

General Project Information: Runway 23 RPZ Property Acquisition & Road Relocation: Phase I - Environmental (EA)

City of Hermiston
COAR Application 2022

Application Year: 2022
COAR-2022-HRI-00046

Applicant

Organization Name
City of Hermiston

Contact Person *
Mark Morgan

Address
180 NE 2nd St.

Contact Person Title *
Assistant City Manager

City **State** **Zip Code**
Hermiston Oregon 97838

Phone Number **Email**
(541) 567-5521 mmorgan@hermiston.or.us

Project Name and Location

Project Name *
Runway 23 RPZ Property Acquisition & Road Relocation:
Phase I - Environmental (EA)

Project Location *
Hermiston, Oregon

ODOT Region:
Region 5

County tax parcel identification number(s): *
4N2813 Tax Lot 100 & 600

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

Airport Information

Airport Name: *
Hermiston Municipal Airport

Airport Category: *
Category 3

NPIAS or Non-NPIAS: *
NPIAS

Project Overview

Select the type of project being proposed: *
Program Study

Select the category of project for which you are requesting funding: *
Assistance with FAA AIP grant match

Project Start Date: 3/1/2022
Project End Date: 5/31/2024

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Project Summary *

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

This Phase I project will complete the required NEPA Environmental Assessment (EA) in preparation for a future (2024) project that will acquire the RW 23 Runway Protection Zone (RPZ) property, and relocate a county road (S. Ott Rd) that is currently within the existing RW 23 RPZ.

Project Purpose and Description *

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

Runway 23 RPZ Property Acquisition & Road Relocation: Phase I - Environmental Assessment (EA):

This project is Phase 1 of a 2 Phase FAA AIP project that will complete the required EA, meeting NEPA requirements, for the future RPZ land acquisition and road relocation project.

The FAA's guidance on Incompatible Land Uses in RPZs discourages roads and other items within RPZs; airport control over RPZs (fee simple) is also recommended and desired by FAA. Acquiring Fee Simple ownership of the RPZ property and relocating S. Ott Road outside of the RPZ will mitigate the current Incompatible Land Use at HRI associated with RW 23.

The NEPA (EA) determination is anticipated to take up to 24 months and be completed prior to January 15, 2024.

Reimbursement from FAA for the RPZ Land Acquisition is currently programmed with FAA in 2024. In addition, the 2024 project will fund and complete the design and construction of the road relocation project (relocation of S. Ott Rd outside of the RW 23 RPZ).

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

Yes, the public road located within the RW 23 RPZ is identified in the OAV as a non compliant item at the Hermiston Airport. See Appendix F.

• **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 RPZ property Acquisition project and Road relocation will remove an Incompatible land use item currently associated with RW 23 at the airport. Additionally, the airports future fee simple ownership of the RW 23 RPZ property will allow the airport to meet the FAA's desire for airport control of the RPZ property.

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

Yes, the completion of the 2024 property acquisition and road relocation project will mitigate an existing, FAA defined, incompatible land use associated with RW 23 and the future RW 23.

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

Upon acquisition of the property in question, the Airport will lease the property back to the existing farm operator at market-rate. Preliminary estimates assume annual lease revenues from this property at approximately \$40,000 per year. Total Airport operational revenue in FY '22 was \$219,948.09 versus \$329,203.57 in operational expenses, resulting in a required local property tax payer subsidy of \$109,255.48. Leveraging FAA & ODA grant funding for the capital purchase of this RPZ land for protection from development will result in a long-term consistent new revenue stream equal to roughly 18% of current revenue.

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

Yes. The Airport began property acquisition discussions with the current property owner in 2018, and has settled at a tentative agreement. The Umatilla County Board of Commissioners, the Umatilla County Planning Department, and Umatilla County Road Department all support relocation of the portion of Ott Road. Neighboring property owners support the project due to ancillary impacts associated with mitigating current traffic safety issues on the roadway .

**Statewide Impact: Runway 23 RPZ Property Acquisition & Road Relocation: Phase I - Environmental
(EA)**

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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 full RPZ land acquisition accommodates existing RPZ conflicts with a county road, as well as RPZ conflicts created in the event of a future 500' runway extension planned for in the 2020 Airport Master Plan. KHRI is strategically positioned to facilitate future private sector investments in Transportation & Logistics due to its location adjacent to the intersection of I-84 & I-82. Hermiston is home to a 1.2M Square Foot Wal-Mart Distribution Center, a FedEx Freight terminal, and UPS Freight terminal, as well as a 600KSF Meyer Distributing autoparts warehousing operation under construction in 2021. Accommodating future planned runway extensions now will allow Oregon to continue playing a critical role intermodal freight movement throughout the Pacific Northwest via potential air-to-ground freight transfer.

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

See above.

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

See above.

KHRI is the only airport within 30 miles of the I-84/I-82 interchange, which continues to attract significant private investment in transportation and logistics assets. Meanwhile, airfreight shipments via Ameriflight/UPS continue to surge in the past several years, with package delivery leading to 2-3 times more Ameriflight flights per day to Hermiston. Proactive steps now to accommodate long-range future changes in air-freight shipments will improve the efficiency of meeting future demands on Oregon's transportation system.

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

Yes. Phase 1 (this phase) is ready for implementation. Phase 1 will make Phase 2 ready for implementation by FAA's planned funding for that project in the Airport's CIP in 2024.

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 project will facilitate acquisition of privately-owned agricultural land by the airport for RPZ protection. This protection will be de-facto permanent, with a theoretically infinite useful life.

Budget: Runway 23 RPZ Property Acquisition & Road Relocation: Phase I - Environmental (EA)

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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	\$150,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$17,000.00	10 %
Total Project Cost	\$167,000.00	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	\$150,000.00	3/1/2022
HRI Matching Funds	\$1,700.00	3/1/2022
Total Match Funds:	\$151,700.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$15,300.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$151,700.00	91 %
Funding request to ODA:	\$15,300.00	9 %
Total Project Cost:	\$167,000.00	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."

Budget: Runway 23 RPZ Property Acquisition & Road Relocation: Phase I - Environmental (EA)

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Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
HRI-2021 CIP Memo	https://odae-grants.com/_Upload/14453_1101011_1-OR-2021-5YearCIPMemotoHermiston(HRI).pdf
HRI-2022 SCIP Data Sht-RW 23 RPZ Prop Acq & Rd Reloc - Environmental (EA)	https://odae-grants.com/_Upload/14453_1101011_2-HRI-2022SCIPRW23RPZRoadRelocationEnvironmental.pdf

Miscellaneous Uploads

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File Repository

Person:

Date:

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 Study	0
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:	\$151,700.00 / 91 %	80
Funding Request to ODA:	\$15,300.00 / 9 %	
Total Project Cost	\$167,000.00 / 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

The full RPZ land acquisition accommodates existing RPZ conflicts with a county road, as well as RPZ conflicts created in the event of a future 500' runway extension planned for in the 2020 Airport Master Plan. KHRI is strategically positioned to facilitate future private sector investments in Transportation & Logistics due to its location adjacent to the intersection of I-84 & I-82. Hermiston is home to a 1.2M Square Foot Wal-Mart Distribution Center, a FedEx Freight terminal, and UPS Freight terminal, as well as a 600KSF Meyer Distributing autoparts warehousing operation under construction in 2021. Accommodating future planned runway extensions now will allow Oregon to continue playing a critical role intermodal freight movement throughout the Pacific Northwest via potential air-to-ground freight transfer.

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

Staff Entry	Review Score
1	5

See above.

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

See above.

KHRI is the only airport within 30 miles of the I-84/I-82 interchange, which continues to attract significant private investment in transportation and logistics assets. Meanwhile, airfreight shipments via Ameriflight/UPS continue to surge in the past several years, with package delivery leading to 2-3 times more Ameriflight flights per day to Hermiston. Proactive steps now to accommodate long-range future changes in air-freight shipments will improve the efficiency of meeting future demands on Oregon's transportation system.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes. Phase 1 (this phase) is ready for implementation. Phase 1 will make Phase 2 ready for implementation by FAA's planned funding for that project in the Airport's CIP in 2024.

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

Staff Entry	Review Score
-------------	--------------

Internal Review Sheet

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

This project will facilitate acquisition of privately-owned agricultural land by the airport for RPZ protection. This protection will be de-facto permanent, with a theoretically infinite useful life.

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

Staff Entry	Review Score
1	5

Yes, the public road located within the RW 23 RPZ is identified in the OAV as a non compliant item at the Hermiston Airport. See Appendix F.

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 RPZ property Acquisition project and Road relocation will remove an Incompatible land use item currently associated with RW 23 at the airport. Additionally, the airports future fee simple ownership of the RW 23 RPZ property will allow the airport to meet the FAA's desire for airport control of the RPZ property.

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

Staff Entry	Review Score
1	5

Yes, the completion of the 2024 property acquisition and road relocation project will mitigate an existing, FAA defined, incompatible land use associated with RW 23 and the future RW 23.

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

Staff Entry	Review Score
1	5

Upon acquisition of the property in question, the Airport will lease the property back to the existing farm operator at market-rate. Preliminary estimates assume annual lease revenues from this property at approximately \$40,000 per year. Total Airport operational revenue in FY '22 was \$219,948.09 versus \$329,203.57 in operational expenses, resulting in a required local property tax payer subsidy of \$109,255.48. Leveraging FAA & ODA grant funding for the capital purchase of this RPZ land for protection from development will result in a long-term consistent new revenue stream equal to roughly 18% of current revenue.

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
275		275		