

# General Project Information: Fuel Tank Replacement

Port of Gold Beach  
COAR Application 2022

Application Year: 2022  
COAR-2022-4S1-00020

## Applicant

**Organization Name**

Port of Gold Beach

**Contact Person \***

Andrew Wright

**Address**

29891 Harbor Way

**Contact Person Title \***

Port Manager, Port of Gold Beach

**City**

Gold Beach

**State**

Oregon

**Zip Code**

97444

**Phone Number**

(541) 247-6269

**Email**

[portmanager@portofgoldbeach.com](mailto:portmanager@portofgoldbeach.com)

## Project Name and Location

**Project Name \***

Fuel Tank Replacement

**Project Location \***

Gold Beach, Oregon

**ODOT Region:**

Region 3

**County tax parcel identification number(s): \***

36S15W36 3-1UR

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

## Airport Information

**Airport Name: \***

Gold Beach Municipal Airport

**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: \***

Critical/essential services or equipment

**Project Start Date:**

3/1/2022

**Project End Date:**

3/31/2023

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### **Project Summary** \*

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

This project will replace the existing combined 100LL AvGas and Jet A fuel tank at the Airport with two separate tanks. The Jet A portion of the tank is no longer in service, preventing the Airport from selling Jet A fuel. Currently the 100LL tank has a 7,000 gallon capacity and the Jet A has a 4,000 gallon capacity.

### **Project Purpose and Description** \*

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

The existing combined fuel tank at Gold Beach Airport is at the end of its useful life and needs to be replaced before the 100LL portion of the tank before it fails.

Both the 100 LL AvGas and Jet A fuel are currently stored in two chambered bare steel, double wall tank. The combined tank will be replaced with two smaller, separate tanks. The 4,000 gallon replacement tanks will provide a better leak containment system. The Airport has been working with Mascott Sales regarding new tanks. The Jet-A side of the tank has failed and does not function.

The The lack of Jet A fuel impacts emergency aircraft operations by restricting the availability of fuel to service the aircraft that base/hangar at the airport. This requires the aircraft to make a separate stops and manage fueling operations at locations remote from the airport.

**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

In the Oregon Aviation Plan (OAP) the minimum criteria for a Category IV - Local GA Airport includes 100LL fuel services as a requirement. Replacing the existing 100LL that is degraded due to the exposure to the coastal environment, but functioning, before it fails will maintain compliance with the OAP requirement of providing 100LL. The goal is to avert a crisis situation at the airport by replacing the tank before complete failure.

The Jet-A side that is separated in the single tank from 100LL failed approximately 5-6 years ago. Given the airports use of the airport by life flight and fire fighting operations with turbine engine fixed wing and helicopters, it is highly desirable to have Jet A fuel on hand. Replacing the fuel tank with two separate tanks will allow the airport to meet both the minimum and desired criteria and provide both types of fuel in support of these critical operations in addition to transient traffic.

• **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

Replacing the degraded 100LL system will allow the Port to maintain meeting state system standards stated in OAP Section 5.2.3 Fuel (copy attached), and the non-functional Jet A tank will exceed state minimum standards. Both 100LL and Jet-A are currently contained within the same tank, replacement of the existing tank provides the ability to separate the systems and replacement both existing systems.

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

Replacing the existing 100LL and non-functional Jet-A fuel tanks will preserve existing systems and fulfill the critical need to have complete fuel options available at the Airport to service both turbine and non-turbine aircraft into the future. Turbine aircraft are becoming more prominent in use by general aviation aircraft. The improvement will restore the Jet A service and thereby preserve an existing facility that is not currently operational. Replacing the degraded 100LL system will maintain meeting state system standards stated in OAP Section 5.2.3 Fuel required for this airport. Preserving these capabilities allows the airport to support the community by providing the resources needed for life-flight aircraft and fire-fighting aircraft which is becoming more important each

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year.

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

**Yes**       **No**

This grant will fund a project that fills a critical need to the Airport and region . By funding this project that might otherwise not be funded with federal funds, the Port can reallocate local funds to other Airport projects that help meet the needs of the Airport users .

The ability to sell Jet A fuel can benefit the airport during a significant fire season . If the airport does not have Jet-A, the fire fighters bring in a tanker. The revenue to the airport is lost and thereby which affects the operations budget . Medical flight operations and other users rely on Jet-A and their purchase of fuel increases revenue for the Port to reinvest in airport facilities . The airport is in process of getting an instrument approach to increase the availability of the airport for aircraft operations and having the Jet- A capability increases the attractiveness of the airport. These economic benefits from having Jet- A fuel capability help the financial self-sufficiency of the airport.

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

**Yes**       **No**

Local support is shown through letters from Cal-Ore Life Flight (local air ambulance company) and the Port of Gold Beach manager. See the attachments.

Project Documentation: Fuel Tank Replacement

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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: 9/8/2017

Anticipated Date of Completion: 1/1/2017

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
Permits as required		Underway	Required

## Statewide Impact: Fuel Tank Replacement

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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

Replacement of the fuel tank will ensure the availability of both Jet A and 100LL fuel. This will have a direct impact on several of Oregon's Industry Clusters. The Aviation Industry Cluster is served by providing fuel for all aviation users needing access to this region of the state. This project will also serve Tourism and Hospitality Cluster allowing Gold Beach to be a location that turbo prop aircraft can visit and refuel. By improving the fuel necessary for fire fighting operations conducted by the BLM, USFS, and State Forestry Department, the Forestry and Wood Products Cluster will be enhanced by reducing losses caused by forest fires. Having Jet-A fuel on site reduces transportation costs by eliminating the need for aircraft to go to another airport to attain the Jet -A fuel.

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

Yes. Having fuel available to pilots and all airport users will enhance the value of the Airport to Oregon's economy. Lack of Jet A fuel will result in less visitor and business activity in the Gold Beach region and restrict use by emergency services. Aircraft that use Jet A fuel tend to be turbo prop associated with commerce and trade in the area and helicopter operations which would be primarily for firefighting.

**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. Without the Jet A fuel tank, forest fire fighting and life flight operations would likely be reduced. The life flight and forest fire fighting operations are critical to the State's utilization and efficiency of emergency services. Records from the Gold Beach Airport show a large spike in fuel sales during the peak of fire season, with those months selling significantly more fuel than all other months combined. Records also show that years with more severe fires result in more Jet-A fuel being sold. The Oregon Department of Forestry states 2015 was one of the most challenging fire seasons in more than half a century. Airport records show Jet- A fuel sold in 2015 was the largest year on record. Jet-A serves as a critical link in Search and Rescue (SAR) Activities as outlined in the attached letter. SAR availability is impacted by the absence of Jet-A fuel at the airport and was a key consideration in the determination not to respond by the USCG to the SAR event described.

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

Yes. There are no reasons why this project cannot be accomplished in 2022.

**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

Yes. With regular maintenance, fuel tanks will last 25 years or more.

## Budget: Fuel Tank Replacement

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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 %
<b>Total Project Cost</b>	<b>\$0</b>	<b>100 %</b>

**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		
Port of Gold Beach	\$75,000.00	3/30/2020
Total Match Funds:	<b>\$75,000.00</b>	<b>33 %</b>

**Aviation Project Funding Request to ODA \***

Amount requested from ODA:	\$150,000.00	67 %
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**Project Budget Summary**

Total applicant matching funds:	\$75,000.00	33 %
Funding request to ODA:	\$150,000.00	67 %
<b>Total Project Cost:</b>	<b>\$225,000.00</b>	<b>100 %</b>

**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: Fuel Tank Replacement**

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**Please describe those pre-agreement expenditures.**

**Related Document Uploads**

Description	Upload

## Miscellaneous Uploads: Fuel Tank Replacement

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### File Repository

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Letter of Support from Cal Ore Life Flight

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[14489\\_1101013-CALORELETTE  
ROFSUPPORT.pdf](#)

Person:Andy Wright  
Date:9/23/2021

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Letter of support - Port of Gold Beach

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[14489\\_1101013-MX-M363U\\_202  
10924\\_074218.pdf](#)

Person:Andy Wright  
Date:9/24/2021

### Final Report

*(You must upload your Final Report prior to closeout)*

[Click here to generate the Final Report form](#)

<b>Upload</b>



## 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:	10 %	90
Total applicant matching funds:	\$75,000.00 / 33 %	23
Funding Request to ODA:	\$150,000.00 / 67 %	
Total Project Cost	\$225,000.00 / 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

Replacement of the fuel tank will ensure the availability of both Jet A and 100LL fuel. This will have a direct impact on several of Oregon's Industry Clusters. The Aviation Industry Cluster is served by providing fuel for all aviation users needing access to this region of the state. This project will also serve Tourism and Hospitality Cluster allowing Gold Beach to be a location that turbo prop aircraft can visit and refuel. By improving the fuel necessary for fire fighting operations conducted by the BLM, USFS, and State Forestry Department, the Forestry and Wood Products Cluster will be enhanced by reducing losses caused by forest fires. Having Jet-A fuel on site reduces transportation costs by eliminating the need for aircraft to go to another airport to attain the Jet-A fuel.

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

Staff Entry	Review Score
1	5

Yes. Having fuel available to pilots and all airport users will enhance the value of the Airport to Oregon's economy. Lack of Jet A fuel will result in less visitor and business activity in the Gold Beach region and restrict use by emergency services. Aircraft that use Jet A fuel tend to be turbo prop associated with commerce and trade in the area and helicopter operations which would be primarily for firefighting.

**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

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**Is the proposed project ready for construction or implementation?**

Staff Entry	Review Score

## Internal Review Sheet

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1	5
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Yes. There are no reasons why this project cannot be accomplished in 2022.

**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

Yes. With regular maintenance, fuel tanks will last 25 years or more.

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

Staff Entry	Review Score
1	5

In the Oregon Aviation Plan (OAP) the minimum criteria for a Category IV - Local GA Airport includes 100LL fuel services as a requirement. Replacing the existing 100LL that is degraded due to the exposure to the coastal environment, but functioning, before it fails will maintain compliance with the OAP requirement of providing 100LL. The goal is to avert a crisis situation at the airport by replacing the tank before complete failure.

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Staff Entry	Review Score
1	5

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

Staff Entry	Review Score
1	5

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**Internal Review Sheet**

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

Staff Entry	Review Score
1	5

This grant will fund a project that fills a critical need to the Airport and region . By funding this project that might otherwise not be funded with federal funds, the Port can reallocate local funds to other Airport projects that help meet the needs of the Airport users .

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**Does the project have local support?**

Staff Entry	Review Score
1	5

Local support is shown through letters from Cal-Ore Life Flight (local air ambulance company) and the Port of Gold Beach manager. See the attachments.

**Summary**

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
198		198		