

General Project Information: FAA Match for GCRA Widen and Rehab Runway 17/35: Phase I - Design

Grant County
COAR Application 2022

Application Year: 2022
COAR-2022-GCD-00013

Applicant

Organization Name

Grant County

Contact Person *

Haley Walker

Address

72000 Airport Road

Contact Person Title *

Airport Manager

City

John Day

State

Oregon

Zip Code

97845

Phone Number

(541) 575-1151

Email

walkerh@grantcounty-or.gov

Project Name and Location

Project Name *

FAA Match for GCRA Widen and Rehab Runway 17/35:
Phase I - Design

Project Location *

Grant County Regional Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

9510, 9516

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

Airport Information

Airport Name: *

Grant County Regional Airport

Airport Category: *

Category 3

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date:

11/1/2021

Project End Date:

5/31/2023

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Project Summary *

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

Provide matching funds for 2022 FAA AIP, Phase I (Design) - Rehab and Widen Runway 17/35 with a total cost of \$600,000. Phase II - Construction for this project is scheduled for 2023. Environmental analysis is currently underway for this project and is scheduled for completion Fall 2021.

Project Purpose and Description *

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

Aligned with GCD's 2018 Airport Master Plan, in year 2020 our airport experienced annual flight operations to move the airport into Airplane Design Group (ADG) II and justifies the runway rehab and widening project. The project to widen Runway 17-35 from 60 feet to 75 feet with an increased runway single wheel weight bearing capacity of 16,000 or more and the relocation of the runway edge lights and threshold lights to accommodate the wider runway are directly related to the airport's ability to ensure safe and efficient operations of aircraft or safety of people and property on the ground related to aircraft operations. The FAA concurs with the justification for GCD Runway 17-35 Widening and agrees the existing critical aircraft is B-II for Runway 17/35 at the Grant County Regional Airport. In order to meet FAA Advisory Circular 150/5300-13A for Airport Reference Code B-II classification GCD has a serious need to widen Runway 17-35 to 75 feet.

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

See OAP 2007, Chapter 5.
GCD is listed as an airport with required improvements to meet minimum criteria of a Category II airport. The required improvements stated in the OAP are runway extension, runway widening, precision approach, and taxiway lighting. A minimum criterion of 75 feet for runway width is needed and GCD is identified as not meeting this criteria.
- 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
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

See the attached PCI report with the need to repair runway 17/35.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

The improvement of the runway will continue to provide general aviation, fire aviation, and medical aviation a safe runway resulting in confidence to operate at GCD and increased revenue to support our operation. In addition, the improvement of runway 17/35 will allow larger aircraft thereby increasing the opportunity to generate additional operating revenue for our airport.
- Does the project have local support? *** ✓ Yes No

See attached letters of support.

Project Documentation: FAA Match for GCRA Widen and Rehab Runway 17/35: Phase I - Design

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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: 7/1/2018

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable Environmental assessment (EA) 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

Statewide Impact: FAA Match for GCRA Widen and Rehab Runway 17/35: Phase I - Design

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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 runways are served by general, corporate, medical, and fire aviation. By completing this project the airport will be able to better serve its customers by providing a safer and more reliable runway which will reduce flight costs while improving access to the airport and surrounding communities. The aircraft will be able to move about the airfield more efficiently and cost effectively, in turn saving both time and money to the users. Additionally, safer runways will potentially increase larger aircraft resulting in increased abilities at our airport leading to local job opportunities.

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

Having safe runways is key to attracting and retaining aviation traffic. Fire aviation and local hangar owners have voiced their concern over the the current state of runway 17/35 and the need for improvement. Not completing this project could deter new aviation interest and cause current airport users to seek business elsewhere. Infrastructure must be in place for future business and retention of current users.

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

Grant County Regional Airport is a critical link in Oregon's transportation system by being the central location in Eastern Oregon and by providing an airfield to serve several rural communities. Business travelers utilize our airport for the Silvies Valley Resort, the medical field brings in visiting physicians monthly, and we have a USFS Airbase located on our airfield utilizing both fixed wing and rotor wing aircraft. Widening and Rehabilitating runway 17/35 will ensure that we remain safe and able to continue serving our local area and many surrounding communities.

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

The environmental analysis (EA) is scheduled for completion Fall 2021 and includes this project, and therefore this project will be ready for implementation immediately upon completion of the EA.

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

According to the FAA AIP Handbook runway widening and rehabilitation has a life expectancy of no less than 10 years. However, with this rehabilitation will be more of a reconstruction of the runway and is expected to have a life expectancy of no less than 20 years.

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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	\$600,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$66,667.00	10 %
Total Project Cost	\$666,667.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$600,000.00	10/1/2021
Grant County Regional Airport local grant match funds	\$6,666.67	10/1/2021
Total Match Funds:	\$606,666.67	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$60,000.33	9 %

Project Budget Summary		
Total applicant matching funds:	\$606,666.67	91 %
Funding request to ODA:	\$60,000.33	9 %
Total Project Cost:	\$666,667.00	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.

Related Document Uploads

Description	Upload
2022 CIP Data Sheet for RW 17/35 Widen & Rehab - Design - Phase I	https://odae-grants.com/_Upload/14329_1101011_1-2022GCDRehabWidenRunway17-35PhaseIDesignCIPDataSheet.pdf

Miscellaneous Uploads: FAA Match for GCRA Widen and Rehab Runway 17/35: Phase I - Design

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File Repository

Zoning Map

[14337_1101013-zoningmap.pdf](#)

Person:Haley Walker
Date:9/13/2021

PMP Report including PCI Report for GCD

[14337_1101013-PMP-GrantCountyRegional-OgilvieField2017.pdf](#)

Person:Haley Walker
Date:9/13/2021

Airport Commission Letter of Support

[14337_1101013-AirportCommissionletterofsupport-RW1735.pdf](#)

Person:Haley Walker
Date:9/22/2021

2021 CIP Letter from FAA

[14337_1101013_1-2021CIPLetter-GCD-JohnDay.pdf](#)

Person:Haley Walker
Date:9/22/2021

OAP 2007, Chapter 5

[14337_1101013_1-OAP2007,Chapter5.pdf](#)

Person:Haley Walker
Date:9/22/2021

Grant County Court Letter of Support

[14337_1101013-GrantCountyCourtletterofsupport-RW1735.pdf](#)

Person:Haley Walker
Date:9/24/2021

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 Planning	7
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:	\$606,666.67 / 91 %	81
Funding Request to ODA:	\$60,000.33 / 9 %	
Total Project Cost	\$666,667.00 / 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 runways are served by general, corporate, medical, and fire aviation. By completing this project the airport will be able to better serve its customers by providing a safer and more reliable runway which will reduce flight costs while improving access to the airport and surrounding communities. The aircraft will be able to move about the airfield more efficiently and cost effectively, in turn saving both time and money to the users. Additionally, safer runways will potentially increase larger aircraft resulting in increased abilities at our airport leading to local job opportunities.

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

Staff Entry	Review Score
1	5

Having safe runways is key to attracting and retaining aviation traffic . Fire aviation and local hangar owners have voiced their concern over the the current state of runway 17/35 and the need for improvement. Not completing this project could deter new aviation interest and cause current airport users to seek business elsewhere. Infrastructure must be in place for future business and retention of current users.

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

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Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The environmental analysis (EA) is scheduled for completion Fall 2021 and includes this project, and therefore this project will be ready for implementation immediately upon completion of the EA.

Does the project have any unique construction-readiness, project implementation issues,

Staff Entry	Review Score

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or possible delays?

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

According to the FAA AIP Handbook runway widening and rehabilitation has a life expectancy of no less than 10 years. However, with this rehabilitation will be more of a reconstruction of the runway and is expected to have a life expectancy of no less than 20 years.

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

Staff Entry	Review Score
1	5

See OAP 2007, Chapter 5.

GCD is listed as an airport with required improvements to meet minimum criteria of a Category II airport. The required improvements stated in the OAP are runway extension, runway widening, precision approach, and taxiway lighting. A minimum criterion of 75 feet for runway width is needed and GCD is identified as not meeting this criteria.

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
0	0

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

Staff Entry	Review Score
1	5

See the attached PCI report with the need to repair runway 17/35.

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

Staff Entry	Review Score
1	5

The improvement of the runway will continue to provide general aviation, fire aviation, and medical aviation a safe runway resulting in confidence to operate at GCD and increased revenue to support our operation. In addition, the improvement of runway 17/35 will allow larger aircraft thereby increasing the opportunity to generate additional operating revenue for our airport.

Does the project have local support?

Staff Entry	Review Score
1	5

See attached letters of support.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
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268		268		