

General Project Information: LMT - Reconstruct Runway 7/25 & Associated Lighting

City of Klamath Falls - Airport Department
COAR Application 2022

Application Year: 2022
COAR-2022-LMT-00008

Applicant

Organization Name

City of Klamath Falls - Airport Department

Contact Person *

John T. Barsalou, A.A.E.

Address

6775 Arnold Ave

Contact Person Title *

Airport Director

City

Klamath Falls

State

Oregon

Zip Code

97603

Phone Number

(541) 883-5373

Email

jbarsalou@flykfalls.com

Project Name and Location

Project Name *

LMT - Reconstruct Runway 7/25 & Associated Lighting

Project Location *

Klamath Falls, OR

ODOT Region:

Region 4

County tax parcel identification number(s): *

39S09E-15D0 / 39S09E-2200 / 39S093E-2300 / 39S09E-2600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Crater Lake - Klamath Regional
Airport

Airport Category: *

Category 1b

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Implementation

Select the category of project for which you are requesting funding: *

Assistance with FAA AIP grant match

Project Start Date:

6/1/2022

Project End Date:

6/30/2023

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Project Summary *

Provide a brief summary of the project in the space provided below:

Assistance with FAA Reconstruct Runway 7/25 and Runway Lighting AIP grant match. Runway 7/25 is the Airport's secondary runway which accommodates crosswind operations. Runway 7/25, soon to be redesignated 8/26, serves GA and USFS fire fighting traffic at LMT. This project involves reconstructing to 75' width, shortening to 5,000 feet, and other associated work.

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

The purpose of the project is the full depth reconstruction of Runway 7-25 which serves as the airport's crosswind runway and as a means of eliminating congestion on the airport's primary runway. FAA Sponsor Assurances require airports to undertake a pavement maintenance management program with the goal of providing a safe and operable pavement system at the least feasible cost.

The 2016 LMT PMP (Attachment A) indicates a Pavement Condition Rating (PCR) of satisfactory for western portion of Runway 7-25 and fair for the eastern portion. The predicted PCR conditions by 2022 for Runway 7-25 is expected to degrade to fair for the entire length. The Federal Aviation Administration (FAA) is supportive of reconstructing Runway 7-25. The project is anticipated to include:

- Full depth reconstruction (approx. 30"-36") and reduction in width from 100' to 75';
- MagVar change and renumbering (to RWY 8/26);
- relocate runway lighting;
- relocate taxiway connectors at both runway ends due to shortening of the runway;
- replace/relocate PAPI and REIL on RWY 25 end;
- relocate and reconstruct TWY G connectors up to RWY 7/25 hold position markings in different locations;
- relocate nonstandard threshold lights on RWY 14/32 per a past 139 inspection;
- includes underdrains, signage, and storm drain relocation.

A documented Categorical Exclusion was submitted to, and approved by, the FAA in December 2020. The project will be designed in accordance with FAA Advisory Circulars per versions current as of the time of design. A design contract with Mead & Hunt has been executed by the City of Klamath Falls and the project is scheduled to be bid in early 2022.

Clearly define the proposed project in each of the following areas:

- **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? ***

✓ Yes No

The current Oregon Aviation Plan (OAP) was last updated in 2019. The pavement evaluation was conducted by Pavement Consultants, Inc. under the direction of the Oregon Department of Aviation in 2016 at the Crater Lake - Klamath Regional Airport. While the reconstruction of Runway 7-25 is not specifically mentioned in the OAP, it is identified in the Pavement Maintenance Management Plan that was the result of the 2016 evaluation. Runway 7-25 was identified as a priority reconstruction project with which the FAA concurred.

- **Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? ***

✓ Yes No

Yes, the reconstruction of Runway 7-25 will incorporate the latest standards under the Oregon Aviation Plan and applicable FAA Advisory Circulars. Specifically, FAA Advisory Circular 150/5300-13A, Airport Design will be utilized to prepare an analysis of pavement rehabilitation alternatives to meet the current standards.

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• Does the project prevent future deficiencies and preserve the existing facilities? * ✓ Yes No

Yes, the reconstruction of Runway 7-25 in 2022 will ensure that the runway remains a viable and functioning piece of pavement available for all airport users. A delay in reconstruction might result in deterioration to the point that the runway would need to be closed until it could be reconstructed.

• Does the project increase the financial self-sufficiency of the airport? * ✓ Yes No

Yes, the funding of this project through a FAA AIP grant, and potentially a COAR grant, allows Airport funds to be dedicated to other projects and initiatives that may not be grant eligible. Examples would be economic development projects that would also facilitate the self-sufficiency of the airport.

• Does the project have local support? * ✓ Yes No

Yes, the Klamath Falls City Council approved the COAR grant application at their September 20, 2021 meeting (Attachment B). The Airport has also received letters of support for the project from airport tenants (Attachment C).

Project Documentation: LMT - Reconstruct Runway 7/25 & Associated Lighting

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Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 2/1/2021

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the "SAVE" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
None			

Statewide Impact: LMT - Reconstruct Runway 7/25 & Associated Lighting

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Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes No

It is anticipated that the Runway 7-25 Reconstruction Project, when complete, will provide improved infrastructure and thereby reduce transportation costs for Oregon aviation businesses. This project, if not completed, will have a negative effect on Oregon aviation business by making the runway unusable.

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes No

Yes, total cost of this project is estimated at \$10.8 million, the majority of which is expected to be spent with Oregon based firms and contractors.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * Yes No

Yes, this project maintains an integral piece of the Airport's infrastructure thus allowing for the full utilization of the airport and its utilization as part of the Oregon transportation system.

Is the proposed project ready for construction or implementation? * Yes No

Yes, the environmental review of the project was submitted to the FAA in December 2020 and they issued a CATEX determination for the project. A contract has been executed for the design of the project which is anticipated to be bid in early of 2022. Award of the FAA AIP grant is expected in June 2022 at which time construction will begin immediately.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

Yes, reconstruction of Runway 7-25 will extend its useful life at least 20 years. Delaying reconstruction will result in increasingly rapid deterioration of the runway to the point that the runway might have to be closed until such time as it can be reconstructed.

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Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$10,150,000.00	94 %
FAA AIP Grant Match Requirement from Sponsor	\$676,666.00	6 %
Total Project Cost	\$10,826,666.00	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	35%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$10,150,000.00	6/1/2022
Airport Funds	\$526,666.00	6/1/2022
Total Match Funds:	\$10,676,666.00	99 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$150,000.00	1 %
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Project Budget Summary

Total applicant matching funds:	\$10,676,666.00	99 %
Funding request to ODA:	\$150,000.00	1 %
Total Project Cost:	\$10,826,666.00	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

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Please describe those pre-agreement expenditures.

Environmental and design costs for the reconstruction of Runway 7/25 are being paid up front by the airport and will be reimbursed by the FAA AIP grant when issued.

Related Document Uploads

Description	Upload
FAA Capital Improvement Plan for LMT 2022-2026	https://odae-grants.com/_Upload/14300_1101011-OR-2021-5YearCIPMemotoKlamathFalls(LMT).pdf

Miscellaneous Uploads: LMT - Reconstruct Runway 7/25 & Associated Lighting

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File Repository

Attachment E: City of Klamath Falls 2021-23 Adopted Budget / Airport Fund

[14301_1101013-AttachmentE-Airport2021-23ADOPTEDBUDGET.pdf](#)

Person:Linda Tepper
Date:9/2/2021

Attachment B - Council Meeting Summary for September 20, 2021 meeting

[14301_1101013-AttachmentB-CouncilMeetingSummary092021.pdf](#)

Person:Linda Tepper
Date:9/22/2021

Attachment C - Letters of support for Rwy 7-25 project

[14301_1101013-AttachmentC-LettersofSupportforRwy7-25.pdf](#)

Person:Linda Tepper
Date:9/22/2021

Attachment A - 2016 PCI LMT

[14301_1101013_1-AttachmentA-2016PCILMT.pdf](#)

Person:Linda Tepper
Date:9/22/2021

Attachment D - Rwy 7-25 CATEX

[14301_1101013_1-AttachmentD-Rwy7-25CATEX.pdf](#)

Person:Linda Tepper
Date:9/22/2021

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	35 %	65
Total applicant matching funds:	\$10,676,666.00 / 99 %	63
Funding Request to ODA:	\$150,000.00 / 1 %	
Total Project Cost	\$10,826,666.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
1	5

It is anticipated that the Runway 7-25 Reconstruction Project, when complete, will provide improved infrastructure and thereby reduce transportation costs for Oregon aviation businesses. This project, if not completed, will have a negative effect on Oregon aviation business by making the runway unusable.

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
1	5

Yes, total cost of this project is estimated at \$10.8 million, the majority of which is expected to be spent with Oregon based firms and contractors.

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

Staff Entry	Review Score
1	5

Yes, this project maintains an integral piece of the Airport's infrastructure thus allowing for the full utilization of the airport and its utilization as part of the Oregon transportation system.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes, the environmental review of the project was submitted to the FAA in December 2020 and they issued a CATEX determination for the project. A contract has been executed for the design of the project which is anticipated to be bid in early of 2022. Award of the FAA AIP grant is expected in June 2022 at which time construction will begin immediately.

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
0	5

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

Staff Entry	Review Score
1	5

Internal Review Sheet

Yes, reconstruction of Runway 7-25 will extend its useful life at least 20 years. Delaying reconstruction will result in increasingly rapid deterioration of the runway to the point that the runway might have to be closed until such time as it can be reconstructed.

Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
1	5

The current Oregon Aviation Plan (OAP) was last updated in 2019. The pavement evaluation was conducted by Pavement Consultants, Inc. under the direction of the Oregon Department of Aviation in 2016 at the Crater Lake - Klamath Regional Airport. While the reconstruction of Runway 7-25 is not specifically mentioned in the OAP, it is identified in the Pavement Maintenance Management Plan that was the result of the 2016 evaluation. Runway 7-25 was identified as a priority reconstruction project with which the FAA concurred.

Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
1	5

Yes, the reconstruction of Runway 7-25 will incorporate the latest standards under the Oregon Aviation Plan and applicable FAA Advisory Circulars. Specifically, FAA Advisory Circular 150/5300-13A, Airport Design will be utilized to prepare an analysis of pavement rehabilitation alternatives to meet the current standards.

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

Yes, the reconstruction of Runway 7-25 in 2022 will ensure that the runway remains a viable and functioning piece of pavement available for all airport users. A delay in reconstruction might result in deterioration to the point that the runway would need to be closed until it could be reconstructed.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
1	5

Yes, the funding of this project through a FAA AIP grant, and potentially a COAR grant, allows Airport funds to be dedicated to other projects and initiatives that may not be grant eligible. Examples would be economic development projects that would also facilitate the self-sufficiency of the airport.

Does the project have local support?

Staff Entry	Review Score
1	5

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Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority

Internal Review Sheet

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