

# General Project Information: Taxiway A Reconstruction and Rehabilitation: Phase II - Construction

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

## Applicant

### Organization Name

City of Ashland

### Contact Person \*

Chance Metcalf

### Address

20 E. Main St

### Contact Person Title \*

Senior Project Manager

City	State	Zip Code
Ashland	Oregon	97520

Phone Number	Email
(541) 552-2448	<a href="mailto:chance.metcalf@ashland.or.us">chance.metcalf@ashland.or.us</a>

## Project Name and Location

### Project Name \*

Taxiway A Reconstruction and Rehabilitation: Phase II - Construction

### Project Location \*

Ashland Municipal Airport S03

### ODOT Region:

Region 3

### County tax parcel identification number(s): \*

391E11D T.L. 2000

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

## Airport Information

**Airport Name: \***  
Ashland Municipal Airport

**Airport Category: \***  
Category 3

**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:** 7/1/2022

**Project End Date:** 9/30/2022

# General Project Information: Taxiway A Reconstruction and Rehabilitation: Phase II - Construction

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

## **Project Summary** \*

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

Reconstruction and rehabilitation of Taxiway A with electrical improvements and underdrain construction .

## **Project Purpose and Description** \*

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

Purpose: The northern portion of Taxiway A must be reconstructed to allow for safe operations at the airport and return the taxiway to current FAA standards, including shifting the taxiway centerline to be 150' from the Runway 12-30 centerline. The southern portion of Taxiway A needs a seal coat to extend its useful pavement life . Construction of the electrical system and underdrain will improve drainage and safety, as well as increase usability for aircraft and personnel.

Description: Taxiway A is a critical airfield structure that has displayed a steady decline in condition . Based on the 2019 PCI study, patches of Taxiway A vary from 35 to 82 with the majority of the pavement rated between 64 and 76. This indicates a need for full reconstruction on the north end of Taxiway A, while seal coating the southern portion. Shifting the northern part of Taxiway A centerline to be 150' from the runway centerline will allow for the taxiway to begin to be straightened and meet current FAA standards for parallel taxiways. The construction of the electrical system will allow for taxiway lights and signs to be constructed, while the underdrain will help promote drainage.

**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
  
- **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   
As the taxiway is currently not aligned with current FAA standards, having the reconstruction correct those standards would modernize the airport.
  
- **Does the project prevent future deficiencies and preserve the existing facilities? \*** ✓ Yes  No   
The reconstruction and rehabilitation of Taxiway A will prevent future deficiencies by protecting and improving the longevity of the pavement. The Oregon Aviation Plan 2018 Chapter 5 (see relevant pages attached), outlines the current taxiway reflectors do not meet OAP objectives. Constructing the taxiway lights will allow the airport to meet the OAP taxiway lighting objective .
  
- **Does the project increase the financial self-sufficiency of the airport? \*** ✓ Yes  No   
The reconstruction and rehabilitation of Taxiway A will increase the financial self-sufficiency of the airport by improvement of the existing pavement, while also correctly reconstructing the north part of Taxiway A . The project will increase the attractiveness of the airfield to new users, generating new revenue.
  
- **Does the project have local support? \*** ✓ Yes  No   
The airport continues to receive strong community support and the project has been backed with City of Ashland Commission approval.

**Project Documentation: Taxiway A Reconstruction and Rehabilitation: Phase II - Construction**

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

**Documentation and Permits**

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

Yes     No     Underway

Date of Completion: 1/1/2020

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
DEQ 1200-C	3/25/2022	Don't Know	Required

# Statewide Impact: Taxiway A Reconstruction and Rehabilitation: Phase II - Construction

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

## 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

Per Oregon Aviation Plan 2018 (see attached) regarding the economic impacts of airports in Oregon, the Ashland Municipal Airport is associated with over 150 jobs regionally with wages totaling nearly \$7 Million. Extending the life of pavement, reconstructing pavement, and constructing electrical improvements and underdrains will support the continued growth and success of the airport.

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

The Ashland Municipal Airport regularly services aircraft that brings tourists to the area . These activities promote tourist spending in the Southern Oregon region that support local commercial and state-wide businesses. Safe and continuous operations at the airport are vital to the continued growth and success of the airport.

**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

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

The project is expected to be constructed Summer 2022.

**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

Reconstruction and rehabilitation of Taxiway A will improve the pavements' useful life, to 20 years by the FAA AIP Handbook. The reconstruction reduces the need for excessive maintenance, while the rehabilitation will extend the useful pavement life. Both rehabilitation and reconstruction promote safety and efficiency for aircraft and personnel , as well.

## Budget: Taxiway A Reconstruction and Rehabilitation: Phase II - Construction

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

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

Yes       No

**Federally Funded Projects \***

FAA Funding Breakdown		
Federally Funded Projects	\$2,600,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$288,889.00	10 %
<b>Total Project Cost</b>	<b>\$2,888,889.00</b>	<b>100 %</b>

**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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$2,600,000.00	5/1/2022
Sponsor Funds Less ODA Grant Request	\$138,889.00	1/1/2022
Total Match Funds:	<b>\$2,738,889.00</b>	<b>95 %</b>

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	5 %

Project Budget Summary		
Total applicant matching funds:	\$2,738,889.00	95 %
Funding request to ODA:	\$150,000.00	5 %
<b>Total Project Cost:</b>	<b>\$2,888,889.00</b>	<b>100 %</b>

**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."

## Budget: Taxiway A Reconstruction and Rehabilitation: Phase II - Construction

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

---

Please describe those pre-agreement expenditures.

### Related Document Uploads

Description	Upload
Ashland Municipal Airport Capital Improvement Plan	<a href="https://odae-grants.com/_Upload/14354_1101011-COAR-2022-S03-00018CIPLetter.pdf">https://odae-grants.com/_Upload/14354_1101011-COAR-2022-S03-00018CIPLetter.pdf</a>

## Miscellaneous Uploads

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

---

### **File Repository**

---

Oregon Aviation Plan 2018 Chapter 8 Economic Impact of Oregon Airports

[14355\\_1101013-COAR-2022-S03-00018OAP2018.pdf](#)

Person:Sydney Borek  
Date:9/13/2021

---

Oregon Aviation Plan - Chapter 5, System and Airport Evaluation, relevant pages 5-49 and 5-91

[14355\\_1101013-COAR-2022-S03-00018OAPChap5.pdf](#)

Person:Sydney Borek  
Date:9/14/2021

---

Oregon Aviation Plan - Chapter 8, Economic Impact of Oregon Airports, relevant pages 8-6 and 8-9

[14355\\_1101013-COAR-2022-S03-00018OAPChap8.pdf](#)

Person:Sydney Borek  
Date:9/14/2021

---

Scope Exhibit Figure

[14355\\_1101013-COAR-2022-S03-00018ScopeExhibitFigure.pdf](#)

Person:Sydney Borek  
Date:9/14/2021

### **Final Report**

*(You must upload your Final Report prior to closeout)*

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

<b>Upload</b>

## Internal Review Sheet

City of Ashland  
COAR Application 2022

Application Year: 2022  
COAR-2022-S03-00018

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:	10 %	90
Total applicant matching funds:	\$2,738,889.00 / 95 %	84
Funding Request to ODA:	\$150,000.00 / 5 %	
Total Project Cost	\$2,888,889.00 / 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

Per Oregon Aviation Plan 2018 (see attached) regarding the economic impacts of airports in Oregon, the Ashland Municipal Airport is associated with over 150 jobs regionally with wages totaling nearly \$7 Million. Extending the life of pavement, reconstructing pavement, and constructing electrical improvements and underdrains will support the continued growth and success of the airport.

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

Staff Entry	Review Score
1	5

The Ashland Municipal Airport regularly services aircraft that brings tourists to the area . These activities promote tourist spending in the Southern Oregon region that support local commercial and state-wide businesses. Safe and continuous operations at the airport are vital to the continued growth and success of the airport.

**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
0	0

**Is the proposed project ready for construction or implementation?**

Staff Entry	Review Score
1	5

The project is expected to be constructed Summer 2022.

**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

Reconstruction and rehabilitation of Taxiway A will improve the pavements' useful life, to 20 years



**Internal Review Sheet**

by the FAA AIP Handbook. The reconstruction reduces the need for excessive maintenance, while the rehabilitation will extend the useful pavement life. Both rehabilitation and reconstruction promote safety and efficiency for aircraft and personnel, as well.

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

Staff Entry	Review Score
0	0

**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

As the taxiway is currently not aligned with current FAA standards, having the reconstruction correct those standards would modernize the airport.

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

Staff Entry	Review Score
1	5

The reconstruction and rehabilitation of Taxiway A will prevent future deficiencies by protecting and improving the longevity of the pavement. The Oregon Aviation Plan 2018 Chapter 5 (see relevant pages attached), outlines the current taxiway reflectors do not meet OAP objectives. Constructing the taxiway lights will allow the airport to meet the OAP taxiway lighting objective.

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

Staff Entry	Review Score
1	5

The reconstruction and rehabilitation of Taxiway A will increase the financial self-sufficiency of the airport by improvement of the existing pavement, while also correctly reconstructing the north part of Taxiway A. The project will increase the attractiveness of the airfield to new users, generating new revenue.

**Does the project have local support?**

Staff Entry	Review Score
1	5

The airport continues to receive strong community support and the project has been backed with City of Ashland Commission approval.

**Summary**

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
249		249		