

# General Project Information: Environmental Assessment

Port of Gold Beach  
COAR Application 2022

Application Year: 2022  
COAR-2022-4S1-00026

## Applicant

### Organization Name

Port of Gold Beach

### Contact Person \*

Andrew Wright

### Address

29891 Harbor Way

### Contact Person Title \*

Port Manager

### 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 \*

Environmental Assessment

### Project Location \*

Gold Beach, OR

### 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 Airport (4S1)

### Airport Category: \*

Category 4

### 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:

3/25/2022

### 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 is an FAA grant match for an Environmental Assessment to cover the projects listed in the Port's 5-year Capital Improvement Plan (CIP).

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

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

This Environmental Assessment will provide the required environmental review and process to cover the environmental component for upcoming projects on the airport's 5-year CIP list.

The projects in the Port's current 5-year CIP include installation of a new AWOS, reconstructing the northern part of the parallel taxiway & connector, a new holding apron on the north end of the parallel taxiway, obstruction Removal, and reconstructing the north apron pavement.

**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

This project will help to eliminate current deficiencies listed in the OAP. Deficiencies noted in the current OAP (Table 9-5, attached) includes eight (8) obstructions within the RPZ. See attachment for an aerial image from Appendix F of the OAP where the obstructions in the RPZ creating the deficiencies are located.

This year's environmental assessment is a precursor for a future Obstruction Removal project planned for the year 2025, which will include the removal of the most critical obstructions identified in a previous AGIS survey .

**• 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

While the environmental does not modernize the airport, the required efforts support improvements to Gold Beach Municipal airport that will modernize the airport. Gold Beach has a full parallel taxiway which exceeds OAP objectives as summarized in Table 5-16 AIRSIDE FACILITY OBJECTIVES BY AIRPORT ROLE. The addition of a holding apron is not identified in the OAP but will enhance safety and exceed minimum standards. The connector taxiway reconfiguration will correct an FAA safety deficiency and bring the airport up to current FAA requirements by relocating the connector taxiway on the north end to align with the existing displaced threshold. See attached Taxiway CIP data sheet.

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

✓ Yes No

Yes, the environmental assessment which is an integral part of each project will help prevent future deficiencies by providing the information required to complete the development projects set forth in the 5-yr CIP. The projects need this environmental work to proceed to prevent future deficiencies and preserves existing systems. The AWOS is severely degraded from coastal environment exposure and maintenance has increased and as well as the amount of down time due to component failure. The weather reporting affects life-flight by providing local weather which is important along the coast due to fog banks etc. The taxiway improvements corrects location and geometry that currently does not meet FAA standards . Obstruction removal enhances safety and brings the airport into meeting OAP objectives.

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

✓ Yes No

Yes, as this project is the first step in completing all of the projects listed in the airport's CIP, by completing this EA, it in turn helps complete the future taxiway project, AWOS replacement, and obstruction removal projects, which provides a safer environment for

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aircraft operations and emergency services, such as life-flight and fire fighting, operations. This increase operations provides revenue through fuel sales, keeping existing hangar owners at the airport, and other expenses which help generate funds to sustain the airport through revenue generation.

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

**Yes**       **No**

The Port of Gold Beach, the Port Commission, and users of the airport support this project.

Project Documentation: Environmental Assessment

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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: \_\_\_\_\_

If no, provide reasoning:

Is a NEPA review required? \*

Yes     No

Please select the applicable Environmental assessment (EA) 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: Environmental Assessment

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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

Performing the EA in turn will provide the required information for the future airport projects . These projects will increase the utility of the airport thus lowering costs for business and providing improved access to jobs and sources of labor.

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

Yes, the environmental effort is a required part of the future project development and is required by FAA / NEPA process. The improvements enhances the safety of operations by removing obstructions, reconfiguring the pavement geometry to meet current FAA standards, and providing a fully functioning AWOS. These efforts provide an safe airport environment that keeps existing hangar owners, and users operating at the airport as well as attracting transient aircraft for tourism and business activities in the community.

**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, having the EA done will provide the necessary environmental information to complete the future development projects . These projects, including the obstruction removal, pavement geometry updates, and AWOS are critical links in the aviation system and will be brought up to FAA standards and provide a fully functional weather system .

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

Yes, the EA is will be ready for implementation 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, producing an EA to encompass multiple development projects provides maximum benefit to the state . This document will provide anticipated environmental impacts for the airport's planned projects, which will in turn require less environmental efforts for each of the future development projects. The project incorporated into the Environmental determinations are scheduled for completion before the determinations expire and the field work would have to be updated.

**Budget: Environmental Assessment**

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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                    | \$350,000.00        | 90 %         |
| FAA AIP Grant Match Requirement from Sponsor | \$38,888.90         | 10 %         |
| <b>Total Project Cost</b>                    | <b>\$388,888.90</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<br>of Project Cost |
|------------------------------------|----------------------------|
| Minimum Program Match Requirement: | 10%                        |

| Source of Match Funds * | Amount              | Date Available |
|-------------------------|---------------------|----------------|
| FAA grant funds         | \$350,000.00        | 4/4/2022       |
| Local Match             | \$3,888.90          | 3/1/2022       |
| Total Match Funds:      | <b>\$353,888.90</b> | <b>91 %</b>    |

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

|                            |             |     |
|----------------------------|-------------|-----|
| Amount requested from ODA: | \$35,000.00 | 9 % |
|----------------------------|-------------|-----|

**Project Budget Summary**

|                                 |                     |              |
|---------------------------------|---------------------|--------------|
| Total applicant matching funds: | \$353,888.90        | 91 %         |
| Funding request to ODA:         | \$35,000.00         | 9 %          |
| <b>Total Project Cost:</b>      | <b>\$388,888.90</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: Environmental Assessment**

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

**Related Document Uploads**

| Description | Upload |
|-------------|--------|
|             |        |

## Miscellaneous Uploads

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### **File Repository**

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Table 9-5 OFA, RSA, RPZ and Taxiway Separation Deficiencies.

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[14461\\_1101013-0OAP-2018-Table\\_9-5\\_Deficiencies\\_OFA\\_RSA\\_RPZ.pdf](#)

Person:John Shute  
Date:9/22/2021

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OAP Appendix F OFA, RPZ, RSA Compliance Diagrams. 4S1, Gold Beach Image

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[14461\\_1101013-OAP\\_Appendix\\_F\\_OFA\\_RPZ\\_RSA\\_Compliance\\_4S1.pdf](#)

Person:John Shute  
Date:9/22/2021

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Gold Beach Taxiway Realignment/Holding Apron CIP Data Sheet

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[14461\\_1101013-4S1-PortofGoldBeach-CIP2024DataSheet-TwyRealignment.pdf](#)

Person:John Shute  
Date:9/22/2021

### **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 Planning                    | 7                     |
| Project Category                         | Assistance with FAA AIP grant match | 15                    |
| Is there an existence of Airport Zoning? | Yes                                 | 5                     |
| MINIMUM Match Percentage:                | 10 %                                | 90                    |
| Total applicant matching funds:          | \$353,888.90 / 91 %                 | 81                    |
| Funding Request to ODA:                  | \$35,000.00 / 9 %                   |                       |
| Total Project Cost                       | \$388,888.90 / 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            |

Performing the EA in turn will provide the required information for the future airport projects . These projects will increase the utility of the airport thus lowering costs for business and providing improved access to jobs and sources of labor.

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

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

Yes, the environmental effort is a required part of the future project development and is required by FAA / NEPA process. The improvements enhances the safety of operations by removing obstructions, reconfiguring the pavement geometry to meet current FAA standards , and providing a fully functioning AWOS. These efforts provide an safe airport environment that keeps existing hangar owners, and users operating at the airport as well as attracting transient aircraft for tourism and business activities in the community.

**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, having the EA done will provide the necessary environmental information to complete the future development projects. These projects, including the obstruction removal, pavement geometry updates, and AWOS are critical links in the aviation system and will be brought up to FAA standards and provide a fully functional weather system.

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

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

Yes, the EA is will be ready for implementation 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**

| Staff Entry | Review Score |
|-------------|--------------|
|             |              |

Internal Review Sheet

**maximum benefit to the State?**

|   |   |
|---|---|
|   |   |
| 1 | 5 |

Yes, producing an EA to encompass multiple development projects provides maximum benefit to the state. This document will provide anticipated environmental impacts for the airport's planned projects, which will in turn require less environmental efforts for each of the future development projects. The project incorporated into the Environmental determinations are scheduled for completion before the determinations expire and the field work would have to be updated.

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

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

This project will help to eliminate current deficiencies listed in the OAP. Deficiencies noted in the current OAP (Table 9-5, attached) includes eight (8) obstructions within the RPZ. See attachment for an aerial image from Appendix F of the OAP where the obstructions in the RPZ creating the deficiencies are located.

This year's environmental assessment is a precursor for a future Obstruction Removal project planned for the year 2025, which will include the removal of the most critical obstructions identified in a previous AGIS survey.

**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            |

While the environmental does not modernize the airport, the required efforts support improvements to Gold Beach Municipal airport that will modernize the airport. Gold Beach has a full parallel taxiway which exceeds OAP objectives as summarized in Table 5-16 AIRSIDE FACILITY OBJECTIVES BY AIRPORT ROLE. The addition of a holding apron is not identified in the OAP but will enhance safety and exceed minimum standards. The connector taxiway reconfiguration will correct an FAA safety deficiency and bring the airport up to current FAA requirements by relocating the connector taxiway on the north end to align with the existing displaced threshold. See attached Taxiway CIP data sheet.

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

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

Yes, the environmental assessment which is an integral part of each project will help prevent future deficiencies by providing the information required to complete the development projects set forth in the 5-yr CIP. The projects need this environmental work to proceed to prevent future deficiencies and preserves existing systems. The AWOS is severely degraded from coastal environment exposure and maintenance has increased and as well as the amount of down time due to component failure. The weather reporting affects life-flight by providing local weather which is important along the coast due to fog banks etc. The taxiway improvements corrects location and geometry that currently does not meet FAA standards. Obstruction removal enhances safety and brings the airport into meeting OAP objectives.

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

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

Yes, as this project is the first step in completing all of the projects listed in the airport's CIP, by completing this EA, it in turn helps complete the future taxiway project, AWOS replacement, and

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obstruction removal projects, which provides a safer environment for aircraft operations and emergency services, such as life-flight and fire fighting, operations. This increase operations provides revenue through fuel sales, keeping existing hangar owners at the airport, and other expenses which help generate funds to sustain the airport through revenue generation.

**Does the project have local support?**

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

The Port of Gold Beach, the Port Commission, and users of the airport support this project.

**Summary**

| Application Base Score | ACT Grading | Total Final Score | ARC Priority | State Board Priority |
|------------------------|-------------|-------------------|--------------|----------------------|
| 278                    |             | 278               |              |                      |