

General Project Information: Taxilane Project (Phase 2 - Construction)

City of Creswell
COAR Application 2022

Application Year: 2022
COAR-2022-77S-00031

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

PO Box 276
83501 Melton Rd

Contact Person Title *

Airport Manager

City	State	Zip Code
Creswell	Oregon	97426

Phone Number	Email
(541) 895-2913	shumble@creswell-or.us

Project Name and Location

Project Name *

Taxilane Project (Phase 2 - Construction)

Project Location *

Creswell, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map # 19-03-11-00 Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600. Map # 19-03-12-00 Lot #s 0501, 0704, 0705

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

https://odae-grants.com/_Upload/7851-RLIDMapofairport.pdf

Airport Information**Airport Name: ***

Hobby Field (77S)

Airport Category: *

Category 4

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: *

Aviation-related business development on airport

Project Start Date: 3/1/2022

Project End Date: 3/1/2023

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Project Summary *

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

This grant will provide the funds to complete construction a 330-ft taxilane on the north-west side of the airport to provide access for future hangar development including construction management services. The project provides infrastructure for a the development of a new T-hangar that replaces T-Hangar Building A that is scheduled to be removed because the building is within FAA Part 77 Surfaces (See attached Hangar Removal diagram from the ALP).

Project Purpose and Description *

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

The airport has an active waiting list of aviators/businesses that would like to rent/relocate to the Creswell Airport but are unable due to the lack of hangar availability. In addition, an existing T-hangar building which has 11-hangar bays is scheduled to be removed as shown on the current Airport Layout Plan, see attached. The ALP has been cropped to more easily see the diagram of the impacted area, both of the T-hangar to be removed and the new taxilane and how it fits with programmed development (see hangar development sketch attached). This project would assist the Airport in providing the infrastructure needed to move toward the building of hangars on the airport. Construction of a taxi-lane on the northwest side of the airport off the main tie-down apron will provide the pavement needed for the future development.

The new taxi-lane will be approximately built to the current FAA standards. The new pavement will be included within the State of Oregon Pavement Maintenance Program and will receive routine maintenance through PMP and by the City.

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

The new taxilane is the first step in meeting the airport's need for hangar space by providing a replacement location for an existing T-hangar facility that violates FAA Part 77 surface requirements and is scheduled for removal. In addition, it starts the infrastructure needed for additional hangar development north of the main apron to accommodate growth at the airport.

• **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

This project will modernize the airport by aiding in the future hangar development and provide the ability to relocate existing hangar tenants when the existing hangar building is removed. The taxi-lane will be designed and built to current FAA standards.

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

Yes. The new taxi-lane off the main tie-down apron will provide the space needed for tenants displaced due to future removal of an existing utilized T-hangar building along with owners who desire to park their airplanes out of the elements. Hangar space at the airport is currently in high demand. The inclusion of the new pavement in the State Pavement Maintenance program will prevent future deficiencies.

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

Development in this area of the airport will improve the airport's self-sufficiency by making it possible to build and lease hangars for airport development.

Funds from this grant will allow the airport to save local funds and re-appropriate the money to maintenance or other airport projects not eligible for state or federal funding.

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

The Creswell City Council, the Airport Commission, the Airport Visioning Ad-Hoc Committee, on airport businesses, and users of the airport support this project.

There is attached supporting documentation from Ragwood Refactory and Eugene Skydivers .

Project Documentation: Taxilane Project (Phase 2 - 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: _____

Anticipated Date of Completion: _____

If no, provide reasoning:

The current ALP was completed in 2007. A master plan update is in the FAA approved CIP and is planned to begin in 2024.

Is a NEPA review required? *

Yes No

Please select the applicable **Categorical exclusion (CATEX)**
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: Taxilane Project (Phase 2 - 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

Yes. the additional taxi-lane provides the space needed to add additional hangars; these hangars have the potential to be leased by business, which would improve access to jobs and sources of labor. The airport currently has 36 people/businesses on a waiting list to rent a closed hangar which will increase airport revenue.

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

This project will open up much needed additional land for development at the airport. This will make it possible for on-airport FBO's and other aviation specialty businesses to develop or expand. This benefit will accrue to the state as well. The airport currently has 36 people/businesses on a waiting list to rent a closed hangar which will increase airport revenue.

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

Yes. The system would help connect more aviation users and businesses with Oregon's transportation system.

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

Yes, this project will be designed within the year with construction to follow.

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

Properly maintained pavements have a useful life of 20 - 30 years. These pavements will be included in the State of Oregon Pavement Maintenance Program.

Budget: Taxilane Project (Phase 2 - 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	\$0	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		
Local Funds	\$13,000.00	11/1/2021
Total Match Funds:	\$13,000.00	10 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$117,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$13,000.00	10 %
Funding request to ODA:	\$117,000.00	90 %
Total Project Cost:	\$130,000.00	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

Miscellaneous Uploads: Taxilane Project (Phase 2 - Construction)

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File Repository

T-Hangar Development Sketch

[14463_1101013-T-HangarDevelopmentConcept.pdf](#)

Person:John Shute
Date:9/22/2021

Creswell - Existing Hangar Removal / ALP Dwg

[14463_1101013-Creswell_77S_Airport_Master_Plan-2007ALP-HangarRemoval.pdf](#)

Person:John Shute
Date:9/22/2021

Ragwood Refactory Taxi-lane letter of support

[14463_1101013-RagwoodRefactorytaxi-laneletterofsupport9-2021.pdf](#)

Person:Shelley Humble
Date:9/24/2021

Eugene Skydivers Letter of Support

[14463_1101013-EugeneSkydivers77SGrantSupport9-2021.pdf](#)

Person:Shelley Humble
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	Aviation-related business development on airport	10
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$13,000.00 / 10 %	0
Funding Request to ODA:	\$117,000.00 / 90 %	
Total Project Cost	\$130,000.00 / 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

Yes. the additional taxi-lane provides the space needed to add additional hangars; these hangars have the potential to be leased by business, which would improve access to jobs and sources of labor. The airport currently has 36 people/businesses on a waiting list to rent a closed hangar which will increase airport revenue.

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

Staff Entry	Review Score
1	5

This project will open up much needed additional land for development at the airport. This will make it possible for on-airport FBO's and other aviation specialty businesses to develop or expand. This benefit will accrue to the state as well. The airport currently has 36 people/businesses on a waiting list to rent a closed hangar which will increase airport revenue.

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

Yes. The system would help connect more aviation users and businesses with Oregon's transportation system.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes, this project will be designed within the year with construction to follow.

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?

Properly maintained pavements have a useful life of 20 - 30 years. These pavements will be included in the State of Oregon Pavement Maintenance Program.

Staff Entry	Review Score
1	5

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

The new taxilane is the first step in meeting the airport's need for hangar space by providing a replacement location for an existing T-hangar facility that violates FAA Part 77 surface requirements and is scheduled for removal. In addition, it starts the infrastructure needed for additional hangar development north of the main apron to accommodate growth at the airport.

Staff Entry	Review Score
1	5

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?

This project will modernize the airport by aiding in the future hangar development and provide the ability to relocate existing hangar tenants when the existing hangar building is removed. The taxi-lane will be designed and built to current FAA standards.

Staff Entry	Review Score
1	5

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

Yes. The new taxi-lane off the main tie-down apron will provide the space needed for tenants displaced due to future removal of an existing utilized T-hangar building along with owners who desire to park their airplanes out of the elements. Hangar space at the airport is currently in high demand. The inclusion of the new pavement in the State Pavement Maintenance program will prevent future deficiencies.

Staff Entry	Review Score
1	5

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

Development in this area of the airport will improve the airport's self-sufficiency by making it possible to build and lease hangars for airport development.

Funds from this grant will allow the airport to save local funds and re-appropriate the money to maintenance or other airport projects not eligible for state or federal funding.

Staff Entry	Review Score
1	5

Does the project have local support?

The Creswell City Council, the Airport Commission, the Airport Visioning Ad-Hoc Committee, on

Staff Entry	Review Score
1	5

Internal Review Sheet

airport businesses, and users of the airport support this project.

There is attached supporting documentation from Ragwood Refactory and Eugene Skydivers .

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
180		180		