL DATUM: NAD 83(2011)(EPOCH: 2010.00000)
VERTICAL DATUM: NAVD88 (GEOID18)
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN THROUGHOUT THIS SET OF DRAWINGS ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

CONTROL TABLE				
Point #	Northing	Easting	Elevation	Description
101	359617.24	7305560.84	10.52	CNT LR W/RPC
102	359754.42	7305660.02	9.76	CNT HGT
104	359630.47	7307001.84	14.49	CNT LR W/RPC
105	359479.06	7307115.84	25.07	CNT MAG

THIS PLAN SHEET IS INTENDED TO BE VIEWED IN COLOR. THE FOLLOWING COLORS SHOULD BE DISTINGUISHABLE WHEN PRINTED CORRECTLY.

RED BLUE

90% PLANS - NOT FOR CONSTRUCTION



VERIFY SCALES
BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

NO.	DATE	BY	APPR	REVISIONS



BEND OFFICE
1020 SW BUNKAY DRIVE, #100
BEND, OR 97702
541.322.8962
541.382.2423 FAX

DESIGNED BY: MAH
DRAWN BY: MAH
CHECKED BY: JAK
SCALE: AS NOTED

OREGON DEPARTMENT OF AVIATION
TOLEDO STATE AIRPORT
APRON RECONSTRUCTION
SITE AND SURVEY CONTROL

DRAWING NO. G-02
SHEET NO. 2 OF 14

DATE: MARCH 2022 PROJECT NO: 400917-103.01

CENTURY WEST ENGINEERING - 90% COST ESTIMATE

**OREGON DEPARTMENT OF AVIATION
TOLEDO STATE AIRPORT
APRON RECONSTRUCTION PROJECT**

March 9, 2022

Bid Item	Description	Spec. Section	Unit	Estimated Quantity	Unit Price	Total Cost
Schedule A - Base Bid - Apron and North Taxiway						
1	Mobilization	00210	LS	1	\$22,000	\$22,000
2	Erosion Control	00280	LS	1	\$2,000	\$2,000
3	Contractor's Staging Area and Restoration	00230	LS	1	\$4,000	\$4,000
4	Access Road Restoration (If Schedule C Not Constructed)	00230	LS	1	\$2,000	\$2,000
5	Construction Survey Work	00305	LS	1	\$7,000	\$7,000
6	Removal of Surfacing	00310	SY	700	\$10	\$7,000
7	General Excavation, Stripping	00330	CY	350	\$40	\$14,000
8	General Excavation	00330	CY	250	\$40	\$10,000
9	Embankment in Place	00330	CY	300	\$40	\$12,000
10	General Excavation, Unsuitable	00330	CY	100	\$40	\$4,000
11	18-Inch Subgrade Stabilization	00331	SY	75	\$70	\$5,250
12	6-Inch C900 Pipe	00445	FT	100	\$100	\$10,000
13	Geotextile Fabric	02320	SY	500	\$2	\$1,000
14	3/4-Inch Aggregate Base	00641	CY	375	\$75	\$28,125
15	Level 3, 1/2-Inch Asphalt Concrete Pavement (ACP)	00744	TON	585	\$100	\$58,500
16	Tie-Down Anchors	--	EA	27	\$1,000	\$27,000
17	Permanent Seeding, Mix No. 2	01030	SY	825	\$2	\$1,650
18	Pavement Marking (First Application)	00850,	SF	850	\$3	\$2,550
19	Pavement Marking (Second Application)	00860,	SF	850	\$3	\$2,550
Subtotal Schedule A Cost Estimate						\$220,625
Contingency (10%)						\$33,094
Total Schedule A Cost Estimate						\$253,719
Bid Item	Description		Unit	Estimated Quantity	Unit Price	Total Cost
Schedule B - Alternate 1 - Hangar Taxilanes						
20	General Excavation, Stripping	00330	CY	50	\$40	\$2,000
21	Embankment in Place	00330	CY	50	\$40	\$2,000
22	3/4-Inch Aggregate Base	00641	CY	20	\$75	\$1,500
23	Level 3, 1/2-Inch Asphalt Concrete Pavement (ACP)	00744	TON	25	\$100	\$2,500
Subtotal Schedule B Cost Estimate						\$8,000
Contingency (10%)						\$800
Total Schedule B Cost Estimate						\$8,800
Bid Item	Description		Unit	Estimated Quantity	Unit Price	Total Cost
Schedule C - Alternate 2 - Access Road						
24	Geotextile Fabric	02320	SY	300	\$2	\$600
25	3/4-Inch Aggregate Base	00641	CY	25	\$75	\$1,875
26	Level 3, 1/2-Inch Asphalt Concrete Pavement (ACP)	00744	TON	35	\$100	\$3,500
Subtotal Schedule C Cost Estimate						\$5,975
Contingency (10%)						\$598
Total Schedule C Cost Estimate						\$6,573
SUMMARY						
Schedule A - Base Bid - Apron and North Taxiway						\$253,719
Schedule B - Alternate 1 - Hangar Taxilanes						\$8,800
Schedule C - Alternate 2 - Access Road						\$6,573
Permits						\$10,000
Engineering-Construction Management Services (Estimate)						\$28,000
TOTAL:						\$307,091

SOAR Prioritization

- Priorities
 - Safe and Operational Runways
 - Cape Blanco Runway and Electrical Rehab - **\$1,222,779.20**
 - Prospect Runway Reconstruction (Cycle 2 Carry Forward)
 - **\$796,800 SOAR Match** (\$1,693,200 requested in Connect OR)
 - Connect OR Match
 - Mulino Water / Fire Suppression (Cycle 2 Carry Forward)
 - **\$340,063.49 SOAR Match** (\$722,634.91 requested in Connect OR)
 - Pacific City Access Road and Apron Rehab (Cycle 3 Carry Forward/Amended)
 - **\$96,000 SOAR Match** (\$204,000 requested in Connect OR)
 - Toledo Apron Reconstruction (Cycle 3 Carry Forward/Amended) - **\$307,091.00**

SOAR Overview – Prioritization

- Carry Forward Projects

- Cycle 2 Carried Forward:
\$2,422,514.90
- Cycle 3 Carried Forward: \$743,390.31
- **Total Carried Forward: \$3,165,905.21**

- Cash Balance

- Year to Date Cash Balance:
\$2,109,654.91
- Projected Revenue through Dec.
2023: \$1,555,669.00
- **Projected Balance and Revenue
through Dec. 2023: \$3,665,323.91**

- **Priority Projects - \$2,762,733.69***

- Cape Blanco - \$1,222,779.20
- Prospect - \$796,800*
- Mulino - \$340,063.49*
- Pacific City - \$96,000*
- Toledo - \$307,091

*amount
contingent on
projects
receiving
Connect OR
funds

- Carry Forward (Cycles 2 and 3) -
\$647,390.31*

- Pacific City Drainage Improvements (\$157,390.31*)
- Cape Blanco ALP & Planning Update, Obstruction
Removal (\$105,000)
- Cascade Locks Obstruction Removal, ALP Update,
Pilot Lounge (\$285,000)
- Capital Equipment – Airports (\$100,000)

SOAR Overview – Prioritization

- Cash Balance
 - Projected Balance and Revenue through Dec. 2023: \$3,665,323.91
- **Priority Projects - \$2,762,733.69***
 - Cape Blanco - \$1,222,779.20
 - Prospect - \$796,800*
 - Mulino - \$340,063.49*
 - Pacific City - \$96,000*
 - Toledo - \$307,091

*amount contingent on projects receiving Connect OR funds

- If projects do not receive Connect OR funds, they will remain a priority and be carried forward until funds are available

SOAR Overview – Prioritization

- Aviation Review Committee (ARC)
 - Review of new Cycle 4 project and Cycle 3 project amendments – 3/31/2022



Approval of SOAR Projects Cycle 4: 2022-2023

Approval of SOAR Projects

ODAV requests Aviation Board approval for the new Cycle 4 project, and Cycle 3 project amendments as presented.