

General Project Information: Madras Airport Helibase: Phase 2

City of Madras
COAR Application 2022

Application Year: 2022
COAR-2022-S33-00053
Version Date: 11/22/2021 14:19:34

Applicant

Organization Name

City of Madras

Contact Person *

Gus Burrell

Address

125 SW E Street

Contact Person Title *

City Administrator

City

Madras

State

Oregon

Zip Code

97741

Phone Number

(541) 475-2344

Email

gburriel@ci.madras.or.us

Project Name and Location

Project Name *

Madras Airport Helibase: Phase 2

Project Location *

Madras Municipal Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

Jefferson County Assessor Maps 10-13-35 TL 100

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

Airport Information

Airport Name: *

Madras Municipal Airport

Airport Category: *

Category 4a

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: *

Critical/essential services or equipment

Project Start Date:

1/4/2022

Project End Date:

12/30/2022

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Project Summary *

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

This is the second phase of development of a helicopter operations area at the Airport. An aggregate turf base for the Touchdown and liftoff area (TLOF) consistent with FAA Specification P-217 is proposed. The proposed section will consist of base aggregate overlaid with geotextile and topsoil. The finished surface will be hydroseeded. In the future as funding becomes available, the surface will be excavated down to the geotextile and replaced with PCC pavement.

Project Purpose and Description *

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

Operations by large helicopters during fire seasons are a significant source of Foreign Object Damage (FOD) to other aircraft operating at the Airport. The addition of helicopter operations during fire season also interferes with routine fixed wing operations. The result is that operations for both are frequently delayed. While this may be tolerable for fixed wing operators that normally operate at the Airport on an intermittent basis, delays in firefighting operations, where time is of the essence, is much less tolerable for helicopters used in the effort. Given the number of wildfires in recent years, the Airport has seen frequent use by heavy helicopters. Due to large acreages of existing forest lands with an overabundance of fuels, and exacerbating influences such as climate change, the need to accommodate heavy helicopters is expected to increase in the foreseeable future.

The City has identified a location on the Airport for development of a dedicated area for helicopter operations. The improvements proposed for Phase 2 are part of a multi-phased project to be constructed as funding becomes available. Phase 2 will expand on Phase 1 by improving the structural capability of the TLOF in anticipation of future surfacing with PCC pavement. This will improve the facility's ability to effectively operate over a wider range of weather conditions.

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 does not list any minimum requirements for helipad construction. Therefore the installation of a helibase to separate helicopters and fixed-wing traffic in order to reduce FOD exceed any state or federal minimum standard.

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

The project improves the ability of helicopter traffic under a wider range of weather conditions.

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

Improved facilities make the Airport more attractive as a base of operations for fire suppression from both an operational standpoint and a strategic one. This will lead to increased revenue from user fees/charges and lease agreement payments.

- **Does the project have local support? *** Yes No

The project has the support of the Madras City Council

Project Documentation: Madras Airport Helibase: Phase 2

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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: 12/1/2010

Anticipated Date of Completion: _____

If no, provide reasoning:

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: Madras Airport Helibase: Phase 2

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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

Because of the proximity the Madras Airport to the Mt. Hood and Willamette National Forests as well as forest lands on the Warm Springs Indian Reservation, the Airport is frequently used as a staging area for fighting wildfires. Improving the Airport through the addition of a dedicated area for helicopter operations area will improve access and response times for fighting forest fires.

Improving the helicopter operations area will allow helicopters to move about more efficiently and will aid movement of support personnel and equipment to and from the site.

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

Timber is a significant renewable resource used for a wide assortment of products and is an important part of Oregon's economic base. Improving the ability to protect this resource benefits the State.

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

The Airport is located adjacent to the City's Industrial Park with rail service and direct freight access to US Highways 26 and 97. Intermingling helicopter operations with fixed wing air traffic disrupts the flow of normal traffic during fire events. Separating helicopter traffic from fixed wing operations allows routine air traffic to continue uninterrupted during periods of heavy helicopter use for firefighting.

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

Design is anticipated to be complete in time for springtime construction.

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

The helicopter operations area improvements can be created and maintained at minimal cost. Given the overall cost for personnel and equipment for firefighting, there is a high potential for the project to pay for itself many times over in savings in equipment wear and tear, reduced FOD, fuel, and time. The proposed Phase 2 improvements are intended to improve access to the Westside area already utilized by heavy lift helicopters.

Budget: Madras Airport Helibase: Phase 2

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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	10/23/2020
City of Madras	\$30,000.00	10/25/2021
Total Match Funds:	\$30,000.00	17 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	83 %

Project Budget Summary		
Total applicant matching funds:	\$30,000.00	17 %
Funding request to ODA:	\$150,000.00	83 %
Total Project Cost:	\$180,000.00	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."

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Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
CIP Data Sheet	https://odae-grants.com/_Upload/14493_1101011-Madras2022-HelipadPh2.pdf
Site Plan	https://odae-grants.com/_Upload/14493_1101011_2-HelipadExhibit-Alt4REV060221.pdf
Cost Estimate	https://odae-grants.com/_Upload/14493_1101011_3-EstimateforHelipadLandingZone-PH2.pdf

Miscellaneous Uploads

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File Repository

Updated background narrative discussing need and long-term plan.

[14517_1101013-HelipadNarrative-rev092421.pdf](#)

Person:William Brackett
Date:9/24/2021

City of Madras Letter of Support

[14517_1101013-CityofMadrasLetterofSupportODACOARgrant2021helibase-phase2.pdf](#)

Person:Gus Burril
Date:9/24/2021

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	Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan	7
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$30,000.00 / 17 %	6
Funding Request to ODA:	\$150,000.00 / 83 %	
Total Project Cost	\$180,000.00 / 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

Because of the proximity the Madras Airport to the Mt. Hood and Willamette National Forests as well as forest lands on the Warm Springs Indian Reservation, the Airport is frequently used as a staging area for fighting wildfires. Improving the Airport through the addition of a dedicated area for helicopter operations area will improve access and response times for fighting forest fires.

Improving the helicopter operations area will allow helicopters to move about more efficiently and will aid movement of support personnel and equipment to and from the site.

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

Staff Entry	Review Score
1	5

Timber is a significant renewable resource used for a wide assortment of products and is an important part of Oregon's economic base. Improving the ability to protect this resource benefits the State.

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

The Airport is located adjacent to the City's Industrial Park with rail service and direct freight access to US Highways 26 and 97. Intermingling helicopter operations with fixed wing air traffic disrupts the flow of normal traffic during fire events. Separating helicopter traffic from fixed wing operations allows routine air traffic to continue uninterrupted during periods of heavy helicopter use for firefighting.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Design is anticipated to be complete in time for springtime construction.

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

Staff Entry	Review Score
0	5

Internal Review Sheet

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

Staff Entry	Review Score
1	5

The helicopter operations area improvements can be created and maintained at minimal cost. Given the overall cost for personnel and equipment for firefighting, there is a high potential for the project to pay for itself many times over in savings in equipment wear and tear, reduced FOD, fuel, and time. The proposed Phase 2 improvements are intended to improve access to the Westside area already utilized by heavy lift helicopters.

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 does not list any minimum requirements for helipad construction . Therefore the installation of a helibase to separate helicopters and fixed-wind traffic in order to reduce FOD exceed any state or federal minimum standard.

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

Staff Entry	Review Score
1	5

The project improves the ability of helicopter traffic under a wider range of weather conditions .

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

Staff Entry	Review Score
1	5

Improved facilities make the Airport more attractive as a base of operations for fire suppression from both an operational standpoint and a strategic one. This will lead to increased revenue from user fees/charges and lease agreement payments.

Does the project have local support?

Staff Entry	Review Score
1	5

The project has the support of the Madras City Council

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
168		168		