

General Project Information: Roseburg Airport Standby Power Generation

City of Roseburg
COAR Application 2022

Application Year: 2022
COAR-2022-RBG-00033

Applicant

Organization Name

City of Roseburg

Contact Person *

Ryan Herinckx

Address

900 SE Douglas Ave

Contact Person Title *

Design and Construction Manager

City

Roseburg

State

Oregon

Zip Code

97470

Phone Number

(541) 492-6884

Email

rherinckx@cityofroseburg.org

Project Name and Location

Project Name *

Roseburg Airport Standby Power Generation

Project Location *

Roseburg Regional Airport

ODOT Region:

Region 3

County tax parcel identification number(s): *

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

[https://odae-grants.com/_Upload/14401_1100937-12998_1099937-RBGPropertyMapIDTL\(3\).xlsx](https://odae-grants.com/_Upload/14401_1100937-12998_1099937-RBGPropertyMapIDTL(3).xlsx)

Airport Information

Airport Name: *

Roseburg Regional Airport

Airport Category: *

Category 3

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: *

Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan

Project Start Date:

11/1/2021

Project End Date:

12/31/2022

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Project Summary *

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

This project is for the design engineering services and construction of standby power generator at RBG. Standby power generation will supply backup power to runway and taxiway lighting, navigational aids and fuel dispensing station.

Project Purpose and Description *

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

RBG currently does not have standby power generation in the event of a local power outage. This project will provide standby power generation for RBG's runway and taxiway lighting, NAVAID's and fuel dispensing station. The project will consist of a new power generator and concrete pad located adjacent to RBG's existing electrical building.

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

The FAA recognizes the need to have a reliable power source to operate NAVAID's during power outages, AC 5300-13A. RBG is not classified as a Continuous Power Airport (CPA) requiring standby power generation to operate NAVAID's. This project will modernize RBG exceeding FAA requirements by providing standby power generation for runway lighting and NAVAID's.

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

The 2013 Oregon Resilience Plan identifies RBG as a Tier 1 airport that will provide access to major population centers and areas considered vital for rescue operations and economic restoration. This project allows RBG to be more prepared to meet the freight and transportation needs of the state in the event of a Cascadia subduction zone earthquake.

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

The addition of standby power generation will allow RBG to be self-sufficient during utility power outages. Standby power generation will allow the airport to remain open and operational for freight and people transport as well as air ambulance services.

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

A recent extended power outage at RBG has identified the need for a standby power generation. This project has support from the airport FBO and airport users.

Project Documentation: Roseburg Airport Standby Power Generation

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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: 1/23/2020

Anticipated Date of Completion: _____

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 |
|-------------------|-------------|-------------------|-----------------|
| Electrical Permit | 7/1/2022 | | |

Statewide Impact: Roseburg Airport Standby Power Generation

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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

In the event of a power outage airport users will be able to utilize RBG in lieu of deferring to EUG or MFR and travelling I-5 to Roseburg. The industry cluster that is most impacted by improvements at RBG are natural resource industry clusters including agriculture, forestry and wood products, and tourism.

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

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 Oregon Resilience Plan identifies RBG as one of seven high priority airports to provide transportation routes from eastern Oregon to western Oregon valleys and coastal regions. Following a Cascadia subduction zone event, it is anticipated that U.S. Highway 97 will provide a north and south route for movement of freight and people. RBG will provide a means for fixed-wing aircraft to transfer freight and people from the U.S. 97 corridor to western valleys and coastal regions. RBG is also a critical link to the southern Oregon region for air ambulance services.

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

The City is in the process of hiring an engineering consultant to design the project. The project is expected to bid spring of 2022 with construction taking place summer of 2022. Construction contractor will obtain necessary building and electrical permits during the construction phase of this project. The project is considered to be de minimis and will not require and update to RBG's ALP. The approved City budget has grant match money available for this project.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

There is low risk that this project would be delayed.

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

Commercial generators have a typical useful life expectancy of 30 year, with proper maintenance this could be extended to 40 years.

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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: | 10% |

| Source of Match Funds * | Amount | Date Available |
|-------------------------|--------------------|----------------|
| FAA grant funds | \$0 | |
| Airport Fund | \$13,500.00 | 7/1/2021 |
| Total Match Funds: | \$13,500.00 | 10 % |

Aviation Project Funding Request to ODA *

| | | |
|----------------------------|--------------|------|
| Amount requested from ODA: | \$121,500.00 | 90 % |
|----------------------------|--------------|------|

Project Budget Summary

| | | |
|---------------------------------|---------------------|--------------|
| Total applicant matching funds: | \$13,500.00 | 10 % |
| Funding request to ODA: | \$121,500.00 | 90 % |
| Total Project Cost: | \$135,000.00 | 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: Roseburg Airport Standby Power Generation

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File Repository

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Person:
Date:

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 Implementation | 10 |
| Project Category | Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan | 7 |
| Is there an existence of Airport Zoning? | Yes | 5 |
| MINIMUM Match Percentage: | 10 % | 90 |
| Total applicant matching funds: | \$13,500.00 / 10 % | 0 |
| Funding Request to ODA: | \$121,500.00 / 90 % | |
| Total Project Cost | \$135,000.00 / 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 |

In the event of a power outage airport users will be able to utilize RBG in lieu of deferring to EUG or MFR and travelling I-5 to Roseburg. The industry cluster that is most impacted by improvements at RBG are natural resource industry clusters including agriculture, forestry and wood products, and tourism.

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

| Staff Entry | Review Score |
|-------------|--------------|
| 0 | 0 |

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 Oregon Resilience Plan identifies RBG as one of seven high priority airports to provide transportation routes from eastern Oregon to western Oregon valleys and coastal regions. Following a Cascadia subduction zone event, it is anticipated that U.S. Highway 97 will provide a north and south route for movement of freight and people. RBG will provide a means for fixed-wing aircraft to transfer freight and people from the U.S. 97 corridor to western valleys and coastal regions. RBG is also a critical link to the southern Oregon region for air ambulance services.

Is the proposed project ready for construction or implementation?

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

The City is in the process of hiring an engineering consultant to design the project. The project is expected to bid spring of 2022 with construction taking place summer of 2022. Construction contractor will obtain necessary building and electrical permits during the construction phase of this project. The project is considered to be de minimis and will not require and update to RBG's ALP. The approved City budget has grant match money available for this project.

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

| Staff Entry | Review Score |
|-------------|--------------|
| 0 | 5 |

There is low risk that this project would be delayed.

Internal Review Sheet

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

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

Commercial generators have a typical useful life expectancy of 30 year, with proper maintenance this could be extended to 40 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 |
|-------------|--------------|
| 1 | 5 |

The FAA recognizes the need to have a reliable power source to operate NAVAID's during power outages, AC 5300-13A. RBG is not classified as a Continuous Power Airport (CPA) requiring standby power generation to operate NAVAID's. This project will modernize RBG exceeding FAA requirements by providing standby power generation for runway lighting and NAVAID's.

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

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

The 2013 Oregon Resilience Plan identifies RBG as a Tier 1 airport that will provide access to major population centers and areas considered vital for rescue operations and economic restoration. This project allows RBG to be more prepared to meet the freight and transportation needs of the state in the event of a Cascadia subduction zone earthquake.

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

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

The addition of standby power generation will allow RBG to be self-sufficient during utility power outages. Standby power generation will allow the airport to remain open and operational for freight and people transport as well as air ambulance services.

Does the project have local support?

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

A recent extended power outage at RBG has identified the need for a standby power generation . This project has support from the airport FBO and airport users.

Summary

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

Internal Review Sheet

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