

## General Project Information: Rehabilitate Runway, Taxiways, and Apron (AIP 19)

City of Ontario  
COAR Application 2022

Application Year: 2022  
COAR-2022-ONO-00021

### Applicant

**Organization Name**

City of Ontario

**Contact Person \***

Adam Brown

**Address**

444 SW 4th Street

**Contact Person Title \***

City Manager

City	State	Zip Code
Ontario	Oregon	97914

Phone Number	Email
(541) 881-3223	<a href="mailto:adam.brown@ontariooregon.org">adam.brown@ontariooregon.org</a>

### Project Name and Location

**Project Name \***

Rehabilitate Runway, Taxiways, and Apron (AIP 19)

**Project Location \***

Ontario Municipal Airport, Ontario OR

**ODOT Region:**

Region 5

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

Malheur County, Oregon

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

### Airport Information

**Airport Name: \***

Ontario 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:** 3/15/2022

**Project End Date:** 3/1/2023

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### **Project Summary** \*

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

This project includes the design, bidding, and construction for the Rehabilitation of the Airfield Pavements including runway, taxiways, and apron in the form of crack sealing, seal coating, and new pavement markings. This project will be completed under the FAA Airport Improvement Program.

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

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

The scope of this project is to rehabilitate the existing pavements at the airport by crack filling and seal coating. The project is anticipated to include all airfield pavements, including Runway 15-33, the parallel taxiway, connector taxiways, hangar taxilanes, and the apron area. The total anticipated surface area is 144,025 SY: 59,259 SY for runway, 30,385 SY for parallel taxiway; 17,228 SY for taxiways/taxilanes; and 37,153 SY for the aprons.

The FAA recommends routine pavement maintenance, including crack fill and seal coat, every 5-7 years to reduce the rate of pavement deterioration and help the pavements reach their design life. The airfield pavement is in good condition however based on limited funding in the past, no pavement maintenance has been completed on the airfield pavement since the majority of it was constructed in 2011. These airfield pavements are beginning to show signs of surface oxidation and need to be maintained in order to prolong the life of the pavement surfaces.

**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

Regular pavement maintenance is important to prolonging the life of the Airport's pavements and a key component of the overall airport long term plan.
- 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

Pavement sealing and crack filling will reduce pavement oxidation, slow introduction of water into subgrade, and maintain a safe operating surface for aircraft. This process will prolong the life of the asphalt pavement and prevent future deficiencies related to airfield pavements.
- Does the project increase the financial self-sufficiency of the airport? \*** ✓ Yes    No

It's estimated that the Airport's pavements are valued at more than \$5 million dollars. This is by far the Airport's largest asset and needs to be maintained. Routine pavement maintenance will prolong the life of the pavement there by reducing future pavement reconstruction costs to owner. Reducing these costs will allow the Airport to remain financially self-sufficient.
- Does the project have local support? \*** ✓ Yes    No

This project is fully supported by the City of Ontario, Airport Advisory Board, Airport Administration, and Airport Users.

# Project Documentation: Rehabilitate Runway, Taxiways, and Apron (AIP 19)

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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: 12/1/2022

If no, provide reasoning:

The existing ALP was completed in 2007 and has been updated at the end of each FAA project. It was most recently updated in the fall of 2018.

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

## Statewide Impact: Rehabilitate Runway, Taxiways, and Apron (AIP 19)

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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

Several of Oregon's "Statewide Business Clusters" are served by this project. They include Aviation, Agriculture, Food Processing, and Tourism. The Ontario Municipal Airport serves a wide variety of agriculture, fire fighting, business, medical, military, and tourist aircraft traffic. The Airport is home to three different aerial agriculture spraying operations, a BLM SEAT Base, Life Flight, and several other on-field aviation related businesses. By completing this project, the Airport will be able to maintain its pavements and keep a safe and reliable operating surface for Airport users.

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

New hangar construction not only provides additional revenue to the Airport and State in way of lease fees and property taxes, but it also provides valuable and high paying construction jobs during the construction of the hangars. New hangars will attract new aircraft and aviation related businesses to the Airport thus increasing business transactions within the State of Oregon. A reliable and efficient airfield is key to attracting, retaining, and growing many lines of business. More specifically, business and medical aviation traffic rely on the ability to fly and access airports that have an efficient airfield environment. The construction of a new hold apron will create a more efficient airfield environment.

**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

As stated previously, reliable and safe air travel is paramount to conducting business within Ontario and around the State of Oregon. Several businesses access Ontario and surrounding communities through the use of the Ontario Municipal Airport via air travel. The proposed project will make that air travel in and out of Ontario more efficient and safer by providing high quality pavement surfaces.

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

The project will take minimum design work with bidding taking place in late winter of 2022. The project will be ready to be constructed in the summer of 2022 when FAA funds become available. The level of risk with the project schedule is extremely low since the project is a relatively simple and straight forward to construct.

**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, asphalt pavements have a minimum useful life of 20 years. This is a minimum useful life value and not actual value. The Ontario Municipal Airport has a very thorough and comprehensive airfield pavement maintenance program. Airport and City staff are very diligent about maintaining the airfield pavements. Historically, the Airports airfield pavements have lasted well beyond 30 years.

## Budget: Rehabilitate Runway, Taxiways, and Apron (AIP 19)

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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	\$337,500.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$37,500.00	10 %
<b>Total Project Cost</b>	<b>\$375,000.00</b>	<b>100 %</b>

**Non-Federally Funded Projects \***

Total Project Cost

Project Funding Breakdown	
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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	\$337,500.00	3/1/2021
City of Ontario, Oregon	\$3,750.00	3/1/2021
Total Match Funds:	<b>\$341,250.00</b>	<b>91 %</b>

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$33,750.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$341,250.00	91 %
Funding request to ODA:	\$33,750.00	9 %
<b>Total Project Cost:</b>	<b>\$375,000.00</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: Rehabilitate Runway, Taxiways, and Apron (AIP 19)**

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**Please describe those pre-agreement expenditures.**

**Related Document Uploads**

Description	Upload

## Miscellaneous Uploads

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### **File Repository**

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Marked-up Airport Layout Plan showing airfield pavements to be rehabilitated as part of the proposed project.

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[14370\\_1101013-2022\\_ONO\\_CIP  
Drawing.pdf](#)

Person: Toby Epler  
Date: 9/14/2021

### **Final Report**

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

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

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## 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:	10 %	90
Total applicant matching funds:	\$341,250.00 / 91 %	81
Funding Request to ODA:	\$33,750.00 / 9 %	
Total Project Cost	\$375,000.00 / 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

Several of Oregon's "Statewide Business Clusters" are served by this project. They include Aviation, Agriculture, Food Processing, and Tourism. The Ontario Municipal Airport serves a wide variety of agriculture, fire fighting, business, medical, military, and tourist aircraft traffic. The Airport is home to three different aerial agriculture spraying operations, a BLM SEAT Base, Life Flight, and several other on-field aviation related businesses. By completing this project, the Airport will be able to maintain its pavements and keep a safe and reliable operating surface for Airport users.

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

Staff Entry	Review Score
1	5

New hangar construction not only provides additional revenue to the Airport and State in way of lease fees and property taxes, but it also provides valuable and high paying construction jobs during the construction of the hangars. New hangars will attract new aircraft and aviation related businesses to the Airport thus increasing business transactions within the State of Oregon. A reliable and efficient airfield is key to attracting, retaining, and growing many lines of business. More specifically, business and medical aviation traffic rely on the ability to fly and access airports that have an efficient airfield environment. The construction of a new hold apron will create a more efficient airfield environment.

**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 project will take minimum design work with bidding taking place in late winter of 2022. The project will be ready to be constructed in the summer of 2022 when FAA funds become available. The level of risk with the project schedule is extremely low since the project is a relatively simple and straight forward to construct.



## Internal Review Sheet

**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

According to the FAA AIP Handbook, asphalt pavements have a minimum useful life of 20 years. This is a minimum useful life value and not actual value. The Ontario Municipal Airport has a very thorough and comprehensive airfield pavement maintenance program. Airport and City staff are very diligent about maintaining the airfield pavements. Historically, the Airports airfield pavements have lasted well beyond 30 years.

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

Staff Entry	Review Score
1	5

Regular pavement maintenance is important to prolonging the life of the Airport's pavements and a key component of the overall airport long term plan.

**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

Pavement sealing and crack filling will reduce pavement oxidation, slow introduction of water into subgrade, and maintain a safe operating surface for aircraft. This process will prolong the life of the asphalt pavement and prevent future deficiencies related to airfield pavements.

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

Staff Entry	Review Score
1	5

It's estimated that the Airport's pavements are valued at more than \$5 million dollars. This is by far the Airport's largest asset and needs to be maintained. Routine pavement maintenance will prolong the life of the pavement there by reducing future pavement reconstruction costs to owner. Reducing these costs will allow the Airport to remain financially self-sufficient.

**Does the project have local support?**

Staff Entry	Review Score
1	5

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**Summary**

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Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
276		276		