

General Project Information: Beaver Marsh restoration

Beaver Marsh Airport
COAR Application 2022

Application Year: 2022
COAR-2022-2S2-00016

Applicant

Organization Name

Beaver Marsh Airport

Contact Person *

Robin Ehrhardt

Address

Highway 97

Contact Person Title *

co-owner

City

Chemult

State

Oregon

Zip Code

97331

Phone Number

(541) 510-9033

Email

robinehrhardt@gmail.com

Project Name and Location

Project Name *

Beaver Marsh restoration

Project Location *

98949 US Hwy-97 Chemult Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

28S)8E19A0-01300 and 28S)8E000-01000

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

https://odae-grants.com/_Upload/12965_1099937-BeaverMarshTaxlotmap.pdf

Airport Information

Airport Name: *

Beaver Marsh

Airport Category: *

Category 5

NPIAS or Non-NPIAS: *

Non-NPIAS

Project Overview

Select the type of project being proposed: *

Program Implementation

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

Critical/essential services or equipment

Project Start Date:

4/1/2022

Project End Date:

11/30/2022

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Project Summary *

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

Restoration of the services at Beaver Marsh will expand life-saving by EMS, local fire and wild land fire-fighting. The goal is to install landing lights to the airstrip thus allowing the legal lighting of the historic beacon that is already functional. Placing pilot activated lights of this 5000 ft airstrip will allow safe foul weather and night landing. Placement of aircraft tie downs for safety and expansion of the helicopter landing pad for EMS landing

Project Purpose and Description *

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

State disaster, local and regional EMS and wild land fire-fighting will all benefit by continued improvement. By re-establishing tie downs, aircraft will be safe. Currently vehicles are used frequently used to buffer Life Link helo's in stiff winds. Extraction of people from the area was needed 8-9 times last year for Code 3 calls and aircraft was unable to see to land.. Runway lighting needs to be rewired to allow for night landings for the above identified causes. The helicopter landing pad requires expansion and resurfacing. The focus is safety. Lighting this airstrip will provide the ability to have 24/7 pilot access, making it the only level 5 airstrip in the central Cascades with night landing adjacent to the very busy Hwy 97 and the near daily traffic crashes and emergencies that accompany them.

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

In spring of 2020, land leveling, bulldozer work and tree removal brought the airstrip up to minimum standards. There continues to be more completed as weather permits. Runways markers, segmented circles and wind socks, including a lighted windsock on the beacon tower have been placed. Runway end zones have been cleared and expanded. This plan as proposed will allow the focus on safety to continue.
- 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

Expansion of water access, electrical to light the runway and beacon, including night access now exceeds minimum. This is the only snow marked air strip in Oregon and supports winter recreation and aviation extraction for emergencies year around. With an elevation over 4600 feet, at the top of the Cascades, this is very important. Continued removal of the 10-20 ft pine trees within 50 ft of the east edge between the airstrip and the Hwy 97 continues and will be reduced also by the trenching for the electrical wiring to the runway lights planned for every 250 ft.
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

Continued improvements as described will allow the airport to grow and return to a needed foundation in the tiny community and the small town of Chemult.
Existing tower and beacon is a visual identifier in storms. Well placement has returned access for multiple EMS and Fire purposes. (COAR 20-21) . Lighting the airstrip will increase usage.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

Currently, there is no financial income from the airport. It's purpose is to serve the community. The fire crews (USFS , etc) are eager for improvements for their summer fire camps and will compensate in the future for access. We have provided it free of charge the past 5+ years All funds generated will return to the airport for future projects .
- Does the project have local support? *** ✓ Yes No

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This project has the knowledge and support of Chemult Fire Chief and EMS and contracted Wildland Fire Services via the USFS (see letter attached.)

The Mort family across the Hwy is serving as site managers and are retired EMS and ODOT for 5 + years. Their many hrs of documentation to the 2600+ aircraft landings along with pictures have served to enhance our presentation of need.

Local businesses and individuals of Chemult have expressed verbally their happiness at having a resource return to their local area to enhance safety as the nearest road travel is 1 hr to Bend for emergencies.

Already the community has donated D-4 cat work, land leveling equipment, usage monitoring and mobile transportation to users as needed. We have secured matching professional labor pledges for 2021-2022 demonstrating community buy-in.

Project Documentation: Beaver Marsh restoration

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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: _____

Anticipated Date of Completion: _____

If no, provide reasoning:

There is no ALP to our knowledge since the airport became private/ public use some where in 2003 when it was last owned by Oregon Department of Aviation and was in much the same condition as it is today . Attached are pictures of the current conditions as of summer 2020 as progress was made from a strip slated to be re-acquired once again by ODA. The trade of labor for partial ownership has allowed Paul Ehrhardt to invest time and money into the project for the sake of aviation and history.

Is a NEPA review required? *

Yes No

Please select the applicable review type:

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: Beaver Marsh restoration

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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

The local pumice mill and the timber industry in the area use the airport for business trips rather than spending hours driving. ODOT could fly in personnel in the event of major events if needed. There is currently a staff shortage for workers in this area.

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

Site manager (donated time from Mr. Gary Mort) often provides shelter and/ or transportation of pilots to Chemult when flights are unsafe to continue. The small but vital economic impact to the small town of Chemult is important. The local Pumice mill uses the airport for business travel. This past summer many light sport aviators have landed and spent time and money vital to this small community.

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

All of the proposed restorative plans are ready to proceed immediately. Wiring for the lighting has been located, light structures are ready for placement (measured and counted) Cable has been donated to add to perimeter security.

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

This airport is sustainable for many years to come. While basic, it is meeting the needs of the community and can remain doing so with minimal efforts and funding once re-established.

Budget: Beaver Marsh restoration

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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		0 %
FAA AIP Grant Match Requirement from Sponsor		0 %
Total Project Cost	\$0	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:	5%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
airport lights	\$16,250.00	2/1/2022
lighting electrical box bases	\$2,000.00	2/1/2022
light relectors	\$600.00	3/1/2022
general labor	\$750.00	3/1/2022
Heavy equipment operator donated hrs	\$2,100.00	3/22/2022
Journeyman electrician donated hrs	\$2,800.00	4/1/2022
Tower beacon lens	\$900.00	4/1/2022
Tower beacon bulb	\$312.00	2/1/2022
Total Match Funds:	\$25,712.00	50 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$25,712.00	50 %

Project Budget Summary		
Total applicant matching funds:	\$25,712.00	50 %
Funding request to ODA:	\$25,712.00	50 %
Total Project Cost:	\$51,424.00	100 %

Pre-Agreement Expenditures *

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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.

Related Document Uploads

Description	Upload
2021-2022 outline	https://odae-grants.com/_Upload/14335_1101011_2-2021-22COARgrantletterofintent.docx

File Repository

The primary focus of this project is to provide a safe 24/7 landing area for pilots of both fixed wing and helicopter. By doing so, lives will be saved and reduction of EMS transport hours will be provided for this rural area. The area it serves is growing and has tripled in size in the last 3 years as people look for rural living away from city sprawl, not always understanding the change of resources are a part of the trade. This past 20-21 year saw increased fire usage for the well resource from last yrs COAR project funding and light sport groups such as Blue Sky para-glding from Oliverhurst California who came and spent several days enjoying the community, the airport and bringing commerce to the businesses in the area. By lighting this airport, the Historic Beacon can legally be turned on. It is operational at this time.

[14402_1101013-2021-22COARgrantletterofintent.docx](#)

Person:Robin Ehrhardt
Date:9/20/2021

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	Non-NPIAS	25
Type of Project	Program Implementation	10
Project Category	Critical/essential services or equipment	15
Is there an existence of Airport Zoning?	No	0
MINIMUM Match Percentage:	5 %	95
Total applicant matching funds:	\$25,712.00 / 50 %	45
Funding Request to ODA:	\$25,712.00 / 50 %	
Total Project Cost	\$51,424.00 / 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

The local pumice mill and the timber industry in the area use the airport for business trips rather than spending hours driving. ODOT could fly in personnel in the event of major events if needed. There is currently a staff shortage for workers in this area.

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

Staff Entry	Review Score
1	5

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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

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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

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

Staff Entry	Review Score
1	5

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Staff Entry	Review Score
1	5

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Staff Entry	Review Score
1	5

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Staff Entry	Review Score
1	5

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Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
265		265		