

General Project Information: AST T-Hangar Fencing

Port of Astoria
COAR Application 2022

Application Year: 2022
COAR-2022-AST-00010

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 *

AST T-Hangar Fencing

Project Location *

2360 SE 12th Pl, Warrenton, OR 97146

ODOT Region:

Region 2

County tax parcel identification number(s): *

810260000500

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

Airport Information

Airport Name: *

AST

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: *

Critical/essential services or equipment

Project Start Date: 5/2/2022

Project End Date: 12/30/2022

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Project Summary *

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

The project is to install about 600 feet of chain link fencing along the west side of the T-hangars.

Project Purpose and Description *

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

The purpose of the project is to provide basic security for the airport by eliminating the possibility of persons wandering onto the tarmac. To date, significant stretches of the airport perimeter have been open, with no controlled access. This project will provide fencing to the last remaining open section of airport perimeter and finally provide the basic security of a perimeter fence.

The fence installation itself will consist of drafting an Invitation to Bid (ITB) document, soliciting bids, contractor selection, and construction. As the cost of the tree and brush removal appears to fall under the competitive bidding threshold (under the Port's contracting rules), no ITB will be required for this component of the project. The project is far from technically challenging. The fence will not fall within the local wetlands inventory and does not appear to be over or within any regulatory rule-triggering waters; therefore, no environmental permits appear to be required. Further, because the fence is 6' tall, no local building permit will be required.

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
The project will preserve existing facilities by reducing the risk of unauthorized persons from accessing airport property - who may negligently or intentionally damage airport property. This Project also provides a defense from the many deer that wander onto the tarmac (approximately 12 over the past year). The deer pose a clear threat to the safety of pilots, passengers, and the aircraft.

- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
This project indirectly increases the financial self-sufficiency of the airport by preventing accidents and damage that hurt the financial bottom line by triggering the need for repairs that may have been unnecessary had the fencing been present. The fencing will also support the self-sufficiency of the airport by reducing the risk of a lawsuit that could arise out of any incident - whether involving persons or animals - in which persons are injured as a consequence of the lack of fencing.

- **Does the project have local support? *** ✓ Yes No
Letters of Support are attached.

Project Documentation: AST T-Hangar Fencing

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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. The Port of Astoria will begin a new Master Plan project in 2022 (the subject of another COAR grant for 2022).

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 |
|-------------|-------------|-------------------|-----------------|
| N/A | | | |

Statewide Impact: AST T-Hangar Fencing

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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

This project will significantly reduce the risk of accidents involving wildlife wandering onto the runways and which could easily result in injury and/or loss of life. Such an incident could easily exceed the ability of the Port to pay and result in the need for increased user or other fees - either as a result of direct payments or increased liability insurance coverage imposed because of the lack of fencing. Reducing the risk of such incidents helps the Port to keep transportation costs as low as possible by reducing insurance premiums and minimizing the risk of direct expenses associated with such incidents.

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

For the same reason as outlined above, an indirect benefit is provided by this project in its ability to reduce liability exposure for the Port, and, by extension, the state (under which the Port is a quasi-public agency). Further, increased security at the airport will increase the marketability of the airport to users who may, as a result of the increased safety and security provided by the fence, be more inclined to hangar their aircraft at AST. The consequent increase in spending will result in economic benefits to the Port that will, in turn, reduce the Port's dependence on the state for assistance with infrastructure projects - thereby directly benefitting 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

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

As previously discussed, there are no permitting hurdles for this project. The fence itself is a technically simple project for which a relatively simple Invitation-to-Bid document will suffice to satisfy the Port's contracting rules.

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 fencing will have a useful life of approximately 50 years.

Budget: AST T-Hangar Fencing

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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: | 25% |

| Source of Match Funds * | Amount | Date Available |
|-------------------------|--------------------|----------------|
| FAA grant funds | \$0 | |
| Port of Astoria | \$12,500.00 | 3/1/2022 |
| Total Match Funds: | \$12,500.00 | 25 % |

| Aviation Project Funding Request to ODA * | | |
|---|-------------|------|
| Amount requested from ODA: | \$37,500.00 | 75 % |

| Project Budget Summary | | |
|---------------------------------|--------------------|--------------|
| Total applicant matching funds: | \$12,500.00 | 25 % |
| Funding request to ODA: | \$37,500.00 | 75 % |
| Total Project Cost: | \$50,000.00 | 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: AST T-Hangar Fencing

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File Repository

Letter of Support - City of Warrenton

[14314_1101013-091421COAR21_LetterofSupport_Fence_Warrenton.pdf](#)

Person:Shane Jensen
Date:9/23/2021

Letter of Support - Clatsop County

[14314_1101013-091521COAR21_LetterofSupport_Fence_ClatsopCounty.pdf](#)

Person:Shane Jensen
Date:9/23/2021

Final Report

(You must upload your Final Report prior to closeout)

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| 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 | Critical/essential services or equipment | 15 |
| Is there an existence of Airport Zoning? | Yes | 5 |
| MINIMUM Match Percentage: | 25 % | 75 |
| Total applicant matching funds: | \$12,500.00 / 25 % | 0 |
| Funding Request to ODA: | \$37,500.00 / 75 % | |
| Total Project Cost | \$50,000.00 / 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 |

This project will significantly reduce the risk of accidents involving wildlife wandering onto the runways and which could easily result in injury and/or loss of life. Such an incident could easily exceed the ability of the Port to pay and result in the need for increased user or other fees - either as a result of direct payments or increased liability insurance coverage imposed because of the lack of fencing. Reducing the risk of such incidents helps the Port to keep transportation costs as low as possible by reducing insurance premiums and minimizing the risk of direct expenses associated with such incidents.

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

| Staff Entry | Review Score |
|-------------|--------------|
| 1 | 5 |

For the same reason as outlined above, an indirect benefit is provided by this project in its ability to reduce liability exposure for the Port, and, by extension, the state (under which the Port is a quasi-public agency). Further, increased security at the airport will increase the marketability of the airport to users who may, as a result of the increased safety and security provided by the fence, be more inclined to hangar their aircraft at AST. The consequent increase in spending will result in economic benefits to the Port that will, in turn, reduce the Port's dependence on the state for assistance with infrastructure projects - thereby directly benefitting 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 |
|-------------|--------------|
| 0 | 0 |

Is the proposed project ready for construction or implementation?

| Staff Entry | Review Score |
|-------------|--------------|
| 1 | 5 |

As previously discussed, there are no permitting hurdles for this project. The fence itself is a technically simple project for which a relatively simple Invitation-to-Bid document will suffice to satisfy the Port's contracting rules.

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?

The fencing will have a useful life of approximately 50 years.

| Staff Entry | Review Score |
|-------------|--------------|
| 1 | 5 |

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?

The project will preserve existing facilities by reducing the risk of unauthorized persons from accessing airport property - who may negligently or intentionally damage airport property. This Project also provides a defense from the many deer that wander onto the tarmac (approximately 12 over the past year). The deer pose a clear threat to the safety of pilots, passengers, and the aircraft.

| Staff Entry | Review Score |
|-------------|--------------|
| 1 | 5 |

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

This project indirectly increases the financial self-sufficiency of the airport by preventing accidents and damage that hurt the financial bottom line by triggering the need for repairs that may have been unnecessary had the fencing been present. The fencing will also support the self-sufficiency of the airport by reducing the risk of a lawsuit that could arise out of any incident - whether involving persons or animals - in which persons are injured as a consequence of the lack of fencing.

| Staff Entry | Review Score |
|-------------|--------------|
| 1 | 5 |

Does the project have local support?

Letters of Support are attached.

| Staff Entry | Review Score |
|-------------|--------------|
| 1 | 5 |

Summary

| Application Base Score | ACT Grading | Total Final Score | ARC Priority | State Board Priority |
|------------------------|-------------|-------------------|--------------|----------------------|
| 170 | | 170 | | |