

**General Project Information: Runway 29 Threshold Relocation and Hot Spot Mitigation:  
Construction**

City of Pendleton  
COAR Application 2022

Application Year: 2022  
COAR-2022-PDT-00054

**Applicant**

**Organization Name**

City of Pendleton

**Contact Person \***

John Honemann

**Address**

2016 Airport Road

**Contact Person Title \***

Airport Manager

**City**

Pendleton

**State**

Oregon

**Zip Code**

97801

**Phone Number**

(541) 276-7754

**Email**

[John.Honemann@ci.pendleton.or.us](mailto:John.Honemann@ci.pendleton.or.us)

**Project Name and Location**

**Project Name \***

Runway 29 Threshold Relocation and Hot Spot  
Mitigation: Construction

**Project Location \***

Pendleton, Oregon

**ODOT Region:**

Region 5

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

3N32 00 Tax Lot# 10500

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

**Airport Information**

**Airport Name: \***

Eastern Oregon Regional Airport

**Airport Category: \***

Category 1b

**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:**

1/1/2022

**Project End Date:**

8/31/2023

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## **Project Summary** \*

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

This project will complete the construction of the Runway 29 Threshold Relocation and Hot Spot Mitigation project which will relocate the existing Runway 29 threshold approximately 450 feet (shorten) and remove the existing apron pavements near the terminal building that currently connect to the end of RW 29 (FAA documented Hot Spot)

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

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

This project will complete the construction of the Runway 29 Threshold Relocation and Hot Spot Mitigation project at the Eastern Oregon Regional Airport at Pendleton (PDT). The project will relocate the Runway 29 threshold approximately 450 feet to the northwest (shorten) from its currently displaced threshold location and approximately 913 feet from the current end of Runway 29, remove the existing Runway pavement beyond the newly relocated threshold, remove the existing Taxiway E and existing apron pavements near the terminal building that currently connect to the end of RW 29 (current FAA documented Hot Spot), construct new connector taxiways to the new RW 29 relocated threshold (both sides of RW), construct new aircraft run-up apron(s), replace and relocate the RW 11 and 29 REIL's, RW 11 and 29 PAPI's, RW 11-29 MIRLS, install new RW 11-29 signage (mandatory, location and directional), including RW 11-29 Distance Remaining signs, and construct associated electrical and drainage improvements.

Per the current PDT Masterplan, "Recent FAA guidance on runway-taxiway connections suggests that direct, unbroken taxiway routes extending from aircraft parking aprons directly to a runway have the potential of creating hot spots for runway safety/incursions. The FAA Runway Safety Action Team identifies known hot spots at airports, which are defined as:

A location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

Eastern Oregon Regional Airport has one hot spot documented by FAA:

The hold line for Rwy 29 extends across a portion of the ramp and is approximately 360' long. The signs are difficult to see from some spots on the ramp."

The airport development alternatives portion of the master plan considered options for mitigating this hot spot and determine the preferred alternative that will be constructed as part of this Runway 29 project.

**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

Yes, the FAA documented Hot Spot that is current safety issue at PDT will be corrected/mitigated. In addition, all elements of the project will meet or exceed current FAA standards.

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

Yes, existing runway and taxiway pavements associated with the project will be preserved, rehabilitated or constructed new. In addition, existing NAVAIDs, electrical and drainage infrastructure associated with the project will be replaced.

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

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

Yes, this project has the support of the Airport Advisory Board, City Manager, City Council and airport stakeholders

**Project Documentation: Runway 29 Threshold Relocation and Hot Spot Mitigation: Construction**

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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:**    10/31/2018

**Anticipated Date of Completion:**    \_\_\_\_\_

**If no, provide reasoning:**

**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

# Statewide Impact: Runway 29 Threshold Relocation and Hot Spot Mitigation: Construction

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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

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

Safe and efficient infrastructure built to modern standards is the foundation for a strong economic engine . This project is upgrading the layout of our airport to align with modern FAA design standards in addition to mitigating an documented safety issue at the airport. This will directly affect the growth and diversification of aviation operations at PDT and the economic impact of said growth .

**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

Yes, Predesign activities are currently underway. Design and bidding activities will be completed February 2022 and construction is planned for summer of 2022 after the FAA AIP funding is available.

**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

Yes, this construction project will be designed and constructed to meet or exceed current FAA standards and will have a minimum useful life of at least 20 years.

**Budget: Runway 29 Threshold Relocation and Hot Spot Mitigation: Construction**

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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	\$4,450,000.00	95 %
FAA AIP Grant Match Requirement from Sponsor	\$234,300.00	5 %
<b>Total Project Cost</b>	<b>\$4,684,300.00</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:	35%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$4,450,000.00	6/1/2022
	\$84,300.00	1/1/2022
Total Match Funds:	<b>\$4,534,300.00</b>	<b>97 %</b>

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	3 %

Project Budget Summary		
Total applicant matching funds:	\$4,534,300.00	97 %
Funding request to ODA:	\$150,000.00	3 %
Total Project Cost:	<b>\$4,684,300.00</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: Runway 29 Threshold Relocation and Hot Spot Mitigation: Construction

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### Please describe those pre-agreement expenditures.

The FAA FY 2022 AIP grant will fund the construction of this project as well as reimburse PDT for a portion of the Design expenses . A portion of the design expenses will likely be incurred prior to the effective date of the agreement (anticipated to be in February 2022). These expenses will represent a very small portion of the projects total expenses as the project bidding and construction expenses will occur after the anticipated agreement effective date .

### Related Document Uploads

Description	Upload
PDT-2021 CIP Memo	<a href="https://odae-grants.com/_Upload/14498_1101011-OR-2021-5YearCIPMemotoSponsors-Pendleton-PDT.pdf">https://odae-grants.com/_Upload/14498_1101011-OR-2021-5YearCIPMemotoSponsors-Pendleton-PDT.pdf</a>
PDT-2022 SCIP RW 29 Relocation (Hot Spot): Construction CIP Datasheet	<a href="https://odae-grants.com/_Upload/14498_1101011_2-PDT-2022SCIPRW29Relocation(HotSpot)-Construction.pdf">https://odae-grants.com/_Upload/14498_1101011_2-PDT-2022SCIPRW29Relocation(HotSpot)-Construction.pdf</a>

## Miscellaneous Uploads

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### File Repository

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Person:

Date:

### **Final Report**

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

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<b>Upload</b>



## 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:	35 %	65
Total applicant matching funds:	\$4,534,300.00 / 97 %	61
Funding Request to ODA:	\$150,000.00 / 3 %	
Total Project Cost	\$4,684,300.00 / 100 %	

**Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?**

Staff Entry	Review Score
0	0

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

Staff Entry	Review Score
1	5

Safe and efficient infrastructure built to modern standards is the foundation for a strong economic engine. This project is upgrading the layout of our airport to align with modern FAA design standards in addition to mitigating an documented safety issue at the airport. This will directly affect the growth and diversification of aviation operations at PDT and the economic impact of said growth.

**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

Yes, Predesign activities are currently underway. Design and bidding activities will be completed February 2022 and construction is planned for summer of 2022 after the FAA AIP funding is available.

**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

Yes, this construction project will be designed and constructed to meet or exceed current FAA standards and will have a minimum useful life of at least 20 years.

**Internal Review Sheet**

**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

Yes, the FAA documented Hot Spot that is current safety issue at PDT will be corrected/mitigated. In addition, all elements of the project will meet or exceed current FAA standards.

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

Staff Entry	Review Score
1	5

Yes, existing runway and taxiway pavements associated with the project will be preserved, rehabilitated or constructed new. In addition, existing NAVAIDs, electrical and drainage infrastructure associated with the project will be replaced.

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

Staff Entry	Review Score
0	0

**Does the project have local support?**

Staff Entry	Review Score
1	5

Yes, this project has the support of the Airport Advisory Board, City Manager, City Council and airport stakeholders

**Summary**

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
191		191		