

# General Project Information: Infrastructure Preservation - Asphalt Repair/Sealcoat/Repaint

Sisters Eagle Airport  
COAR Application 2022

Application Year: 2022  
COAR-2022-6K5-00049

## Applicant

### Organization Name

Sisters Eagle Airport

### Contact Person \*

Julie Benson

### Address

15820 Barclay Dr.

### Contact Person Title \*

Airport Manager

### City

Sisters

### State

Oregon

### Zip Code

97759

### Phone Number

(541) 390-7407

### Email

[Julie@SistersAirport.com](mailto:Julie@SistersAirport.com)

## Project Name and Location

### Project Name \*

Infrastructure Preservation - Asphalt  
Repair/Sealcoat/Repaint

### Project Location \*

Sisters Eagle Airport 6K5

### ODOT Region:

Region 4

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

Map/Taxlot 151004A000800; Accounts: 135876, 143025, 143023 Deschutes County

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

## Airport Information

### Airport Name: \*

Sisters Eagle Airport

### Airport Category: \*

Category 4

### NPIAS or Non-NPIAS: \*

Non-NPIAS

## Project Overview

### Select the type of project being proposed: \*

Program Elements

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

Critical/essential services or equipment

### Project Start Date:

5/1/2022

### Project End Date:

10/1/2022

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## **Project Summary** \*

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

Preservation and protection of existing pavement infrastructure, to provide a safe and quality airport as an aircraft base for emergency resources, air response, and general aviation. Consistent with the ODA PMP longevity program Sisters Airport is requesting COAR support to repair cracks, crack seal, slurry seal coat, and re-stripe all of the existing asphalt at the Sisters Eagle Airport.

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

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

Due to Central Oregon climate weather cycles and the associated impact on paved surfaces, the Sisters airport requires annual crack sealing to stay ahead of critical pavement infrastructure undermining, lifting, cracking. After multiple years of simple crack filling, the existing paving infrastructure is due for a complete slurry seal coat and paint restriping. Consistent with the ongoing ODA pavement maintenance plan (PMP), a complete seal coat will protect and improve the overall pavement longevity and extend the duration before a future complete overlay is required.

Sisters Eagle Airport is the first airport east of the Cascades that has emergency resources, fuel, and air response capabilities. This project is intended to further maintain and protect the usability and safety of the airport.

**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 

The Oregon Aviation Plan notes a PCI Standard of 60 for Category IV runways. Table 5-25 notes Sisters with a PCI of 45. Understanding the demand on the PMP program, utilizing COAR funding to protect the airport pavement infrastructure would provide future PMP relief for use at other State airports.
  
- **Does the project prevent future deficiencies and preserve the existing facilities? \*** ✓ Yes  No 

Pavement sealcoat protects and supports pavement longevity as well as extending durations required between a future complete pavement overlay.
  
- **Does the project increase the financial self-sufficiency of the airport? \*** ✓ Yes  No 

Protecting the pavement airport infrastructure increases the airport self-sufficiency by mitigating portions of the ongoing pavement maintenance cost.
  
- **Does the project have local support? \*** ✓ Yes  No 

Support letters attached.

**Project Documentation: Infrastructure Preservation - Asphalt Repair/Sealcoat/Repaint**

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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: 2/25/2014

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
No Permit Required			

# Statewide Impact: Infrastructure Preservation - Asphalt Repair/Sealcoat/Repaint

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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 Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees . 2021 saw a significant increase in the rural remote workforce. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices. Further improving the aviation infrastructure at the Sisters Airport will improve access to and from a remote and rural work location. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts , and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Direct access to the Sisters area through aviation reduces the congestion at other regional airports and the associated carbon emissions from road traffic to the area .

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

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved aviation infrastructure provides for increased direct access for both the business and employees. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the strengthens the overall tax base.

**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

Sisters Eagle Airport is currently used as a base for several companies that commute using general aviation , often to rural office locations and job sites. Maintaining the asphalt surfaces will be increase efficiency for emergency services , general aviation, and business (charter) services.

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

The project is ready for implementation.

**Does the project have any unique construction-readiness, project implementation issues, or possible delays? \***  Yes  No

There could be a possible delay caused by weather or emergency use. Estimated time to do the work would require at least a 3 day shutdown of the airport.

**Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. \***  Yes  No

The proposed project will extend the useful life of the runway, taxiway, and ramp area at least 10 years, and will be sufficient to meet the needs of anticipated growth in that 10 year period.

**Budget: Infrastructure Preservation - Asphalt Repair/Sealcoat/Repaint**

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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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
Private	\$12,500.00	6/1/2021
Total Match Funds:	<b>\$12,500.00</b>	<b>10 %</b>

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$112,500.00	90 %

Project Budget Summary		
Total applicant matching funds:	\$12,500.00	10 %
Funding request to ODA:	\$112,500.00	90 %
Total Project Cost:	<b>\$125,000.00</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."

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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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Person:

Date:

### **Final Report**

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

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

<b>Upload</b>

**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 Elements	5
Project Category	Critical/essential services or equipment	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$12,500.00 / 10 %	0
Funding Request to ODA:	\$112,500.00 / 90 %	
Total Project Cost	\$125,000.00 / 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 Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees. 2021 saw a significant increase in the rural remote workforce. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices. Further improving the aviation infrastructure at the Sisters Airport will improve access to and from a remote and rural work location. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts, and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Direct access to the Sisters area through aviation reduces the congestion at other regional airports and the associated carbon emissions from road traffic to the area.

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

Staff Entry	Review Score
1	5

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved aviation infrastructure provides for increased direct access for both the business and employees. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the strengthens the overall tax base.

**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

Sisters Eagle Airport is currently used as a base for several companies that commute using general aviation, often to rural office locations and job sites. Maintaining the asphalt surfaces will be increase efficiency for emergency services, general aviation, and business (charter) services.

**Is the proposed project ready for construction or implementation?**

Staff Entry	Review Score
1	5

The project is ready for implementation.



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**Does the project have any unique construction-readiness, project implementation issues, or possible delays?**

Staff Entry	Review Score
1	-10

There could be a possible delay caused by weather or emergency use. Estimated time to do the work would require at least a 3 day shutdown of the airport.

**Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?**

Staff Entry	Review Score
1	5

The proposed project will extend the useful life of the runway, taxiway, and ramp area at least 10 years, and will be sufficient to meet the needs of anticipated growth in that 10 year period.

**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

The Oregon Aviation Plan notes a PCI Standard of 60 for Category IV runways. Table 5-25 notes Sisters with a PCI of 45. Understanding the demand on the PMP program, utilizing COAR funding to protect the airport pavement infrastructure would provide future PMP relief for use at other State airports.

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

Staff Entry	Review Score
1	5

Pavement sealcoat protects and supports pavement longevity as well as extending durations required between a future complete pavement overlay.

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

Staff Entry	Review Score
1	5

Protecting the pavement airport infrastructure increases the airport self-sufficiency by mitigating portions of the ongoing pavement maintenance cost.

**Does the project have local support?**

Staff Entry	Review Score
1	5

Support letters attached.

**Summary**

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
185		185		