

General Project Information: Runway Seal Coat and Lighted Guidance Sign: Phase II - Construction

City of Bend
COAR Application 2022

Application Year: 2022
COAR-2022-BDN-00014

Applicant

Organization Name

City of Bend

Contact Person *

Tracy Williams

Address

PO Box 431

Contact Person Title *

Airport Manager

City	State	Zip Code
Bend	Oregon	97709

Phone Number	Email
(541) 647-0828	trwilliams@bendoregon.gov

Project Name and Location

Project Name *

Runway Seal Coat and Lighted Guidance Sign: Phase II - Construction

Project Location *

Bend Municipal Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

1713170000200, 17137C000100, 1713200000300, 1713200000401, 1713200000202, 1713200000401

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

https://odae-grants.com/_Upload/14330_1100937-COAR-2022-BND-0014BendAirportTaxlots.pdf

Airport Information

Airport Name: *

Bend Municipal Airport

Airport Category: *

Category 2

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: 5/1/2022

Project End Date: 6/30/2023

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Project Summary *

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

Runway 16-34 is in need of a seal coat and guidance sign replacement.

Project Purpose and Description *

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

Purpose: Runway 16-34 is in need of a seal coat to extend the useful life of the pavement. Replacement of existing guidance signs to extend the useful life of the signs.

Description: The 2017 PCI report shows PCI values of 84 (Runway), 76-84 (Taxiway B Connectors), and 74-91 (Taxiway A Connectors). Predicted PCI values in 2022 range from 52 to 79, including Runway 16-34 at 75. The PCI report recommends a seal coat of these areas. Existing incandescent guidance signs were constructed in approximately 2008-2011 and have reached the end of their useful life. AIP Minimum useful life of airfield lighting and signage is 10 years; the new LED signs would extend the useful life of the new signs and reduce energy use.

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 2013 Airport Master plan estimates by 2030, aircraft operations will be nearly 160,000 annually. As the third busiest airport in Oregon, it is necessary to retain pavement maintenance equal to or above the Oregon Aviation Plan 's Pavement Maintenance Program.

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

As the 2017 PCI report recommends, a seal coat would extend the life of the existing runway pavement. Doing so will prevent the pavement from deteriorating further, forcing the runway to be reconstructed before it is necessary.

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

As aircraft operations increase, asphalt pavement can deteriorate quicker. Seal coating the pavement extend the life of the pavement, and is a more cost-efficient choice compared to reconstruction. LED guidance signs require less maintenance and can last longer than their incandescent counterparts, therefore the signs will not need to be replaced as often.

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

The airport has existed since approximately 1942 as a viable facility that meets the general aeronautical needs of the community. The local community has continued to support the airport throughout those years and in recent years the Bend City Council has approved many airport improvement projects, most recently the West Apron Reconstruction and Rehabilitation and the state of the art heliport and helicopter operations area.

Project Documentation: Runway Seal Coat and Lighted Guidance Sign: Phase II - 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: 10/18/2013

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
Electrical	9/30/2022	Underway	Don't Know

Statewide Impact: Runway Seal Coat and Lighted Guidance Sign: Phase II - 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

Per Oregon Aviation Plan 2018 (see attached) regarding the economic impact of airports in Oregon, the Bend Municipal Airport is associated with over 800 jobs regionally with wages totaling over \$32 Million. Extending the life of the pavement and constructing new LED guidance signs will support the continued growth and success of the airport.

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

The Bend Municipal Airport regularly serves aircraft that bring tourists to the area . Aircraft range from small business jets to a Bombardier Global Express. These activities promote tourist spending in the Central Oregon region that support local commercial and state-wide businesses. Having maintained pavement and updated guidance signs is crucial to the continued growth and success of the airport.

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

The project will be constructed in Summer/Fall 2022 to provide airport users with ample notice for the anticipated runway closure while still constructing the work in favorable working conditions.

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

A seal coat will extend the useful life of the existing pavement, therefore reducing the need to reconstruct the pavement more often than needed. Seal coats are recommended to be placed, on average, every 3-5 years depending on site conditions, extending the life of the pavement as long as the subgrade below the pavement remains suitable.

Budget: Runway Seal Coat and Lighted Guidance Sign: Phase II - 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	\$1,600,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$177,777.00	10 %
Total Project Cost	\$1,777,777.00	100 %

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:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$1,600,000.00	6/1/2022
Sponsor Funds Less ODA Grant Request	\$44,445.00	1/1/2022
Total Match Funds:	\$1,644,445.00	93 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$133,332.00	7 %

Project Budget Summary		
Total applicant matching funds:	\$1,644,445.00	93 %
Funding request to ODA:	\$133,332.00	7 %
Total Project Cost:	\$1,777,777.00	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
Bend Municipal Airport Capital Improvement Plan	https://odae-grants.com/_Upload/14344_1101011-COAR-2022-BND-00174CIPLetter.pdf

Miscellaneous Uploads: Runway Seal Coat and Lighted Guidance Sign: Phase II - Construction

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File Repository

FAA CIP Letter

[14345_1101013-COAR-2022-BN-D-00014CIPLetter.pdf](#)

Person:Sydney Borek
Date:9/13/2021

Oregon Aviation Plan 2018 Chapter 8 Economic Impact of Oregon Airports

[14345_1101013-COAR-2022-BN-D-00014OAP2018.pdf](#)

Person:Sydney Borek
Date:9/13/2021

Scope Exhibit Figure

[14345_1101013-COAR-2022-BN-D-00014ScopeExhibitFigure.pdf](#)

Person:Sydney Borek
Date:9/13/2021

Oregon Aviation Plan - Chapter 8, Economic Impact of Oregon Airport, relevant pages 8-6 and 8-9

[14345_1101013-COAR-2022-S0-3-00018OAPChap8.pdf](#)

Person:Sydney Borek
Date:9/14/2021

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 Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	25 %	75
Total applicant matching funds:	\$1,644,445.00 / 93 %	67
Funding Request to ODA:	\$133,332.00 / 7 %	
Total Project Cost	\$1,777,777.00 / 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

Per Oregon Aviation Plan 2018 (see attached) regarding the economic impact of airports in Oregon, the Bend Municipal Airport is associated with over 800 jobs regionally with wages totaling over \$32 Million. Extending the life of the pavement and constructing new LED guidance signs will support the continued growth and success of the airport.

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

Staff Entry	Review Score
1	5

The Bend Municipal Airport regularly serves aircraft that bring tourists to the area . Aircraft range from small business jets to a Bombardier Global Express. These activities promote tourist spending in the Central Oregon region that support local commercial and state-wide businesses. Having maintained pavement and updated guidance signs is crucial to the continued growth and success of the airport.

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

The project will be constructed in Summer/Fall 2022 to provide airport users with ample notice for the anticipated runway closure while still constructing the work in favorable working conditions.

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

Internal Review Sheet

A seal coat will extend the useful life of the existing pavement, therefore reducing the need to reconstruct the pavement more often than needed. Seal coats are recommended to be placed, on average, every 3-5 years depending on site conditions, extending the life of the pavement as long as the subgrade below the pavement remains suitable.

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 2013 Airport Master plan estimates by 2030, aircraft operations will be nearly 160,000 annually. As the third busiest airport in Oregon, it is necessary to retain pavement maintenance equal to or above the Oregon Aviation Plan's Pavement Maintenance Program.

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

Staff Entry	Review Score
1	5

As the 2017 PCI report recommends, a seal coat would extend the life of the existing runway pavement. Doing so will prevent the pavement from deteriorating further, forcing the runway to be reconstructed before it is necessary.

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

Staff Entry	Review Score
1	5

As aircraft operations increase, asphalt pavement can deteriorate quicker. Seal coating the pavement extend the life of the pavement, and is a more cost-efficient choice compared to reconstruction. LED guidance signs require less maintenance and can last longer than their incandescent counterparts, therefore the signs will not need to be replaced as often.

Does the project have local support?

Staff Entry	Review Score
1	5

The airport has existed since approximately 1942 as a viable facility that meets the general aeronautical needs of the community. The local community has continued to support the airport throughout those years and in recent years the Bend City Council has approved many airport improvement projects, most recently the West Apron Reconstruction and Rehabilitation and the state of the art heliport and helicopter operations area.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
222		222		