

General Project Information: Airport Master Plan

Port of Astoria
COAR Application 2022

Application Year: 2022
COAR-2022-AST-00007

Applicant

Organization Name

Port of Astoria

Contact Person *

Shane Jensen

Address

422 Gateway Ave.
Suite 100

Contact Person Title *

Grant Consultant

City	State	Zip Code
Astoria	Oregon	97103

Phone Number	Email
(208) 260-1592	shane@grantwriter.us

Project Name and Location

Project Name *

Airport Master Plan

Project Location *

1110 SE Flightline Dr. Warrenton, OR 97103

ODOT Region:

Region 2

County tax parcel identification number(s): *

810230000200; 810240002800; 810260000500; 810250000300; 810250000400; 810260000501

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

https://odae-grants.com/_Upload/14293_1100937-COAR21-22_AST_TaxLotMap.pdf

Airport Information

Airport Name: *

Port of Astoria Regional Airport

Airport Category: *

Category 2

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date: 5/2/2022

Project End Date: 11/30/2023

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Project Summary *

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

The Project is to draft and adopt an updated airport Master Plan. The Master Plan will assess future airport needs, provide the most feasible alternative to meet those needs, and satisfy a critical pre-requisite to future FAA grant funding.

Project Purpose and Description *

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

PURPOSE

The Master Plan will evaluate the airport's 20-year needs for airfield, airspace, terminal areas, and landside facilities.

DESCRIPTION

The following Tasks define the scope of the project:

- 1 Study Design: define the scope of consultant services, project fee, project schedule, and develop a charter that will define the framework for collaboration.
- 2 Project Management: monitor the status of the project, gauge the performance of subconsultants, and deliver monthly project status reports.
- 3 Stakeholder Involvement Program : develop a stakeholder outreach and involvement plan.
- 4 Airport Geographic Information Survey (AGIS) : collect GIS data necessary to the development of the Plan.
- 5 Existing Conditions: ascertain existing conditions and assemble a series of goals and assumptions related to the strategic vision for AST.
- 6 Environmental Considerations: collect environmental information needed in the evaluation of recommended airport improvements.
- 7 Aviation Forecasts: develop aviation activity forecasts to assess the future demand at AST .
- 8 Facilities Requirements Analysis: determine the type and extent of facilities needed to accommodate the 20-year forecasts, meet FAA design standards, and facilitate safe operations.
- 9 Alternatives Development and Evaluation: develop alternatives that meet the facility requirements' criteria produced in Task 8.
- 10 Financial Feasibility Analysis: analyze the financial viability of the facilities plan – with focus on the short-term (5 years), mid-term (10 years) and long-term (10-20 years) time horizons.
- 11 Land Use Planning: ascertain impacts associated with the facility requirements that may implicate applicable local & state law and FAA land use guidance, as well as existing Airport land use ordinances (Airport Overlay District).
- 12 Airport Layout Plan: produce the Airport Layout Plan (ALP).

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

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

This project will accomplish a critical pre-requisite to future projects, all of which will both prevent future deficiencies from developing and eliminate existing deficiencies. The Master Plan is expected to address three current deficiencies: 1) parallel distance between Runway 8-26 and the taxiway is below FAA standards; 2) rehabilitation of the remainder of the Apron; 3) slurry re-sealing and

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re-striping of Runway 8-26. Without an updated Master Plan, these deficiencies may not be able to be addressed due to the lack of funding.

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

✓ Yes No

This project will provide the threshold pre-requisite (i.e., a Master Plan) to the projects in the future that will, in turn, increase the financial self-sufficiency of the airport by developing and maintaining the infrastructure that provides the revenue streams upon which financial self-sufficiency is built. Without the Master Plan, future infrastructure projects necessary to the viability of the airport cannot proceed.

• **Does the project have local support? ***

✓ Yes No

Letters of Support are attached to this application.

Project Documentation: Airport Master Plan

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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 last Airport Master Plan update and associated ALP occurred in 2007. One major purpose of this project is to draft and finalize an updated Airport Layout Plan.

Is a NEPA review required? *

Yes No

Please select the applicable review type: Other

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

An EA was prepared for this project under AIP 22 and AIP 23. A FONSI letter was issued June 15, 2018. See attachments.

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 Permits will be Required for this Project			

Statewide Impact: Airport Master Plan

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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

While a planning project cannot directly reduce transportation costs or improve access to jobs and sources of labor, the infrastructure projects that will be made possible by the Master Plan that results from this Project will prevent an increase in transportation costs for Oregon businesses. Future airport projects made possible by the Master Plan will both maintain and improve airport infrastructure; without such improvements, and without the funds necessary to move forward with the improvements, transportation costs at and through the Astoria airport will certainly increase as a result of increases in user and other fees in order to fund the necessary projects.

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

Oregon industry clusters directly supported by AST are the following : Aviation, Defense, Food Processing, Forestry, Manufacturing, and Tourism.

Among the Entities served by AST are the following : Columbia River Bar Pilots, Life Flight Network, JBT, UPS, major retail stores, fish processing companies, lumber mills, USCG, Nat'l Guard, US Army, and US Air Force.

AST-based USCG and Columbia River Bar Pilots directly facilitate nearly every ton of maritime cargo in or out bound on the Columbia River.

The Master Plan will provide the necessary foundation for future infrastructure projects that will, in turn, directly support these industries and companies.

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 Master Plan will provide the needed foundation for future airport infrastructure projects, which will, in turn, improve the utilization and efficiency of the system by the infrastructure projects that will result from the Plan . One example of such a project is the re-configuration of the taxiway relative to Runway 8-26, which will increase the [parallel] distance between the two, thereby meet the FAA standard for the required distance, and result in a lower Decision Altitude at which the pilot must determine whether to execute the landing or fly through and try another approach. A lower altitude means more time to make a determination that will be more predictable at the lower altitude, resulting in fewer failed approaches, decreased time, and therefore greater efficiency in use of the transportation system.

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

No technical, environmental, or permitting obstacles are present to obstruct the efficient completion of this project .

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 Yes No

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a short explanation. *

The useful life expectancy of the Master Plan to be produced by this Project will be 20 years.

Budget: Airport Master Plan

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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	\$405,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$45,000.00	10 %
Total Project Cost	\$450,000.00	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:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$405,000.00	5/2/2022
Port of Astoria	\$11,250.00	5/2/2022
Total Match Funds:	\$416,250.00	93 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$33,750.00	8 %

Project Budget Summary		
Total applicant matching funds:	\$416,250.00	93 %
Funding request to ODA:	\$33,750.00	8 %
Total Project Cost:	\$450,000.00	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."

Budget: Airport Master Plan

Please describe those pre-agreement expenditures.

The environmental permitting costs were incurred and paid for under AIP 22 and AIP 23. Some costs, estimated \$67,000, were incurred and paid for under AIP 25 Apron Rehabilitation, Phase 1. These cost include survey, geotechnical services, existing pipe flushing and imaging, and some overall apron engineering. Phase 2 will require some additional engineering specific to the Phase 2 Project area, as well as preparation of bid documents. The latter is likely to be incurred after the date of this grant if awarded.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: Airport Master Plan

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File Repository

Letter of Support - City of Astoria

[14308_1101013-091421COAR21_LetterofSupport_MasterPlan_Astoria.pdf](#)

Person:Shane Jensen
Date:9/23/2021

Letter of Support - Clatsop County

[14308_1101013-091521COAR21_LetterofSupport_MasterPlan_ClatsopCounty.pdf](#)

Person:Shane Jensen
Date:9/23/2021

Letter of Support - City of Warrenton

[14308_1101013-091421COAR21_LetterofSupport_MasterPlan_Warrenton.pdf](#)

Person:Shane Jensen
Date:9/23/2021

Current Capital Improvement Plan

[14308_1101013_1-AST2021-2025CIP.pdf](#)

Person:Shane Jensen
Date:9/23/2021

Final Report

(You must upload your Final Report prior to closeout)

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Internal Review Sheet

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Planning	7
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:	\$416,250.00 / 93 %	67
Funding Request to ODA:	\$33,750.00 / 8 %	
Total Project Cost	\$450,000.00 / 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

While a planning project cannot directly reduce transportation costs or improve access to jobs and sources of labor, the infrastructure projects that will be made possible by the Master Plan that results from this Project will prevent an increase in transportation costs for Oregon businesses. Future airport projects made possible by the Master Plan will both maintain and improve airport infrastructure; without such improvements, and without the funds necessary to move forward with the improvements, transportation costs at and through the Astoria airport will certainly increase as a result of increases in user and other fees in order to fund the necessary projects.

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

Staff Entry	Review Score
1	5

Oregon industry clusters directly supported by AST are the following : Aviation, Defense, Food Processing, Forestry, Manufacturing, and Tourism. Among the Entities served by AST are the following: Columbia River Bar Pilots, Life Flight Network, JBT, UPS, major retail stores, fish processing companies, lumber mills, USCG, Nat'l Guard, US Army, and US Air Force.

AST-based USCG and Columbia River Bar Pilots directly facilitate nearly every ton of maritime cargo in or out bound on the Columbia River.

The Master Plan will provide the necessary foundation for future infrastructure projects that will, in turn, directly support these industries and companies.

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 Master Plan will provide the needed foundation for future airport infrastructure projects, which will, in turn, improve the utilization and efficiency of the system by the infrastructure projects that will result from the Plan. One example of such a project is the re-configuration of the taxiway relative to Runway 8-26, which will increase the [parallel] distance between the two, thereby meet the FAA standard for the required distance, and result in a lower Decision Altitude at which the pilot must determine whether to execute the landing or fly through and try another approach. A lower altitude means more time to make a determination that will be more predictable at the lower altitude, resulting in fewer failed approaches, decreased time, and therefore greater efficiency in use of the transportation system.

Internal Review Sheet

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

No technical, environmental, or permitting obstacles are present to obstruct the efficient completion of this project.

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

The useful life expectancy of the Master Plan to be produced by this Project will be 20 years.

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
0	0

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

Staff Entry	Review Score
1	5

This project will accomplish a critical pre-requisite to future projects, all of which will both prevent future deficiencies from developing and eliminate existing deficiencies. The Master Plan is expected to address three current deficiencies: 1) parallel distance between Runway 8-26 and the taxiway is below FAA standards; 2) rehabilitation of the remainder of the Apron; 3) slurry re-sealing and re-striping of Runway 8-26. Without an updated Master Plan, these deficiencies may not be able to be addressed due to the lack of funding.

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

Staff Entry	Review Score
1	5

This project will provide the threshold pre-requisite (i.e., a Master Plan) to the projects in the future that will, in turn, increase the financial self-sufficiency of the airport by developing and maintaining the infrastructure that provides the revenue streams upon which financial self-sufficiency is built.

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Without the Master Plan, future infrastructure projects necessary to the viability of the airport cannot proceed.

Does the project have local support?

Staff Entry	Review Score
1	5

Letters of Support are attached to this application.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
239		239		