

General Project Information: Equipment: Snow Plow, Sweeper, Mower

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

Applicant

Organization Name

Sisters Eagle Airport

Contact Person *

Julie Benson

Address

15820 Barclay Dr.

Contact Person Title *

Airport Manager

City

Sisters

State

Oregon

Zip Code

97759

Phone Number

(541) 390-7407

Email

Julie@SistersAirport.com

Project Name and Location

Project Name *

Equipment: Snow Plow, Sweeper, Mower

Project Location *

Sisters Eagle Airport 6K5

ODOT Region:

Region 4

County tax parcel identification number(s): *

Map/Taxlot 151004A000800; Accounts: 135876, 143025, 143023 Deschutes County

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

Airport Information

Airport Name: *

Sisters Eagle Airport

Airport Category: *

Category 4a

NPIAS or Non-NPIAS: *

Non-NPIAS

Project Overview

Select the type of project being proposed: *

Program Elements

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

Critical/essential services or equipment

Project Start Date:

5/1/2023

Project End Date:

12/31/2024

General Project Information: Equipment: Snow Plow, Sweeper, Mower

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

Project Summary *

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

The Sisters Eagle Airport needs maintenance equipment in order to provide adequate year around access to aviation infrastructure . Snow removal, pavement sweeping, and brush mowing can be accomplished with the addition of a Tractor with snow blower , plow, sweeper, & mower attachments, and a 4-Wheeler with attachments for tighter areas around the ramp and hangars.

Project Purpose and Description *

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

Sisters Eagle Airport is the first airport east of the Cascades with emergency resources , fuel, and air response capabilities. Aviation use of the Sisters Eagle Airport continues to increase , requiring infrastructure maintenance necessary to support disaster and emergency response, fuel storage, flight instruction, charter traffic, air touring, business links, and recreation. Being located next to the Cascade mountains, Sisters Eagle Airport experiences a high amount of snowfall in the winter months .

It is the intention of Sisters Eagle Airport to adhere to the recommendations from both the Oregon Aviation Plan and the Oregon Business Plan by purchasing facility management equipment to adequately maintain year around access to aviation infrastructure. This proposal is to purchase an enclosed cab Tractor with snowblower , plow, sweeper, & mower attachments, and a 4-Wheeler with plow attachments.

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 |
| The OAP Section 5.2.10 states the ability to provide snow removal at airports in Oregon is a critical component to being operational during periods of inclement weather in the winter. Being located adjacent to the Cascade mountains, Sisters Airport experiences a large amount of snowfall at times. It is an objective for the Sisters Eagle Airport to provide adequate snow removal for year around aviation operation. Although it is designated as a public use airport, since the Sisters Eagle Airport is located on privately owned land, there are no snow removal services provided by the City of Sisters, Deschutes County, or the State of Oregon. The Sisters Airport is left on its own to provide adequate snow removal, runway sweeping, and brush control for maintenance of aviation infrastructure. | | |
| • 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 |
| This project will bring the Sisters Eagle Airport up to the snow removal and runway maintenance standards outlined in the OAP . | | |
| • Does the project prevent future deficiencies and preserve the existing facilities? * | ✓ Yes | No |
| Snow removal, runway sweeping, and brush mowing are critical tasks required to keep existing aviation infrastructure operational. This project will bring the Sisters Eagle Airport up to the standards outlined in the OAP . | | |
| • Does the project increase the financial self-sufficiency of the airport? * | ✓ Yes | No |
| There are no snow removal, runway maintenance, or brush mowing services provided by the City of Sisters, Deschutes County, or the State of Oregon. The Sisters Airport is left on its own to perform year around access and maintenance of aviation infrastructure . This project will bring the Sisters Eagle Airport up to the standards outlined in the OAP . | | |
| • Does the project have local support? * | ✓ Yes | No |
| Letters of support attached. | | |

Project Documentation: Equipment: Snow Plow, Sweeper, Mower

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 2/25/2014

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
None Required			Not Required

Statewide Impact: Equipment: Snow Plow, Sweeper, Mower

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

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

The Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees . 2021 and 2022 saw a significant increase in the rural remote work force. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices . Improving year around access to the aviation infrastructure at the Sisters Airport will support remote and rural work force employees. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts, and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Year around access to the Sisters area through aviation reduces the congestion at other regional airports and the associated road traffic to the area.

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

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved maintenance of aviation infrastructure allows better year around access for both the business employees and travelers. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the overall tax base.

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

Sisters Eagle Airport is currently used as a base for several companies that commute by private plane and charter services to remote office locations and job sites. Improved year around access to aviation infrastructure supports more efficient and faster air travel.

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

The project is ready for implementation.

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 proposed project will have a useful life expectancy of at least 10 years and will be sufficient to meet the needs of anticipated growth in that period.

Budget: Equipment: Snow Plow, Sweeper, Mower

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

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	
Private (Estimated as necessary to support cost in excess of \$150,000)	\$40,000.00	3/1/2023
Total Match Funds:	\$40,000.00	21 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	79 %

Project Budget Summary		
Total applicant matching funds:	\$40,000.00	21 %
Funding request to ODA:	\$150,000.00	79 %
Total Project Cost:	\$190,000.00	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: Equipment: Snow Plow, Sweeper, Mower

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: Equipment: Snow Plow, Sweeper, Mower

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

File Repository

Person:

Date:

Final Report

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Internal Review Sheet

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	Non-NPIAS	25
Type of Project	Program Elements	5
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:	\$40,000.00 / 21 %	11
Funding Request to ODA:	\$150,000.00 / 79 %	
Total Project Cost	\$190,000.00 / 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

The Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees. 2021 and 2022 saw a significant increase in the rural remote work force. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices. Improving year around access to the aviation infrastructure at the Sisters Airport will support remote and rural work force employees. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts , and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Year around access to the Sisters area through aviation reduces the congestion at other regional airports and the associated road traffic to the area .

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

Staff Entry	Review Score
1	5

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved maintenance of aviation infrastructure allows better year around access for both the business employees and travelers. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the overall tax base.

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

Sisters Eagle Airport is currently used as a base for several companies that commute by private plane and charter services to remote office locations and job sites . Improved year around access to aviation infrastructure supports more efficient and faster air travel .

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project is ready for implementation.

Internal Review Sheet

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00048

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 proposed project will have a useful life expectancy of at least 10 years and will be sufficient to meet the needs of anticipated growth in that period.

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

Staff Entry	Review Score
1	5

The OAP Section 5.2.10 states the ability to provide snow removal at airports in Oregon is a critical component to being operational during periods of inclement weather in the winter. Being located adjacent to the Cascade mountains, Sisters Airport experiences a large amount of snowfall at times. It is an objective for the Sisters Eagle Airport to provide adequate snow removal for year around aviation operation. Although it is designated as a public use airport, since the Sisters Eagle Airport is located on privately owned land, there are no snow removal services provided by the City of Sisters, Deschutes County, or the State of Oregon. The Sisters Airport is left on its own to provide adequate snow removal, runway sweeping, and brush control for maintenance of aviation infrastructure.

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

This project will bring the Sisters Eagle Airport up to the snow removal and runway maintenance standards outlined in the OAP.

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

Staff Entry	Review Score
1	5

Snow removal, runway sweeping, and brush mowing are critical tasks required to keep existing aviation infrastructure operational. This project will bring the Sisters Eagle Airport up to the standards outlined in the OAP.

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

Staff Entry	Review Score
1	5

There are no snow removal, runway maintenance, or brush mowing services provided by the City of Sisters, Deschutes County, or the State of Oregon. The Sisters Airport is left on its own to perform year around access and maintenance of aviation infrastructure. This project will bring the Sisters Eagle Airport up to the standards outlined in the OAP.

Does the project have local support?

Staff Entry	Review Score
1	5

Letters of support attached.

Internal Review Sheet

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
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Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
206		206		

General Project Information: FBO, Restroom, Instruction Center

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00057

Applicant

Organization Name

Sisters Eagle Airport

Contact Person *

Julie Benson

Address

15820 Barclay Dr.

Contact Person Title *

Airport Manager

City

Sisters

State

Oregon

Zip Code

97759

Phone Number

(541) 390-7407

Email

Julie@SistersAirport.com

Project Name and Location

Project Name *

FBO, Restroom, Instruction Center

Project Location *

Sisters Eagle Airport 6K5

ODOT Region:

Region 4

County tax parcel identification number(s): *

Map/Taxlot 151004A000800; Accounts: 135876, 143025, 143023 Deschutes County

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

Airport Information

Airport Name: *

Sisters Eagle Airport

Airport Category: *

Category 4a

NPIAS or Non-NPIAS: *

Non-NPIAS

Project Overview

Select the type of project being proposed: *

Program Elements

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

Critical/essential services or equipment

Project Start Date:

5/1/2023

Project End Date:

12/31/2024

General Project Information: FBO, Restroom, Instruction Center

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00057

Project Summary *

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

The Sisters Eagle Airport is proposing to construct an area for combined aviation services including restroom facilities , flight planning/accommodation for local and transient pilots, and flight instructional facilities for students at the Sisters High School.

Project Purpose and Description *

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

It is the intention of Sisters Eagle Airport to further recommendations from both the Oregon Aviation Plan and the Oregon Business Plan by converting an existing hangar and shop area into a combined FBO with restrooms, flight planning, and waiting-out-the weather facilities for transient pilots, along with flight training facilities for students in the Sisters High School Flight Science program.

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

The OAP recommends that restroom and flight planning services be available to transient pilots .
- 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 Oregon Aviation Plan minimum standard for a Category IV airport is to provide restroom services . The intent of this upgrade is to provide services similar to the requirements of a Category I-III airports. A flight planning area, pilot accommodations for rest or to wait out weather, and restroom facilities should be considered essential services for all airports when considering safety alone. This project will also house facilities to provide ground transportation, fuel, parking, and hangar/ramp services for transient pilots.
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

This project solves existing and future deficiencies, and upgrades the existing facility for long term and dedicated aviation use.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

FBO services and restroom facilities increase the attraction for aviation users. Increased support of ramp and overnight fees, fuel sales, and flight instruction all increase the financial self-sufficiency of the Airport.
- Does the project have local support? *** ✓ Yes No

Letters of support attached.

Project Documentation: FBO, Restroom, Instruction Center

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00057

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 2/25/2014

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
Aviation related upgrades are outright permitted through existing zoning .	2/25/2014	Completed	Required
Building remodel related permits may be required.		Underway	Don't Know

Statewide Impact: FBO, Restroom, Instruction Center

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00057

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

The Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees . 2021 and 2022 saw a significant increase in the rural remote work force. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices . Further improving the aviation infrastructure at the Sisters Airport will improve access to and from a remote and rural work force. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts , and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Direct access to the Sisters area through aviation reduces the congestion at other regional airports and the associated road traffic to the area.

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

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved aviation infrastructure provides for increased direct access for both the business and employees. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the overall tax base.

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

Sisters Eagle Airport is currently used as a base for several companies that commute by private plane and charter services to remote office locations and job sites. Improved pilot infrastructure attracts more efficient and faster aircraft . The most critical link will be the ability to support local and transient aircraft and life safety systems. As the airport develops additional amenities, there will be an increased utilization and efficiency in the system .

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

The project is ready for implementation. The existing building adjacent to the ramp was previously used for other commercial uses. This project supports tenant improvements to provide FBO and associated aviation services.

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 proposed project will have a useful life expectancy of at least 20 years and will be sufficient to meet the needs of anticipated growth in that 20 year period.

Budget: FBO, Restroom, Instruction Center

Sisters Eagle Airport
COAR Application 2023

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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	
Private (Estimated as necessary to support cost in excess of \$150,000)	\$100,000.00	3/1/2022
Total Match Funds:	\$100,000.00	40 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$150,000.00	60 %
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Project Budget Summary

Total applicant matching funds:	\$100,000.00	40 %
Funding request to ODA:	\$150,000.00	60 %
Total Project Cost:	\$250,000.00	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: FBO, Restroom, Instruction Center

Sisters Eagle Airport
COAR Application 2023

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COAR-2023-6K5-00057

Please describe those pre-agreement expenditures.

Yes. As part of the master plan and recent upgrades, there was engineering done for fuel services in anticipation of growth. In the ramp area upgrade (2014 & 2015), some of the underground piping and electrical conduit was put in place to avoid having to remove paving to complete this project in the future. This value of ~\$50,000 has not been included in the Total Project Cost.

Additionally the fueling management system was upgraded to support multiple fuel tanks. This value of ~\$20,000 has not been included in the Total Project Cost.

Depending on the timing of the award, due to the lead time based on a challenging supply chain, a deposit equal to the approximate amount of the match funds may have been expended to support summer construction timing.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: FBO, Restroom, Instruction Center

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00057

File Repository

Person:

Date:

Final Report

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Internal Review Sheet

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00057

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	Non-NPIAS	25
Type of Project	Program Elements	5
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:	\$100,000.00 / 40 %	30
Funding Request to ODA:	\$150,000.00 / 60 %	
Total Project Cost	\$250,000.00 / 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

The Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees. 2021 and 2022 saw a significant increase in the rural remote work force. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices. Further improving the aviation infrastructure at the Sisters Airport will improve access to and from a remote and rural work force. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts, and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Direct access to the Sisters area through aviation reduces the congestion at other regional airports and the associated road traffic to the area.

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

Staff Entry	Review Score
1	5

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved aviation infrastructure provides for increased direct access for both the business and employees. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the overall tax base.

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

Sisters Eagle Airport is currently used as a base for several companies that commute by private plane and charter services to remote office locations and job sites. Improved pilot infrastructure attracts more efficient and faster aircraft. The most critical link will be the ability to support local and transient aircraft and life safety systems. As the airport develops additional amenities, there will be an increased utilization and efficiency in the system.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project is ready for implementation. The existing building adjacent to the ramp was previously used for other commercial uses. This project supports tenant improvements to provide FBO and associated aviation services.

Internal Review Sheet

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 proposed project will have a useful life expectancy of at least 20 years and will be sufficient to meet the needs of anticipated growth in that 20 year period.

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

Staff Entry	Review Score
1	5

The OAP recommends that restroom and flight planning services be available to transient pilots .

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 Oregon Aviation Plan minimum standard for a Category IV airport is to provide restroom services. The intent of this upgrade is to provide services similar to the requirements of a Category I-III airports. A flight planning area, pilot accommodations for rest or to wait out weather, and restroom facilities should be considered essential services for all airports when considering safety alone. This project will also house facilities to provide ground transportation, fuel, parking, and hangar/ramp services for transient pilots.

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

Staff Entry	Review Score
1	5

This project solves existing and future deficiencies, and upgrades the existing facility for long term and dedicated aviation use.

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

Staff Entry	Review Score
1	5

FBO services and restroom facilities increase the attraction for aviation users. Increased support of ramp and overnight fees, fuel sales, and flight instruction all increase the financial self-sufficiency of the Airport.

Does the project have local support?

Staff Entry	Review Score
1	5

Letters of support attached.

Internal Review Sheet

Sisters Eagle Airport
COAR Application 2023

Application Year: 2023
COAR-2023-6K5-00057

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
225		225		

General Project Information: CVO_Taxiway_Seal_Coat_Environmental_and_Design

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

Applicant

Organization Name

Corvallis Municipal Airport

Contact Person *

Lisa Scherf

Address

1245 NE 3rd Street

Contact Person Title *

Transportation Services Supervisor

City

Corvallis

State

Oregon

Zip Code

97330

Phone Number

(541) 754-1759

Email

Lisa.Scherf@corvallisoregon.gov

Project Name and Location

Project Name *

CVO_Taxiway_Seal_Coat_Environmental_and_Design

Project Location *

Corvallis Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

125270000300 and 125280000100

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

Airport Information

Airport Name: *

Corvallis Municipal 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:

7/5/2023

Project End Date:

10/10/2023

General Project Information: CVO_Taxiway_Seal_Coat_Environmental_and_Design

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

Project Summary *

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

Perform environmental and design work for a taxiway pavement preservation (seal coat) project.

Project Purpose and Description *

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

The project will preserve the taxiway pavement infrastructure investment at the Corvallis 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

- **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 planned seal coat will preserve the taxiway pavement.

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

- **Does the project have local support? *** ✓ Yes No
The City of Corvallis will budget the match for the project.

Project Documentation: CVO_Taxiway_Seal_Coat_Environmental_and_Design

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 9/23/2013

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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

Will also need Streaked Horned Lark programmatic environmental review

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: CVO_Taxiway_Seal_Coat_Environmental_and_Design

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

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

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

Is the proposed project ready for construction or implementation? * ✓ Yes No
This is not a construction project but it is ready for implementation if funded.

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
Pavement preservation is a wise use of local, state and federal aviation funds.

Budget: CVO_Taxiway_Seal_Coat_Environmental_and_Design

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$65,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$7,222.00	10 %
Total Project Cost	\$72,222.00	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	\$65,000.00	10/1/2022
City of Corvallis Airport Fund	\$1,806.00	7/1/2023
Total Match Funds:	\$66,806.00	93 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$5,416.00	7 %

Project Budget Summary		
Total applicant matching funds:	\$66,806.00	93 %
Funding request to ODA:	\$5,416.00	7 %
Total Project Cost:	\$72,222.00	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: CVO_Taxiway_Seal_Coat_Environmental_and_Design

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: CVO_Taxiway_Seal_Coat_Environmental_and_Design

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

File Repository

FAA CIP Data Sheet

[16033_1101396-Sealcoatdesign.pdf](#)

Person:Lisa Scherf
Date:10/21/2022

FAA CIP Data Sheet

[16033_1101396_1-Sealcoatdesign.pdf](#)

Person:Lisa Scherf
Date:10/21/2022

Final Report

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Internal Review Sheet

Corvallis Municipal Airport
COAR Application 2023

Application Year: 2023
COAR-2023-CVO-00052

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:	\$66,806.00 / 93 %	67
Funding Request to ODA:	\$5,416.00 / 7 %	
Total Project Cost	\$72,222.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
0	0

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
0	0

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

This is not a construction project but it is ready for implementation if funded.

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

Pavement preservation is a wise use of local, state and federal aviation funds.

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

Staff Entry	Review Score
0	0

Internal Review Sheet

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

The planned seal coat will preserve the taxiway pavement.

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

Staff Entry	Review Score
0	0

Does the project have local support?

Staff Entry	Review Score
1	5

The City of Corvallis will budget the match for the project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
224		224		

General Project Information: Storm Pipe Rehabilitation Phase 2 - Design and Construction

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

Applicant

Organization Name

City of Newport

Contact Person *

Lance J Vanderbeck

Address

169 SW Coast HWY

Contact Person Title *

Airport Director

City	State	Zip Code
------	-------	----------

Newport	Oregon	97365
---------	--------	-------

Phone Number	Email
--------------	-------

(541) 867-7422	l.vanderbeck@newportoregon.gov
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Project Name and Location

Project Name *

Storm Pipe Rehabilitation Phase 2 - Design and Construction

Project Location *

Newport Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

11-11-32-00-00200-00

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

Airport Information

Airport Name: *

Newport Municipal Airport

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: *

Assistance with FAA AIP grant match

Project Start Date: 2/1/2023

Project End Date: 9/30/2024

General Project Information: Storm Pipe Rehabilitation Phase 2 - Design and Construction

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

Project Summary *

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

The Newport Municipal Airport was built in the late 1930's. As part of construction, two 48" culvert pipes were placed in Grant Creek following the contours of the creek. Approximately 70'-90' of fill was placed over the 48" culverts to bring it up to finish grade of the runways. The pipes run underneath the RW 16/34 and RW 02/20 intersection and have reached the end of their useful life.

Project Purpose and Description *

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

To protect the integrity of the airport pavement the pipes need to be rehabilitated to extend their useful life. The project will seal the pipe joints, increasing structural integrity and prevent the loss of surrounding backfill material that could eventually lead to the development of a sinkhole. Failure of the pipes could cause catastrophic damage to the existing airport infrastructure. Due to the depth of the 48" pipes, full replacement using open trenching cannot be completed due to high costs and length of airport closure.

Phase 1 of the project intended to seal each joint and then apply a geopolymer lining to the entire length to complete the rehabilitation. However, during construction it was found that there are void spaces adjacent to the pipe that caused portions of each to "float". Since geopolymer lining results in a rigid pipe section, it was deemed that a flexible joint seal would be necessary to allow some pipe movement. Phase 1 cleaned, tv'd, and sealed each joint using grout to minimize surrounding material infiltration into the pipe that would create additional void spaces. Phase 1 of the project was completed in the Summer of 2021.

This phase will complete design and installation of flexible seals on each joint in the pipe. Installation of the flexible seals will stop water and soil infiltration into the pipe to allow continued use of the system. In addition, it is anticipated mapping of void spaces surrounding the pipe will be completed during the design phase.

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 will help strength the airfield for the Cascadia Subduction Zone event. Newport is listed as a critical asset for the coastal region being one of two airports outside of the inundation zone.
- 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 second phase of the pipe rehabilitation will maintain the airport at current standards and extend useful life of the system.
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

The rehabilitation will increase structural integrity of the system and prevent the loss of surrounding backfill material that could eventually lead to the development of a sinkhole. Failure of the pipes could cause catastrophic damage to the existing airport infrastructure.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

This project is being funded 90% through an FAA AIP grant. Without this grant the City of Newport would have to fully fund this project and would drastically decrease funds of the airport for self- sufficiency.

General Project Information: Storm Pipe Rehabilitation Phase 2 - Design and Construction

City of Newport

Application Year: 2023

COAR Application 2023

COAR-2023-ONP-00027

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

✓ **Yes** **No**

This project has local support on strengthening the seismic resiliency of the airport and is listed in the airport seismic resilience study of the airfield.

Project Documentation: Storm Pipe Rehabilitation Phase 2 - Design and Construction

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 2/8/2018

Anticipated Date of Completion: _____

If no, provide reasoning:

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.

NEPA review was completed as part of Phase 1 of the project.

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: Storm Pipe Rehabilitation Phase 2 - Design and Construction

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

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

Completing the rehabilitation of the pipes will ensure continued functionality of this core infrastructure at the airport thus preventing an interruption in airport operations. Interruptions in service would result in increased transportation costs and reduce staff accessibility for businesses and organizations located in and around Newport.

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

This project will provide economic benefit to the state by providing resilience to the coast communities. In addition, the project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction

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

This project will provide future use of airport for supply chain to the coastal communities. The project will allow continued operations for business aircraft and cargo connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

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

The project received environmental approval as part of Phase 1 of the project. Final design will occur in the winter of 2023 with construction anticipated to occur in the summer of 2023/24.

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 proposed improvements will have a minimum design life of 20 years.

Budget: Storm Pipe Rehabilitation Phase 2 - Design and Construction

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$2,000,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$222,223.00	10 %
Total Project Cost	\$2,222,223.00	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	\$2,000,000.00	
Sponsor match	\$72,223.00	2/2/2022
Total Match Funds:	\$2,072,223.00	93 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	7 %

Project Budget Summary		
Total applicant matching funds:	\$2,072,223.00	93 %
Funding request to ODA:	\$150,000.00	7 %
Total Project Cost:	\$2,222,223.00	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: Storm Pipe Rehabilitation Phase 2 - Design and Construction

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

Please describe those pre-agreement expenditures.

Minor costs associated with project formulation will occur prior to effective date of agreement .

Related Document Uploads

Description	Upload

Miscellaneous Uploads

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

File Repository

Person:

Date:

Final Report

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Internal Review Sheet

City of Newport
COAR Application 2023

Application Year: 2023
COAR-2023-ONP-00027

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$2,072,223.00 / 93 %	68
Funding Request to ODA:	\$150,000.00 / 7 %	
Total Project Cost	\$2,222,223.00 / 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

Completing the rehabilitation of the pipes will ensure continued functionality of this core infrastructure at the airport thus preventing an interruption in airport operations. Interruptions in service would result in increased transportation costs and reduce staff accessibility for businesses and organizations located in and around Newport.

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

Staff Entry	Review Score
1	5

This project will provide economic benefit to the state by providing resilience to the coast communities. In addition, the project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction

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

This project will provide future use of airport for supply chain to the coastal communities. The project will allow continued operations for business aircraft and cargo connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project received environmental approval as part of Phase 1 of the project. Final design will occur in the winter of 2023 with construction anticipated to occur in the summer of 2023/24.

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

Internal Review Sheet

The proposed improvements will have a minimum design life of 20 years.

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

Staff Entry	Review Score
1	5

This will help strength the airfield for the Cascadia Subduction Zone event. Newport is listed as a critical asset for the coastal region being one of two airports outside of the inundation zone.

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 second phase of the pipe rehabilitation will maintain the airport at current standards and extend useful life of the system.

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

Staff Entry	Review Score
1	5

The rehabilitation will increase structural integrity of the system and prevent the loss of surrounding backfill material that could eventually lead to the development of a sinkhole. Failure of the pipes could cause catastrophic damage to the existing airport infrastructure.

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

Staff Entry	Review Score
1	5

This project is being funded 90% through an FAA AIP grant. Without this grant the City of Newport would have to fully fund this project and would drastically decrease funds of the airport for self-sufficiency.

Does the project have local support?

Staff Entry	Review Score
1	5

This project has local support on strengthening the seismic resiliency of the airport and is listed in the airport seismic resilience study of the airfield.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
228		228		

General Project Information: Terminal Building Expansion Project

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

Applicant

Organization Name

City of Redmond

Contact Person *

Zachary Bass CM

Address

2522 Jesse Butler Circle #17

Contact Person Title *

Airport Director

City	State	Zip Code
Redmond	Oregon	97756

Phone Number	Email
(541) 504-3085	zachary.bass@flyrdm.com

Project Name and Location

Project Name *

Terminal Building Expansion Project

Project Location *

Redmond Municipal Airport, Redmond Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

151322000010

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

Airport Information

Airport Name: *

Redmond Municipal Airport

Airport Category: *

Category 1b

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: 9/9/2022

Project End Date: 11/30/2023

General Project Information: Terminal Building Expansion Project

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

Project Summary *

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

The project is the schematic design effort for a major \$203 million terminal building expansion project. The project will increase the building size to accommodate the current and future passenger use at the Airport. Project planning and environmental work is complete and approved by FAA.

Project Purpose and Description *

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

The project purpose is to increase capacity for passengers, baggage, TSA security, airline businesses, rental car businesses, restaurants, concessionaires, and vendors. The project will also update aging infrastructure including ADA compliance and improve the energy efficiency of the facility. The 82% increase in floor space will allow opportunities and competition for existing and new companies. The building size increase is justified by a terminal area planning study completed in 2021 which identified existing congestion/service gaps & developed a new floor plan adding current & forecast needs. The project will relieve congested passenger, airline, rental car & concession space and bring competition and opportunities.

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

User accessibility will be improved by; ADA access improvements, improving public transportation to and from the terminal building, adding additional floor space for new airline operations which will bring potential new destinations and increased passenger use. Redmond is identified in the OAP and 2013 Oregon Resilience Plan as the designated FEMA base of operations. This project will increase the size of the terminal building facility which could be used for emergency operations during a Cascadia event.
- 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 expansion of the terminal building will modernize the facility and will meet or exceed the applicable state and federal building design criteria. This includes FAA Advisory Circulars that are applicable to the project.
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

Passenger use has increased over 100% since the last expansion of the terminal building. The project will correct the current and future deficiencies of inadequate space for passengers in the terminal. This includes inadequate; security screening area, airline ticket counter space, baggage claim and makeup, passenger hold room, and access to aircraft. As much of the existing facility will be preserved with the new expansion and forecasted growth.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

The increased space in the terminal building will provide opportunities for new businesses and growth of existing businesses. The Airport will receive revenue from additional airline passengers, new and larger rental car businesses, new and increased concessionaire operations.
- Does the project have local support? *** ✓ Yes No

The City of Redmond City Council recognizes the need for the expansion, and is fully supporting the project. The community has been supportive of the project, and the Airport is forward-looking at hosting airport development meetings with the community.

Project Documentation: Terminal Building Expansion Project

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 7/1/2019

Anticipated Date of Completion: _____

If no, provide reasoning:

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.

NEPA review (catex) is complete.

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
Design project only - no permits needed yet.			

Statewide Impact: Terminal Building Expansion Project

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

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

The project will add floor space in the terminal building which will allow for increased passenger use and opportunities for airlines to expand their destinations nationwide. Oregon businesses will receive improved access to both in and out of state locations. Travel via air will reduce travel costs to Oregon businesses as compared to traditional ground transportation.

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

This project will bring economic benefits to the State by providing space for expanded job growth to existing airport-located businesses. It will also provide space for new businesses to operate at the Airport. Businesses include airlines, rental car agencies, restaurants, gift shops, and local vendors. Increased business opportunities will generate business and income tax dollars to the State of Oregon. The total employment and income impact is estimated at over \$39 million dollars a year during operation after the completion of construction.

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 proposed building expansion project will allow for a substantial increase the utilization of the Redmond airport to the Central Oregon community. The expansion will allow for increased aircraft seats to existing destinations and opportunities for new destinations. The Airport also connects passenger to local ground transportation services.

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

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 useful life expectancy of this project is based on the forecast passenger growth of the Airport. The last Airport master plan study was performed in 2018 which developed forecast passenger growth for a twenty year period. More recently, as part of the planning effort for this terminal expansion project, the Airport performed a terminal area concept plan study. This study evaluated and updated the forecast from the master plan study. This updated data was used to determine the future building space requirements for areas such as airline ticketing, secure hold room and passenger boarding areas. The proposed expansion is expected to support the communities projected growth of 45% by 2040.

Budget: Terminal Building Expansion Project

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$3,289,915.00	94 %
FAA AIP Grant Match Requirement from Sponsor	\$219,327.00	6 %
Total Project Cost	\$3,509,242.00	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:	50%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$3,289,915.00	9/6/2022
Local Airport funds	\$109,663.50	9/6/2022
Total Match Funds:	\$3,399,578.50	97 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$109,663.50	3 %

Project Budget Summary		
Total applicant matching funds:	\$3,399,578.50	97 %
Funding request to ODA:	\$109,663.50	3 %
Total Project Cost:	\$3,509,242.00	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: Terminal Building Expansion Project

Please describe those pre-agreement expenditures.

The project started on 9/6/2022. Project costs incurred prior to the effective date of the agreement will not be eligible for grant funds .
An evaluation will be made to determine approximate grant amount at the time of the grant effective date .

Related Document Uploads

Description	Upload

Miscellaneous Uploads: Terminal Building Expansion Project

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

File Repository

Federal CIP
FAA AIP 52 grant agreement

[15910_1101396-RDM-NMG-3-41-0052-052-2022-GrantAgreement.pdf](#)

Person: Fred LeLacheur
Date: 10/18/2022

Federal CIP

[15910_1101396-RDMCIP2024-2028Signed.pdf](#)

Person: Fred LeLacheur
Date: 10/18/2022

Final Report

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Internal Review Sheet

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

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:	50 %	50
Total applicant matching funds:	\$3,399,578.50 / 97 %	46
Funding Request to ODA:	\$109,663.50 / 3 %	
Total Project Cost	\$3,509,242.00 / 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

The project will add floor space in the terminal building which will allow for increased passenger use and opportunities for airlines to expand their destinations nationwide. Oregon businesses will receive improved access to both in and out of state locations. Travel via air will reduce travel costs to Oregon businesses as compared to traditional ground transportation.

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

Staff Entry	Review Score
1	5

This project will bring economic benefits to the State by providing space for expanded job growth to existing airport-located businesses. It will also provide space for new businesses to operate at the Airport. Businesses include airlines, rental car agencies, restaurants, gift shops, and local vendors. Increased business opportunities will generate business and income tax dollars to the State of Oregon. The total employment and income impact is estimated at over \$39 million dollars a year during operation after the completion of construction.

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 proposed building expansion project will allow for a substantial increase the utilization of the Redmond airport to the Central Oregon community. The expansion will allow for increased aircraft seats to existing destinations and opportunities for new destinations. The Airport also connects passenger to local ground transportation services.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
0	0

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?

Staff Entry	Review Score
1	5

The useful life expectancy of this project is based on the forecast passenger growth of the Airport . The last Airport master plan study was performed in 2018 which developed forecast passenger growth for a twenty year period. More recently, as part of the planning effort for this terminal expansion project, the Airport performed a terminal area concept plan study. This study evaluated and updated the forecast from the master plan study. This updated data was used to determine the future building space requirements for areas such as airline ticketing, secure hold room and passenger boarding areas. The proposed expansion is expected to support the communities projected growth of 45% by 2040.

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

Staff Entry	Review Score
1	5

User accessibility will be improved by; ADA access improvements, improving public transportation to and from the terminal building, adding additional floor space for new airline operations which will bring potential new destinations and increased passenger use.

Redmond is identified in the OAP and 2013 Oregon Resilience Plan as the designated FEMA base of operations. This project will increase the size of the terminal building facility which could be used for emergency operations during a Cascadia event.

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 expansion of the terminal building will modernize the facility and will meet or exceed the applicable state and federal building design criteria. This includes FAA Advisory Circulars that are applicable to the project.

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

Staff Entry	Review Score
1	5

Passenger use has increased over 100% since the last expansion of the terminal building. The project will correct the current and future deficiencies of inadequate space for passengers in the terminal. This includes inadequate; security screening area, airline ticket counter space, baggage claim and makeup, passenger hold room, and access to aircraft. As much of the existing facility will be preserved with the new expansion and forecasted growth.

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

Staff Entry	Review Score
1	5

The increased space in the terminal building will provide opportunities for new businesses and growth of existing businesses. The Airport will receive revenue from additional airline passengers , new and larger rental car businesses, new and increased concessionaire operations.

Does the project have local support?

Staff Entry	Review Score
1	5

The City of Redmond City Council recognizes the need for the expansion, and is fully supporting the project. The community has been supportive of the project, and the Airport is forward-looking at

Internal Review Sheet

City of Redmond
COAR Application 2023

Application Year: 2023
COAR-2023-RDM-00022

hosting airport development meetings with the community.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
183		183		

General Project Information: Install TW A Lighting, Install RW 16/34 PAPI; Rehabilitate TW A (Phase I - Design)

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00011

Applicant

Organization Name
City of Albany

Contact Person *
Robb Romeo

Address
310 NE Waverly Drive

Contact Person Title *
Transportation Manager

City **State** **Zip Code**
Albany Oregon 97321

Phone Number **Email**
(541) 917-7605 Robb.Romeo@cityofalbany.net

Project Name and Location

Project Name *
Install TW A Lighting, Install RW 16/34 PAPI;
Rehabilitate TW A (Phase I - Design)

Project Location *
Albany, Oregon

ODOT Region:
Region 2

County tax parcel identification number(s): *
11S03W04D00100

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

Airport Information

Airport Name: *
Albany Municipal Airport

Airport Category: *
Category 4a

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: *
Assistance with FAA AIP grant match

Project Start Date: 4/3/2023
Project End Date: 4/30/2024

General Project Information: Install TW A Lighting, Install RW 16/34 PAPI; Rehabilitate TW A (Phase I - Design)

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00011

Project Summary *

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

Installation of medium intensity taxiway lighting, replace existing Runway 16/34 VASI systems with PAPI system, and sealcoat TW A and connectors.

Project Purpose and Description *

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

This is the design phase of the project with construction planned to occur in 2024. The existing parallel taxiway and connectors are not currently equipped with edge lighting. The project would install medium intensity taxiway lighting and replace the existing Runway 16/34 VASI systems with PAPI systems increasing safety at the airfield. In addition the project would sealcoat the parallel taxiway and connectors to enhance pavement longevity. Following the sealcoat the pavement will require remarking.

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 increase pavement longevity on Taxiway A and its connectors. In addition, the existing VASI systems have reached the end of their design life and will be replaced by new PAPI systems.

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

- **Does the project have local support? *** ✓ Yes No
Replacing the aging NAVAIDS and installation of the taxiway edge lighting system was identified as a need in the current Airport Master Plan, which was supported by the City of Albany, and approved by the FAA. The local pilot community has voiced support of improvements proposed in the project.

Project Documentation: Install TW A Lighting, Install RW 16/34 PAPI; Rehabilitate TW A (Phase I - Design)

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00011

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 7/22/2016

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable Categorical exclusion (CATEX)
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: Install TW A Lighting, Install RW 16/34 PAPI; Rehabilitate TW A (Phase I - Design)

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00011

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

The Project improvements will improve functionality of the airport. Installation of the PAPIs and edge lighting systems will improve efficiency of businesses and organizations using the airport that are located in and around Albany . Rehabilitation of the taxiway pavement will ensure continued use by airport users.

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

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction.

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 project will improve operations for business aircraft and cargo connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

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

Design will occur in the 2023/24 with construction anticipated to occur in the summer of 2024.

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 PAPIs and taxiway edge lighting system will have a design life of 15-20 years with recommended maintenance. The sealcoat of the Taxiway pavement will prevent accelerated deterioration of the pavement until the next major rehabilitation of the pavement is necessary.

Budget: Install TW A Lighting, Install RW 16/34 PAPI; Rehabilitate TW A (Phase I - Design)

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00011

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$140,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$15,556.00	10 %
Total Project Cost	\$155,556.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$140,000.00	5/31/2023
Sponsor funds	\$1,556.00	5/31/2023
Total Match Funds:	\$141,556.00	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$14,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$141,556.00	91 %
Funding request to ODA:	\$14,000.00	9 %
Total Project Cost:	\$155,556.00	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: Install TW A Lighting, Install RW 16/34 PAPI; Rehabilitate TW A (Phase I - Design)

City of Albany

Application Year: 2023

COAR Application 2023

COAR-2023-S12-00011

Please describe those pre-agreement expenditures.

Minor costs associated with project formulation will occur prior to effective date of agreement .

Related Document Uploads

Description	Upload

Miscellaneous Uploads

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00011

File Repository

CIP Data Sheet

[15850_1101396-ALB2023MITL,Sealcoat,Remark_20220831.pdf](#)

Person:Geoff Vaughn
Date:10/12/2022

FAA CIP Letter - 2022

[15850_1101396-OR-2022-5YearCIPMemotoSponsors-Albany\(S12\).pdf](#)

Person:Geoff Vaughn
Date:10/17/2022

Final Report

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Internal Review Sheet

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00011

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	No	0
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$141,556.00 / 91 %	81
Funding Request to ODA:	\$14,000.00 / 9 %	
Total Project Cost	\$155,556.00 / 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

The Project improvements will improve functionality of the airport. Installation of the PAPIs and edge lighting systems will improve efficiency of businesses and organizations using the airport that are located in and around Albany. Rehabilitation of the taxiway pavement will ensure continued use by airport users.

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

Staff Entry	Review Score
1	5

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction.

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 project will improve operations for business aircraft and cargo connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Design will occur in the 2023/24 with construction anticipated to occur in the summer of 2024.

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 PAPIs and taxiway edge lighting system will have a design life of 15-20 years with recommended maintenance. The sealcoat of the Taxiway pavement will prevent accelerated

Internal Review Sheet

deterioration of the pavement until the next major rehabilitation of the pavement is necessary.

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

The project will increase pavement longevity on Taxiway A and its connectors . In addition, the existing VASI systems have reached the end of their design life and will be replaced by new PAPI systems.

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

Staff Entry	Review Score
0	0

Does the project have local support?

Staff Entry	Review Score
1	5

Replacing the aging NAVAIDS and installation of the taxiway edge lighting system was identified as a need in the current Airport Master Plan, which was supported by the City of Albany, and approved by the FAA. The local pilot community has voiced support of improvements proposed in the project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
266		266		

General Project Information: FBO Building/Hangar Major Rehabilitation

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

Applicant

Organization Name

City of Albany

Contact Person *

Robb Romeo

Address

310 NE Waverly Drive

Contact Person Title *

Transportation Manager

City

Albany

State

Oregon

Zip Code

97321

Phone Number

(541) 917-7605

Email

Robb.Romeo@cityofalbany.net

Project Name and Location

Project Name *

FBO Building/Hangar Major Rehabilitation

Project Location *

Albany, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11S03W04D00100

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

Airport Information

Airport Name: *

Albany Municipal Airport

Airport Category: *

Category 4a

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: *

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

6/23/2024

General Project Information: FBO Building/Hangar Major Rehabilitation

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

Project Summary *

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

BIL funded major rehabilitation of Sponsor owned hangar and FBO building.

Project Purpose and Description *

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

Work on the historic hangar is anticipated to include structural inspection and repairs (if needed), membrane roof rehabilitation, plumbing system rehabilitation, and ADA bathroom improvements. In addition, a historic steel tower will be sandblasted and painted to its original color. Work on the FBO building is anticipated to include structural inspection and repairs (if needed), membrane roof rehabilitation, and heating system rehabilitation.

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
Rehabilitation of the FBO building and historic hangar will ensure continued use by the Sponsor and airport users of the facilities.

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

- **Does the project have local support? *** ✓ Yes No
The project is supported by the City of Albany and airport users and was approved by the FAA.

Project Documentation: FBO Building/Hangar Major Rehabilitation

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 7/22/2016

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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: FBO Building/Hangar Major Rehabilitation

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

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 have the potential to create jobs in Albany and ensure the longevity of the historic hangar . There is the potential to turn this hangar into a working museum where planes will still access the museum. The museum will provide many opportunities to the citizens of Albany and offer invaluable Oregon aviation history and inspire aviation interest in the community .

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

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction.

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

Long term goals of restoring this building could be immeasurable. Utilizing this space and inputting aviation interest in community members could in turn spark interest in becoming future pilots or patrons of the transportation system.

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

Design is anticipated to occur in the Spring of 2023 with construction occurring late 2023 and early 2024.

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 major rehabilitation of the FBO building and historic hangar will provide improvements with a minimum design life of 20 years with recommended maintenance.

Budget: FBO Building/Hangar Major Rehabilitation

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$200,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$22,223.00	10 %
Total Project Cost	\$222,223.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$200,000.00	5/1/2023
Sponsor funds	\$2,223.00	5/1/2023
Total Match Funds:	\$202,223.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$20,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$202,223.00	91 %
Funding request to ODA:	\$20,000.00	9 %
Total Project Cost:	\$222,223.00	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: FBO Building/Hangar Major Rehabilitation

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

File Repository

CIP Data Sheet

[15849_1101396-ALB2023FBO-H
angarRehabilitation_20220908.p
df](#)

Person: Geoff Vaughn
Date: 10/12/2022

Final Report

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Internal Review Sheet

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	No	0
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$202,223.00 / 91 %	81
Funding Request to ODA:	\$20,000.00 / 9 %	
Total Project Cost	\$222,223.00 / 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 have the potential to create jobs in Albany and ensure the longevity of the historic hangar. There is the potential to turn this hangar into a working museum where planes will still access the museum. The museum will provide many opportunities to the citizens of Albany and offer invaluable Oregon aviation history and inspire aviation interest in the community .

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

Staff Entry	Review Score
1	5

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction.

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

Long term goals of restoring this building could be immeasurable. Utilizing this space and inputting aviation interest in community members could in turn spark interest in becoming future pilots or patrons of the transportation system.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Design is anticipated to occur in the Spring of 2023 with construction occurring late 2023 and early 2024.

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 major rehabilitation of the FBO building and historic hangar will provide improvements with a

Internal Review Sheet

City of Albany
COAR Application 2023

Application Year: 2023
COAR-2023-S12-00012

minimum design life of 20 years with recommended maintenance.

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

Rehabilitation of the FBO building and historic hangar will ensure continued use by the Sponsor and airport users of the facilities.

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

Staff Entry	Review Score
0	0

Does the project have local support?

Staff Entry	Review Score
1	5

The project is supported by the City of Albany and airport users and was approved by the FAA .

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
266		266		

General Project Information: Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

Applicant

Organization Name

Crook County

Contact Person *

Kelly Coffelt

Address

4585 SW Airport Rd

Contact Person Title *

Airport Manager

City	State	Zip Code
------	-------	----------

Prineville	Oregon	97754
------------	--------	-------

Phone Number	Email
--------------	-------

(541) 416-0805	Kcoffelt@cityofprineville.com
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Project Name and Location

Project Name *

Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Project Location *

PRINEVILLE

ODOT Region:

Region 4

County tax parcel identification number(s): *

1515000000300

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

Airport Information

Airport Name: *

Prineville/Crook County

Airport Category: *

Category 4a

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: 6/1/2023

Project End Date: 12/31/2024

General Project Information: Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

Project Summary *

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

Runway 15-33 Rehabilitation: RW 33 Threshold Relocation (500'), RW widening (40' to 60') and full length pavement rehabilitation, New RW MIRL and signage system, RW MagVar Change (16-34), and associated electrical and drainage improvements.

This Phase I-Design project includes AGIS and Design Surveys, Geotechnical investigation, Design and Bidding services. This Phase I project is in support of a Phase II-Construction project programmed with FAA to be funded (AIP) and constructed in 2024.

Project Purpose and Description *

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

The current Airport Masterplan and approved ALP identifies that the Runway 33 Threshold should be relocated to remove incompatible land uses (State Hwy 126) from the existing RW 33 RPZ, identifies that Runway 15-33 should be widened from 40' (existing) to 60' (ultimate) to meet standards and accommodate current FAA designated A-1/B-1 aircraft operations.

A 2017 pavement evaluation report identified that the Runway 15-33 pavements are aging and deteriorating with an average PCI value of 75. The same report projected the PCI values to drop to 58-62 by 2024.

This Phase I project will complete the required AGIS Survey, Topographic Design Survey, Geotechnical Investigation, Project Design and Bidding Services in support of a 2024 construction project. Both Phase I and II projects have been determined by FAA to be eligible for AIP funding, and both Phase I and II projects have been programmed with FAA for funding with AIP funds in 2023 (Design/Bidding) and 2024 (Construction).

This Runway 15-33 Rehabilitation project will ultimately complete construction of the following:

Relocation of the Runway 33 Threshold (approx. 500 ft to the south - will correct the existing incompatible land use within the RPZ), widen Runway 15-33 (40' existing widened to 60' to meet current FAA standards), install new Runway 15-33 lighting (MIRL) and signage (existing system is beyond its useful life and is creating significant operational issues for the airport), full depth full length rehabilitation of the existing Runway pavements, construct a new connector taxiway from the the relocated Runway 33 Threshold to the main airport apron and fueling area, removal of existing taxiway pavements and the pavement beyond the new relocated RW 33 threshold, and complete associated electrical and drainage improvements. Additionally, this project will complete a MagVar change of Runway 15-33 (16-34), new runway/taxiway pavement marking, and runway/taxiway shoulder and RSA/ TSA grading.

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 is the design and engineering to enable reconstruction of Prineville's runway 33/15. Although the reconstruction project is not a primary runway as listed in the OAP this project will bring this runway into FAA compliance (remove incompatible land uses (State Hwy 126) from the existing RW 33 RPZ) and PCI goals (2024) which reflects directly to the NIPAS airports and the OAP.

• 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

As stated in the above comments this project will remove 50+ year old construction with incompatible land uses and modernize to meet or exceed current FAA standards.

General Project Information: Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

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

This project would be a major step forward in land use/PCI deficiencies and while supporting all existing facilities.

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

The project will save countless dollars in future maintenance and will be considered a extremely valuable asset to airport tenants and users. Saving maintenance funds and providing a safe and dependable location will support the airports economical goals of being self-sufficient.

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

Yes, Crook County the sponsor, and City of Prineville are in full support of the project. Both parties have budgets that support matching funds required for the project.

Project Documentation: Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 11/30/2017

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

Statewide Impact: Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

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

Although the runway currently in place the reconstruction/improvements will secure its use long into the future. Its use supports all local business, the local Data center industries, the USFS and ODF for fire suppression.

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

The existing infrastructure is failing, this project insures the existing economic benefit of the runway will last well into the future.

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

This project greatly improves the existing facility by removing safety concerns of incompatible land use while widening the runway and updating lighting system, thus making it much more usable.

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

The project implementation is already AIP/CIP approved and will begin spring 2023

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 improvements will be designed for a 30+ year life with maintenance provided by City and Counties regular maintenance cycles and the ODA Pavement Maintenance Program (PMP)

Budget: Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$450,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$50,000.00	10 %
Total Project Cost	\$500,000.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$450,000.00	
Sponsor Funds	\$5,000.00	10/4/2022
Total Match Funds:	\$455,000.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$45,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$455,000.00	91 %
Funding request to ODA:	\$45,000.00	9 %
Total Project Cost:	\$500,000.00	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: Runway 15-33 Rehabilitation: Phase I - Design and Bidding

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
S39 - FAA 2023-2027 CIP Letter	https://odae-grants.com/_Upload/15820_1101394-OR-2022-5YearCIPMemotoPrineville(S39).pdf
S39-2023_RW_15-33_Design_CIP Datasheet	https://odae-grants.com/_Upload/15820_1101394_2-S39-2023_RW_15-33_Design_CIPDatasheet.pdf

Miscellaneous Uploads

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

File Repository

Person:

Date:

Final Report

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Internal Review Sheet

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

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:	\$455,000.00 / 91 %	81
Funding Request to ODA:	\$45,000.00 / 9 %	
Total Project Cost	\$500,000.00 / 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

Although the runway currently in place the reconstruction/improvements will secure its use long into the future. Its use supports all local business, the local Data center industries, the USFS and ODF for fire suppression.

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

Staff Entry	Review Score
1	5

The existing infrastructure is failing, this project insures the existing economic benefit of the runway will last well into the future.

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

This project greatly improves the existing facility by removing safety concerns of incompatible land use while widening the runway and updating lighting system, thus making it much more usable.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project implementation is already AIP/CIP approved and will begin spring 2023

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 improvements will be designed for a 30+ year life with maintenance provided by City and Counties regular maintenance cycles and the ODA Pavement Maintenance Program (PMP)

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

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

Internal Review Sheet

Crook County
COAR Application 2023

Application Year: 2023
COAR-2023-S39*-00009

1	5

This project is the design and engineering to enable reconstruction of Prineville's runway 33/15. Although the reconstruction project is not a primary runway as listed in the OAP this project will bring this runway into FAA compliance (remove incompatible land uses (State Hwy 126) from the existing RW 33 RPZ) and PCI goals (2024) which reflects directly to the NIPAS airports and the OAP.

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

As stated in the above comments this project will remove 50+ year old construction with incompatible land uses and modernize to meet or exceed current FAA standards .

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

Staff Entry	Review Score
1	5

This project would be a major step forward in land use/PCI deficiencies and while supporting all existing facilities.

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

Staff Entry	Review Score
1	5

The project will save countless dollars in future maintenance and will be considered a extremely valuable asset to airport tenants and users. Saving maintenance funds and providing a safe and dependable location will support the airports economical goals of being self-sufficient.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, Crook County the sponsor, and City of Prineville are in full support of the project. Both parties have budgets that support matching funds required for the project.

Summary

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

General Project Information: Pavement Rehabilitation (Construction)

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

Applicant

Organization Name

City of Florence

Contact Person *

Mike Miller

Address

250 Hwy 101

Contact Person Title *

Public Works Director

City

Florence

State

Oregon

Zip Code

97439-7628

Phone Number

(541) 997-4106

Email

mike.miller@ci.florence.or.us

Project Name and Location

Project Name *

Pavement Rehabilitation (Construction)

Project Location *

Florence Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

1812271000102, 1812271000100

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

https://odae-grants.com/_Upload/15815_1101320-12844_1099937-FlorenceMunicipalAirportTaxMaps.pdf

Airport Information

Airport Name: *

Florence Municipal Airport (6S2)

Airport Category: *

Category 4a

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: *

Assistance with FAA AIP grant match

Project Start Date:

6/1/2023

Project End Date:

6/30/2024

General Project Information: Pavement Rehabilitation (Construction)

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

Project Summary *

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

Project involves crack seal, slurry seal, and fog seal of all airport surfaces to extend the useful life of the existing pavements.

Project Purpose and Description *

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

The 2019 PCI report identified the runway, taxiways, and taxilanes with PCI values between 68 and 79 and requires a slurry seal. The runway was originally constructed in 1984, and the seal coat will extend the useful life of the pavement. The apron has PCI values between 76 and 97 and requires a fog seal. Users will benefit from a rehabilitated pavement and will extend the useful life of the 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
- **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 project will correct non-standard taxiway centerline radii for the Taxiway A-taxilane connector taxiways.
- **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No
The seal coat project of the runway, taxiways, taxilanes, and apron will extend the useful life of the pavement and will prevent future deficiencies in the immediate term.
- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.
- **Does the project have local support? *** ✓ Yes No
The project has local support from the City of Florence and the Lane County Area Commission on Transportation (see attached letters).

Project Documentation: Pavement Rehabilitation (Construction)

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 9/19/2019

Anticipated Date of Completion: _____

If no, provide reasoning:

The FAA has not prioritized an updated Airport Master Plan update since the last plan in 2010. The ALP was updated in 2019 after the previous Electrical Improvements project.

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.

FAA determined the project is categorically excluded from subsequent environmental review.

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
None anticipated			

Statewide Impact: Pavement Rehabilitation (Construction)

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

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

Florence Municipal Airport is part of a state system of airports that provide access for business and tourism throughout the state . Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Oregon coast.

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

Florence Municipal Airport regularly serves aircraft that bring tourists to the region . These activities promote tourist spending in the Florence area that support local commercial and state-wide businesses.

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 local community hospital is located within 1 mile of the Florence Municipal Airport. As a result, the Airport serves as medical transport link from local facilities to other facilities in the Portland-Metro area. Maintaining airfield pavement allows for critical safety links for the community.

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

Project design is in process, and construction is anticipated Summer 2023.

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

Surface seals have a 3-year useful life as defined by the Airport Improvement Program Handbook Change 1. The seal coat of the runway, taxiways, taxilanes, and apron will extend the useful life of the pavement. The runway was constructed 37 years ago and has already exceeded its 20-year design life. The seal coat will prolong the useful life of all pavement.

Budget: Pavement Rehabilitation (Construction)

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$1,080,804.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$120,289.33	10 %
Total Project Cost	\$1,201,093.33	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	\$1,080,804.00	5/1/2023
Sponsor Funds Less ODA Grant Request	\$12,028.93	1/2/2023
Total Match Funds:	\$1,092,832.93	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$108,260.40	9 %

Project Budget Summary		
Total applicant matching funds:	\$1,092,832.93	91 %
Funding request to ODA:	\$108,260.40	9 %
Total Project Cost:	\$1,201,093.33	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: Pavement Rehabilitation (Construction)

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
FAA 2022 CIP Letter	https://odae-grants.com/_Upload/15862_1101394-OR-20225YearCIPMemotoFlorence(6S2).pdf

Miscellaneous Uploads

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

File Repository

AIP Handbook

[15864_1101396-AIP-Handbook-Order-5100-38D-Chg1.pdf](#)

Person:Sydney Wood
Date:10/14/2022

City Resolution Letter

[15864_1101396-ResolutionNo.30_Series2022.pdf](#)

Person:Sydney Wood
Date:10/14/2022

LaneACT Support Letter

[15864_1101396-Florence_COAR_LOS_Signed.pdf](#)

Person:Sydney Wood
Date:10/14/2022

CIP 2022 Letter

[15864_1101396-OR-20225YearC_IPMemotoFlorence\(6S2\).pdf](#)

Person:Sydney Wood
Date:10/14/2022

Final Report

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Internal Review Sheet

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$1,092,832.93 / 91 %	80
Funding Request to ODA:	\$108,260.40 / 9 %	
Total Project Cost	\$1,201,093.33 / 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

Florence Municipal Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Oregon coast.

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

Staff Entry	Review Score
1	5

Florence Municipal Airport regularly serves aircraft that bring tourists to the region . These activities promote tourist spending in the Florence area that support local commercial and state-wide businesses.

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 local community hospital is located within 1 mile of the Florence Municipal Airport. As a result, the Airport serves as medical transport link from local facilities to other facilities in the Portland-Metro area. Maintaining airfield pavement allows for critical safety links for the community.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Project design is in process, and construction is anticipated Summer 2023.

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

Internal Review Sheet

City of Florence
COAR Application 2023

Application Year: 2023
COAR-2023-6S2-00008

1	5
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Surface seals have a 3-year useful life as defined by the Airport Improvement Program Handbook Change 1. The seal coat of the runway, taxiways, taxilanes, and apron will extend the useful life of the pavement. The runway was constructed 37 years ago and has already exceeded its 20-year design life. The seal coat will prolong the useful life of all pavement.

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 project will correct non-standard taxiway centerline radii for the Taxiway A-taxilane connector taxiways.

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

Staff Entry	Review Score
1	5

The seal coat project of the runway, taxiways, taxilanes, and apron will extend the useful life of the pavement and will prevent future deficiencies in the immediate term.

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

Staff Entry	Review Score
1	5

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

Does the project have local support?

Staff Entry	Review Score
1	5

The project has local support from the City of Florence and the Lane County Area Commission on Transportation (see attached letters).

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
260		260		

General Project Information: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

PO Box 276
83501 Melton Rd

Contact Person Title *

Airport Manager

City	State	Zip Code
Creswell	Oregon	97426

Phone Number	Email
(541) 895-2913	shumble@creswell-or.us

Project Name and Location

Project Name *

EOC Communication System Improvements

Project Location *

Creswell, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map # 19-03-11-00 Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600. Map # 19-03-12-00 Lot #s 0501, 0704, 0705

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

https://odae-grants.com/_Upload/7851-RLIDMapofairport.pdf

Airport Information

Airport Name: *

Hobby Field (77S)

Airport Category: *

Category 4a

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: 4/1/2023

Project End Date: 10/31/2023

General Project Information: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

Project Summary *

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

This project requests funds to procure the necessary communications equipment needed to enhance Airport response time and readiness during an emergency/natural disaster, such as the Cascadia event. Funds will be used to purchase: Icom IC- SAT 100 PPT Command Center Package, Icom IC-SAT 100 PPT 5 pack, Icom BC241 Rapid Charger with Multi-plug AC Adapter, an UHF/VHF and HF Ham Radio Base Station (including antennas, power supplies, coax, hardware, and installation).

Project Purpose and Description *

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

COMMUNICATION is one of the most vital components of an operational Emergency Operations Center (EOC). This project requests funds to purchase emergency operational equipment that will be needed to operate the airport as an EOC during a natural disaster/Cascadia Event; an UHF/VHF and HF Ham Radio Base Station for communication should the grid be lost and SAT phones should it be necessary to communicate via satellites. The City of Creswell's Emergency Operations Plan, adopted July 9, 2018, specifies the primary EOC location as the Creswell Municipal Airport. The Oregon Resiliency Plan also identifies the Creswell Airport as one of the airports that during such a catastrophic event as the Cascadia Subduction Zone (CSZ), will be a critical location for providing rescue and relief supplies north to Eugene or south to Cottage Grove and other cities to the south. The Creswell Airport purchased an existing 40 x 50 hangar located on the Creswell Airport in 2016 for use as the EOC, installed EOC generators on the airfield in 2022, and is in the process of purchasing a Specialized John Deere Gator with a sweeper and blade attachments. The steps that the City has taken will enable the airport the ability to remain open and provide emergency services as needed to the surrounding areas. These grant funds will be utilized to purchase the EOC Communication System that will add capacity to this jurisdiction to provide emergency operations/communication/coordination in case of this catastrophic event.

Creswell is identified as a Tier 3 Federal Staging Area with airport facility in the OAP v6.0 and would operate as a Responder Base Camp (RBC) and Joint Reception, Staging, Onward movement, and Integration (JRSOI/Relief in Place (RIP)) capacity. The airport would provide a vital link in the economic and commercial restoration for the region serving as a logistical base.

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

Noted OAP Deficiencies resolved or mitigated equipment deficiencies to respond to a natural disaster event exist. The OAP calls for the airport to be operational within 1-3 days after a natural disaster, such as an earthquake. At the present time, the Airport would be unable to communicate if the cell towers were destroyed or normal cell communication links become overloaded inhibiting communication between essential services. In times of a natural disaster or crisis, amateur radio is often used as a means of emergency communication when wire-line, cell phones and other conventional means of communications fail.

• 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

FAA Grant Assurances require that the airport be operated in a safe and serviceable condition. Having the EOC communications equipment will help ensure that this Grant Assurance is met by giving the airport adequate equipment to continue to operate the airfield in a safe operational condition and accessibility even during a natural disaster such as the Cascadia Event. Installation of the

General Project Information: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

UHF/VHF and HF Ham Radio Base Station will allow the airport to provide emergency communications assistance during a natural disaster.

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

Having the ability to utilize multiple forms of communications (should cell phone towers be rendered useless) will preserve and promote the use of the Creswell Airport/EOC. The installation of the UHF/VHF and HF Ham Radio Base Station will enable the airport to more quickly establish an operational condition preserving the use of the airport and more quickly enable the airport to offer emergency assistance as needed.

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

Having grant funding for the purchase of the EOC communications equipment, UHF/VHF and HF Ham Radio Base Station and SAT Phones, will free up Airport revenue that could be re-directed to non-grant eligible capital or operating costs, thus making the airport more self-sufficient.

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

The Creswell City Council, the Airport Commission, the Airport Visioning Ad-Hoc Committee, on airport businesses, and users of the airport support this project.

There is attached supporting documentation from South Lane Fire and Rescue , Ragwood Refactory and Rose Air Charter, State Wide Contracting, LLC.

Project Documentation: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

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 current ALP was completed in 2007. A master plan update is in the FAA approved CIP and is planned to begin in 2024.

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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
Building permit for tower installation	4/30/2023		

Statewide Impact: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

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

Providing the airport with an additional communication platform will allow for continued airport operations during a communications outage or CSZ like event.

The Oregon Resilience plan calls for the airport to be operational within 1-3 days of a Cascadia Earthquake. Having the ability to communicate will help meet this goal.

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

Providing the airport with the availability of an additional communication platform will allow for continued airport operations during a communication outage. The procurement of this equipment would assist to increase the resilience of the local, regional, and statewide populations and assist in a concerted recovery effort north to Eugene or south to Cottage Grove and other cities to the south. Increasing the speed of recovery by using the Creswell airport as a staging arena provides an economic benefit to the surrounding communities and to State resources.

The Oregon Resilience plan calls for the airport to be operational within 1-3 days of a Cascadia Earthquake. Having the ability to communicate will help meet this goal.

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 airport will be the northern most airport along the Interstate 5 Corridor to the south of the Interstate 5 Bridge over the McKenzie River. If the I5 bridge over the McKenzie river fails in the Cascadia Earthquake, this airport will be a key resource servicing people living on the south side of Eugene, including the University of Oregon.

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

If funded, the City is prepared to bid the project to procure the communications equipment and install.

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

With proper maintenance, the EOC Communications equipment could last 20 plus years. Since the timing of an event like the CSZ natural disaster is unknown, waiting until the event occurs is too late. The benefit is being prepared and when the event occurs the UHF/VHF and HF Base Station and SAT Phones provides the City with the ability to efficiently respond in a manner that benefits the general population. Recent research has indicated that the probability of such an event is increasing every year.

Statewide Impact: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

Budget: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$0	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	
Local Funds	\$2,500.00	4/1/2023
Total Match Funds:	\$2,500.00	10 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$22,500.00	90 %
----------------------------	-------------	------

Project Budget Summary

Total applicant matching funds:	\$2,500.00	10 %
Funding request to ODA:	\$22,500.00	90 %
Total Project Cost:	\$25,000.00	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: EOC Communication System Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: EOC Communication System Improvements

File Repository

Ragwood Refactory Letter of Support

[15990_1101396-RagwoodRefactory-EOCletter10-2022.pdf](#)

Person:Shelley Humble
Date:10/21/2022

SLFR Letter of Support

[15990_1101396_2-SLFRcreswellCOARGrantSupportLetter10-16-20\(002\).pdf](#)

Person:Shelley Humble
Date:10/21/2022

Summit Air Letter of Support

[15990_1101396-SummitAirEOCletterofsupport.pdf](#)

Person:Shelley Humble
Date:10/21/2022

Howard Saxson Ham Operator Letter of Support

[15990_1101396-HowardSaxsonLetterofSupport.pdf](#)

Person:Shelley Humble
Date:10/21/2022

Airport Visioning Strategic Plan

[15990_1101396-AirportVisioningStrategicPlanTOCouncilforAdoption7-2018.pdf](#)

Person:Shelley Humble
Date:10/21/2022

Airport Strategic Plan update (draft)

[15990_1101396-AirportVisioningStrategicPlanUpdate10-2022.docx](#)

Person:Shelley Humble
Date:10/21/2022

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

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:	\$2,500.00 / 10 %	0
Funding Request to ODA:	\$22,500.00 / 90 %	
Total Project Cost	\$25,000.00 / 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

Providing the airport with an additional communication platform will allow for continued airport operations during a communications outage or CSZ like event.

The Oregon Resilience plan calls for the airport to be operational within 1-3 days of a Cascadia Earthquake. Having the ability to communicate will help meet this goal.

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

Staff Entry	Review Score
1	5

Providing the airport with the availability of an additional communication platform will allow for continued airport operations during a communication outage. The procurement of this equipment would assist to increase the resilience of the local, regional, and statewide populations and assist in a concerted recovery effort north to Eugene or south to Cottage Grove and other cities to the south. Increasing the speed of recovery by using the Creswell airport as a staging arena provides an economic benefit to the surrounding communities and to State resources.

The Oregon Resilience plan calls for the airport to be operational within 1-3 days of a Cascadia Earthquake. Having the ability to communicate will help meet this goal.

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 airport will be the northern most airport along the Interstate 5 Corridor to the south of the Interstate 5 Bridge over the McKenzie River. If the I5 bridge over the McKenzie river fails in the Cascadia Earthquake, this airport will be a key resource servicing people living on the south side of Eugene, including the University of Oregon.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score

Internal Review Sheet

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00047

If funded, the City is prepared to bid the project to procure the communications equipment and install.

1	5
---	---

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

With proper maintenance, the EOC Communications equipment could last 20 plus years. Since the timing of an event like the CSZ natural disaster is unknown, waiting until the event occurs is too late. The benefit is being prepared and when the event occurs the UHF/VHF and HF Base Station and SAT Phones provides the City with the ability to efficiently respond in a manner that benefits the general population. Recent research has indicated that the probability of such an event is increasing every year.

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

Staff Entry	Review Score
1	5

Noted OAP Deficiencies resolved or mitigated equipment deficiencies to respond to a natural disaster event exist. The OAP calls for the airport to be operational within 1-3 days after a natural disaster, such as an earthquake. At the present time, the Airport would be unable to communicate if the cell towers were destroyed or normal cell communication links become overloaded inhibiting communication between essential services. In times of a natural disaster or crisis, amateur radio is often used as a means of emergency communication when wire-line, cell phones and other conventional means of communications fail.

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

FAA Grant Assurances require that the airport be operated in a safe and serviceable condition . Having the EOC communications equipment will help ensure that this Grant Assurance is met by giving the airport adequate equipment to continue to operate the airfield in a safe operational condition and accessibility even during a natural disaster such as the Cascadia Event. Installation of the UHF/VHF and HF Ham Radio Base Station will allow the airport to provide emergency communications assistance during a natural disaster.

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

Staff Entry	Review Score
1	5

Having the ability to utilize multiple forms of communications (should cell phone towers be rendered useless) will preserve and promote the use of the Creswell Airport/EOC. The installation of the UHF/VHF and HF Ham Radio Base Station will enable the airport to more quickly establish an operational condition preserving the use of the airport and more quickly enable the airport to

Internal Review Sheet

offer emergency assistance as needed.

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

Staff Entry	Review Score
1	5

Having grant funding for the purchase of the EOC communications equipment, UHF/VHF and HF Ham Radio Base Station and SAT Phones, will free up Airport revenue that could be re-directed to non-grant eligible capital or operating costs, thus making the airport more self-sufficient.

Does the project have local support?

Staff Entry	Review Score
1	5

The Creswell City Council, the Airport Commission, the Airport Visioning Ad-Hoc Committee, on airport businesses, and users of the airport support this project.

There is attached supporting documentation from South Lane Fire and Rescue, Ragwood Refactory and Rose Air Charter, State Wide Contracting, LLC.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
197		197		

General Project Information: Airport Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

PO Box 276
83501 Melton Rd

Contact Person Title *

Airport Manager

City	State	Zip Code
Creswell	Oregon	97426

Phone Number	Email
(541) 895-2913	shumble@creswell-or.us

Project Name and Location

Project Name *

Airport Security Improvements

Project Location *

Creswell, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map # 19-03-11-00 Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600. Map # 19-03-12-00 Lot #s 0501, 0704, 0705

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

https://odae-grants.com/_Upload/7851-RLIDMapofairport.pdf

Airport Information

Airport Name: *

Hobby Field (77S)

Airport Category: *

Category 4a

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: *

Airport development for local economic benefit

Project Start Date: 4/1/2023

Project End Date: 12/31/2023

General Project Information: Airport Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

Project Summary *

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

This grant will provide the funds to design, purchase and install security cameras on Creswell Hobby Field Airport to enhance security and safety on the airport.

Project Purpose and Description *

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

The Creswell Hobby Field Airport consists of 102 acres of property adjacent the busiest freeway in Oregon, Interstate 5. While most would believe that this location is PERFECT, we don't disagree however, it does create security concerns due to the closeness of the highway, especially in today's world. The airport has security fencing surrounding approximately 30% of the property, installed with funding from FAA AIP grants in the early 2000's. The airport has seen a recent uptick in concerns surrounding the airport, for example, a homeless camp insinuated itself just east of the airport property and eventually started a forest fire which could have been catastrophic to the airport, airport businesses and users of the field. The latest concern was the theft of a propeller, removed from an airplane between 9 p.m. on August 17th and 7 a.m. on August 18th. The Airport had hoped to install the camera's in the previous fiscal year, unfortunately the cost was prohibitive and any excess funds were earmarked for the completion of the Runway Rehabilitation Project, with projected costs of just over 3.3 million.

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

Although technically not listed as a deficiency, this project will eliminate a deficit. Most airports similar and size to Creswell's Airport are not equipped with full fencing and/or security cameras, with the exception of a few state airports. Most airports the size of Hobby Field, do not have the access to this type of funding or better stated excess funding available for this type of project, no matter how important.

- **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

Funding of this project will modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan, v6.0 Airport Functional Roles, Safety Criteria. The installation of security cameras on the premises will increase the Airport's ability to protect the safety of the airport, airport facilities, Emergency Operations Center (EOC) located on the field, EOC Generators, AWOS, NAVAIDS, hangars and aircraft.

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

Funding this project for Creswell Hobby Field Airport would prevent future security deficiencies and help to preserve the safety of the existing airport facilities.

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

General Project Information: Airport Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

Yes, funding this project will bring the airport into a safer environment for all facilities and users of the airport and will save the amount for use for non-grant eligible capital or operating costs, thus making the airport more self-sufficient.

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

✓ **Yes** **No**

The City Staff, the Airport Commission, the 2023-2028 Airport Visioning/Strategic Plan Update Committee, on airport businesses, and users of the airport support this project.

There is attached supporting documentation from Ragwood Refactory and Viper Aviation .

Project Documentation: Airport Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

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 current ALP was completed in 2007. A master plan update is in the FAA approved CIP and is planned to begin in 2024.

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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
Building permit if necessary to install security system			

Statewide Impact: Airport Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

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 when completed will increase the current tenants/businesses confidence in the security of their property. Businesses on the field could then entertain ideas of expansion which could include local hires that would reduce transportation costs and better improve access to the jobs on the field. Installation of a security system will also enable the Creswell Airport to seek additional businesses willing to relocate to the airport.

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

Yes, indirectly. The state will realize economic benefit in that businesses/tenants could realize a reduction in operational costs (i.e. insurance savings) which in turn will reduce their expenses and increase their profit. For example: the pilots/business owners could then utilize the economic benefit realized by purchasing additional fuel and giving Young Eagles Rides at the airport to the next generation of aviators.

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. The system will install a sense of security for current businesses/tenants so much so that they would help (word of mouth) connect more aviation users and businesses with Oregon's transportation system.

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

Yes, once a grant offer is received for this project, the Airport Staff will work to procure a Security Specialist to design, purchase and install the system.

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

With completion of Manufacturers maintenance recommendations, the Security system will have a useful life expectancy that offers maximum benefit to the state.

Budget: Airport Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$0	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	
Local Funds	\$2,500.00	4/1/2023
Total Match Funds:	\$2,500.00	10 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$22,500.00	90 %

Project Budget Summary		
Total applicant matching funds:	\$2,500.00	10 %
Funding request to ODA:	\$22,500.00	90 %
Total Project Cost:	\$25,000.00	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 Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: Airport Security Improvements

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

File Repository

Viper Aviation Letter of Support

[16026_1101396-ViperletterofSecurityCameras.pdf](#)

Person:Shelley Humble
Date:10/21/2022

Mark Stroble About Time Aviation Letter of Support

[16026_1101396-fromthedeskofmarkstroble.pdf](#)

Person:Shelley Humble
Date:10/21/2022

Final Report

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

Upload

Internal Review Sheet

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Airport development for local economic benefit	5
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$2,500.00 / 10 %	0
Funding Request to ODA:	\$22,500.00 / 90 %	
Total Project Cost	\$25,000.00 / 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 when completed will increase the current tenants/businesses confidence in the security of their property. Businesses on the field could then entertain ideas of expansion which could include local hires that would reduce transportation costs and better improve access to the jobs on the field. Installation of a security system will also enable the Creswell Airport to seek additional businesses willing to relocate to the airport.

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

Staff Entry	Review Score
1	5

Yes, indirectly. The state will realize economic benefit in that businesses/tenants could realize a reduction in operational costs (i.e. insurance savings) which in turn will reduce their expenses and increase their profit. For example: the pilots/business owners could then utilize the economic benefit realized by purchasing additional fuel and giving Young Eagles Rides at the airport to the next generation of aviators.

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. The system will install a sense of security for current businesses/tenants so much so that they would help (word of mouth) connect more aviation users and businesses with Oregon's transportation system.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes, once a grant offer is received for this project, the Airport Staff will work to procure a Security Specialist to design, purchase and install the system.

Internal Review Sheet

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

With completion of Manufacturers maintenance recommendations, the Security system will have a useful life expectancy that offers maximum benefit to the state .

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

Staff Entry	Review Score
1	5

Although technically not listed as a deficiency , this project will eliminate a deficit. Most airports similar and size to Creswell's Airport are not equipped with full fencing and/or security cameras, with the exception of a few state airports. Most airports the size of Hobby Field, do not have the access to this type of funding or better stated excess funding available for this type of project, no matter how important.

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

Funding of this project will modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan, v6.0 Airport Functional Roles, Safety Criteria. The installation of security cameras on the premises will increase the Airport's ability to protect the safety of the airport, airport facilities, Emergency Operations Center (EOC) located on the field, EOC Generators, AWOS, NAVAIDS, hangars and aircraft.

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

Staff Entry	Review Score
1	5

Funding this project for Creswell Hobby Field Airport would prevent future security deficiencies and help to preserve the safety of the existing airport facilities.

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

Staff Entry	Review Score
1	5

Yes, funding this project will bring the airport into a safer environment for all facilities and users of the airport and will save the amount for use for non-grant eligible capital or operating costs, thus making the airport more self-sufficient.

Does the project have local support?

Staff Entry	Review Score
1	5

Internal Review Sheet

City of Creswell
COAR Application 2023

Application Year: 2023
COAR-2023-77S-00051

The City Staff, the Airport Commission, the 2023-2028 Airport Visioning/Strategic Plan Update Committee, on airport businesses, and users of the airport support this project.

There is attached supporting documentation from Ragwood Refactory and Viper Aviation .

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
195		195		

General Project Information: South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

Applicant

Organization Name

Columbia Gorge Regional Airport

Contact Person *

Jeff Renard

Address

313 Court Street

Contact Person Title *

Airport Manager

City

The Dalles

State

Oregon

Zip Code

97058

Phone Number

(541) 288-6766

Email

manager@flycgra.com

Project Name and Location

Project Name *

South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Project Location *

DLS

ODOT Region:

Region 4

County tax parcel identification number(s): *

02133400001200

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

Airport Information

Airport Name: *

Columbia Gorge 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: *

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

12/31/2024

General Project Information: South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

Project Summary *

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

This South Apron Rehabilitation and New Taxilanes: Phase II - Construction project will include the rehabilitation (full depth) of approximately 90,000 sft of existing south apron pavement and construct 1,500 LF of new taxilane pavement (5 new taxilanes to facilitate future hangar construction).

The existing south apron rehabilitation will rehabilitate the apron pavements adjacent to , and directly south of the airport terminal and main apron area.

Project Purpose and Description *

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

This project has been broken into two Phases:

Phase I: Geotechnical Investigation, Topographic Design Survey, Engineering Design and Bidding (currently being completed - 2021 AIP funded)

Phase II: Project Construction and SDC – (this COAR grant application - 2023 AIP funded)

This Phase II project will complete construction of the South Apron Rehabilitation and the 5 new Taxilanes. At completion of this project, the airport will be able to move forward with a future project to construct new hangars.

Both Phase I and II projects have been determined by FAA to be eligible for AIP funding , and both Phase I and II projects have been programmed with FAA for funding with AIP funds in 2021 (Design/Bidding) and 2023 (Construction).

A 2017 pavement evaluation report identified that the South Apron pavements are aging and deteriorating , and will likely need rehabilitation by year 2022 with PCI values dipping into the 60's with a "Fair" category listing.

The 5 new taxilanes will facilitate the construction of future hangars in order to meet the airports current needs. Currently, the airport has an immediate need for new hangars to lease with a current waiting list of 31 confirmed active pilots requesting hangars. In addition, the airport currently has 2-3 commercial tenant opportunities for new box hangar leases.

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

The project will provide available sites for 40 - 50 T hangars and 3 large box hangars.

• **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 project will bring the airports south ramp up to the tiedown standard called out by the FAA creating more safety in spacing .

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

The project will cover an immediate deficiency and a future deficiency by having 2 immediate sites for the airport to build 2 T hangar rows as well as having 3 additional rows ready for private or airport build out in the coming years. This project will also create the access to the future site of an airport owned box hangar as well as 2 additional sites for box hangars public or private. KDLS currently has 2 commercial tenants requesting commercial facilities that would allow them to move the entirety of their business to

General Project Information: South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

our location.

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

Yes **No**

Yes, the project definitely increases the financial self-sufficiency of the airport. With the 2 new rows of T hangars which will generate \$50-60,000 per year per row. As well as the increased revenue from fuel and maintenance due to the aircraft and pilots on the waiting list not presently keeping their aircraft with us at this time.

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

Yes **No**

Yes, the project does have local support with both the City of The Dalles and Klickitat County backing it with budgeted funds in the airport budget.

Project Documentation: South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

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:

Date of Completion: 11/11/2010

The airport currently has a Masterplan/ALP update programmed with FAA for 2025

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

Statewide Impact: South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

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

Yes, the project will create access to new and continued sources of labor by creating the space for the business owners to have future hangar space and adequate tie down locations.

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

Yes, the project will create an economic benefit to the state with the increased number of aircraft locating at our facility. Increased fuel sales and services and added jobs to provide these services.

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

OSSPAC offered the following definition of the seismic resilience goal:

"Oregon citizens will not only be protected from life-threatening physical harm, but because of risk reduction measures and pre-disaster planning, communities will recover more quickly and with less continuing vulnerability following a Cascadia subduction zone earthquake and tsunami."

Looking at the needs called out in the Oregon Aviation Plan as well as the Resiliency Plan for Tier III airports, this project would help satisfy some of the current and future deficiencies.

Tier 3 (Type 3 FSA w/Airport)

Tier 3 (T3) bases come in two varieties: with or without airports. Both are located based on the forecast needs of their surrounding population and provide economic and commercial restoration to the entire region after a disaster event. Tier / Type 3 Base with Airport is a pre-identified location and is pre-coordinated with the airport manager.

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

Project Design is nearing completion and project advertisement for bids is scheduled for early 2023 (January-March), with FAA AIP construction funding scheduled for May-July 2023. Construction is currently scheduled with FAA and the Airport for summer of 2023 (August - October 2023).

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, the project has a life expectancy well in excess of 20 years due to the mild conditions of the weather in The Dalles.

Budget: South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$2,850,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$316,700.00	10 %
Total Project Cost	\$3,166,700.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$2,850,000.00	5/1/2023
DLS Airport - Sponsor Match	\$66,700.00	10/18/2022
Total Match Funds:	\$2,916,700.00	92 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$250,000.00	8 %
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Project Budget Summary

Total applicant matching funds:	\$2,916,700.00	92 %
Funding request to ODA:	\$250,000.00	8 %
Total Project Cost:	\$3,166,700.00	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: South Apron Rehabilitation and New Taxilanes: Phase II - Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
2022-DLS-5 Year FAA CIP Letter	https://odae-grants.com/_Upload/15918_1101394-OR-20225YearCIPMemotoTheDales(DLS).pdf
DLS-2023 SCIP Datasheet-South Apron & Taxilanes-Construction	https://odae-grants.com/_Upload/15918_1101394_2-DLS-2023_SCIP_Data_Sheet-South_ApronNew_Taxilane-Construction.pdf

Internal Review Sheet

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$2,916,700.00 / 92 %	82
Funding Request to ODA:	\$250,000.00 / 8 %	
Total Project Cost	\$3,166,700.00 / 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

Yes, the project will create access to new and continued sources of labor by creating the space for the business owners to have future hangar space and adequate tie down locations.

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

Staff Entry	Review Score
1	5

Yes, the project will create an economic benefit to the state with the increased number of aircraft locating at our facility. Increased fuel sales and services and added jobs to provide these services.

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

OSSPAC offered the following definition of the seismic resilience goal :
"Oregon citizens will not only be protected from life-threatening physical harm, but because of risk reduction measures and pre-disaster planning, communities will recover more quickly and with less continuing vulnerability following a Cascadia subduction zone earthquake and tsunami."

Looking at the needs called out in the Oregon Aviation Plan as well as the Resiliency Plan for Tier III airports, this project would help satisfy some of the current and future deficiencies.

Tier 3 (Type 3 FSA w/Airport)
Tier 3 (T3) bases come in two varieties: with or without airports. Both are located based on the forecast needs of their surrounding population and provide economic and commercial restoration to the entire region after a disaster event. Tier / Type 3 Base with Airport is a pre-identified location and is pre-coordinated with the airport manager.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Project Design is nearing completion and project advertisement for bids is scheduled for early 2023 (January-March), with FAA AIP construction funding scheduled for May-July 2023. Construction is

Internal Review Sheet

currently scheduled with FAA and the Airport for summer of 2023 (August - October 2023).

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, the project has a life expectancy well in excess of 20 years due to the mild conditions of the weather in The Dalles.

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

Staff Entry	Review Score
1	5

The project will provide available sites for 40 - 50 T hangars and 3 large box hangars.

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 project will bring the airports south ramp up to the tiedown standard called out by the FAA creating more safety in spacing.

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

Staff Entry	Review Score
1	5

The project will cover an immediate deficiency and a future deficiency by having 2 immediate sites for the airport to build 2 T hangar rows as well as having 3 additional rows ready for private or airport build out in the coming years. This project will also create the access to the future site of an airport owned box hangar as well as 2 additional sites for box hangars public or private. KDLS currently has 2 commercial tenants requesting commercial facilities that would allow them to move the entirety of their business to our location.

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

Staff Entry	Review Score
1	5

Yes, the project definitely increases the financial self-sufficiency of the airport. With the 2 new rows of T hangars which will generate \$50-60,000 per year per row. As well as the increased revenue from fuel and maintenance due to the aircraft and pilots on the waiting list not presently keeping their aircraft with us at this time.

Internal Review Sheet

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00018

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, the project does have local support with both the City of The Dalles and Klickitat County backing it with budgeted funds in the airport budget.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
257		257		

General Project Information: New GA Aircraft Fueling Apron: Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

Applicant

Organization Name

Columbia Gorge Regional Airport

Contact Person *

Jeff Renard

Address

313 Court Street

Contact Person Title *

Airport Manager

City

The Dalles

State

Oregon

Zip Code

97058

Phone Number

(541) 288-6766

Email

manager@flycgra.com

Project Name and Location

Project Name *

New GA Aircraft Fueling Apron: Construction

Project Location *

DLS

ODOT Region:

Region 4

County tax parcel identification number(s): *

02133400001200

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

Airport Information

Airport Name: *

Columbia Gorge 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: *

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

12/31/2024

General Project Information: New GA Aircraft Fueling Apron: Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

Project Summary *

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

New GA Aircraft Fueling Apron: Construction

This project will include construction of approx. 23,000 sf of new asphalt apron pavement, new fuel apron pavement marking, and associated Storm Drainage improvements.

Project Purpose and Description *

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

This project will construct a new GA Aircraft Fueling Apron adjacent to the airports General Aviation (GA) south apron, and will ultimately facilitate relocating the airports current GA self serve fueling operations that are currently in the middle of the main apron in front of the the airports terminal building. This current GA fueling location is creating significant aircraft congestion and operational safety issues between smaller GA aircraft, and larger jet aircraft. Currently the airport is experiencing a significant increase in large jet traffic operating at DLS and these larger jets are parking on the main apron in front of the terminal . Additionally, the airports existing self serve fueling system is aging (approaching 25 yrs), includes underground storage tanks (USTs), and is creating significant monitoring, maintenance and repair issues for the airport.

Construction of this new GA fueling apron will ultimately allow the airport to complete the following projects to mitigate the items discussed above:

- Install a new GA self serve fueling system (including new above ground tank(s)) at the new GA fueling apron - completion anticipated in 2024
- Relocate all GA fueling operations to the new GA fueling apron - completion anticipated in 2024
- Decommission & remove the existing, out dated aircraft fueling system (including removal of the existing USTs) - completion anticipated in 2024
- Establish additional aircraft parking for larger jets on the main apron near the terminal building - completion anticipated in 2024

The airport is planning to bid & construct this new GA Fueling Apron with the current South Apron Rehabilitation & New Taxilanes project (FAA AIP project) currently being designed and scheduled for construction in 2023

This new GA Aircraft Fueling Apron project has been determined by FAA to be eligible for AIP -BIL funding, and the project has recently been coordinated with FAA and approved for 2023 funding and construction.

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

The project combined with the airports plan to remove the underground fuel tanks in 2024 addresses the future risks identified in the OEM / FEMA hazard mitigation process by removing the underground tanks . KDLS currently has a grant application in with OEM/FEMA to remove the existing 25+ year old underground system. The fuel apron will allow for the airport to have multiple above ground current fueling sources available upon completion.

• 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

Yes, the project does modernize the airport by separating the GA traffic and the Jet traffic eliminating the congestion and hazards associated with mixing these aircraft types.

General Project Information: New GA Aircraft Fueling Apron: Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

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

Yes, the project does prevent future deficiencies and preserve the existing facility. By relocating the fuel apron to the North side of the taxiway (an area already called out in our masterplan to be ramp space) it will allow us to preserve the concrete apron in front of the FBO and add additional ramp space for the increasing number of Jets needing space, this will also move the helicopters using self serve away from the busy apron. The apron design has the future in mind by having the infrastructure in the ground for any future additional fuel tank needs.

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

Yes the project will increase the airport self sufficiency goals by creating the solution for the removal of the underground fuel tanks and thus eliminating the financial burden of the monitoring and UST insurance . By creating an easier fueling solution we project some increase in indecisive potential fuel sales.

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

Yes, the project does have local sponsor support from the City of The Dalles and Klickitat County with budgeted funds in the airport budget.

Project Documentation: New GA Aircraft Fueling Apron: Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

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:

Date of Completion: 11/11/2010

The airport currently has a Masterplan/ALP update programmed with FAA for 2025

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

Statewide Impact: New GA Aircraft Fueling Apron: Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

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

Yes the project has the possible impact of reducing the transportation costs for Oregon business by providing a self serve option to fuel to the many commercial operators using our airport. The access to jobs has become more apparent with the number of companies choosing to fly their employees to our region rather than have them drive or use other means of transportation.

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

Yes, the project does have a direct impact thru easier access to fuel purchased.

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, the project will improve the utilization of the airport and create the efficiency needed in separating the GA and Jet traffic which will allow for the additional ramp space for added Jets and easier access to the self serve fueling.

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

Project advertisement for bids is scheduled for early 2023 (January-March), with FAA AIP construction funding scheduled for May-July 2023. Construction is currently scheduled with FAA and the Airport for summer of 2023 (August - October 2023).

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 project has a life well beyond the 20 year mark due to the mild weather conditions of The Dalles.

Budget: New GA Aircraft Fueling Apron: Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$318,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$35,400.00	10 %
Total Project Cost	\$353,400.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$318,000.00	12/1/2022
DLS Airport - Sponsor Match	\$3,540.00	10/20/2022
Total Match Funds:	\$321,540.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$31,860.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$321,540.00	91 %
Funding request to ODA:	\$31,860.00	9 %
Total Project Cost:	\$353,400.00	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: New GA Aircraft Fueling Apron: Construction

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
DLS-2023 New Fuel Apron-Construction-SCIP Datasheet	https://odae-grants.com/_Upload/15947_1101394-DLS-2023_SCIP_Data_Sheet-New_Fuel_Apron-Construction.pdf
2022-FAA 5 Year CIP Letter to DLS	https://odae-grants.com/_Upload/15947_1101394_2-OR-20225YearCIPMemotoTheDalles(DLS)x.pdf

Internal Review Sheet

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00029

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$321,540.00 / 91 %	80
Funding Request to ODA:	\$31,860.00 / 9 %	
Total Project Cost	\$353,400.00 / 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

Yes the project has the possible impact of reducing the transportation costs for Oregon business by providing a self serve option to fuel to the many commercial operators using our airport. The access to jobs has become more apparent with the number of companies choosing to fly their employees to our region rather than have them drive or use other means of transportation.

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

Staff Entry	Review Score
1	5

Yes, the project does have a direct impact thru easier access to fuel purchased.

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, the project will improve the utilization of the airport and create the efficiency needed in separating the GA and Jet traffic which will allow for the additional ramp space for added Jets and easier access to the self serve fueling.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Project advertisement for bids is scheduled for early 2023 (January-March), with FAA AIP construction funding scheduled for May-July 2023. Construction is currently scheduled with FAA and the Airport for summer of 2023 (August - October 2023).

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 project has a life well beyond the 20 year mark due to the mild weather conditions of The

Internal Review Sheet

Dalles.

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

Staff Entry	Review Score
1	5

The project combined with the airports plan to remove the underground fuel tanks in 2024 addresses the future risks identified in the OEM / FEMA hazard mitigation process by removing the underground tanks. KDLS currently has a grant application in with OEM/FEMA to remove the existing 25+ year old underground system. The fuel apron will allow for the airport to have multiple above ground current fueling sources available upon completion.

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

Yes, the project does modernize the airport by separating the GA traffic and the Jet traffic eliminating the congestion and hazards associated with mixing these aircraft types.

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

Staff Entry	Review Score
1	5

Yes, the project does prevent future deficiencies and preserve the existing facility. By relocating the fuel apron to the North side of the taxiway (an area already called out in our masterplan to be ramp space) it will allow us to preserve the concrete apron in front of the FBO and add additional ramp space for the increasing number of Jets needing space, this will also move the helicopters using self serve away from the busy apron. The apron design has the future in mind by having the infrastructure in the ground for any future additional fuel tank needs.

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

Staff Entry	Review Score
1	5

Yes the project will increase the airport self sufficiency goals by creating the solution for the removal of the underground fuel tanks and thus eliminating the financial burden of the monitoring and UST insurance. By creating an easier fueling solution we project some increase in indecisive potential fuel sales.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, the project does have local sponsor support from the City of The Dalles and Klickitat County with budgeted funds in the airport budget.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
280		280		

General Project Information: Emergency Generator Connection

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054

Version Date: 12/05/2022 14:27:11

Applicant

Organization Name

Columbia Gorge Regional Airport

Contact Person *

Jeff Renard

Address

313 Court Street

Contact Person Title *

Airport Manager

City

The Dalles

State

Oregon

Zip Code

97058

Phone Number

(509) 767-2272

Email

manager@flycgra.com

Project Name and Location

Project Name *

Emergency Generator Connection

Project Location *

Columbia Gorge Regional Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

02133400001200

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

Airport Information

Airport Name: *

Columbia Gorge 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: *

Critical/essential services or equipment

Project Start Date:

7/1/2023

Project End Date:

8/31/2023

General Project Information: Emergency Generator Connection

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054

Version Date: 12/05/2022 14:27:11

Project Summary *

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

Purchase and install a 100kw emergency generator on slab adjacent to the runway lighting regulator shed. Install automatic transfer switch and necessary wiring. Trench and install wiring to power the terminal building as well as the fuel distribution system.

Project Purpose and Description *

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

To ensure that airport is able to continue to serve the fuel needs of the fire services and military along with the GA customers. This will require trenching the parking lot to the bulk Jet fuel farm, self serve fuel island and to the terminal building to tie in to the current systems. The runway lighting will be a large component of the need tied to this generator. Installing the automatic transfer switch will insure the minimum disruption to the customer

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

Yes, the project will eliminate the chance of diverting aircraft from our airport due to lack of power for lighting and fuel.
- 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

Yes, the project would create power redundancy and back up for the airport that would and overcome a deficiency in providing emergency services in teh event of a catastrophic event.
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

Yes, this project preserves existing airport facilities and would allow the airport to continue to function at a 'functional' level per the Oregon Resiliency Plan.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

Yes, this project will allow the airport to be self sufficient and not be reliant on having to rent emergency back up generators
- Does the project have local support? *** ✓ Yes No

Yes, this project has the support of City of the Dalles, Klickitat County as well as a OEM / FEMA hazard mitigation grant for \$40,000 to assist with the project.

Project Documentation: Emergency Generator Connection

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054
Version Date: 12/05/2022 14:27:11

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 11/11/2010

Anticipated Date of Completion: _____

If no, provide reasoning:

Date of completion 11/11/2010

The airport currently has a Masterplan/ALP update programmed with the FAA for 2025

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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: Emergency Generator Connection

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054

Version Date: 12/05/2022 14:27:11

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

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * ✓ Yes No
This project will eliminate the need for emergency generator rentals.

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
This project will eliminate the need for emergency generator rental and ensure the continued access to fuel for our emergency services and military.

Is the proposed project ready for construction or implementation? * ✓ Yes No
Yes, this project is ready for design and implementation.

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 project does have a minimum 20 yr useful life.

Budget: Emergency Generator Connection

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054
Version Date: 12/05/2022 14:27:11

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	
OEM / FEMA hazard mitigation grant	\$40,000.00	7/1/2023
Sponsor match	\$19,000.00	7/1/2023
Total Match Funds:	\$59,000.00	31 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$131,000.00	69 %

Project Budget Summary		
Total applicant matching funds:	\$59,000.00	31 %
Funding request to ODA:	\$131,000.00	69 %
Total Project Cost:	\$190,000.00	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: Emergency Generator Connection

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054

Version Date: 12/05/2022 14:27:11

Budget: Emergency Generator Connection

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054

Version Date: 12/05/2022 14:27:11

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054
Version Date: 12/05/2022 14:27:11

File Repository

Person:
Date:

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Internal Review Sheet

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054
Version Date: 12/05/2022 14:27:11

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?	No	0
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$59,000.00 / 31 %	21
Funding Request to ODA:	\$131,000.00 / 69 %	
Total Project Cost	\$190,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
0	0

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

Staff Entry	Review Score
1	5

This project will eliminate the need for emergency generator rentals.

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

This project will eliminate the need for emergency generator rental and ensure the continued access to fuel for our emergency services and military.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes, this project is ready for design and implementation.

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 project does have a minimum 20 yr useful life.

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

Staff Entry	Review Score

Internal Review Sheet

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00054

Version Date: 12/05/2022 14:27:11

1	5
---	---

Yes, the project will eliminate the chance of diverting aircraft from our airport due to lack of power for lighting and fuel.

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

Yes, the project would create power redundancy and back up for the airport that would and overcome a deficiency in providing emergency services in teh event of a catastrophic event.

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

Staff Entry	Review Score
1	5

Yes, this project preserves existing airport facilities and would allow the airport to continue to function at a 'functional' level per the Oregon Resiliency Plan.

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

Staff Entry	Review Score
1	5

Yes, this project will allow the airport to be self sufficient and not be reliant on having to rent emergency back up generators

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, this project has the support of City of the Dalles, Klickitat County as well as a OEM / FEMA hazard mitigation grant for \$40,000 to assist with the project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
191		191		

General Project Information: Taxiway Charlie/Mike Rehabilitation

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

Applicant

Organization Name

City of Eugene

Contact Person *

Cathryn Stephens

Address

28855 Lockheed Dr.

Contact Person Title *

Airport Director

City	State	Zip Code
Eugene	Oregon	97402

Phone Number	Email
(541) 682-5430	CStephens@eugene-or.gov

Project Name and Location

Project Name *

Taxiway Charlie/Mike Rehabilitation

Project Location *

Eugene, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

999951; 350098; 350148; 349959; 349967; 111937; 349975; 1317237; 1317229; 1317211; 489078; 4890003; 1258829; 349736; 349512; 349736; 1317625; 1286242; 54252; 54161; 1495298; 1296910; 54153; 54245; 349512; 1586666; 1625324; 1625316; 1625316; 1621752; 1661766; 4123772; 54112; 54138; 350254; 54120; 1586666; 1132198

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

https://odae-grants.com/_Upload/15856_1101320-10454_1099172-TaxLotMap.pdf

Airport Information

Airport Name: *

Eugene Mahlon Sweet Airport
(EUG)

Airport Category: *

Category 1b

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: *

Assistance with FAA AIP grant match

Project Start Date: 6/26/2023

Project End Date: 10/20/2023

General Project Information: Taxiway Charlie/Mike Rehabilitation

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

Project Summary *

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

This project will rehabilitate a combined 6,000 linear feet of both Taxiway Charlie (C) and Mike (M) to meet FAA design standards for ADG III/TDG 5 aircraft. New ADG III taxiway shoulders will be constructed as part of this project. The development would also include reconfiguring the intersection of Taxiways Charlie, Mike, Kilo, and Papa, stormwater drainage and electrical improvements.

Project Purpose and Description *

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

Taxiways Charlie (C) and Mike (M) are constructed of asphalt pavement that is rapidly deteriorating and has reached the end of its usable life. The pavement condition index (PCI) completed in September 2018 indicated that Taxiway C is rated at 49 and Taxiway M is rated at 67 to 42, which is considered poor to fair condition.

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

One of the Oregon Aviation Plan's primary goal is to evaluate current system performance and identify airport facilities and service deficiencies and gaps. The pavement condition index (PCI) completed in September 2018 indicated that Taxiway C is rated at 49 and Taxiway M is rated at 67 to 42, which is considered poor to fair condition. Additionally, one of the Oregon Transportation Plan goals is safety and security. Taxiways Charlie and Mike rehabilitation will meet FAA design standards and maintain safe and efficient operations at the Airport. The Proposed Project would also include the reconfiguration of the Taxiways Charlie, Mike, Kilo, and Papa intersection to mitigate a confusing intersection and a wide expanse of pavement in accordance with FAA AC 150/5300-13B.

• **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

Eugene Airport is following FAA AC 150/5300-13B - Airport Design which provides guidance to preserve and enhance safety and efficiency of airport operations. Stormwater drainage improvements will preserve and prolong pavement performance. Proposed project would include electrical improvements for taxiway lighting.

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

Yes No

Extending the life of the taxiways is of great financial benefit to the airport. Subsurface work will extend taxiway's life and prevent high costs of resurfacing and repair work, preventing disruption that such work entails. This grant will provide partial funding of our local match resulting in additional local funds available to work on other projects allowing Eugene Airport to be self-sufficient.

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

Yes No

See attach letter of support from Lane Area Commission on Transportation (Lane ACT). This project also has the support of EUG's Airport Advisory Committee which consists of local business owners, general aviation individuals and general public.

Project Documentation: Taxiway Charlie/Mike Rehabilitation

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 8/1/2018

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable Categorical exclusion (CATEX)
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 Permits			Required
Erosion Control Permit			Required
Stormwater Permit			Required

Statewide Impact: Taxiway Charlie/Mike Rehabilitation

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

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 protects businesses from Eugene Airport shutdown resulting in loss of access to travel and air cargo delivery , possibly leading to loss of revenue and jobs.

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

Airports are important to the community because they provide local businesses with access to the global market. By ensuring that Eugene Airport continues to be operational , support for business will be able to continue and thus provide jobs and economic prosperity for the area.

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

Eugene Airport (EUG) is a Category I Commercial Service Airport which supports scheduled commercial airline service . EUG transports passengers to their destinations within the state or the nation. Additionally, EUG operates contracted air cargo feeder aircraft which transport cargo to and from cargo jet aircraft at PDX. Oregon's network of highways and roadways are used to transport air cargo by truck. Also, the Oregon Aviation Plan identified Eugene Airport as one of the airports that has a potential to maintain or quickly restore operational functions after a major earthquake. This project will prevent disruption at the airport and ensures continued operations.

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

This project is in the Capital Improvement Plan submitted and approved by FAA. FAA has also determined that CATEX 5-6.3b and 5-6.4a/e/o of FAA Order 1050.1.F applies to this project and no further NEPA review is required.

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

Based on a study done for the Federal Aviation Administration (FAA), Operational Life of Airport Pavements, (DOT/FAA/AR-04/46), the airport pavements designed following FAA standards have sufficient thickness to provide a 20-year structural life.

Budget: Taxiway Charlie/Mike Rehabilitation

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$18,280,000.00	94 %
FAA AIP Grant Match Requirement from Sponsor	\$1,218,667.00	6 %
Total Project Cost	\$19,498,667.00	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:	50%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$18,280,000.00	10/1/2022
Airport Enterprise Fund	\$968,667.00	7/1/2022
Total Match Funds:	\$19,248,667.00	99 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$250,000.00	1 %
----------------------------	--------------	-----

Project Budget Summary

Total applicant matching funds:	\$19,248,667.00	99 %
Funding request to ODA:	\$250,000.00	1 %
Total Project Cost:	\$19,498,667.00	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: Taxiway Charlie/Mike Rehabilitation

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

Please describe those pre-agreement expenditures.

Eugene Airport has incurred expense related to pre-design services for this project. This scope of work includes investigation of the site to identify potential wetlands, a wetland delineation report and depending on results, the wetland permitting process, and topographical survey.

Related Document Uploads

Description	Upload
EUG FAA Capital Improvement Plan	https://odae-grants.com/_Upload/15859_1101394-EUGFAACIPFFY23-28.pdf

Miscellaneous Uploads: Taxiway Charlie/Mike Rehabilitation

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

File Repository

Letter of Support from LaneACT

[15863_1101396-EugeneAirport_COAR_LOS_Signed.pdf](#)

Person:Odette Oppe
Date:10/19/2022

CATEX

[15863_1101396-221012EUGTaxiwayC-MCATEXv2.0_signed.pdf](#)

Person:Odette Oppe
Date:10/19/2022

Signed COAR Grant Application

[15863_1101396-FY23COARGrantApplication-signed.pdf](#)

Person:Odette Oppe
Date:10/20/2022

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Internal Review Sheet

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	50 %	50
Total applicant matching funds:	\$19,248,667.00 / 99 %	48
Funding Request to ODA:	\$250,000.00 / 1 %	
Total Project Cost	\$19,498,667.00 / 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 protects businesses from Eugene Airport shutdown resulting in loss of access to travel and air cargo delivery, possibly leading to loss of revenue and jobs.

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

Staff Entry	Review Score
1	5

Airports are important to the community because they provide local businesses with access to the global market. By ensuring that Eugene Airport continues to be operational, support for business will be able to continue and thus provide jobs and economic prosperity for the area.

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

Eugene Airport (EUG) is a Category I Commercial Service Airport which supports scheduled commercial airline service. EUG transports passengers to their destinations within the state or the nation. Additionally, EUG operates contracted air cargo feeder aircraft which transport cargo to and from cargo jet aircraft at PDX. Oregon's network of highways and roadways are used to transport air cargo by truck. Also, the Oregon Aviation Plan identified Eugene Airport as one of the airports that has a potential to maintain or quickly restore operational functions after a major earthquake. This project will prevent disruption at the airport and ensures continued operations.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

This project is in the Capital Improvement Plan submitted and approved by FAA. FAA has also determined that CATEX 5-6.3b and 5-6.4a/e/o of FAA Order 1050.1.F applies to this project and no further NEPA review is required.

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?

Staff Entry	Review Score
1	5

Based on a study done for the Federal Aviation Administration (FAA), Operational Life of Airport Pavements, (DOT/FAA/AR-04/46), the airport pavements designed following FAA standards have sufficient thickness to provide a 20-year structural life.

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

Staff Entry	Review Score
1	5

One of the Oregon Aviation Plan's primary goal is to evaluate current system performance and identify airport facilities and service deficiencies and gaps. The pavement condition index (PCI) completed in September 2018 indicated that Taxiway C is rated at to 49 and Taxiway M is rated at 67 to 42, which is considered poor to fair condition. Additionally, one of the Oregon Transportation Plan goals is safety and security. Taxiways Charlie and Mike rehabilitation will meet FAA design standards and maintain safe and efficient operations at the Airport. The Proposed Project would also include the reconfiguration of the Taxiways Charlie, Mike, Kilo, and Papa intersection to mitigate a confusing intersection and a wide expanse of pavement in accordance with FAA AC 150/5300-13B.

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

Eugene Airport is following FAA AC 150/5300-13B - Airport Design which provides guidance to preserve and enhance safety and efficiency of airport operations. Stormwater drainage improvements will preserve and prolong pavement performance. Proposed project would include electrical improvements for taxiway lighting.

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

Staff Entry	Review Score
1	5

Extending the life of the taxiways is of great financial benefit to the airport. Subsurface work will extend taxiway's life and prevent high costs of resurfacing and repair work, preventing disruption that such work entails. This grant will provide partial funding of our local match resulting in additional local funds available to work on other projects allowing Eugene Airport to be self-sufficient.

Does the project have local support?

Staff Entry	Review Score
1	5

See attach letter of support from Lane Area Commission on Transportation (Lane ACT). This project also has the support of EUG's Airport Advisory Committee which consists of local business owners, general aviation individuals and general public.

Internal Review Sheet

City of Eugene
COAR Application 2023

Application Year: 2023
COAR-2023-EUG-00019

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
178		178		

General Project Information: Madras Airport Helibase: Phase 3

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

Applicant

Organization Name

City of Madras

Contact Person *

Gus Burrell

Address

125 SW E Street

Contact Person Title *

City Administrator

City	State	Zip Code
Madras	Oregon	97741

Phone Number	Email
(541) 475-2344	gburriel@ci.madras.or.us

Project Name and Location

Project Name *

Madras Airport Helibase: Phase 3

Project Location *

Madras Municipal Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

Jefferson County Assessor Maps 10-13-35 TL 100

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

Airport Information

Airport Name: *

Madras Municipal Airport

Airport Category: *

Category 4a

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: 1/9/2023

Project End Date: 12/30/2023

General Project Information: Madras Airport Helibase: Phase 3

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

Project Summary *

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

This is the third phase of development of a helicopter operations area at the Airport . Asphalt pavement will be placed for the Touchdown and Liffoff (TLOF) area, the taxi route to helicopter parking areas, and the large helicopter parking areas. As additional funding becomes available in the future, the parking areas for small helicopters will be paved.

Project Purpose and Description *

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

Operations by large helicopters during fire seasons are a significant source of Foreign Object Damage (FOD) to other aircraft operating at the Airport. The addition of helicopter operations during fire season also interferes with routine fixed wing operations. The result is that operations for both are frequently delayed. While this may be tolerable for fixed wing operators that normally operate at the Airport on an intermittent basis, delays in firefighting operations, where time is of the essence, is much less tolerable for helicopters used in the effort. Given the number of wildfires in recent years, the Airport has seen frequent use by heavy helicopters . Due to large acreages of existing forest lands with an overabundance of fuels, and exacerbating influences such as climate change, the need to accommodate heavy helicopters is expected to increase in the foreseeable future.

The City has identified a location on the Airport for development of a dedicated area for helicopter operations . The improvements proposed for Phase 3 are part of a multi-phased project to be constructed as funding becomes available. Phase 3 will expand on Phase 2 by improving the surfaces used for takeoff and landings , taxiing, and parking for large helicopters.

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 Oregon Aviation Plan does not list any minimum requirements for helipad construction . Therefore the installation of a helibase to separate helicopters and fixed-wind traffic in order to reduce FOD exceed any state or federal minimum standard .

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

The project improves the ability of helicopter traffic under a wider range of weather conditions .

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

Improved facilities make the Airport more attractive as a base of operations for fire suppression from both an operational standpoint and a strategic one. This will lead to increased revenue from user fees/charges and lease agreement payments.

- **Does the project have local support? *** ✓ Yes No

The project has continues to enjoy the support of the Madras City Council

Project Documentation: Madras Airport Helibase: Phase 3

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 7/8/2022

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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: Madras Airport Helibase: Phase 3

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

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

Because of the proximity the Madras Airport to the Mt. Hood and Willamette National Forests as well as forest lands on the Warm Springs Indian Reservation, the Airport is frequently used as a staging area for fighting wildfires. Improving the Airport through the addition of a dedicated area for helicopter operations area will improve access and response times for fighting forest fires.

Improving the helicopter operations area will allow helicopters to move about more efficiently and will aid movement of support personnel and equipment to and from the site.

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

Timber is a significant renewable resource used for a wide assortment of products and is an important part of Oregon's economic base. Improving the ability to protect this resource benefits 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

The Airport is located adjacent to the City's Industrial Park with rail service and direct freight access to US Highways 26 and 97.

Intermingling helicopter operations with fixed wing air traffic disrupts the flow of normal traffic during fire events. Separating helicopter traffic from fixed wing operations allows routine air traffic to continue uninterrupted during periods of heavy helicopter use for firefighting.

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

Design is anticipated to be complete in time for springtime construction.

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 helicopter operations area improvements can be created and maintained at minimal cost. Given the overall cost for personnel and equipment for firefighting, there is a high potential for the project to pay for itself many times over in savings in equipment wear and tear, reduced FOD, fuel, and time. The proposed Phase 3 improvements are intended to improve access to the Westside area already utilized by heavy lift helicopters.

Budget: Madras Airport Helibase: Phase 3

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

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	1/3/2023
City of Madras	\$39,000.00	1/3/2023
Total Match Funds:	\$39,000.00	21 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$150,000.00	79 %
----------------------------	--------------	------

Project Budget Summary

Total applicant matching funds:	\$39,000.00	21 %
Funding request to ODA:	\$150,000.00	79 %
Total Project Cost:	\$189,000.00	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: Madras Airport Helibase: Phase 3

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
CIP Data Sheet	https://odae-grants.com/_Upload/15876_1101394-Madras2023-HelibasePhase3.pdf
Site Plan	https://odae-grants.com/_Upload/15876_1101394_2_1-PH3-SITEPLAN.pdf
Cost Estimate	https://odae-grants.com/_Upload/15876_1101394_3-CostEstimate10149.037.01.pdf

Miscellaneous Uploads

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

File Repository

Phase 3 Letter of Support

[15948_1101396-Phase3Letterof
Support.pdf](#)

Person:William Brackett
Date:10/21/2022

Revised narrative justifying the need for a heliport.

[15948_1101396-HelipadNarrative
-rev102122.pdf](#)

Person:William Brackett
Date:10/21/2022

Final Report

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Internal Review Sheet

City of Madras
COAR Application 2023

Application Year: 2023
COAR-2023-S33-00025

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:	\$39,000.00 / 21 %	10
Funding Request to ODA:	\$150,000.00 / 79 %	
Total Project Cost	\$189,000.00 / 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

Because of the proximity the Madras Airport to the Mt. Hood and Willamette National Forests as well as forest lands on the Warm Springs Indian Reservation, the Airport is frequently used as a staging area for fighting wildfires. Improving the Airport through the addition of a dedicated area for helicopter operations area will improve access and response times for fighting forest fires.

Improving the helicopter operations area will allow helicopters to move about more efficiently and will aid movement of support personnel and equipment to and from the site.

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

Staff Entry	Review Score
1	5

Timber is a significant renewable resource used for a wide assortment of products and is an important part of Oregon's economic base. Improving the ability to protect this resource benefits 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
1	5

The Airport is located adjacent to the City's Industrial Park with rail service and direct freight access to US Highways 26 and 97.

Intermingling helicopter operations with fixed wing air traffic disrupts the flow of normal traffic during fire events. Separating helicopter traffic from fixed wing operations allows routine air traffic to continue uninterrupted during periods of heavy helicopter use for firefighting.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Design is anticipated to be complete in time for springtime construction.

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?

Staff Entry	Review Score
1	5

The helicopter operations area improvements can be created and maintained at minimal cost. Given the overall cost for personnel and equipment for firefighting, there is a high potential for the project to pay for itself many times over in savings in equipment wear and tear, reduced FOD, fuel, and time. The proposed Phase 3 improvements are intended to improve access to the Westside area already utilized by heavy lift helicopters.

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 Oregon Aviation Plan does not list any minimum requirements for helipad construction. Therefore the installation of a helibase to separate helicopters and fixed-wing traffic in order to reduce FOD exceed any state or federal minimum standard.

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

Staff Entry	Review Score
1	5

The project improves the ability of helicopter traffic under a wider range of weather conditions.

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

Staff Entry	Review Score
1	5

Improved facilities make the Airport more attractive as a base of operations for fire suppression from both an operational standpoint and a strategic one. This will lead to increased revenue from user fees/charges and lease agreement payments.

Does the project have local support?

Staff Entry	Review Score
1	5

The project has continues to enjoy the support of the Madras City Council

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
180		180		

General Project Information: Sportsman Runway Reconstruction

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

Applicant

Organization Name

Sportsman Airpark

Contact Person *

Jason E Dale

Address

PO Box 248

Contact Person Title *

Manager

City

Newberg

State

Oregon

Zip Code

97132-0248

Phone Number

(503) 538-2134

Email

jason1@sportsmanairpark.com

Project Name and Location

Project Name *

Sportsman Runway Reconstruction

Project Location *

Sportsman Airpark

ODOT Region:

Region 2

County tax parcel identification number(s): *

R3220 00300

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

Airport Information

Airport Name: *

Sportsman Airpark

Airport Category: *

Category 4a

NPIAS or Non-NPIAS: *

Non-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:

4/3/2023

Project End Date:

10/10/2023

General Project Information: Sportsman Runway Reconstruction

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

Project Summary *

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

Reconstruct the runway and taxiways at Sportsman Airpark. The runway is approximately 2800ft x 50ft of surface area. This will extend the life of the runway by 25 years or more. Taxiways approximately 1500ft x 25ft in total will also be reconstructed/resurfaced as needed. The current runway paving has lasted since 1963.

Project Purpose and Description *

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

By pulverising existing asphalt and mixing with portland cement and compacting into a cement treated base and applying a type 1 slurry seal wear surface, the resulting runway surface would extend the life of the runway per the Oregon Pavement Maintenance Program.

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
Yes. It upgrades the current runway surface and preserves their life into the future per the Oregon Pavement Maintenance Program.

- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
Yes. Sportsman Airpark relies on fuel sales, hangar rentals, aircraft maintenance, tourism, and tenant leases to maintain operations. Having a functional runway in good repair produces a synergistic effect and is the key to those operations continuing to provide the funds to sustain overall airport operations.

- **Does the project have local support? *** ✓ Yes No
Yes. Sportsman Airpark has received support for continued operations -of which a runway is a key component- from local government entities such as the City of Newberg and Yamhill County. We also have the support of our hangar and business tenants such as Vista Balloon Adventures and PPI, and businesses that utilize our facilities such as Western Helicopter and local flight schools that use the runway for flight training. Among these are Hillsboro Aviation, Aurora Aviation, Precision Flight Training, Twin Oaks Flight Training, and others.

Project Documentation: Sportsman Runway Reconstruction

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

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:

Sportsman Airpark's ALP was completed in 2008. A new ALP has not been completed since that time because the planned layout of the airport has not changed sufficiently to warrant a new ALP.

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

Statewide Impact: Sportsman Runway Reconstruction

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

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

Yes. Sportsman Airpark provides easy local access to the Yamhill County wine country and agritourism in the area . The Allison Hotel is included as a regular destination through arrivals to Sportsman Airpark .

Sportsman Airpark also provides access for many local businesses and has the land area to provide industrial expansion in the future. The current proximity of Sportsman Airpark to the City of Newberg's industrial area represents a large potential for future synergies between aviation access and local industrial employers.

Sportsman Airpark also provides maintenance for several area aviation businesses /employers such as Aurora Flight Training and PNW Skydiving.

Sportsman Airpark also serves as both a flight school and a training destination for area pilots , increasing the safety margin for people flying between training areas by being another landing option, and decreasing the fuel burned to fly to and from other local flight schools for training.

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

Yes. Upgrading the runway and taxiway surfaces through this reconstruction will ensure the future viability of Sportsman Airpark 's aviation operations which are of benefit to the state. Also all contractors actually performing the work will be locally sourced.

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 current condition of Sportsman Airpark's runway is listed as 'poor' in most aviation guides. By upgrading those listings to 'new' once this project is completed it will draw more traffic and business not only to Sportsman Airpark but to any local businesses that people would like to visit that are within easy distance such as the Allison Inn .

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

Yes. The project is only waiting for available contractors to perform the work.

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. The existing runway was paved in 1963, so nearly 60 years of use. The proposed reconstruction will be an even sturdier surface and provide continued airport operations for 25 years or more.

Budget: Sportsman Runway Reconstruction

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

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		
Sportsman Airpark	\$95,000.00	3/1/2023
Total Match Funds:	\$95,000.00	39 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	61 %

Project Budget Summary		
Total applicant matching funds:	\$95,000.00	39 %
Funding request to ODA:	\$150,000.00	61 %
Total Project Cost:	\$245,000.00	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: Sportsman Runway Reconstruction

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: Sportsman Runway Reconstruction

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

File Repository

Person:

Date:

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Internal Review Sheet

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	Non-NPIAS	25
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:	\$95,000.00 / 39 %	28
Funding Request to ODA:	\$150,000.00 / 61 %	
Total Project Cost	\$245,000.00 / 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

Yes. Sportsman Airpark provides easy local access to the Yamhill County wine country and agritourism in the area. The Allison Hotel is included as a regular destination through arrivals to Sportsman Airpark.

Sportsman Airpark also provides access for many local businesses and has the land area to provide industrial expansion in the future. The current proximity of Sportsman Airpark to the City of Newberg's industrial area represents a large potential for future synergies between aviation access and local industrial employers.

Sportsman Airpark also provides maintenance for several area aviation businesses/employers such as Aurora Flight Training and PNW Skydiving.

Sportsman Airpark also serves as both a flight school and a training destination for area pilots, increasing the safety margin for people flying between training areas by being another landing option, and decreasing the fuel burned to fly to and from other local flight schools for training.

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

Staff Entry	Review Score
1	5

Yes. Upgrading the runway and taxiway surfaces through this reconstruction will ensure the future viability of Sportsman Airpark's aviation operations which are of benefit to the state. Also all contractors actually performing the work will be locally sourced.

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 current condition of Sportsman Airpark's runway is listed as 'poor' in most aviation guides. By upgrading those listings to 'new' once this project is completed it will draw more traffic and business not only to Sportsman Airpark but to any local businesses that people would like to visit that are within easy distance such as the Allison Inn.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score

Internal Review Sheet

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

Yes. The project is only waiting for available contractors to perform the work.

1	5
---	---

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. The existing runway was paved in 1963, so nearly 60 years of use. The proposed reconstruction will be an even sturdier surface and provide continued airport operations for 25 years or more.

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

Yes. It upgrades the current runway surface and preserves their life into the future per the Oregon Pavement Maintenance Program.

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

Staff Entry	Review Score
1	5

Yes. Sportsman Airpark relies on fuel sales, hangar rentals, aircraft maintenance, tourism, and tenant leases to maintain operations. Having a functional runway in good repair produces a synergistic effect and is the key to those operations continuing to provide the funds to sustain overall airport operations.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes. Sportsman Airpark has received support for continued operations -of which a runway is a key component- from local government entities such as the City of Newberg and Yamhill County . We also have the support of our hangar and business tenants such as Vista Balloon Adventures and PPI, and businesses that utilize our facilities such as Western Helicopter and local flight schools

Internal Review Sheet

Sportsman Airpark
COAR Application 2023

Application Year: 2023
COAR-2023-2S6-00035

that use the runway for flight training. Among these are Hillsboro Aviation, Aurora Aviation, Precision Flight Training, Twin Oaks Flight Training, and others.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
218		218		

General Project Information: Taxiway D Reconstruction (Construction)

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

Applicant

Organization Name

Morrow County

Contact Person *

Sandi Pointer

Address

365 W. Hwy 74

Contact Person Title *

Management Assistant

City

Lexington

State

Oregon

Zip Code

97839

Phone Number

(541) 989-8166

Email

spointer@co.morrow.or.us

Project Name and Location

Project Name *

Taxiway D Reconstruction (Construction)

Project Location *

Lexington, OR

ODOT Region:

Region 5

County tax parcel identification number(s): *

01 S25E27-300

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

https://odae-grants.com/_Upload/15866_1101320-12961_1100013-9S9TaxLotMap.pdf

Airport Information

Airport Name: *

Lexington Airport

Airport Category: *

Category 4a

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: *

Assistance with FAA AIP grant match

Project Start Date:

6/1/2023

Project End Date:

6/30/2024

General Project Information: Taxiway D Reconstruction (Construction)

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

Project Summary *

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

Full depth reconstruction of approximately 5,150 SY of Taxiway D and the adjacent apron.

Project Purpose and Description *

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

Record data indicate Taxiway D and the Apron was originally constructed in 1967 and 1989. The last known rehabilitation maintenance performed within the project limits was a non-AIP eligible overlay in 2007 and crack sealing in 2008. The 2017 PCI Study has projected PCI values for Taxiway D and the Apron in 2027 between 0 (failed) and 55 (poor). The pavement exhibits large, transverse cracks, pavement oxidization, and alligator cracking that is generating foreign object debris (FOD). The project improvements include full-depth reconstruction.

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 project will correct the Taxiway D/Parallel Taxiway intersection geometry that currently does not meet FAA standards.

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

The project will prevent future deficiencies by protecting and improving the longevity of the taxiway surface.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the taxiway surface. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

- **Does the project have local support? *** ✓ Yes No

The project has the support of Morrow County Board of Commissioners and the Lexington Airport Advisory Committee.

Project Documentation: Taxiway D Reconstruction (Construction)

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 10/31/2016

Anticipated Date of Completion: _____

If no, provide reasoning:

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.

FAA determined the project is categorically excluded from subsequent environmental review.

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
1200C		Underway	Don't Know

Statewide Impact: Taxiway D Reconstruction (Construction)

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

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

Lexington Airport is part of a state system of airports that provide access for business and tourism throughout the state . Improvements such as reconstructing Taxiway D will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of the taxiway, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Morrow County.

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

The project will increase the longevity of the taxiway surface and enhance the safety of air traffic utilizing the airport for access to Morrow County and surrounding areas. This could result in expansion of jobs or products at the airport with increased business activity in the area.

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 project is a critical link connecting elements of Oregon's transportation system by improving the taxiway surface conditions and increasing its longevity. Reconstructing the pavement could result in increased utilization of the Airport due to increased safety .

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

Project design is in process, and construction is anticipated Summer 2023.

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 project will be designed to FAA and State design standards with a design life cycle of 20 years that matches the Airport Improvement Program Handbook Change 1.

Budget: Taxiway D Reconstruction (Construction)

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$850,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$94,444.44	10 %
Total Project Cost	\$944,444.44	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	\$850,000.00	6/1/2023
Sponsor Funds Less ODA Grant Request	\$9,444.44	1/2/2023
Total Match Funds:	\$859,444.44	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$85,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$859,444.44	91 %
Funding request to ODA:	\$85,000.00	9 %
Total Project Cost:	\$944,444.44	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: Taxiway D Reconstruction (Construction)

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
FAA 2022 CIP Letter	https://odae-grants.com/_Upload/15869_1101394-OR-2022-5YearCIPMemotoLexington(9S9).pdf

Miscellaneous Uploads

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

File Repository

FAA 2022 CIP Letter to Lexington

[15870_1101396-OR-2022-5Year
CIPMemotoLexington\(9S9\).pdf](#)

Person:Sydney Wood
Date:10/14/2022

AIP Handbook

[15870_1101396-AIP-Handbook-
Order-5100-38D-Chg1.pdf](#)

Person:Sydney Wood
Date:10/14/2022

Tax Map

[15870_1101396-8498_1098821-9
S9TaxLotMap.pdf](#)

Person:Sydney Wood
Date:10/14/2022

Final Report

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Internal Review Sheet

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	No	0
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$859,444.44 / 91 %	81
Funding Request to ODA:	\$85,000.00 / 9 %	
Total Project Cost	\$944,444.44 / 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

Lexington Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as reconstructing Taxiway D will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of the taxiway, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Morrow County.

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

Staff Entry	Review Score
1	5

The project will increase the longevity of the taxiway surface and enhance the safety of air traffic utilizing the airport for access to Morrow County and surrounding areas. This could result in expansion of jobs or products at the airport with increased business activity in the area.

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 project is a critical link connecting elements of Oregon's transportation system by improving the taxiway surface conditions and increasing its longevity. Reconstructing the pavement could result in increased utilization of the Airport due to increased safety.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Project design is in process, and construction is anticipated Summer 2023.

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

Internal Review Sheet

Morrow County
COAR Application 2023

Application Year: 2023
COAR-2023-9S9-00007

1	5
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The project will be designed to FAA and State design standards with a design life cycle of 20 years that matches the Airport Improvement Program Handbook Change 1.

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 project will correct the Taxiway D/Parallel Taxiway intersection geometry that currently does not meet FAA standards.

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

Staff Entry	Review Score
1	5

The project will prevent future deficiencies by protecting and improving the longevity of the taxiway surface.

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

Staff Entry	Review Score
1	5

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the taxiway surface. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

Does the project have local support?

Staff Entry	Review Score
1	5

The project has the support of Morrow County Board of Commissioners and the Lexington Airport Advisory Committee.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
261		261		

General Project Information: 100LL Fuel Tank and Self Serve

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056
Version Date: 12/05/2022 14:24:50

Applicant

Organization Name

Columbia Gorge Regional Airport

Contact Person *

Jeff Renard

Address

313 Court Street

Contact Person Title *

Airport Manager

City

The Dalles

State

Oregon

Zip Code

97058

Phone Number

(541) 288-6766

Email

manager@flycgra.com

Project Name and Location

Project Name *

100LL Fuel Tank and Self Serve

Project Location *

KDLS

ODOT Region:

Region 4

County tax parcel identification number(s): *

02133400001200

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

Airport Information

Airport Name: *

Columbia Gorge 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: *

Critical/essential services or equipment

Project Start Date:

7/1/2023

Project End Date:

11/30/2023

General Project Information: 100LL Fuel Tank and Self Serve

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056

Version Date: 12/05/2022 14:24:50

Project Summary *

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

The project will consist of the installation of a foundation and power infrastructure to the future fuel apron location as well as the purchase of a 12,000 gallon self serve fuel tank and cardlock system.

Project Purpose and Description *

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

The purpose of this project is to decommission and remove the 25+ year old in ground fuel system and install a self serve fuel island at the location of our future fuel apron being installed using BIL funds . We have a OEM/FEMA hazard mitigation grant that will assist in this project with a grant request of \$150,000 for the decommissioning.

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

Yes this project will create a self serve fuel island separate from the main apron thus segregating the Jet and GA traffic . This will also increase our 100LL capacity and allow for full truck deliveries and thus eliminating more frequent deliveries on our highways .

• 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 project would modernize the airport by installing a new state of the art fuel system with self serve cardlock access.

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

✓ Yes No

Yes, the project will prevent the future deficiency of the lack of fuel on the field as well as causing the preservation of the existing facilities by removing an aging system from the ground.

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

✓ Yes No

Yes the project will increase the financial self-sufficiency of the airport by easier access to the fueling island and the reduced cost of insurance for under ground tanks as well as the cost of monitoring.

• Does the project have local support? *

✓ Yes No

Yes, the airport has the local support of the pilot community as well as the City of the Dalles and Klickitat County.

Project Documentation: 100LL Fuel Tank and Self Serve

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056

Version Date: 12/05/2022 14:24:50

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:

Completed 11/11/2010

The airport has a Masterplan / ALP update programmed with the FAA for 2025

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

Statewide Impact: 100LL Fuel Tank and Self Serve

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056
Version Date: 12/05/2022 14:24:50

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

Yes, the project will eliminate the need for more frequent fuel deliveries by having the additional capacity and ability to receive a full truck load of fuel.

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

Yes with easier access to fuel and increased fuel sales.

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, with the greater capacity of fuel tank will eliminate the more frequent deliveries and will allow for an easier access to the GA self serve traffic that is ever increasing.

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

The project will be ready for implementation and installation in conjunction with completion of the south apron and fuel apron being built with FAA & AIP and BIL funds.

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, the project has useful life of greater than 20 years.

Budget: 100LL Fuel Tank and Self Serve

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056
Version Date: 12/05/2022 14:24:50

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		
OEM / FEMA hazard mitigation grant	\$150,000.00	7/1/2023
Sponsor Match	\$85,000.00	7/1/2023
Total Match Funds:	\$235,000.00	48 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$250,000.00	52 %

Project Budget Summary		
Total applicant matching funds:	\$235,000.00	48 %
Funding request to ODA:	\$250,000.00	52 %
Total Project Cost:	\$485,000.00	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: 100LL Fuel Tank and Self Serve

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056

Version Date: 12/05/2022 14:24:50

Budget: 100LL Fuel Tank and Self Serve

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056

Version Date: 12/05/2022 14:24:50

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Internal Review Sheet

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056
Version Date: 12/05/2022 14:24:50

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:	\$235,000.00 / 48 %	38
Funding Request to ODA:	\$250,000.00 / 52 %	
Total Project Cost	\$485,000.00 / 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

Yes, the project will eliminate the need for more frequent fuel deliveries by having the additional capacity and ability to receive a full truck load of fuel.

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

Staff Entry	Review Score
1	5

Yes with easier access to fuel and increased fuel sales.

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, with the greater capacity of fuel tank will eliminate the more frequent deliveries and will allow for an easier access to the GA self serve traffic that is ever increasing.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project will be ready for implementation and installation in conjunction with completion of the south apron and fuel apron being built with FAA & AIP and BIL funds.

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, the project has useful life of greater than 20 years.

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

Staff Entry	Review Score

Internal Review Sheet

Columbia Gorge Regional Airport
COAR Application 2023

Application Year: 2023
COAR-2023-DLS-00056

Version Date: 12/05/2022 14:24:50

1	5
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Yes this project will create a self serve fuel island separate from the main apron thus segregating the Jet and GA traffic. This will also increase our 100LL capacity and allow for full truck deliveries and thus eliminating more frequent deliveries on our highways.

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 project would modernize the airport by installing a new state of the art fuel system with self serve cardlock access.

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

Staff Entry	Review Score
1	5

Yes, the project will prevent the future deficiency of the lack of fuel on the field as well as causing the preservation of the existing facilities by removing an aging system from the ground.

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

Staff Entry	Review Score
1	5

Yes the project will increase the financial self-sufficiency of the airport by easier access to the fueling island and the reduced cost of insurance for under ground tanks as well as the cost of monitoring.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, the airport has the local support of the pilot community as well as the City of the Dalles and Klickitat County.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
213		213		

General Project Information: new T-hangar and Taxilane Improvements

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

Applicant

Organization Name

City of Hermiston

Contact Person *

Mark Morgan

Address

180 NE 2nd St.

Contact Person Title *

Assistant City Manager

City

Hermiston

State

Oregon

Zip Code

97838

Phone Number

(541) 567-5521

Email

Mmorgan@hermiston.or.us

Project Name and Location

Project Name *

new T-hangar and Taxilane Improvements

Project Location *

Hermiston

ODOT Region:

Region 5

County tax parcel identification number(s): *

4N2813 Tax Lot 100 & 600

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

Airport Information

Airport Name: *

Hermiston Municipal Airport
(HRI)

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: *

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

12/31/2024

General Project Information: new T-hangar and Taxilane Improvements

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

Project Summary *

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

This New T-Hangar and Taxilane Improvements project will include construction of a new T-hangar building at the airport, taxilane improvements to two (2) existing taxilanes accessing the new T-Hangar, and associated utility and Storm Drainage improvements

Project Purpose and Description *

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

This project will replace an existing 10 unit, open faced, T-hangar unit at the airport with a new, up to 10 unit closed T-hangar. The existing open faced T-hangar is aging, provides no protection against Hermiston's notorious wind-blown sand, and will need increasing maintenance and repairs. This has resulted in >50% occupancy rate of the Open-T's, while a wait-list between 5 and 10 people has persisted for at least the past 10 years for the enclosed hangars which carry monthly rents more than 4X higher than the open hangars. Clearly the aviation community would rather pay more for an enclosed hangar than pay less for what amounts to a shade-structure. Therefore, it is anticipated that even if the new enclosed hangars keep occupancy even, it will result in a net increase in airport revenue of more than \$9,000 per year, or roughly 5% of the entire annual airport budget. If things go according to plan, the facility could be fully leased and result in \$18,000 more per year, and make the Airport more self-sufficient.

This project will also relocate and reconstruct the existing taxilanes that access the hangars, to meet current FAA dimensional standards for Taxilane Object Free Areas (TOFAs). Currently, the airports Masterplan and ALP identifies insufficient TOFA dimensions that don't meet standards for the taxilanes accessing the hangars. This project will correct these items and bring them into compliance with FAA standards.

This project will also create an additional t-hangar site just east of the new T-hangar for another (future) hangar that the airport can construct when funding is available. This will significantly help the airport meet the current demand that the airport has for additional leasable hangars.

This New T-hangar and Taxilane Improvements project has been determined by FAA to be eligible for AIP-BIL funding, and the project has recently been coordinated with FAA and approved for 2023 construction and 2023 and 2026 AIP-BIL funding.

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

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

It is projected that this project will increase annual airport revenue by between 4.7% and 9.4%.

General Project Information: new T-hangar and Taxilane Improvements

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

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

✓ **Yes** **No**

The Airport Advisory Committee, made up of members of the local aviation community, approved an increase of roughly 30% to their annual THangar rents for enclosed THangars in 2020 specifically for the purposes of diverting the new marginal revenue in to a reserve account for developing additional enclosed THangar Space. With the resulting BIL Funding from the Federal Government, it was resoundingly recommended to use the BIL funds, along with the new local revenue stream, to develop new enclosed THangars.

Project Documentation: new T-hangar and Taxilane Improvements

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 1/1/2020

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

Statewide Impact: new T-hangar and Taxilane Improvements

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

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

Package delivery has significantly increased at HRI since COVID19, and additional enclosed hangar space makes it possible to free up other space at the airport for air cargo operations.

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

KHRI has become a heavily used location by Cub Crafters aircraft builders out of Yakima, WA for performing final flight readiness tests and delivery to customers in a location with no sales tax. KHRI sees several new customers per week come from all over the country to spend the week in Hermiston in order to get their 40 hours of flight time to take possession of their aircraft. Development of additional enclosed THangars will allow additional amenities to build off of this tourism benefit to the community by offering enclosed areas for these new planes.

Additionally, the closest comparable GA airport to KHRI, Vista Field, located in Kennewick, Washington, was permanently closed in December, 2013, and has since be redeveloped for commercial uses. There are a significant number of aircraft currently based at Washington Airports further north, which would prefer to relocate to KHRI if there were enclosed THangars.

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

This project will increase utilization of the Hermiston Airport.

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

City Administration is prepared to deliver this project by mid 2023

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

This new steel structure should have a life expectancy well over 50 years.

Budget: new T-hangar and Taxilane Improvements

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$454,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$51,000.00	10 %
Total Project Cost	\$505,000.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$454,000.00	1/1/2023
City of Hermiston - Sponsor Match	\$5,100.00	10/20/2022
Total Match Funds:	\$459,100.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$45,900.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$459,100.00	91 %
Funding request to ODA:	\$45,900.00	9 %
Total Project Cost:	\$505,000.00	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: new T-hangar and Taxilane Improvements

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
HRI-2022 FAA CIP Memo	https://odae-grants.com/_Upload/15957_1101394-OR-2022-5YearCIPMemotoHermiston(HRI)x.pdf
HRI-2023 New T-Hangar-CIP Datasheet	https://odae-grants.com/_Upload/15957_1101394_2-HRI-2023SCIP_New_BIL_Funded_T-Hangarx.pdf

Miscellaneous Uploads

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

City of Hermiston
COAR Application 2023

Application Year: 2023
COAR-2023-HRI-00031

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$459,100.00 / 91 %	80
Funding Request to ODA:	\$45,900.00 / 9 %	
Total Project Cost	\$505,000.00 / 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

Package delivery has significantly increased at HRI since COVID19, and additional enclosed hangar space makes it possible to free up other space at the airport for air cargo operations.

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

Staff Entry	Review Score
1	5

KHRI has become a heavily used location by Cub Crafters aircraft builders out of Yakima , WA for performing final flight readiness tests and delivery to customers in a location with no sales tax. KHRI sees several new customers per week come from all over the country to spend the week in Hermiston in order to get their 40 hours of flight time to take possession of their aircraft. Development of additional enclosed THangars will allow additional amenities to build off of this tourism benefit to the community by offering enclosed areas for these new planes .

Additionally, the closest comparable GA airport to KHRI, Vista Field, located in Kennewick, Washington, was permanently closed in December, 2013, and has since be redeveloped for commercial uses. There are a significant number of aircraft currently based at Washington Airports further north, which would prefer to relocate to KHRI if there were enclosed THangars .

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

This project will increase utilization of the Hermiston Airport.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

City Administration is prepared to deliver this project by mid 2023

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?

Staff Entry	Review Score
1	5

This new steel structure should have a life expectancy well over 50 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
0	0

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

Staff Entry	Review Score
1	5

It is projected that this project will increase annual airport revenue by between 4.7% and 9.4%.

Does the project have local support?

Staff Entry	Review Score
1	5

The Airport Advisory Committee, made up of members of the local aviation community, approved an increase of roughly 30% to their annual THangar rents for enclosed THangars in 2020 specifically for the purposes of diverting the new marginal revenue in to a reserve account for developing additional enclosed THangar Space. With the resulting BIL Funding from the Federal Government, it was resoundingly recommended to use the BIL funds, along with the new local revenue stream, to develop new enclosed THangars.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
265		265		

General Project Information: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

Applicant

Organization Name

Union County

Contact Person *

Doug Wright

Address

60175 Pierce Rd

Contact Person Title *

Public Works and Airport Director

City	State	Zip Code
La Grande	Oregon	97850

Phone Number	Email
(541) 963-1016	dwright@union-county.org

Project Name and Location

Project Name *

RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Project Location *

La Grande/Union County Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

Tax lot 100, Map number 03SR38S24

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

Airport Information

Airport Name: *
Oregon

Airport Category: *
Category 3

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: 7/1/2022

Project End Date: 2/3/2025

General Project Information: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

Project Summary *

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

Runway 12-30 Shoulder and RSA Improvements: Rehab of existing paved RW shldrs, construction of new paved RW shldrs, New RW Underdrains, rehab of existing RW SD system, RW MIRL improvements, RSA & ROFA Improvements to meet FAA safety standards

This Phase II-Design project includes Design Survey, Geotechnical Investigation, project Design and Bidding services. This Phase II project is in support of a Phase III-Construction project programmed with FAA to be funded (AIP) and constructed in 2025

Project Purpose and Description *

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

This Runway 12-30 Shoulder and RSA Improvements project has been broken into three (3) phases:

Phase I Predesign Environmental (NEPA: Cat-Ex) and Engineering Predesign (Currently being completed)

Phase II: Design Design and Bidding (This COAR grant application)

Phase III: Construction Construction and Services During Construction (SDC) (future phase 2025)

This project is being completed to address existing transverse slopes withing the RW shoulders , RSA & ROFA that do not meet (exceeds) FAA safety standards associated with RW 12-30. In addition, the existing RW MIRL and parallel storm drainage systems are located within the runway shoulders and will be impacted with the required shoulder and RSA improvements . The existing SD system is also well beyond its useful life and is deteriorating.

This Runway 12-30 Shoulder and RSA Improvements project will ultimately complete construction of the following :

Rehabilitation of the existing paved RW shoulders (approx 4,500'), Construction of new paved RW shoulders (approx 1,765') to correct the non standard RW shoulders discussed previously , Install of new RW underdrains, Rehabilitation of the RW's parallel storm drainage system, RW MIRL Improvements, and RSA and ROFA Improvements

This current Phase II project will complete the required Environmental Cat-Ex (AIP reimbursement), Topographic Design Survey, Geotechnical Investigation, project Design and Bidding Services in support of a Phase III 2025 construction project. All three (3) Phases (I, II, and III) have been determined by FAA to eligible for AIP funding, and all three phases have been programmed with FAA for funding with AIP funds in 2023 (Phase I and II), and 2025 (Phase III).

RW 12-30 RSA improvements will correct the deficient shoulders and drainage . The project will bring RW 12-30 shoulders into FAA specifications and correct drainage to improve the design life of runway 12-30. Current runway shoulders exceed 5 percent.

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

Reducing the non-standard shoulder slope will provide a safe transition in case aircraft depart the runway unexpectedly. The current drainage system is no longer functioning as designed. The old outdated system does not allow proper drainage and causes runway shoulders to become saturated. An updated drainage system is needed to remove runoff from the runway and shoulders .

• **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

12-30 runway shoulders and drainage improvements will be brought into FAA standard specifications .

General Project Information: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County

Application Year: 2023

COAR Application 2023

COAR-2023-LGD-00020

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

Improving the deficient shoulders and drainage will increase the life expectancies of runway 12-30

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

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

Airport Advisory committee agrees with the project.

Project Documentation: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 3/1/2018

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

Statewide Impact: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

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

The source of labor will be in the way of consultants, and construction jobs. The number of consultants and/or project team will include environmental staff to perform archeological investigation (test probes) and document the findings. The project will keep consultant staff working throughout design, and construction oversight. The number of Constuction jobs will include construction management to labor. Construction trade is considered family wages jobs.

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

La Grande/Union County airport provides fire support for Oregon, Washington and Idaho. The tanker base and fuel farm provide critical support for jets, helicopters and ground crews.

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

Once again, the airport is considered a tanker base for fire suppression. As climate change increases the need to keep runways in good conditions is top priority.

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

The project will move through the environmental, design and bidding process to keep the project on track for construction in 2025.

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

Improving the shoulders and drainage will keep runway 12-30 in good condition for 20 years.

Budget: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$432,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$48,000.00	10 %
Total Project Cost	\$480,000.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$432,000.00	10/1/2022
Union County - Sponsor Match	\$4,800.00	10/1/2022
Total Match Funds:	\$436,800.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$43,200.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$436,800.00	91 %
Funding request to ODA:	\$43,200.00	9 %
Total Project Cost:	\$480,000.00	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: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

Please describe those pre-agreement expenditures.

FAA requirements require that this project complete a NEPA Environmental (Cat-Ex) evaluation, review and determination by FAA prior to starting the Phase II: Design and Bidding project. This Cat-Ex work is currently being completed with an anticipated determination from FAA by 1/15/2023. The expenditures associated with this current environmental work is anticipated to be up to \$120,000.

Related Document Uploads

Description	Upload
LGD-2023 RW 12-30 SHLDR RSA Improv-Design-SCIP Datasheet	https://odae-grants.com/_Upload/15844_1101394-UNCO-2023SCIPRW12-30SHLDRRSAImprov-Design.pdf
2022-FAA 5 Year CIP Letter to LGD	https://odae-grants.com/_Upload/15844_1101394_2-OR-2022-5YearCIPMemotoLaGrande-LGD.pdf

Miscellaneous Uploads: RW 12-30 SHLDR/RSA Improvements-Phase II (Design & Bidding)

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

File Repository

COAR Ethics Review Form

[15926_1101396-COAREthicsRev
eiwForm.pdf](#)

Person: Doug Wright
Date: 10/18/2022

Final Report

(You must upload your Final Report prior to closeout)

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Internal Review Sheet

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

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:	\$436,800.00 / 91 %	81
Funding Request to ODA:	\$43,200.00 / 9 %	
Total Project Cost	\$480,000.00 / 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

The source of labor will be in the way of consultants, and construction jobs. The number of consultants and/or project team will include environmental staff to perform archeological investigation (test probes) and document the findings. The project will keep consultant staff working throughout design, and construction oversight. The number of Constuction jobs will include construction management to labor. Construction trade is considered family wages jobs.

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

Staff Entry	Review Score
1	5

La Grande/Union County airport provides fire support for Oregon, Washington and Idaho. The tanker base and fuel farm provide critical support for jets, helicopters and ground crews.

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

Once again, the airport is considered a tanker base for fire suppression. As climate change increases the need to keep runways in good conditions is top priority.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project will move through the environmental, design and bidding process to keep the project on track for construction in 2025.

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

Improving the shoulders and drainage will keep runway 12-30 in good condition for 20 years.

Internal Review Sheet

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00020

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

Staff Entry	Review Score
1	5

Reducing the non-standard shoulder slope will provide a safe transition in case aircraft depart the runway unexpectedly. The current drainage system is no longer functioning as designed. The old outdated system does not allow proper drainage and causes runway shoulders to become saturated. An updated drainage system is needed to remove runoff from the runway and shoulders .

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

12-30 runway shoulders and drainage improvements will be brought into FAA standard specifications.

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

Staff Entry	Review Score
1	5

Improving the deficient shoulders and drainage will increase the life expectancies of runway 12-30

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

Staff Entry	Review Score
0	0

Does the project have local support?

Staff Entry	Review Score
1	5

Airport Advisory committee agrees with the project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
273		273		

General Project Information: Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

Applicant

Organization Name

Union County

Contact Person *

Doug Wright

Address

60175 Pierce Rd

Contact Person Title *

Public Works and Airport Director

City

La Grande

State

Oregon

Zip Code

97850

Phone Number

(541) 963-1016

Email

dwright@union-county.org

Project Name and Location

Project Name *

Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Project Location *

La Grande/Union County Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

Tax lot 100, Map number 03SR38S24

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

Airport Information

Airport Name: *

La Grande/Union County

Airport Category: *

Category 3

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:

9/1/2022

Project End Date:

2/3/2025

General Project Information: Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

Project Summary *

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

SW Hangar Taxilanes: construction of new taxilanes at the Union County/La Grande airport to facilitate construction of new aircraft hangars at the Airport.

This Phase I - Design project includes Topographic Design Survey, Project Design and Bidding. This Phase I project is in support of a Phase II-Construction project programmed with FAA to be funded (BIL) and constructed in 2025

Project Purpose and Description *

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

The Airport currently has a significant demand (waiting list) for new aircraft hangars at the airport. This project will will ultimately construct new hangar taxilanes (approx. 1,500') within the SW hangar Development area that will facilitate the future construction of new aircraft hangars to address the demand. The new taxilanes will create space for multiple larger box hangars, connected box hangars, and a new Nested T-hangar unit with multiple hangars.

This SW Hangar Taxilane project has been broken into two (2) phases:

Phase I: Design Design and Bidding (This COAR grant application)

Phase II: Construction Construction and Services During Construction (SDC) (future phase 2025)

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

The airport needs additional taxi lanes to construct hangars.

- 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

Building additional hangars will increase air traffic and increase ground lease revenue .

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

Building new taxi lanes and hangars will increase ground lease revenue.

- Does the project have local support? *** ✓ Yes No

Airport advisory committee agrees with the taxi lane lay out and building additional hangars

Project Documentation: Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 3/1/2018

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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: Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

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

The source of labor will be in the way of consultants, and construction jobs. The number of consultants and/or project team will include environmental, survey, design and construction oversight. Building new hangers will bring various airport related jobs to the airport. Most will be during construction of the hangers but could include airplane rental, avionics or other related aviation jobs.

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

Airport revenue will increase with the additional ground lease, and fuel sales. Adding hangers will bring outside sources that will support local business.

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

La Grande/Union County supports the USFS tanker base, Rappel building, Blue Mt. Dispatch center, Cargo and Life Flight. Adding the hangers will support all functions of the airport and improve transportation routes through eastern Oregon.

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

This phase I project is in support of a Phase II- construction program with FAA to funded and constructed in 2025

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 new taxi lanes and hangers will exceed the project life expectancy of 20 years or more.

Budget: Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$90,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$10,000.00	10 %
Total Project Cost	\$100,000.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$90,000.00	10/17/2022
Union County - Sponsor Match	\$1,000.00	10/17/2022
Total Match Funds:	\$91,000.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$9,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$91,000.00	91 %
Funding request to ODA:	\$9,000.00	9 %
Total Project Cost:	\$100,000.00	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: Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
LGD-2023 SW Hangar Taxilanes-Design-SCIP Datasheet	https://odae-grants.com/_Upload/15892_1101394-LGD-2023SCIPSWHangarTaxilanes-Design-CIPDatasheet.pdf

Miscellaneous Uploads: Southwest Hanger Taxilanes-Phase 1: Design & Bidding

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

File Repository

COAR Ethics Review Form

[15925_1101396-COAREthicsRev
eiwForm.pdf](#)

Person: Doug Wright
Date: 10/18/2022

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

Union County
COAR Application 2023

Application Year: 2023
COAR-2023-LGD-00026

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:	\$91,000.00 / 91 %	81
Funding Request to ODA:	\$9,000.00 / 9 %	
Total Project Cost	\$100,000.00 / 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

The source of labor will be in the way of consultants, and construction jobs. The number of consultants and/or project team will include environmental, survey, design and construction oversight. Building new hangers will bring various airport related jobs to the airport. Most will be during construction of the hangers but could include airplane rental, avionics or other related aviation jobs.

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

Staff Entry	Review Score
1	5

Airport revenue will increase with the additional ground lease, and fuel sales. Adding hangers will bring outside sources that will support local business.

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

La Grande/Union County supports the USFS tanker base, Rappel building, Blue Mt. Dispatch center, Cargo and Life Flight. Adding the hangers will support all functions of the airport and improve transportation routes through eastern Oregon.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

This phase I project is in support of a Phase II- construction programmed with FAA to funded and constructed in 2025

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

Internal Review Sheet

The new taxi lanes and hangers will exceed the project life expectancy of 20 years or more.

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

Staff Entry	Review Score
1	5

The airport needs additional taxi lanes to construct hangers.

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

Building additional hangers will increase air traffic and increase ground lease revenue .

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

Staff Entry	Review Score
1	5

Building new taxi lanes and hangers will increase ground lease revenue.

Does the project have local support?

Staff Entry	Review Score
1	5

Airport advisory committee agrees with the taxi lane lay out and building additional hangers

Summary

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

General Project Information: McMinnville Municipal Airport Master Plan Update and AGIS

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

Applicant

Organization Name

City of McMinnville

Contact Person *

Willy Williamson

Address

231 NE Fifth Street

Contact Person Title *

Airport Administrator

City	State	Zip Code
McMinnville	Oregon	97128

Phone Number	Email
(971) 387-1125	willy.williamson@mcminnvilleoregon.gov

Project Name and Location

Project Name *

McMinnville Municipal Airport Master Plan Update and AGIS

Project Location *

McMinnville Municipal Airport (MMV)

ODOT Region:

Region 2

County tax parcel identification number(s): *

R4426 TL 00100

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

https://odae-grants.com/_Upload/15828_1101320-8606_1098821-MMVTaxLotMap.pdf

Airport Information

Airport Name: *

McMinnville Municipal 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: 5/1/2023

Project End Date: 5/1/2025

General Project Information: McMinnville Municipal Airport Master Plan Update and AGIS

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

Project Summary *

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

Update of the 2004 Airport Master Plan to reflect changes that have occurred since that time. An AGIS survey will also be performed, per recommendation from FAA.

Project Purpose and Description *

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

Purpose: In the years since 2004 the airport has experienced continuous growth as has the surrounding area. The update will capture the changes that impact the airport and allow for proper planning to address any needs that are identified.

Description: The Master Plan Update will include an AGIS study that will create more accurate survey data on which to base future construction and the associated costs. Included in the plan are processes to determine long term growth, identify the necessary projects to address that growth and an overall plan, both textual and in schematic form, that will guide the processes to achieve the long-term goals.

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

Annual operations at the airport are expected to grow along with the general growth in our region . The Airport Master Plan is essential both to identify the general patterns and specific needs and to formulate the correct actions that will continue to meet the demands on the Airport infrastructure.

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

Without a current Master Plan decisions would be made based on old data. This can lead to a lack of capacity and deterioration of existing facilities that are being stressed beyond their intended uses. Examples would higher levels of heavier aircraft using the facilities that have increased landing weights.

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

If airport planning is not done the airport may not meet the needs of the industry as it continues to change. Without the proper infrastructure, such as what Unmanned Aerial Systems may require, the airport could fail to attract or retain future business opportunities.

- **Does the project have local support? *** ✓ Yes No

The City of McMinnville has approved of this application through the McMinnville City Council.

Project Documentation: McMinnville Municipal Airport Master Plan Update and AGIS

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

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 FAA has not prioritized an update since the last one completed in 2004.

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

Statewide Impact: McMinnville Municipal Airport Master Plan Update and AGIS

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

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

Per the Oregon Aviation Plan 2018 (see attached) regarding the economic impact of airports in Oregon, the McMinnville Municipal Airport is associated with a labor force of over 39,000 within a 30-min drive of the airport. The direct and indirect total of sales and output from aviation visitors from the McMinnville Municipal Airport is over \$2.8 Million (2018 Statistic). Having an up-to-date Master Plan is crucial to the continued growth and success of the Airport.

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

McMinnville Municipal Airport regularly serves aircraft that bring tourists to the area. Aircraft range from single engine aircraft to small business jets. These activities promote tourist spending in the Willamette Valley region that support local commercial and state-wide businesses. Having an up-to-date Master Plan is crucial to the continued growth and success of the Airport.

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

The project will begin scoping after selection of a consultant, anticipated to be finalized in October or November 2022. FAA funds are anticipated in Spring 2023.

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

Master Plans typically cover a 20-year planning horizon. However, the need to update Master Plans is dependent on constructed infrastructure at the Airport or at the discretion of the FAA.

Budget: McMinnville Municipal Airport Master Plan Update and AGIS

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$450,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$50,000.00	10 %
Total Project Cost	\$500,000.00	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	\$450,000.00	5/1/2023
Sponsor Funds Less ODA Grant Request	\$12,500.00	1/2/2023
Total Match Funds:	\$462,500.00	93 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$37,500.00	8 %

Project Budget Summary		
Total applicant matching funds:	\$462,500.00	93 %
Funding request to ODA:	\$37,500.00	8 %
Total Project Cost:	\$500,000.00	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: McMinnville Municipal Airport Master Plan Update and AGIS

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
FAA 2022 CIP Letter	https://odae-grants.com/_Upload/15854_1101394-OR-20225YearCIPMemotoMcMinnville(MMV).pdf

Miscellaneous Uploads: McMinnville Municipal Airport Master Plan Update and AGIS

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

File Repository

FAA CIP Letter 2022

[15855_1101396-OR-20225YearC
IPMemotoMcMinnville\(MMV\).pdf](#)

Person:Sydney Wood
Date:10/14/2022

AIP Handbook

[15855_1101396-AIP-Handbook-
Order-5100-38D-Chg1.pdf](#)

Person:Sydney Wood
Date:10/14/2022

Final Report

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Internal Review Sheet

City of McMinnville
COAR Application 2023

Application Year: 2023
COAR-2023-MMV-00017

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:	\$462,500.00 / 93 %	67
Funding Request to ODA:	\$37,500.00 / 8 %	
Total Project Cost	\$500,000.00 / 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

Per the Oregon Aviation Plan 2018 (see attached) regarding the economic impact of airports in Oregon, the McMinnville Municipal Airport is associated with a labor force of over 39,000 within a 30-min drive of the airport. The direct and indirect total of sales and output from aviation visitors from the McMinnville Municipal Airport is over \$2.8 Million (2018 Statistic). Having an up-to-date Master Plan is crucial to the continued growth and success of the Airport.

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

Staff Entry	Review Score
1	5

McMinnville Municipal Airport regularly serves aircraft that bring tourists to the area. Aircraft range from single engine aircraft to small business jets. These activities promote tourist spending in the Willamette Valley region that support local commercial and state-wide businesses. Having an up-to-date Master Plan is crucial to the continued growth and success of the Airport.

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

The project will begin scoping after selection of a consultant, anticipated to be finalized in October or November 2022. FAA funds are anticipated in Spring 2023.

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

Internal Review Sheet

Master Plans typically cover a 20-year planning horizon. However, the need to update Master Plans is dependent on constructed infrastructure at the Airport or at the discretion of the FAA .

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

Annual operations at the airport are expected to grow along with the general growth in our region . The Airport Master Plan is essential both to identify the general patterns and specific needs and to formulate the correct actions that will continue to meet the demands on the Airport infrastructure .

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

Staff Entry	Review Score
1	5

Without a current Master Plan decisions would be made based on old data. This can lead to a lack of capacity and deterioration of existing facilities that are being stressed beyond their intended uses. Examples would higher levels of heavier aircraft using the facilities that have increased landing weights.

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

Staff Entry	Review Score
1	5

If airport planning is not done the airport may not meet the needs of the industry as it continues to change. Without the proper infrastructure, such as what Unmanned Aerial Systems may require, the airport could fail to attract or retain future business opportunities.

Does the project have local support?

Staff Entry	Review Score
1	5

The City of McMinnville has approved of this application through the McMinnville City Council.

Summary

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

General Project Information: New Airport Wildlife Fence - Phase I: Design and Bidding

City of Pendleton
COAR Application 2023

Application Year: 2023
COAR-2023-PDT-00028

Applicant

Organization Name

City of Pendleton

Contact Person *

Steve Chrisman

Address

2016 Airport Road

Contact Person Title *

Airport Manager

City	State	Zip Code
Pendleton	Oregon	97801

Phone Number	Email
(541) 276-7754	Steve.Chrisman@ci.pendleton.or.us

Project Name and Location

Project Name *

New Airport Wildlife Fence - Phase I: Design and Bidding

Project Location *

Pendleton, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

3N32 00 Tax Lot# 10500

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

Airport Information

Airport Name: *

Eastern Oregon Regional Airport

Airport Category: *

Category 1a

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: 8/1/2022

Project End Date: 6/30/2024

General Project Information: New Airport Wildlife Fence - Phase I: Design and Bidding

City of Pendleton
COAR Application 2023

Application Year: 2023
COAR-2023-PDT-00028

Project Summary *

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

New Airport Wildlife Fencing: Installation of new Airport Wildlife Fencing on the west, north, and east sides of the airport

Project Purpose and Description *

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

This New Airport Wildlife Fencing project has been broken into three (3) phases:

Phase I Predesign Environmental (NEPA: Cat-Ex) and Engineering Predesign (currently being completed)

Phase II: Design Survey, Design and Bidding (this current COAR grant application)

Phase III: Construction Construction and Services During Construction (SDC) (future phase in 2024)

This project is being completed to address existing safety issues at the Airport associates with current wildlife activity on and adjacent to the active runways and taxiways (AOA's) at the airport. FAA previously identified in the Airports Wildlife Mitigation Plan that new wildlife fencing was needed to mitigate this safety issue.

This project will install new airport wildlife fencing on the west, north, and east side of the airport to primarily, mitigate the wildlife related safety issue, but may also complete (if funding allows) the airports perimeter fencing.

This current Phase II project will complete the required Environmental Cat-Ex (AIP reimbursement), Design Survey, project Design and Bidding Services in support of a Phase III 2024 construction project. All three (3) Phases (I, II, and III) have been determined by FAA to be eligible for AIP funding, and all three phases have been programmed with FAA for funding with AIP funds in 2023 (Phase I and II), and 2024 (Phase III).

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

Yes, wildlife activity on and adjacent to the active runways and taxiways at the Airport is creating safety issues for operating aircraft at the Airport. Additionally, FAA has previously identified, in the airports Wildlife Mitigation Plan, that the airport needs to install this new fencing to address the safety issues associated with wildlife on, and within, the airport AOA.

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

Yes, this fencing project removes future safety related issues (deficiencies) associated with wildlife on, and within, the airport AOA.

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

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

Yes, this project has the support of the Airport Advisory Board, City Manager, City Council and airport stakeholders

Project Documentation: New Airport Wildlife Fence - Phase I: Design and Bidding

City of Pendleton
COAR Application 2023

Application Year: 2023
COAR-2023-PDT-00028

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 10/31/2018

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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: New Airport Wildlife Fence - Phase I: Design and Bidding

City of Pendleton
COAR Application 2023

Application Year: 2023
COAR-2023-PDT-00028

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

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

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

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, this construction project will be designed and constructed to meet or exceed current FAA standards and will have a minimum useful life of at least 20 years.

Budget: New Airport Wildlife Fence - Phase I: Design and Bidding

City of Pendleton
COAR Application 2023

Application Year: 2023
COAR-2023-PDT-00028

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$150,000.00	95 %
FAA AIP Grant Match Requirement from Sponsor	\$8,000.00	5 %
Total Project Cost	\$158,000.00	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:	35%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$150,000.00	10/17/2022
City of Pendleton - Sponsor Funds	\$2,800.00	10/17/2022
Total Match Funds:	\$152,800.00	97 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$5,200.00	3 %

Project Budget Summary		
Total applicant matching funds:	\$152,800.00	97 %
Funding request to ODA:	\$5,200.00	3 %
Total Project Cost:	\$158,000.00	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: New Airport Wildlife Fence - Phase I: Design and Bidding

City of Pendleton
COAR Application 2023

Application Year: 2023
COAR-2023-PDT-00028

Please describe those pre-agreement expenditures.

FAA requirements require that this project complete a NEPA Environmental (Cat-Ex) evaluation, review and determination by FAA prior to starting the Phase II: Design and Bidding project. This Cat-Ex work is currently being completed with an anticipated determination from FAA by 4/15/2023. The expenditures associated with this current environmental work is anticipated to be up to \$51,875.

Related Document Uploads

Description	Upload
PDT-2022 FAA CIP Memo	https://odae-grants.com/_Upload/15888_1101394-OR-2022-5YearCIPMemotoSponsors-Pendleton(PDT).pdf
PDT-2023 SCIP-New Wildlife Fence-SCIP Datasheet	https://odae-grants.com/_Upload/15888_1101394_2-PDT-2023SCIP-WildlifeFencing-Design.pdf

Internal Review Sheet

City of Pendleton
COAR Application 2023

Application Year: 2023
COAR-2023-PDT-00028

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:	35 %	65
Total applicant matching funds:	\$152,800.00 / 97 %	61
Funding Request to ODA:	\$5,200.00 / 3 %	
Total Project Cost	\$158,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
0	0

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
0	0

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
0	0

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, this construction project will be designed and constructed to meet or exceed current FAA standards and will have a minimum useful life of at least 20 years.

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

Staff Entry	Review Score
0	0

Internal Review Sheet

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

Yes, wildlife activity on and adjacent to the active runways and taxiways at the Airport is creating safety issues for operating aircraft at the Airport. Additionally, FAA has previously identified, in the airports Wildlife Mitigation Plan, that the airport needs to install this new fencing to address the safety issues associated with wildlife on, and within, the airport AOA.

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

Staff Entry	Review Score
1	5

Yes, this fencing project removes future safety related issues (deficiencies) associated with wildlife on, and within, the airport AOA.

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

Staff Entry	Review Score
0	0

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, this project has the support of the Airport Advisory Board, City Manager, City Council and airport stakeholders

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
208		208		

General Project Information: Runway 13 Extension: Phase 1- Design

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

Applicant

Organization Name

Josephine County (Grants Pass Airport)

Contact Person *

Jason Davis

Address

1441 Brookside Blvd

Contact Person Title *

Airports Director

City

Grants Pass

State

Oregon

Zip Code

97526

Phone Number

(541) 955-4535
X2

Email

JDavisL@josephinecounty.gov

Project Name and Location

Project Name *

Runway 13 Extension: Phase 1- Design

Project Location *

Grants Pass Airport (3S8)

ODOT Region:

Region 3

County tax parcel identification number(s): *

35061500001504, -1600; 350622B0000100, -700, -801; 350622A0000200, -300, -400; 350622D0000200; 350626B0000300, -301;
350623C0001900

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

Airport Information

Airport Name: *

Grants Pass Airport (3S8)

Airport Category: *

Category 3

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:

4/3/2023

Project End Date:

6/30/2024

General Project Information: Runway 13 Extension: Phase 1- Design

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

Project Summary *

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

Design Phase I (Part 1) for 700-foot extension of Runway 13

Project Purpose and Description *

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

Project provides the design work for the 700-foot runway extension that is much-needed and justified immediately by the 2020/2021 Master Plan Update and Airport Layout Plan.

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

This project will continue to modernize the airport by completing the design work necessary to extend the length of the runway beyond the 4,000 feet primary runway length objective listed in the OAP.

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

This project alleviates the existing deficiency in runway length and preserves existing facilities via the extension of runway 13/31 to the ALP-approved short-term length of 4,700 feet.

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

Aircraft operate under weight restricted departures at present. The reduction of these restricted departures will result in additional fuel sales. The additional length will also support an increase of based and itinerant operations of larger aircraft by reducing the number of current diversions. Both of these measures will result in additional revenue for the airport.

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

The Josephine County Commissioners, the Grants Pass business aviation community and the Grants Pass Airport Advisory Board strongly support the proposed runway extension. The extension was viewed favorably by the community during the 2020 airport master plan update process.

Project Documentation: Runway 13 Extension: Phase 1- Design

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 10/18/2021

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
FAA NEPA Determination (Environmental Assessment)	4/1/2023	Underway	Required
County Development Permit	3/1/2024	Underway	Required
Electrical Permit	4/1/2024	Don't Know	Required

Statewide Impact: Runway 13 Extension: Phase 1- Design

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

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

Currently, larger aircraft cannot depart at maximum gross takeoff weight due to runway length limitations during certain conditions . One operator in particular is required to take two aircraft or depart with a reduced fuel load which results in a required fuel stop prior to their intended destination for certain operations. Landing weight restrictions are also present during certain conditions which requires aircraft to land at alternate airports and complete their travel by vehicle. Upon completion of the runway extension the occurrence of these events will be reduced, thereby reducing transportation costs.

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

An increased runway length will result in greater access to Grants Pass and Josephine County and will prove to be of economic benefit to the state due to the increase in business activity, ease of access to business and recreational facilities in the area, and an increase in the number of related jobs, which will all serve to increase tax revenues.

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

Allowing existing aircraft utilizing the airport to operate under a wider variety of conditions will reduce the number of diversions to alternate airports which requires completion of travel by vehicle. This will improve the efficiency of the air to roadway connection for trips to Josephine County and the surrounding area.

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

Yes, the Environmental Assessment is underway presently and an FAA determination is anticipated in the first half of 2023. This schedule is coordinated with the FAA, and the design grant is on the FAA CIP for a 2023.

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 construction resulting from this design project will have a useful life expectancy of 20 or more years.

Budget: Runway 13 Extension: Phase 1- Design

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$300,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$33,333.33	10 %
Total Project Cost	\$333,333.33	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	\$300,000.00	6/1/2023
Josephine County Airport	\$3,333.33	10/21/2022
Total Match Funds:	\$303,333.33	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$30,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$303,333.33	91 %
Funding request to ODA:	\$30,000.00	9 %
Total Project Cost:	\$333,333.33	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: Runway 13 Extension: Phase 1- Design

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
Capital Improvement Plan showing project	https://odae-grants.com/_Upload/16005_1101394-OR-2022-5YearCIPMemotoGrantsPass(3S8).pdf

Miscellaneous Uploads

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

File Repository

Grants Pass Airport Layout Plan showing 4,700 short-term FAA approved length.

[16006_1101396-3S8_ALP_11x17.pdf](#)

Person:Corley McFarland
Date:10/21/2022

Runway Extension Letters of Support

[16006_1101396-3S8_RWExtSupportLtrs.pdf](#)

Person:Corley McFarland
Date:10/21/2022

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

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:	\$303,333.33 / 91 %	81
Funding Request to ODA:	\$30,000.00 / 9 %	
Total Project Cost	\$333,333.33 / 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

Currently, larger aircraft cannot depart at maximum gross takeoff weight due to runway length limitations during certain conditions. One operator in particular is required to take two aircraft or depart with a reduced fuel load which results in a required fuel stop prior to their intended destination for certain operations. Landing weight restrictions are also present during certain conditions which requires aircraft to land at alternate airports and complete their travel by vehicle. Upon completion of the runway extension the occurrence of these events will be reduced, thereby reducing transportation costs.

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

Staff Entry	Review Score
1	5

An increased runway length will result in greater access to Grants Pass and Josephine County and will prove to be of economic benefit to the state due to the increase in business activity, ease of access to business and recreational facilities in the area, and an increase in the number of related jobs, which will all serve to increase tax revenues.

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

Allowing existing aircraft utilizing the airport to operate under a wider variety of conditions will reduce the number of diversions to alternate airports which requires completion of travel by vehicle. This will improve the efficiency of the air to roadway connection for trips to Josephine County and the surrounding area.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes, the Environmental Assessment is underway presently and an FAA determination is anticipated in the first half of 2023. This schedule is coordinated with the FAA, and the design grant is on the FAA CIP for a 2023.

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

Staff Entry	Review Score
0	5

Internal Review Sheet

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00042

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

Staff Entry	Review Score
1	5

The construction resulting from this design project will have a useful life expectancy of 20 or more 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

This project will continue to modernize the airport by completing the design work necessary to extend the length of the runway beyond the 4,000 feet primary runway length objective listed in the OAP.

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

Staff Entry	Review Score
1	5

This project alleviates the existing deficiency in runway length and preserves existing facilities via the extension of runway 13/31 to the ALP-approved short-term length of 4,700 feet.

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

Staff Entry	Review Score
1	5

Aircraft operate under weight restricted departures at present. The reduction of these restricted departures will result in additional fuel sales. The additional length will also support an increase of based and itinerant operations of larger aircraft by reducing the number of current diversions. Both of these measures will result in additional revenue for the airport.

Does the project have local support?

Staff Entry	Review Score
1	5

The Josephine County Commissioners, the Grants Pass business aviation community and the Grants Pass Airport Advisory Board strongly support the proposed runway extension. The extension was viewed favorably by the community during the 2020 airport master plan update process.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
273		273		

General Project Information: New Hangar Development - Design & Construction

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

Applicant

Organization Name

Josephine County (Grants Pass Airport)

Contact Person *

Jason Davis

Address

1441 Brookside Blvd

Contact Person Title *

Airports Director

City

Grants Pass

State

Oregon

Zip Code

97526

Phone Number

(541) 955-4535
X2

Email

JDavisL@josephinecounty.gov

Project Name and Location

Project Name *

New Hangar Development - Design & Construction

Project Location *

Grants Pass Airport (3S8)

ODOT Region:

Region 3

County tax parcel identification number(s): *

350622D0000400, 350622D0000300, 350623C0001900, 350622D0000200

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

Airport Information

Airport Name: *

Grants Pass Airport (3S8)

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: *

Assistance with FAA AIP grant match

Project Start Date:

4/3/2023

Project End Date:

6/1/2024

General Project Information: New Hangar Development - Design & Construction

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

Project Summary *

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

New hangar development design and construction.

Project Purpose and Description *

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

The airport is deficient in available hangar space and has a strong hangar wait list. This project will utilize a portion of the Sponsor's Bipartisan Infrastructure Law (BIL) funding to design and construct aircraft hangars and associated access pavement. It is anticipated that 7,500-9,600 SF of additional hangar space will be provided by this project.

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

One of the Oregon Aviation Plan's objectives is to have 75 percent of based aircraft stored in hangars. Given the current hangar waitlist demand and number of existing hangars at or approaching the end of their useful life at the airport, new hangar construction is needed so that the airport can continue to meet this objective.
- **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 help reduce the current hangar waitlist and will provide additional space for aircraft in existing hangars that are reaching the end of their serviceable life.
- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

The building leases associated with these new hangar units will provide additional revenue for the airport. The revenue will greatly exceed that provided by a ground lease.
- **Does the project have local support? *** ✓ Yes No

The Josephine County Commissioners and the Grants Pass Airport Advisory Board support this project .

Project Documentation: New Hangar Development - Design & Construction

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 10/18/2021

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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
FAA Categorical Exclusion for environmental determination	3/1/2023	Don't Know	Required
County Development Permit	6/1/2023	Don't Know	Required
County Building Permit	8/1/2023	Don't Know	Required

Statewide Impact: New Hangar Development - Design & Construction

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

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

It is anticipated that some of the hangars resulting from this project will support aircraft used by Oregon businesses. By allowing businesses the flexibility to locate their aircraft where needed, their transportation costs will be reduced.

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

It is estimated that approximately one short-term job will be created during the design of this project and five short-term jobs will be created during the construction of this project which will benefit the state economically.

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

The County will use FY 22 and 23 Bipartisan Infrastructure Law (BIL) funds for this work.

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 hangar development will have a minimum useful life of 30-years.

Budget: New Hangar Development - Design & Construction

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$908,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$100,888.89	10 %
Total Project Cost	\$1,008,888.89	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	\$908,000.00	4/3/2023
Josephine County Airports	\$10,088.89	4/1/2022
Total Match Funds:	\$918,088.89	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$90,800.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$918,088.89	91 %
Funding request to ODA:	\$90,800.00	9 %
Total Project Cost:	\$1,008,888.89	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: New Hangar Development - Design & Construction

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
2022 CIP Data Sheet Submitted to FAA	https://odae-grants.com/_Upload/15965_1101394-3S82023-2_HangarDevDgn-Consolidated.pdf

Miscellaneous Uploads

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$918,088.89 / 91 %	81
Funding Request to ODA:	\$90,800.00 / 9 %	
Total Project Cost	\$1,008,888.89 / 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

It is anticipated that some of the hangars resulting from this project will support aircraft used by Oregon businesses. By allowing businesses the flexibility to locate their aircraft where needed, their transportations costs will be reduced.

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

Staff Entry	Review Score
1	5

It is estimated that approximately one short-term job will be created during the design of this project and five short-term jobs will be created during the construction of this project which will benefit the state economically.

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

The County will use FY 22 and 23 Bipartisan Infrastructure Law (BIL) funds for this work.

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 hangar development will have a minimum useful life of 30-years.

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

Staff Entry	Review Score

Internal Review Sheet

Josephine County (Grants Pass Airport)
COAR Application 2023

Application Year: 2023
COAR-2023-3S8-00043

1	5

One of the Oregon Aviation Plan's objectives is to have 75 percent of based aircraft stored in hangars. Given the current hangar waitlist demand and number of existing hangars at or approaching the end of their useful life at the airport, new hangar construction is needed so that the airport can continue to meet this objective.

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 help reduce the current hangar waitlist and will provide additional space for aircraft in existing hangars that are reaching the end of their serviceable life.

Staff Entry	Review Score
1	5

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

The building leases associated with these new hangar units will provide additional revenue for the airport. The revenue will greatly exceed that provided by a ground lease.

Staff Entry	Review Score
1	5

Does the project have local support?

The Josephine County Commissioners and the Grants Pass Airport Advisory Board support this project.

Staff Entry	Review Score
1	5

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
261		261		

General Project Information: AWOS Improvements: Construction

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

Applicant

Organization Name

Port of Hood River

Contact Person *

Greg Hagbery

Address

1000 E. Port Marine Drive

Contact Person Title *

Airport Manager

City

Hood River

State

Oregon

Zip Code

97031

Phone Number

(541) 386-5116

Email

ghagbery@portofhoodriver.com

Project Name and Location

Project Name *

AWOS Improvements: Construction

Project Location *

Hood River Airport

ODOT Region:

Region 1

County tax parcel identification number(s): *

02N10E11B2501

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

Airport Information

Airport Name: *

Ken Jernstedt Airfield

Airport Category: *

Category 4a

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: *

Assistance with FAA AIP grant match

Project Start Date:

9/1/2022

Project End Date:

9/30/2024

General Project Information: AWOS Improvements: Construction

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

Project Summary *

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

AWOS Improvements: Phase II - Construction

This Phase II – Construction project is the 2nd phase of a two-phase project that will complete the construction of the AWOS Improvements project at the Ken Jernstedt Airfield (4S2). The project will replace the existing Automated Weather Observing System (AWOS) with a new AWOS III-P/T system. In addition, the project will relocate and replace the existing wind sensor (anemometer).

Project Purpose and Description *

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

The existing AWOS system at the Airport was installed and commissioned in 2003 and is beyond its useful life and has been identified by FAA as needing updated. Additionally, since 2003, trees located off airport property have grown substantially, blocking the anemometer and causing erroneous readings of the surface wind conditions. These erroneous wind readings are creating safety related issues for pilots operating at the airfield. The wind sensor readings in its current location can report erroneous wind direction of up to 90 degrees or more of the true wind direction and varied fluctuations of wind speed. This can create an unsafe condition for aircraft landing and taking off of the airports only runway. This project would relocate the wind sensor to a more suitable location on the airport, providing accurate wind direction and wind speed information for the runway.

This AWOS Improvements project has been broken into two (2) phases:

Phase I: Design & Bidding currently being completed

Phase II: Construction scheduled for construction summer of 2023 (this COAR application)

Both Phases (I and II) have been determined by FAA to be eligible for AIP funding, and both phases have been programmed with FAA for funding with AIP funds in 2022 (Phase I: Design), and 2023 (Phase I: Construction).

Originally, FAA was going to fund this project (both Phases-Design and Construction) under one AIP grant in 2022. The Port therefore applied, and was awarded, a 2022 COAR grant for the original FAA AIP project (both Phases). However, FAA has since split the project into two Phases as outlined above. The Port will execute the 2022 COAR but it will only be for the Phase I: Design project. This COAR application is for the Phase II: Construction project.

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

Although the current deficiency is not outlined in the current Oregon Aviation Plan, AWOS equipment is a safety factor that is outlined in the Oregon Aviation Plan regarding the airport environment. The operational efficiency of the AWOS is imperative on landing and takeoff for aviators.
- **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

Although the Oregon Aviation Plan does not spell out AWOS specifically, it does discuss the airport environment and the safety of the airfield. By relocating the wind sensor from a location providing aviators with errant information to one that will provide accurate wind information, will enhance the current airport environment.
- **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

By relocating the wind sensor, the current deficiency will be alleviated and preserve the weather information equipment in its location.

General Project Information: AWOS Improvements: Construction

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

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

Aviators will be able to rely on accurate information flying into Ken Jernstedt airfield by having the relocation of the wind sensor being made. Errant and incorrect information will no longer be a persistent problem. The Columbia Gorge is a significant wind tunnel due to the high pressure of Mt Hood and Mt Adams and the low pressure occurring with the gorge. The persistent windy conditions can be severe and having accurate wind direction and speed to aviators coming into the airport environment to land or takeoff.

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

Yes, the Airport users, Airport Advisory Committee, the Port of Hood River and airport stakeholders like the Air Museum, all support the project.

Project Documentation: AWOS Improvements: Construction

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 5/11/2018

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

Statewide Impact: AWOS Improvements: Construction

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

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

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

Not only does Hood River attract recreation users through the airport, there are a number of aeronautical businesses on the airport. Additionally, Ken Jernsedt Airfield provides access for fire fighting aircraft and a critical link for Life Flight medical transport. Failure to provide accurate weather information at the airport likely hinders these types of operations at the airport.

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

Yes, FAA funded (AIP) the Phase I: Design project in September 2022, the design project is currently being completed, the project is scheduled for advertisement and bid opening March/April 2023, FAA has programmed AIP funding for Phase II: Construction (this project) in 2023, and the construction is currently scheduled with the Port and FAA for summer 2023

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, The FAA requires a minimum useful life of 15 years for installation of weather reporting equipment (like AWOS). T

Budget: AWOS Improvements: Construction

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$432,500.00	89 %
FAA AIP Grant Match Requirement from Sponsor	\$52,500.00	11 %
Total Project Cost	\$485,000.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$432,500.00	3/1/2022
Port of Hood River - Sponsor Match	\$8,850.00	3/1/2022
Total Match Funds:	\$441,350.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$43,650.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$441,350.00	91 %
Funding request to ODA:	\$43,650.00	9 %
Total Project Cost:	\$485,000.00	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: AWOS Improvements: Construction

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
S42-2022 FAA CIP Letter	https://odae-grants.com/_Upload/15904_1101394-OR-20225YearCIPMemotoHoodRiver(4S2)x.pdf
S42-2023 AWOS Improvements-CIP Datasheet	https://odae-grants.com/_Upload/15904_1101394_2_1-4S2-2023AWOSReplacement-ConstructionCIPDataSheet.pdf

Miscellaneous Uploads

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$441,350.00 / 91 %	81
Funding Request to ODA:	\$43,650.00 / 9 %	
Total Project Cost	\$485,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
0	0

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

Not only does Hood River attract recreation users through the airport, there are a number of aeronautical businesses on the airport. Additionally, Ken Jernsedt Airfield provides access for fire fighting aircraft and a critical link for Life Flight medical transport. Failure to provide accurate weather information at the airport likely hinders these types of operations at the airport.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Yes, FAA funded (AIP) the Phase I: Design project in September 2022, the design project is currently being completed, the project is scheduled for advertisement and bid opening March/April 2023, FAA has programmed AIP funding for Phase II: Construction (this project) in 2023, and the construction is currently scheduled with the Port and FAA for summer 2023

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, The FAA requires a minimum useful life of 15 years for installation of weather reporting equipment (like AWOS). T

Internal Review Sheet

Port of Hood River
COAR Application 2023

Application Year: 2023
COAR-2023-4S2-00032

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

Staff Entry	Review Score
1	5

Although the current deficiency is not outlined in the current Oregon Aviation Plan , AWOS equipment is a safety factor that is outlined in the Oregon Aviation Plan regarding the airport environment. The operational efficiency of the AWOS is imperative on landing and takeoff for aviators.

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

Although the Oregon Aviation Plan does not spell out AWOS specifically , it does discuss the airport environment and the safety of the airfield. By relocating the wind sensor from a location providing aviators with errant information to one that will provide accurate wind information, will enhance the current airport environment.

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

Staff Entry	Review Score
1	5

By relocating the wind sensor, the current deficiency will be alleviated and preserve the weather information equipment in its location.

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

Staff Entry	Review Score
1	5

Aviators will be able to rely on accurate information flying into Ken Jernstedt airfield by having the relocation of the wind sensor being made. Errant and incorrect information will no longer be a persistent problem. The Columbia Gorge is a significant wind tunnel due to the high pressure of Mt Hood and Mt Adams and the low pressure occuring with the gorge. The persistent windy conditions can be severe and having accurate wind direction and speed to aviators coming into the airport environment to land or takeoff.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, the Airport users, Airport Advisory Committee, the Port of Hood River and airport stakeholders like the Air Museum, all support the project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
271		271		

General Project Information: South Ramp West of Hangar B

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

Applicant

Organization Name

Twin Oaks Airpark, Inc.

Contact Person *

Robert Stark

Address

12405 SW River Rd

Contact Person Title *

Owner

City

Hillsboro

State

Oregon

Zip Code

97123

Phone Number

(503) 522-8952

Email

bob@twinoaksairpark.com

Project Name and Location

Project Name *

South Ramp West of Hangar B

Project Location *

Twin Oaks Airpark

ODOT Region:

Region 1

County tax parcel identification number(s): *

2S24-00400

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

Airport Information

Airport Name: *

Twin Oaks Airpark

Airport Category: *

Category 5

NPIAS or Non-NPIAS: *

Non-NPIAS

Project Overview

Select the type of project being proposed: *

Program Implementation

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

Airport development for local economic benefit

Project Start Date:

4/1/2023

Project End Date:

12/31/2023

General Project Information: South Ramp West of Hangar B

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

Project Summary *

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

Dig out a grassy area west of Hangar B. Compact, pave, and install tie-down in that area. This would define an area for transient parking that currently is not usable in the wet months.

Project Purpose and Description *

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

Create a safe and year round usable area for transient parking of aircraft. This enhances the usable space near the gas pumps and creates a definite transient parking area. Currently the space is grass and mearly has one usable tie-down spot. This space can be increased to five transient tie-downs.

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
yes, this project will provide space short term transient aircraft that Twin Oaks Airpark currently does not have .

- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
yes, with a designated space that is safe to use year round we can charge overnight parking fees.

- **Does the project have local support? *** ✓ Yes No
Twin Oaks Airpark Flight Training, Twin Oaks Aircraft Maintenance, and Reliant Aircraft Services

Project Documentation: South Ramp West of Hangar B

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 1/1/2016

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
Scoping and Planning	10/1/2022	Completed	Required
Construction and Project Award	4/1/2023	Underway	Required
Projet Completion	12/31/2023	Underway	Required

Statewide Impact: South Ramp West of Hangar B

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

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

Yes, this project reduces transportation costs by keeping Twin Oaks Airpark a viable option as an airport and home base for many local business. Twin Oaks offers ease fo access to Washington County and Western Multnomah County businesses . Those directly benefiting from continued ease of access and reduced transportation costs are: Twin Oaks Airpark, Flight School, Twin Oaks Aircraft Maintenance, Reliant Aircraft Services. All would benefit from having more transient parking.

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

Yes, continued ease of access to, and public use of, the airport, runway, and safe storage. With regard to the rehabilitation project itself, pavement, contractors who submitted bids are Oregon-based companies an utilize local labor pool.

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

Having usable ramp space in good condition increases efficiency and draws more traffic to Twin Oaks Airpark .

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

The space is ready and contractors and willing to start.

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

With proper maintenance, we expect this pavement to have a useful life of more than 25 years.

Budget: South Ramp West of Hangar B

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

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:	5%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
Twin Oaks Airpark, Inc.	\$33,000.00	10/21/2022
Total Match Funds:	\$33,000.00	20 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$132,000.00	80 %

Project Budget Summary		
Total applicant matching funds:	\$33,000.00	20 %
Funding request to ODA:	\$132,000.00	80 %
Total Project Cost:	\$165,000.00	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: South Ramp West of Hangar B

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
Areal of the proposed ramp	https://odae-grants.com/_Upload/16014_1101394-ariealwestramp.pdf

Miscellaneous Uploads

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

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Upload

Internal Review Sheet

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	Non-NPIAS	25
Type of Project	Program Implementation	10
Project Category	Airport development for local economic benefit	5
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	5 %	95
Total applicant matching funds:	\$33,000.00 / 20 %	15
Funding Request to ODA:	\$132,000.00 / 80 %	
Total Project Cost	\$165,000.00 / 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

Yes, this project reduces transportation costs by keeping Twin Oaks Airpark a viable option as an airport and home base for many local business. Twin Oaks offers ease fo access to Washington County and Western Multnomah County businesses. Those directly benefiting from continued ease of access and reduced transportation costs are: Twin Oaks Airpark, Flight School, Twin Oaks Aircraft Maintenance, Reliant Aircraft Services. All would benefit from having more transient parking.

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

Staff Entry	Review Score
1	5

Yes, continued ease of access to, and public use of, the airport, runway, and safe storage. With regard to the rehabilitation project itself, pavement, contractors who submitted bids are Oregon-based companies an utilize local labor pool.

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

Having usable ramp space in good condition increases efficiency and draws more traffic to Twin Oaks Airpark.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The space is ready and contractors and willing to start.

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

Internal Review Sheet

Twin Oaks Airpark, Inc.
COAR Application 2023

Application Year: 2023
COAR-2023-7S3-00053

With proper maintenance, we expect this pavement to have a useful life of more than 25 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

yes, this project will provide space short term transient aircraft that Twin Oaks Airpark currently does not have.

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

Staff Entry	Review Score
1	5

yes, with a designated space that is safe to use year round we can charge overnight parking fees.

Does the project have local support?

Staff Entry	Review Score
1	5

Twin Oaks Airpark Flight Training, Twin Oaks Aircraft Maintenance, and Reliant Aircraft Services

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
205		205		

General Project Information: Taxiway B Reconstruction (Design)

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

Applicant

Organization Name

Lake County

Contact Person *

Tom Andrews

Address

513 Center Street

Contact Person Title *

Airport Manager

City

Lake View

State

Oregon

Zip Code

97630

Phone Number

(541) 947-4222

Email

airport@co.lake.or.us

Project Name and Location

Project Name *

Taxiway B Reconstruction (Design)

Project Location *

Lakeview

ODOT Region:

Region 4

County tax parcel identification number(s): *

39S20E00-00-05500

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

https://odae-grants.com/_Upload/15865_1101320-13018_1100013-taxmap.pdf

Airport Information

Airport Name: *

Lakeview 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: *

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

6/30/2024

General Project Information: Taxiway B Reconstruction (Design)

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

Project Summary *

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

Design for approximately 4,730 linear feet of Taxiway B reconstruction.

Project Purpose and Description *

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

The project will be comprised of approximately 18,400 SY of Taxiway B designed and reconstructed to current FAA standards. The project will include pavement markings, elevated reflectors, and a storm water drainage system. The existing Pavement Condition Index (PCI) for Taxiway A is 57 (poor) and is projected to fall to 44 (poor) by 2024. The pavement has reached the end of its useful life and is in need of reconstruction.

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 project will be designed to meet FAA and State minimum design standards.
- **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No
The project will prevent future deficiencies by protecting and improving the longevity of the taxiway surface. The project will minimize impacts to existing pavement, particularly the Taxiway A pavement project that was completed within the last year.
- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the taxiway surface. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.
- **Does the project have local support? *** ✓ Yes No
The project has local support from Lake County.

Project Documentation: Taxiway B Reconstruction (Design)

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 12/1/2013

Anticipated Date of Completion: _____

If no, provide reasoning:

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.

Undetermined NEPA effort pending FAA review and decision.

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
1200C		Underway	Required

Statewide Impact: Taxiway B Reconstruction (Design)

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

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

Lake County Airport is part of a state system of airports that provide access for business and tourism throughout the state . Improvements such as reconstructing Taxiway B will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of the taxiway, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Lake County.

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

The project will increase the longevity of the taxiway surface and enhance the safety of air traffic utilizing the airport for access to Lake County and surrounding areas. This could result in expansion of jobs or products at the airport with increased business activity in the area.

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 project is a critical link connecting elements of Oregon's transportation system by improving the taxiway surface conditions and increasing its longevity. Reconstructing the pavement could result in increased utilization of the Airport due to increased safety . Due to its rural location, the airport serves as a critical link for air ambulance service. Reconstructing Taxiway B will reduce FOD, increase safety, and not hinder air ambulance operations.

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

The project design will be completed by Spring 2024. Depending on FAA grant funding timelines, construction will occur in Summer 2024.

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 project will be designed to FAA and State design standards with a design life cycle of 20 years that matches the Airport Improvement Program Handbook Change 1.

Budget: Taxiway B Reconstruction (Design)

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$300,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$33,333.33	10 %
Total Project Cost	\$333,333.33	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	\$300,000.00	6/1/2023
Sponsor Funds Less ODA Grant Request	\$3,333.33	6/1/2023
Total Match Funds:	\$303,333.33	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$30,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$303,333.33	91 %
Funding request to ODA:	\$30,000.00	9 %
Total Project Cost:	\$333,333.33	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: Taxiway B Reconstruction (Design)

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
2022 CIP Letter to Lake County	https://odae-grants.com/_Upload/15873_1101394-OR-2022-5YearCIPMemotoLakeCounty(LKV).pdf

Miscellaneous Uploads

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

File Repository

2022 CIP Letter to Lake County

[15878_1101396-OR-2022-5Year
CIPMemotoLakeCounty\(LKV\).pdf](#)

Person:Sydney Wood
Date:10/14/2022

AIP Handbook

[15878_1101396-AIP-Handbook-
Order-5100-38D-Chg1.pdf](#)

Person:Sydney Wood
Date:10/14/2022

Tax Map

[15878_1101396-13018_1100013-
taxmap_Lakeview.pdf](#)

Person:Sydney Wood
Date:10/14/2022

Final Report

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Internal Review Sheet

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$303,333.33 / 91 %	81
Funding Request to ODA:	\$30,000.00 / 9 %	
Total Project Cost	\$333,333.33 / 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

Lake County Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as reconstructing Taxiway B will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of the taxiway, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Lake County.

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

Staff Entry	Review Score
1	5

The project will increase the longevity of the taxiway surface and enhance the safety of air traffic utilizing the airport for access to Lake County and surrounding areas. This could result in expansion of jobs or products at the airport with increased business activity in the area.

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 project is a critical link connecting elements of Oregon's transportation system by improving the taxiway surface conditions and increasing its longevity. Reconstructing the pavement could result in increased utilization of the Airport due to increased safety. Due to its rural location, the airport serves as a critical link for air ambulance service. Reconstructing Taxiway B will reduce FOD, increase safety, and not hinder air ambulance operations.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project design will be completed by Spring 2024. Depending on FAA grant funding timelines, construction will occur in Summer 2024.

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

Staff Entry	Review Score
0	5

Internal Review Sheet

Lake County
COAR Application 2023

Application Year: 2023
COAR-2023-LKV-00023

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

Staff Entry	Review Score
1	5

The project will be designed to FAA and State design standards with a design life cycle of 20 years that matches the Airport Improvement Program Handbook Change 1.

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 project will be designed to meet FAA and State minimum design standards.

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

Staff Entry	Review Score
1	5

The project will prevent future deficiencies by protecting and improving the longevity of the taxiway surface. The project will minimize impacts to existing pavement, particularly the Taxiway A pavement project that was completed within the last year.

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

Staff Entry	Review Score
1	5

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the taxiway surface. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

Does the project have local support?

Staff Entry	Review Score
1	5

The project has local support from Lake County.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
276		276		

General Project Information: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

Applicant

Organization Name

Jackson County

Contact Person *

Amber Judd

Address

1000 Terminal Loop Parkway
Suite 201

Contact Person Title *

Director of Finance & Administration

City

Medford

State

Oregon

Zip Code

97504

Phone Number

(541) 776-7222

Email

juddaj@jacksoncounty.org

Project Name and Location

Project Name *

Extend Taxiway C, Construct Taxilanes, Construct GA
Apron

Project Location *

Rogue Valley International-Medford Airport

ODOT Region:

Region 3

County tax parcel identification number(s): *

37 2W 01D TL 100

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

Airport Information

Airport Name: *

Rogue Valley
International-Medford

Airport Category: *

Category 1b

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: *

Assistance with FAA AIP grant match

Project Start Date:

11/2/2022

Project End Date:

10/31/2024

General Project Information: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

Project Summary *

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

Extend Taxiway C, construct two taxilanes, construct apron, relocate vehicle service road, and construct stormwater improvements.

Project Purpose and Description *

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

The scope of the improvements focuses on connecting an undeveloped portion of the airport to the taxiway system. Taxiway C would be extended 1,150 feet to the north and connected to two 600-foot long taxilanes. The new taxilanes would be constructed on two sides of a proposed T-hangar structure (not included). An apron will be constructed adjacent to one of the taxilanes and a vehicle service road, which is displaced by the taxiway extension, will be constructed outside of the proposed Taxiway Object Free Area (TOFA).

The purpose of this project is to replace small GA parking apron that has been eliminated in conjunction with other projects. In addition, this project affords the airport to construct a t-hangar capable of housing up to 10 aircraft. MFR is attempting to keep up with the demand for development.

Lastly, the light aircraft apron is strategically placed adjacent to a location for a planned aviation technical education facility. In addition to transient or based aircraft parking, the apron will support aircraft familiarization and education opportunities provided by the education facility. The multi-use potential of the facility includes pilot training for fixed-wing and helicopter, recurrent training for emergency transport crews, technical training for aircraft or airport maintenance, airport management courses, CDL training courses for truck drivers, and possibly even drone related training programs.

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

Currently, the T-hangars on the airfield are 100% occupied, and the airport holds a waiting list of 17 aircraft owners wanting a hangar to store their personal property and assets. This does not include the majority of hangar vacancy inquiries who call to inquire but do not have the luxury of waiting for one to become available. Nine aircraft owners joined the waitlist within the last year, desiring to relocate to MFR from another location, and couldn't find a T-hangar structure suitable for their needs.

Planned development between Taxiways C1 and B in 2022 and 2024 reconfigures the existing pavement use from light duty apron to taxiways and hangars for larger aircraft operations. This action results in a loss of approximately 13,250 SY of light duty apron pavement or 36 existing tie-down positions. To replace some of the lost apron space, a smaller apron is proposed. The proposed apron size is able to provide approximately 19 tie-down positions.

General Project Information: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

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

✓ Yes No

This project dramatically increases the airport's earning potential. The airport can lease approximately 10 additional hangars for small GA aircraft and lease apron space for up to 19 additional aircraft.

This project also provides critical airport infrastructure for the education facility to become a viable candidate for community investment. Once constructed the airport will be able to lease the land to the educators that utilize the facility, resulting in long-term income potential.

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

✓ Yes No

Yes. The Airport continues to enjoy tremendous support from the County Commissioners, surrounding cities, the Chamber of Commerce, our FBOs, local businesses and other partners throughout the region.

Specific to the education facility, the response from supporting organizations has been overwhelming. As education facility planning gains momentum, MFR enjoys written support from 9 local organizations that plan to use the multi-use education facility. A preliminary concept of the two-story building has a lobby, two classrooms, a conference room, nine business offices, four staff offices, cafeteria/kitchen area, restrooms, an outdoor patio, a workshop/hangar training area, an aircraft storage hangar, and two adjacent parking lots. The education facility is anticipated to become a cornerstone of general aviation activity in the northwest portion of the airport.

Project Documentation: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 11/30/2021

Anticipated Date of Completion: 11/19/2021

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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
City Of Medford Building Department		Don't Know	Required

Statewide Impact: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

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

The infrastructure built with this project will support new hangar facilities which will allow Oregon business owners to travel more freely throughout the state.

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

The economic benefit to the state is the addition of based aircraft within the state, resulting in increased tax revenue. Additionally, the project creates jobs, both locally and externally, which will help generate revenue through local and state taxes.

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

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 useful life expectancy of the newly constructed pavement will be a minimum of 20 years.

Budget: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$3,703,125.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$396,875.00	10 %
Total Project Cost	\$4,100,000.00	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:	50%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$3,703,125.00	6/1/2023
Sponsor Funds	\$246,875.00	6/1/2022
Total Match Funds:	\$3,950,000.00	96 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$150,000.00	4 %
----------------------------	--------------	-----

Project Budget Summary

Total applicant matching funds:	\$3,950,000.00	96 %
Funding request to ODA:	\$150,000.00	4 %
Total Project Cost:	\$4,100,000.00	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: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
CIP	https://odae-grants.com/_Upload/15825_1101394_2-OR-2022-5YearCIPMemotoMedford(MFR).pdf
CIP Data Sheet	https://odae-grants.com/_Upload/15825_1101394_3-CIP_DataSheet.pdf

Miscellaneous Uploads: Extend Taxiway C, Construct Taxilanes, Construct GA Apron

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

File Repository

Person:
Date:

Final Report

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Upload

Internal Review Sheet

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	50 %	50
Total applicant matching funds:	\$3,950,000.00 / 96 %	46
Funding Request to ODA:	\$150,000.00 / 4 %	
Total Project Cost	\$4,100,000.00 / 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

The infrastructure built with this project will support new hangar facilities which will allow Oregon business owners to travel more freely throughout the state.

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

Staff Entry	Review Score
1	5

The economic benefit to the state is the addition of based aircraft within the state, resulting in increased tax revenue. Additionally, the project creates jobs, both locally and externally, which will help generate revenue through local and state taxes.

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
0	0

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 newly constructed pavement will be a minimum of 20 years.

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

Staff Entry	Review Score

Internal Review Sheet

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

Currently, the T-hangars on the airfield are 100% occupied, and the airport holds a waiting list of 17 aircraft owners wanting a hangar to store their personal property and assets. This does not include the majority of hangar vacancy inquiries who call to inquire but do not have the luxury of waiting for one to become available. Nine aircraft owners joined the waitlist within the last year, desiring to relocate to MFR from another location, and couldn't find a T-hangar structure suitable for their needs.

Planned development between Taxiways C1 and B in 2022 and 2024 reconfigures the existing pavement use from light duty apron to taxiways and hangars for larger aircraft operations. This action results in a loss of approximately 13,250 SY of light duty apron pavement or 36 existing tie-down positions. To replace some of the lost apron space, a smaller apron is proposed. The proposed apron size is able to provide approximately 19 tie-down positions.

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

Staff Entry	Review Score
1	5

This project dramatically increases the airport's earning potential. The airport can lease approximately 10 additional hangars for small GA aircraft and lease apron space for up to 19 additional aircraft.

This project also provides critical airport infrastructure for the education facility to become a viable candidate for community investment. Once constructed the airport will be able to lease the land to the educators that utilize the facility, resulting in long-term income potential.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes. The Airport continues to enjoy tremendous support from the County Commissioners, surrounding cities, the Chamber of Commerce, our FBOs, local businesses and other partners throughout the region.

Specific to the education facility, the response from supporting organizations has been overwhelming. As education facility planning gains momentum, MFR enjoys written support from 9 local organizations that plan to use the multi-use education facility. A preliminary concept of the two-story building has a lobby, two classrooms, a conference room, nine business offices, four staff offices, cafeteria/kitchen area, restrooms, an outdoor patio, a workshop/hangar training area, an aircraft storage hangar, and two adjacent parking lots. The education facility is anticipated to become a cornerstone of general aviation activity in the northwest portion of the airport.

Internal Review Sheet

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00016

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
161		161		

General Project Information: Education/Training Center Feasibility Study

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

Applicant

Organization Name

Jackson County

Contact Person *

Amber Judd

Address

1000 Terminal Loop Parkway
Suite 201

Contact Person Title *

Director of Finance & Administration

City

Medford

State

Oregon

Zip Code

97504

Phone Number

(541) 776-7222

Email

juddaj@jacksoncounty.org

Project Name and Location

Project Name *

Education/Training Center Feasibility Study

Project Location *

Rogue Valley International-Medford Airport

ODOT Region:

Region 3

County tax parcel identification number(s): *

37 2W 01D TL 100

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

Airport Information

Airport Name: *

Rogue Valley
International-Medford

Airport Category: *

Category 1b

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Study

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

Aviation-related business development on airport

Project Start Date:

10/1/2023

Project End Date:

3/31/2024

General Project Information: Education/Training Center Feasibility Study

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

Project Summary *

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

The Airport is looking to complete a feasibility study related to an aviation and emergency first responder education /training center to be built on the Northwest end of the Rogue Valley International-Medford Airport.

Project Purpose and Description *

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

The Airport is seeking a qualified consultant to provide professional services related to a feasibility study for a proposed aviation and emergency responder education and training facility. The facility is intended to be named the Oregon Aviation and Training Center of Excellence, located at the Rogue Valley International-Medford Airport. This grant would make funding this feasibility study possible and move this multi-use educational facility closer to a reality. Upon completion the facility will include pilot training for fixed-wing and helicopter, technical training for aircraft maintenance, airport management courses, CDL training courses for truck drivers, and possibly drone-related training programs. Educators that are anticipated to use the facility include: local high schools, local community colleges, trade programs, Universities, and private companies that wish to train their employees.

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

• **Does the project increase the financial self-sufficiency of the airport? *** Yes No
The completion of this study would move us ever closer to construction of this much-needed facility, which will greatly increase the financial self-sufficiency of the airport.

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

Yes. The Airport continues to enjoy tremendous support from the County Commissioners, surrounding cities, the Chamber of Commerce, our FBOs, local businesses and other partners throughout the region. The response to the proposed education facility from supporting organizations has been overwhelmingly supportive. As planning for this facility has gained momentum, MFR enjoys written support from many local organizations that plan to utilize the multi-use facility. A preliminary concept of the two-story building has a lobby, classrooms, a conference room, nine business offices, four staff offices, cafeteria/kitchen space, restrooms, an outdoor patio, a workshop/hangar hands-on area, an aircraft storage hangar and two adjacent parking lots. The education facility is anticipated to become a cornerstone of general aviation activity in the northwest portion of the airport.

Project Documentation: Education/Training Center Feasibility Study

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 11/30/2021

Anticipated Date of Completion: 11/19/2021

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Environmental assessment (EA)

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: Education/Training Center Feasibility Study

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

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

The infrastructure built as a result of this study will provide desperately needed trained labor in various aviation and other transportation-related industries to the Rogue Valley and throughout the region. It will also provide access to this type of training and education to the people in this area that does not currently exist south of Eugene. The facility would support education and training for several aviation and transportation-based business, which will fill a crucial shortage of trained labor and improved access to well-paying jobs in Oregon.

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

The economic benefit to the state is the addition of another source of education and training for the citizens of Oregon, and it will increase the number of based aircraft within the state, resulting in increased tax revenue. Additionally, the project, once completed, would create jobs, both locally and externally, which will help generate revenue through local and state taxes.

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

The Airport is ready to move forward with this feasibility study upon receipt of funding to do so.

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

Budget: Education/Training Center Feasibility Study

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$0	0 %
FAA AIP Grant Match Requirement from Sponsor	\$0	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:	50%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	6/1/2022
Sponsor Funds	\$50,000.00	7/1/2023
Total Match Funds:	\$50,000.00	50 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$50,000.00	50 %

Project Budget Summary		
Total applicant matching funds:	\$50,000.00	50 %
Funding request to ODA:	\$50,000.00	50 %
Total Project Cost:	\$100,000.00	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: Education/Training Center Feasibility Study

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
BOC Support Letter	https://odae-grants.com/_Upload/15938_1101394-2021_10_19_Airport_SupportLetter_EducationCntrProject_Signed.pdf
CLA Support Letter	https://odae-grants.com/_Upload/15938_1101394_2-CLALetter-SupportMFR.pdf
Timberland Letter of Support	https://odae-grants.com/_Upload/15938_1101394_3-ConnectOregonletterofSupportTHI.docx
RCC Letter of Support	https://odae-grants.com/_Upload/15938_1101394_4-ConnectORJBrienza10.18.21c kp.pdf
STI Letter of Support	https://odae-grants.com/_Upload/15938_1101394_5-ConnectOregonLetterofsupport STI.doc
RVMPO Letter of Support	https://odae-grants.com/_Upload/15938_1101394_6-ConnectOregonLettersofSupport.pdf
River's Edge Academy Letter of Support	https://odae-grants.com/_Upload/15938_1101394_7-LetterofSupportMFR.pdf
Logos Letter of Support	https://odae-grants.com/_Upload/15938_1101394_8-LogosPublicCharterSchoolAirportStatementofSupport.pdf
Klamath Community College Letter of Support	https://odae-grants.com/_Upload/15938_1101394_9-LtrConnectOregon2021-10-26.pdf
Mercy Flights Letter of Support	https://odae-grants.com/_Upload/15938_1101394_10-MercyFlightsSupportStatementLetterOct202021.pdf
SORED I Letter of Support	https://odae-grants.com/_Upload/15938_1101394_11-MFRAviationTechnicalEd.Center,ConnectOregon,SOREDISupport10.22.21.pdf
Oregon Tech Letter of Support	https://odae-grants.com/_Upload/15938_1101394_12-MFRCO2021Reccomendation-EducationCenter.pdf
SOU Letter of Support	https://odae-grants.com/_Upload/15938_1101394_13-SOULetterofSupportforAviationTechnicalEducationCenter.pdf
Chamber of Commerce Letter of Support	https://odae-grants.com/_Upload/15938_1101394_14-ConnectOregonLettersofSupport.pdf

Miscellaneous Uploads: Education/Training Center Feasibility Study

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

File Repository

Person:

Date:

Final Report

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Internal Review Sheet

Jackson County
COAR Application 2023

Application Year: 2023
COAR-2023-MFR-00037

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Study	0
Project Category	Aviation-related business development on airport	10
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	50 %	50
Total applicant matching funds:	\$50,000.00 / 50 %	0
Funding Request to ODA:	\$50,000.00 / 50 %	
Total Project Cost	\$100,000.00 / 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

The infrastructure built as a result of this study will provide desperately needed trained labor in various aviation and other transportation-related industries to the Rogue Valley and throughout the region. It will also provide access to this type of training and education to the people in this area that does not currently exist south of Eugene. The facility would support education and training for several aviation and transportation-based business, which will fill a crucial shortage of trained labor and improved access to well-paying jobs in Oregon.

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

Staff Entry	Review Score
1	5

The economic benefit to the state is the addition of another source of education and training for the citizens of Oregon, and it will increase the number of based aircraft within the state, resulting in increased tax revenue. Additionally, the project, once completed, would create jobs, both locally and externally, which will help generate revenue through local and state taxes.

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

The Airport is ready to move forward with this feasibility study upon receipt of funding to do so .

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
0	0

Internal Review Sheet

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
0	0

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

Staff Entry	Review Score
1	5

The completion of this study would move us ever closer to construction of this much-needed facility, which will greatly increase the financial self-sufficiency of the airport.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes. The Airport continues to enjoy tremendous support from the County Commissioners , surrounding cities, the Chamber of Commerce, our FBOs, local businesses and other partners throughout the region. The response to the proposed education facility from supporting organizations has been overwhelmingly supportive. As planning for this facility has gained momentum, MFR enjoys written support from many local organizations that plan to utilize the multi-use facility. A preliminary concept of the two-story building has a lobby, classrooms, a conference room, nine business offices, four staff offices, cafeteria/kitchen space, restrooms, an outdoor patio, a workshop/hangar hands-on area, an aircraft storage hangar and two adjacent parking lots. The education facility is anticipated to become a cornerstone of general aviation activity in the northwest portion of the airport.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
115		115		

General Project Information: Fuel System Improvements - Predesign & Environmental

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

Applicant

Organization Name

Port of Tillamook Bay

Contact Person *

Michele Bradley

Address

4000 Blimp Blvd, Suite 100

Contact Person Title *

General Manager

City

Tillamook

State

Oregon

Zip Code

97141

Phone Number

(503) 354-8043

Email

mbradley@potb.org

Project Name and Location

Project Name *

Fuel System Improvements - Predesign & Environmental

Project Location *

Tillamook Airport, 5005 Highway 101 S., Tillamook, OR

ODOT Region:

Region 2

County tax parcel identification number(s): *

2S9 5300

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

Airport Information

Airport Name: *

Tillamook Airport

Airport Category: *

Category 3

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Elements

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

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

12/31/2024

General Project Information: Fuel System Improvements - Predesign & Environmental

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

Project Summary *

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

Project Summary - FAA CIP Project, starting with Predesign and Engineering, to improve TMK's fuel system. This is for Predesign and Engineering only, as the next phases are later in the CIP. Total project would include two new above ground fuel tanks, containment (if needed), fuel dispensers, and covered fuel system area. Project would be located on the current fuel system site.

Project Purpose and Description *

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

TMK's fuel tanks are getting to end of life, but more importantly, are not sufficient for emergency fire support. During summer 2021, Tillamook County had a fire up Highway 6 and TMK was the supporting fire support airport for Oregon Department of Forestry and other responders, with both fixed wing and helicopter support. Our tanks were barely large enough to accommodate an emergency load of fuel from Oregon Department of Energy.

TMK is also Tillamook County Emergency Management's location for response and recovery for any disasters, as well as being noted in the Oregon Resilience plan.

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

Geoff?????

• **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

Yes, the project will install new Jet-A and 100L above ground fuel tanks, dispenser, and all associated appurtenances to meet current FAA standards. Additional fuel storage is needed to provide proper support during fire fighting operations along with other emergency situations such as the Cascadia event.

Without an upgraded fueling system, TMK would not be able to provide fuel for GA pilots, fire support, US Coast Guard, and Life flight operations.

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

Yes, the existing fuel system has reached the end of its useful life and requires replacement. Installation of a new fuel system will ensure fueling operations will be continued at TMK without interruption.

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

Yes, it would assist with revenue and additional growth capacity for the airport, which has been transformed with paved runway, FBO, and the FAA-designated UAS Test Site, etc. Utilities were extended to the airport, at our expense, and this additional utility infrastructure will enhance growth Airport Business Park. Tillamook is primed and ready for future growth and economic development, especially at the airport. State Certified Sites are within the airport boundaries and ready for development, having been built out when the building for Near Space Corp., 32,000 SF, was occupied in 2013. Roadway, water, sewer, dark fiber, and drainage have all been added.

A current project that ODAV has assisted with is increasing the NSC manufacturing site and building out four box hangars for UAS activity. We should be able to go out to construction bid during quarter 1 of 2023. Most UAS users need fixed wing, line-of-site support, which will increase the fueling needs at the airport.

General Project Information: Fuel System Improvements - Predesign & Environmental

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

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

✓ **Yes** **No**

The project is supported by the Port of Tillamook Bay, airport users, and was approved by the FAA.

Project Documentation: Fuel System Improvements - Predesign & Environmental

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 9/1/2012

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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
			Required

Statewide Impact: Fuel System Improvements - Predesign & Environmental

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

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

The project improvements will improve functionality of the airport. Installation of the new fuel system with larger storage tanks will improve efficiency of businesses and organizations using the airport that are located in and around TMK . It will also add capacity to the Port, County, and State efforts for staged/planned response to emergencies.

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

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction.

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 project will improve operations for business aircraft, cargo connections, and emergency response support that utilize the airport and will support connectivity of the air and highway modes of transportation.

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

This is the predesign and environmental phase of the project and is ready to begin. Construction will not be ready until completion of this phase and subsequent final design and bidding.

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 project will have a minimum design life of 20 years with recommended maintenance. Replacement of the fuel system ensures revenue provided by fuel sales will be maintained or increased with the larger tanks.

Budget: Fuel System Improvements - Predesign & Environmental

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$159,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$17,667.00	10 %
Total Project Cost	\$176,667.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$159,000.00	1/1/2023
Sponsor Funds	\$1,767.00	1/1/2023
Total Match Funds:	\$160,767.00	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$15,900.00	9 %
----------------------------	-------------	-----

Project Budget Summary

Total applicant matching funds:	\$160,767.00	91 %
Funding request to ODA:	\$15,900.00	9 %
Total Project Cost:	\$176,667.00	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: Fuel System Improvements - Predesign & Environmental

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

Please describe those pre-agreement expenditures.

Minor costs related to project formulation have occurred. Initial feasibility work with engineers estimate for costing has been incurred. With this grant, if awarded, we will be able to move into engineering phase. Depending on when the grant, if awarded, is executed, we may have expended project funds, but we can shift the remainder to the pre-engineering phase of the project.

Related Document Uploads

Description	Upload

Miscellaneous Uploads

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

File Repository

CIP Datasheet

[15927_1101396-2023-FuelSystem-Predesign_20220831.pdf](#)

Person: Geoff Vaughn
Date: 10/19/2022

CIP Datasheet - signed

[15927_1101396-CIPDataSheet-FuelSystem-PredesignandEnvironmental.pdf](#)

Person: Michele Bradley
Date: 10/20/2022

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Elements	5
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:	\$160,767.00 / 91 %	81
Funding Request to ODA:	\$15,900.00 / 9 %	
Total Project Cost	\$176,667.00 / 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

The project improvements will improve functionality of the airport. Installation of the new fuel system with larger storage tanks will improve efficiency of businesses and organizations using the airport that are located in and around TMK. It will also add capacity to the Port, County, and State efforts for staged/planned response to emergencies.

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

Staff Entry	Review Score
1	5

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction.

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 project will improve operations for business aircraft, cargo connections, and emergency response support that utilize the airport and will support connectivity of the air and highway modes of transportation.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

This is the predesign and environmental phase of the project and is ready to begin. Construction will not be ready until completion of this phase and subsequent final design and bidding.

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

Internal Review Sheet

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

The project will have a minimum design life of 20 years with recommended maintenance. Replacement of the fuel system ensures revenue provided by fuel sales will be maintained or increased with the larger tanks.

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

Staff Entry	Review Score
0	0

Geoff?????

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

Yes, the project will install new Jet-A and 100L above ground fuel tanks, dispenser, and all associated appurtenances to meet current FAA standards. Additional fuel storage is needed to provide proper support during fire fighting operations along with other emergency situations such as the Cascadia event.

Without an upgraded fueling system, TMK would not be able to provide fuel for GA pilots, fire support, US Coast Guard, and Life flight operations.

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

Staff Entry	Review Score
1	5

Yes, the existing fuel system has reached the end of its useful life and requires replacement. Installation of a new fuel system will ensure fueling operations will be continued at TMK without interruption.

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

Staff Entry	Review Score
1	5

Yes, it would assist with revenue and additional growth capacity for the airport, which has been transformed with paved runway, FBO, and the FAA-designated UAS Test Site, etc. Utilities were extended to the airport, at our expense, and this additional utility infrastructure will enhance growth Airport Business Park. Tillamook is primed and ready for future growth and economic development, especially at the airport. State Certified Sites are within the airport boundaries and ready for development, having been built out when the building for Near Space Corp., 32,000 SF, was occupied in 2013. Roadway, water, sewer, dark fiber, and drainage have all been added.

A current project that ODAV has assisted with is increasing the NSC manufacturing site and building out four box hangars for UAS activity. We should be able to go out to construction bid during quarter 1 of 2023. Most UAS users need fixed wing, line-of-site support, which will increase the fueling needs at the airport.

Does the project have local support?

Staff Entry	Review Score
1	5

The project is supported by the Port of Tillamook Bay, airport users, and was approved by the FAA.

Summary

12/05/2022

Page 10 of 11

Internal Review Sheet

Port of Tillamook Bay
COAR Application 2023

Application Year: 2023
COAR-2023-TMK-00034

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
276		276		

General Project Information: Helipad Repair and Reinforcement

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

Applicant

Organization Name

Beaver Marsh Airport

Contact Person *

Robin Ehrhardt

Address

Highway 97

Contact Person Title *

co-owner

City

Chemult

State

Oregon

Zip Code

97331

Phone Number

(541) 510-9033

Email

robinehrhardt@gmail.com

Project Name and Location

Project Name *

Helipad Repair and Reinforcement

Project Location *

98949 US Hwy-97 Chemult Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

28S)8E19A0-01300 and 28S)8E000-01000

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

https://odae-grants.com/_Upload/12965_1099937-BeaverMarshTaxlotmap.pdf

Airport Information

Airport Name: *

Beaver Marsh

Airport Category: *

Category 5

NPIAS or Non-NPIAS: *

Non-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:

4/1/2023

Project End Date:

11/30/2023

General Project Information: Helipad Repair and Reinforcement

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

Project Summary *

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

Restoration of the services at Beaver Marsh will expand lifesaving by EMS, local fire and wild land firefighting. The goal is to repair and re-enforcing the existing pad (51 x 72) thus allowing the ability to land fire and LifeLink aircraft safely and without the incurrence of pumice dust and grit that is a hug safety issue to equipment and visibility. Fencing the front access will control damage.

Project Purpose and Description *

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

State disaster, local and regional EMS and wild land firefighting will all benefit by continued improvement. By reinforcing the weight capacity of the existing helo pad, aircraft will be safer. Currently vehicles are used frequently used to buffer Life Link helo 's in stiff winds. Extraction of people from the area was needed 12 times last year for Code 3 calls and aircraft was unable to see to land. Light project from 2022 grant is nearly complete as of the date of this application. The helicopter landing pad requires expansion and resurfacing. The focus is safety. Lighting this airstrip provided the ability to have 24/7 pilot access, making it the only level 5 airstrip in the central Cascades with night landing adjacent to the very busy Hwy 97 and the near daily traffic crashes and emergencies that accompany them. In 2022, the extensive wildland fires required the refueling landings of aircraft multiple times each day. Pictures attached demonstrate the intensive grit and fog of dust accompanying each take-off and landing. Graveling and packing a 8-foot perimeter around the pad and a road access will reduce the dust by 75% or more. Purchase of a water tank truck with a boom applicator for dust abatement will provide dust suppression for both airstrip and pads. (see second grant application). Water is available (2021 COAR grant). Fencing the front access of 400 yds will prevent public destruction by limiting access. By improving the location for Life-Link's newly purchased helicopter based in K. Falls, the local evacuation for trauma and medical, lives will be saved. The current practice has been closing Hwy 97 for landing which is dangerous and limiting due to powerlines, traffic, traffic control and LZ knowledge of the Chemult Fire Department.

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 spring of 2020, land leveling, bulldozer work and tree removal brought the airstrip up to minimum standards. There continues to be more completed as weather permits. Runways markers, segmented circles and wind socks, including a lighted windsock on the beacon tower have been placed. Runway end zones have been cleared and expanded. This plan as proposed will allow the focus on safety to continue. Lighting was completed in 2022.
- 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

Expansion of water access, lighting the runway and beacon, including night access now exceeds minimum. This is the only snow marked air strip in Oregon and supports winter recreation and aviation extraction for emergencies year around. With an elevation over 4600 feet, at the top of the Cascades, this is very important. Continued removal of the 10-20 ft pine trees is an ongoing project. The solar lighting during nighttime hours allows visualization for landing helicopters for EMS..
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

Continued improvements as described will allow the airport to grow and return to a needed foundation in the tiny community and the small town of Chemult.

Existing tower and beacon is a visual identifier in storms. Well placement has returned access for multiple EMS and Fire purposes. (COAR 20-21) Lighting the airstrip has increased the usage for fire suppression activities from USFS and contractors. Improving the dust control helps make landing safer and reduces the damage to all aircraft.

General Project Information: Helipad Repair and Reinforcement

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

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

✓ Yes No

Currently, there is no financial income from the airport. It's purpose is to serve the community. The fire crews (USFS , etc) are eager for improvements for their summer fire camps and will compensate in the future for access. We have provided it free of charge the past 6+ years All funds generated will return to the airport for future projects .

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

✓ Yes No

This project has the knowledge and support of Chemult Fire Chief and EMS and contracted Wildland Fire Services via the USFS (see letter attached.)

The Mort family across the Hwy is serving as site managers and are retired EMS and ODOT for 5 + years. Their many hrs of documentation to the 2600+ aircraft landings along with pictures have served to enhance our presentation of need.

Local businesses and individuals of Chemult have expressed verbally their happiness at having a resource return to their local area to enhance safety as the nearest road travel is 1 hr to Bend for emergencies.

Already the community has donated D-4 cat work, land leveling equipment, usage monitoring and mobile transportation to users as needed. We have secured professional labor pledges for 2022-23 demonstrating community buy-in.

Project Documentation: Helipad Repair and Reinforcement

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

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:

There is no ALP to our knowledge since the airport became private/ public use some where in 2003 when it was last owned by Oregon Department of Aviation and was in much the same condition as it is today . Attached are pictures of the current conditions as of summer 2020 as progress was made from a strip slated to be re-acquired once again by ODA. The trade of labor for partial ownership has allowed Paul Ehrhardt to invest time and money into the project for the sake of aviation and history.

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
none			

Statewide Impact: Helipad Repair and Reinforcement

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030
Version Date: 12/05/2022 14:22:42

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

The local pumice mill and the timber industry in the area use the airport for business trips rather than spending hours driving. ODOT could fly in personnel in the event of major events if needed. There is currently a staff shortage for workers in this area.

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

Site manager (donated time from Mr. Gary Mort) often provides shelter and/ or transportation of pilots to Chemult when flights are unsafe to continue. The small but vital economic impact to the small town of Chemult is important. The local Pumice mill uses the airport for business travel. This past summer many light sport aviators have landed and spent time and money vital to this small 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

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

All of the proposed restorative plans are ready to proceed immediately. Contractors and materials have been located,

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

This airport is sustainable for many years to come. While basic, it is meeting the needs of the community and can remain doing so with minimal efforts and funding once re-established. Proposed project will increase the safe landing weight limit for newer aircraft

Budget: Helipad Repair and Reinforcement

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

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:	5%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
Heavy equipment operator- donated labor	\$4,500.00	6/1/2023
Total Match Funds:	\$4,500.00	15 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$25,712.00	85 %

Project Budget Summary		
Total applicant matching funds:	\$4,500.00	15 %
Funding request to ODA:	\$25,712.00	85 %
Total Project Cost:	\$30,212.00	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: Helipad Repair and Reinforcement

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
current landing pad	https://odae-grants.com/_Upload/15898_1101394-heloonpad.jpg
2021-2022 outline	https://odae-grants.com/_Upload/15898_1101394_2-Heloindust.jpg
dust landing	https://odae-grants.com/_Upload/15898_1101394_3-Heloindust.jpg

Miscellaneous Uploads

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030
Version Date: 12/05/2022 14:22:42

File Repository

Person:
Date:

Final Report

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

Upload

Internal Review Sheet

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	Non-NPIAS	25
Type of Project	Program Implementation	10
Project Category	Critical/essential services or equipment	15
Is there an existence of Airport Zoning?	No	0
MINIMUM Match Percentage:	5 %	95
Total applicant matching funds:	\$4,500.00 / 15 %	9
Funding Request to ODA:	\$25,712.00 / 85 %	
Total Project Cost	\$30,212.00 / 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

The local pumice mill and the timber industry in the area use the airport for business trips rather than spending hours driving. ODOT could fly in personnel in the event of major events if needed. There is currently a staff shortage for workers in this area.

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

Staff Entry	Review Score
1	5

Site manager (donated time from Mr. Gary Mort) often provides shelter and/ or transportation of pilots to Chemult when flights are unsafe to continue. The small but vital economic impact to the small town of Chemult is important. The local Pumice mill uses the airport for business travel. This past summer many light sport aviators have landed and spent time and money vital to this small 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
0	0

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

All of the proposed restorative plans are ready to proceed immediately. Contractors and materials have been located,

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

Internal Review Sheet

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

This airport is sustainable for many years to come. While basic, it is meeting the needs of the community and can remain doing so with minimal efforts and funding once re-established. Proposed project will increase the safe landing weight limit for newer aircraft

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

Staff Entry	Review Score
1	5

In spring of 2020, land leveling, bulldozer work and tree removal brought the airstrip up to minimum standards. There continues to be more completed as weather permits. Runways markers, segmented circles and wind socks, including a lighted windsock on the beacon tower have been placed. Runway end zones have been cleared and expanded. This plan as proposed will allow the focus on safety to continue. Lighting was completed in 2022.

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

Expansion of water access, lighting the runway and beacon, including night access now exceeds minimum. This is the only snow marked air strip in Oregon and supports winter recreation and aviation extraction for emergencies year around. With an elevation over 4600 feet, at the top of the Cascades, this is very important. Continued removal of the 10-20 ft pine trees is an ongoing project. The solar lighting during nighttime hours allows visualization for landing helicopters for EMS..

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

Staff Entry	Review Score
1	5

Continued improvements as described will allow the airport to grow and return to a needed foundation in the tiny community and the small town of Chemult. Existing tower and beacon is a visual identifier in storms. Well placement has returned access for multiple EMS and Fire purposes. (COAR 20-21) Lighting the airstrip has increased the usage for fire suppression activities from USFS and contractors. Improving the dust control helps make landing safer and reduces the damage to all aircraft.

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

Staff Entry	Review Score
1	5

Currently, there is no financial income from the airport. It's purpose is to serve the community. The fire crews (USFS , etc) are eager for improvements for their summer fire camps and will compensate in the future for access. We have provided it free of charge the past 6+ years All funds generated will return to the airport for future projects.

Does the project have local support?

Staff Entry	Review Score
1	5

This project has the knowledge and support of Chemult Fire Chief and EMS and contracted Wildland Fire Services via the USFS (see letter attached.)

The Mort family across the Hwy is serving as site managers and are retired EMS and ODOT for 5 + years. Their many hrs of documentation to the 2600+ aircraft landings along with pictures have served to enhance our presentation of need.

Internal Review Sheet

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00030

Version Date: 12/05/2022 14:22:42

Local businesses and individuals of Chemult have expressed verbally their happiness at having a resource return to their local area to enhance safety as the nearest road travel is 1 hr to Bend for emergencies.

Already the community has donated D-4 cat work, land leveling equipment, usage monitoring and mobile transportation to users as needed. We have secured professional labor pledges for 2022-23 demonstrating community buy-in.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
229		229		

General Project Information: Grader/water truck purchase

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050

Version Date: 12/05/2022 14:22:36

Applicant

Organization Name

Beaver Marsh Airport

Contact Person *

Robin Ehrhardt

Address

Highway 97

Contact Person Title *

co-owner

City

Chemult

State

Oregon

Zip Code

97331

Phone Number

(541) 510-9033

Email

robinehrhardt@gmail.com

Project Name and Location

Project Name *

Grader/water truck purchase

Project Location *

98949 US Hwy-97 Chemult Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

28S)8E19A0-01300 and 28S)8E000-01000

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

https://odae-grants.com/_Upload/12965_1099937-BeaverMarshTaxlotmap.pdf

Airport Information

Airport Name: *

Beaver Marsh

Airport Category: *

Category 5

NPIAS or Non-NPIAS: *

Non-NPIAS

Project Overview

Select the type of project being proposed: *

Program Elements

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

Critical/essential services or equipment

Project Start Date:

5/1/2023

Project End Date:

11/30/2023

General Project Information: Grader/water truck purchase

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050

Version Date: 12/05/2022 14:22:36

Project Summary *

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

Restoration of the services at Beaver Marsh will expand lifesaving by EMS, local fire and wild land firefighting. The goal is to acquire used equipment Grader and water truck) for the airstrip thus allowing the use of water from the well (2021 Coar) and by using the packing equipment pledged to water and maintain the strip free of grasses and new tree sprouts. This 5000 ft airstrip will allow safe foul weather and night landing and snow removal.

Project Purpose and Description *

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

State disaster, local and regional EMS and wild land firefighting will all benefit by continued improvement. By re-establishing and maintaining the integrity of a dust airstrip and landing pad aircraft will be safer. Currently vehicles are used frequently used to buffer Life Link Helo's in stiff winds. Extraction of people from the area was needed 8-9 times last year for Code 3 calls and aircraft was unable to see to land. Solar runway lighting allow for night landings (Coar 2022) are allowing continual markings of the airstrip for 24/7 landings. The helicopter landing pad requires expansion and resurfacing. (Coar 2023 co-application) The focus is safety. Being able to level and keep free of debris the airstrip and reduce/pack using water in increase access. A grader and a water truck with a 30 ft boom will accomplish this

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 spring of 2020, land leveling, bulldozer work and tree removal brought the airstrip up to minimum standards. There continues to be more completed as weather permits. Runways markers, segmented circles and windsocks, including a lighted windsock on the beacon tower have been placed. Runway end zones have been cleared and expanded. The landing strip and the helicopter landing pad have lights and skirted beacon markers. This plan as proposed will allow the focus on safety to continue. Visibility by dust reduction is this next step.

• **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

Expansion of water access, electrical to light the runway and beacon, including night access now exceeds minimum. This is the only snow marked air strip in Oregon and supports winter recreation and aviation extraction for emergencies year around. With an elevation over 4600 feet, at the top of the Cascades, this is very important. Continued removal of the 10-20 ft pine trees within 50 ft of the east edge between the airstrip and the Hwy 97 continues.

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

✓ Yes No

Continued improvements as described will allow the airport to grow and return to a needed foundation in the tiny community and the small town of Chemult.

Existing tower and beacon is a visual identifier in storms. Well placement has returned access for multiple EMS and Fire purposes. (COAR 20-21) . Lighting the airstrip will increase usage. Reducing dust by proper care will help mitigate the damage done to aircraft by and rock.

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

✓ Yes No

Currently, there is no financial income from the airport. It's purpose is to serve the community. The fire crews (USFS, etc) are eager for improvements for their summer fire camps and will compensate in the future for access. We have provided it free of charge the

General Project Information: Grader/water truck purchase

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050

Version Date: 12/05/2022 14:22:36

past 5+ years. All funds generated will return to the airport for future projects. There is speculation by the landowners to the west to develop residency focused on a winter resort with airpark access.

• Does the project have local support? *

✓ Yes No

This project has the knowledge and support of Chemult Fire Chief and EMS and contracted Wildland Fire Services via the USFS (see letter attached.)

The Mort family across the Hwy is serving as site managers and are retired EMS and ODOT for 5 + years. Their many hrs of documentation to the 2600+ aircraft landings along with pictures has served to enhance our presentation of need.

Local businesses and individuals of Chemult have expressed verbally their happiness at having a resource return to their local area to enhance safety as the nearest road travel is 1 hr to Bend for emergencies. Increased population in the area are increasing demands of services.

Already the community has donated D-4 cat work, land leveling equipment, usage monitoring and mobile transportation to users as needed. We have secured matching professional labor pledges for 2021-2022 demonstrating community buy-in. See the accompanying 2023 grant. Heavy equipment services operator is precious and rare.

Project Documentation: Grader/water truck purchase

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050
Version Date: 12/05/2022 14:22:36

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:

There is no ALP to our knowledge since the airport became private/ public use some where in 2003 when it was last owned by Oregon Department of Aviation and was in much the same condition as it is today . Attached are pictures of the current conditions as of summer 2020 as progress was made from a strip slated to be re-acquired once again by ODA. The trade of labor for partial ownership has allowed Paul Ehrhardt to invest time and money into the project for the sake of aviation and history.

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
none			

Statewide Impact: Grader/water truck purchase

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050
Version Date: 12/05/2022 14:22:36

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

The local pumice mill and the timber industry in the area use the airport for business trips rather than spending hours driving. ODOT could fly in personnel in the event of major events if needed. There is currently a staff shortage for workers in this area.

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

Site manager (donated time from Mr. Gary Mort) frequently provides shelter and/ or transportation of pilots to Chemult when flights are unsafe to continue due to smoke and / or emergency landings due to equipment failures. The small but vital economic impact to the small town of Chemult is important. The local Pumice mill uses the airport for business travel. This past summer many light sport aviators have landed and spent time and money vital to this small 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

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

All of the proposed restorative plans are ready to proceed immediately. Used and serviceable grader, water boom and water truck have been located.

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

This airport is sustainable for many years to come. While basic, it is meeting the needs of the community and can remain doing so with minimal efforts and funding once re-established. This heavy equipment and the pledge of operator services by skilled ODOT retirees will allow the airport to flourish again.

Budget: Grader/water truck purchase

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050
Version Date: 12/05/2022 14:22:36

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:	5%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
Heavy equipment operator donated skill hrs	\$4,000.00	10/1/2023
Total Match Funds:	\$4,000.00	10 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$38,000.00	90 %

Project Budget Summary		
Total applicant matching funds:	\$4,000.00	10 %
Funding request to ODA:	\$38,000.00	90 %
Total Project Cost:	\$42,000.00	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: Grader/water truck purchase

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050

Version Date: 12/05/2022 14:22:36

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
Surveying and visual of tall grasses	https://odae-grants.com/_Upload/15996_1101394-BMsurveyingdonated.jpg
Dust at landings.	https://odae-grants.com/_Upload/15996_1101394_2-Heloindust3.jpg
Pic showing level of dust	https://odae-grants.com/_Upload/15996_1101394_3-heloindust2.jpg

Internal Review Sheet

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050
Version Date: 12/05/2022 14:22:36

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	Non-NPIAS	25
Type of Project	Program Elements	5
Project Category	Critical/essential services or equipment	15
Is there an existence of Airport Zoning?	No	0
MINIMUM Match Percentage:	5 %	95
Total applicant matching funds:	\$4,000.00 / 10 %	4
Funding Request to ODA:	\$38,000.00 / 90 %	
Total Project Cost	\$42,000.00 / 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

The local pumice mill and the timber industry in the area use the airport for business trips rather than spending hours driving. ODOT could fly in personnel in the event of major events if needed. There is currently a staff shortage for workers in this area.

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

Staff Entry	Review Score
1	5

Site manager (donated time from Mr. Gary Mort) frequently provides shelter and/ or transportation of pilots to Chemult when flights are unsafe to continue due to smoke and / or emergency landings due to equipment failures. The small but vital economic impact to the small town of Chemult is important. The local Pumice mill uses the airport for business travel. This past summer many light sport aviators have landed and spent time and money vital to this small 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
0	0

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

All of the proposed restorative plans are ready to proceed immediately. Used and serviceable grader, water boom and water truck have been located.

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

Internal Review Sheet

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023

COAR-2023-2S2-00050

Version Date: 12/05/2022 14:22:36

This airport is sustainable for many years to come. While basic, it is meeting the needs of the community and can remain doing so with minimal efforts and funding once re-established. This heavy equipment and the pledge of operator services by skilled ODOT retirees will allow the airport to flourish again.

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

Staff Entry	Review Score
1	5

In spring of 2020, land leveling, bulldozer work and tree removal brought the airstrip up to minimum standards. There continues to be more completed as weather permits. Runways markers, segmented circles and windssocks, including a lighted windssock on the beacon tower have been placed. Runway end zones have been cleared and expanded. The landing strip and the helicopter landing pad have lights and skirted beacon markers. This plan as proposed will allow the focus on safety to continue. Visibility by dust reduction is this next step.

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

Expansion of water access, electrical to light the runway and beacon, including night access now exceeds minimum. This is the only snow marked air strip in Oregon and supports winter recreation and aviation extraction for emergencies year around. With an elevation over 4600 feet, at the top of the Cascades, this is very important. Continued removal of the 10-20 ft pine trees within 50 ft of the east edge between the airstrip and the Hwy 97 continues.

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

Staff Entry	Review Score
1	5

Continued improvements as described will allow the airport to grow and return to a needed foundation in the tiny community and the small town of Chemult.

Existing tower and beacon is a visual identifier in storms. Well placement has returned access for multiple EMS and Fire purposes. (COAR 20-21) . Lighting the airstrip will increase usage. Reducing dust by proper care will help mitigate the damage done to aircraft by and rock.

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

Staff Entry	Review Score
1	5

Currently, there is no financial income from the airport. It's purpose is to serve the community. The fire crews (USFS, etc) are eager for improvements for their summer fire camps and will compensate in the future for access. We have provided it free of charge the past 5+ years. All funds generated will return to the airport for future projects. There is speculation by the landowners to the west to develop residency focused on a winter resort with airpark access.

Does the project have local support?

Staff Entry	Review Score
1	5

This project has the knowledge and support of Chemult Fire Chief and EMS and contracted Wildland Fire Services via the USFS (see letter attached.)

The Mort family across the Hwy is serving as site managers and are retired EMS and ODOT for 5 + years. Their many hrs of documentation to the 2600+ aircraft landings along with pictures has

Internal Review Sheet

Beaver Marsh Airport
COAR Application 2023

Application Year: 2023
COAR-2023-2S2-00050

Version Date: 12/05/2022 14:22:36

served to enhance our presentation of need.

Local businesses and individuals of Chemult have expressed verbally their happiness at having a resource return to their local area to enhance safety as the nearest road travel is 1 hr to Bend for emergencies. Increased population in the area are increasing demands of services.

Already the community has donated D-4 cat work, land leveling equipment, usage monitoring and mobile transportation to users as needed. We have secured matching professional labor pledges for 2021-2022 demonstrating community buy-in. See the accompanying 2023 grant. Heavy equipment services operator is precious and rare.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
219		219		

General Project Information: AWOS Replacement

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

Applicant

Organization Name

Port of Gold Beach

Contact Person *

Andy 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

Project Name and Location

Project Name *

AWOS Replacement

Project Location *

Gold Beach Airport, 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 4a

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: *

Assistance with FAA AIP grant match

Project Start Date:

3/1/2023

Project End Date:

10/31/2023

General Project Information: AWOS Replacement

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

Project Summary *

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

This project will replace the existing Automated Weather Observation System with a new unit.

Project Purpose and Description *

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

The AWOS unit at the Port of Gold Beach was installed in 2007, making it 15 years old. The useful life of the system is generally in the 10 year range. The Gold Beach Airport's AWOS has deteriorated significantly since installation due to harsh weather conditions and it's advanced age.

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 replacement of the current AWOS will update and modernize the system for another 10-15 years.
- **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No
The current AWOS system has become a maintenance burden for the Port due to its age and deterioration . A new updated AWOS will reduce downtime and overall maintenance. In doing so, it will prevent future deficiencies.
- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
The deterioration of the existing AWOS has resulted in multiple service calls per year that are outside of the existing maintenance plan. These call results in added expense to the Port for travel time and parts. A new system will reduce these added expenses for years to come.
- **Does the project have local support? *** ✓ Yes No
The local pilot community at large is very supportive of this project due to regular malfunctions of the current AWOS . It has caused several issues due to the weather not being reported accurately. The Port is also eagerly anticipating the replacement due to the aforementioned issues.

Project Documentation: AWOS Replacement

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 7/27/2018

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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: AWOS Replacement

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

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 has a direct connection to several of Oregon's Industry Clusters. The Aviation Industry Cluster is served by making the airport easier to use for aircraft based at Gold Beach Municipal Airport as well as for aviation users needing access to this region of the state. This project will also serve Tourism and Hospitality Cluster by making Gold Beach an safer and easier place to visit when arriving by air.

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

Replacing the AWOS will improve the airport's utility which will be a benefit to the users of the airport who are located in Gold Beach as well as users from the outside area who might use the airport. This benefit will accrue to the state as well.

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

Having a reliable AWOS is of great benefit to all air traffic coming in and out of the Gold Beach Airport . It is also beneficial to passing traffic as an added source of information for pilots . In particular, the local air ambulance company relies heavily on this system for real time weather reporting. We have also been experiencing an increase in traffic specifically for business purposes and having a reliable system benefits all users.

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

The project is ready for construction at this time.

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

A new AWOS system should last 10-15 years at a minimum. New technology and construction will help with maintenance costs and reliability for a much longer period than the existing system.

Budget: AWOS Replacement

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$301,500.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$33,500.00	10 %
Total Project Cost	\$335,000.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$301,500.00	4/1/2023
Local Match	\$3,350.00	4/1/2023
Total Match Funds:	\$304,850.00	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$30,150.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$304,850.00	91 %
Funding request to ODA:	\$30,150.00	9 %
Total Project Cost:	\$335,000.00	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: AWOS Replacement

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: AWOS Replacement

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

File Repository

Data Sheet

[15955_1101396-4S1-PortofGold
Beach-CIP2022DataSheet-AWO
S.pdf](#)

Person:Andy Wright
Date:10/21/2022

ALP

[15955_1101396-10552_1099248
_1-GoldBeachALP.pdf](#)

Person:Andy Wright
Date:10/21/2022

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$304,850.00 / 91 %	81
Funding Request to ODA:	\$30,150.00 / 9 %	
Total Project Cost	\$335,000.00 / 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 has a direct connection to several of Oregon's Industry Clusters. The Aviation Industry Cluster is served by making the airport easier to use for aircraft based at Gold Beach Municipal Airport as well as for aviation users needing access to this region of the state. This project will also serve Tourism and Hospitality Cluster by making Gold Beach an safer and easier place to visit when arriving by air.

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

Staff Entry	Review Score
1	5

Replacing the AWOS will improve the airport's utility which will be a benefit to the users of the airport who are located in Gold Beach as well as users from the outside area who might use the airport. This benefit will accrue to the state as well.

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

Having a reliable AWOS is of great benefit to all air traffic coming in and out of the Gold Beach Airport. It is also beneficial to passing traffic as an added source of information for pilots . In particular, the local air ambulance company relies heavily on this system for real time weather reporting. We have also been experiencing an increase in traffic specifically for business purposes and having a reliable system benefits all users.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
0	0

The project is ready for construction at this time.

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
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Internal Review Sheet

Port of Gold Beach
COAR Application 2023

Application Year: 2023
COAR-2023-4S1-00040

maximum benefit to the State?

1	5

A new AWOS system should last 10-15 years at a minimum. New technology and construction will help with maintenance costs and reliability for a much longer period than the existing system.

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 replacement of the current AWOS will update and modernize the system for another 10-15 years.

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

Staff Entry	Review Score
1	5

The current AWOS system has become a maintenance burden for the Port due to its age and deterioration. A new updated AWOS will reduce downtime and overall maintenance. In doing so, it will prevent future deficiencies.

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

Staff Entry	Review Score
1	5

The deterioration of the existing AWOS has resulted in multiple service calls per year that are outside of the existing maintenance plan. These call results in added expense to the Port for travel time and parts. A new system will reduce these added expenses for years to come.

Does the project have local support?

Staff Entry	Review Score
1	5

The local pilot community at large is very supportive of this project due to regular malfunctions of the current AWOS. It has caused several issues due to the weather not being reported accurately. The Port is also eagerly anticipating the replacement due to the aforementioned issues.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
271		271		

General Project Information: Apron Rehabilitation

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

Applicant

Organization Name

City of Burns

Contact Person *

Daniel Brown, MPA

Address

242 South Broadway

Contact Person Title *

City Manager

City	State	Zip Code
Burns	Oregon	97720-2205

Phone Number	Email
(541) 573-5255	dbrown@ci.burns.or.us

Project Name and Location

Project Name *

Apron Rehabilitation

Project Location *

Burns Municipal Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

0120-6002

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

Airport Information

Airport Name: *
Burns Municipal 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: *

Assistance with FAA AIP grant match

Project Start Date: 2/15/2023

Project End Date: 2/28/2024

General Project Information: Apron Rehabilitation

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

Project Summary *

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

The proposed project consists of full depth reconstruction of General Aviation Apron asphalt section as well as crack sealing and spall repair of the concrete Terminal Apron.

Project Purpose and Description *

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

The project has a two-fold purpose; 1) Reconstruction of the failed General Aviation Apron to eliminate a hazard to aviation, and 2) Extend the service life of the Terminal Apron aircraft parking area, maximizing the return on the investment of the original concrete construction and reducing the cost of future pavement repair. The current General Aviation Apron pavement has deteriorated to a stage where it is a hazard to aircraft. Cracks and loose aggregate result in potential damage to aircraft and presents a significant hazard to air operations at the facility. The existing asphalt apron is extensively cracked to the point that maintenance will not be cost effective, and reconstruction is necessary. Additionally, the concrete Terminal Apron is in need of crack sealing and repair. The joint sealant, now in excess of 20 years old has deteriorated and no longer maintains a water-tight seal. This allows surface water to infiltrate into the joints which can erode the underlying base course causing panels to displace and crack. In order to achieve the longest possible service life of this apron, the deteriorated joint sealant will be removed and replaced with a new watertight joint sealant. Existing pavement damage including cracks and surface spalling will also be repaired.

This type of preventive repair on the concrete pavement is a cost-effective method of extending the pavement life by making repairs early, before the pavement is deteriorated to the point of requiring costly replacement. Mobilization of apron reconstruction provides an opportunity to construct taxiways into a designated hangar development area. The FAA fully supports and considers this type of effort as a high priority project. Funding will be through FAA grants that will provide 90% of the project cost.

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

The Oregon Aviation Plan states an objective for airports in the Category III role, such as Burns, is to maintain a Pavement Condition Index (PCI) of greater than 60. The asphalt General Aviation Apron at Burns Municipal Airport was evaluated as having a PCI of 31 in 2017.

There is a high safety risk due to large, full-depth cracks in the General Aviation Apron. These cracks have the potential to cause structural damage to aircraft landing gear. Also, these cracks generate large pieces of debris (FOD) on the pavement surface that have the potential to damage aircraft propellers and become ingested by jet engines. This project will provide a significant positive impact by minimizing damage to aircraft and injury to people using the airport.

• **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 project will bring PCI levels of apron pavements to 100.

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

This project corrects ongoing deterioration of the General Aviation Apron pavement while preserving the existing Terminal Apron concrete surface. Reconstruction of the asphalt apron and crack sealing and spall repair of the concrete pavement will extend the service life of these pavements. Asphalt pavement following full depth reconstruction has an FAA design life of 20 years. FAA design

General Project Information: Apron Rehabilitation

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

standards applied during initial construction in 2000 using Portland cement concrete pavement were based on a design life of 40 years. The concrete pavement is currently 20 years old. This project will help extend the life of the concrete pavement for an additional 20 years.

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

✓ Yes No

Maintaining the aircraft aprons in good condition encourages continued use of the airport. Increasing use of the airport directly results in the increased sale of aircraft fuel and the collection of associated fuel taxes.

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

✓ Yes No

The project is supported by the City of Burns. The Burns City Council is providing public support by directing that the City submit applications for grant funds for this project.

Project Documentation: Apron Rehabilitation

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 5/28/2009

Anticipated Date of Completion: 12/30/2022

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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: Apron Rehabilitation

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

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

Currently, the airport is used by operators such as the Bureau of Land Management (BLM) for firefighting, local businesses, and realtors bringing in those looking to buy homes and vacation properties in the area. In addition, the airport is used by emergency medical aircraft for patient evacuations to Bend, Portland and Boise, Idaho. Transient general aviation aircraft use the aircraft aprons when accessing local businesses and social services provided by the surrounding communities.

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

This project serves Oregon's agriculture, aviation, forestry and tourism business clusters. Due to the rural location of Burns, air travel for business can be a more efficient alternative to driving. For example, the Burns airport has been a contributor to the area's tourism and hospitality industry by providing customer access to these businesses.

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

This project extends the service life of existing airport facilities thereby keeping this important link in Oregon's transportation system in good condition. The airport provides an aviation link to Oregon's population centers as well as those of surrounding states. It provides a critical link between flight operations and automobile transportation in the region by reducing travel time. The airport also provides an alternative transportation method in case of adverse weather or natural disasters. Medical flights, emergency transportation, firefighting activity, and tourism are all facilitated by the airport and the link it creates between central Oregon and the broader region.

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

Design for the project is currently underway with anticipated completion in January 2023. Since this project is contained within areas already disturbed by historical construction, the FAA has stated that no environmental assessment will be necessary. NEPA requirements will be addressed by categorical exclusion documentation for this project. There are no known permit requirements that could delay 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 a short explanation. * Yes No

This project corrects deterioration of the General Aviation Apron while preserving the existing Terminal Apron. Reconstruction of the asphalt apron and crack sealing and spall repair of the concrete pavement will extend the service life of the existing pavements well into the future. Asphalt pavement following full depth reconstruction has an FAA design life of 20 years. FAA design standards applied during initial construction in 2000 using Portland cement concrete pavement were based on a design life of 40 years. The concrete pavement is currently 20 years old. This project will help extend the life of the concrete pavement for at least an additional 20 years.

Budget: Apron Rehabilitation

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$1,500,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$166,667.00	10 %
Total Project Cost	\$1,666,667.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$1,500,000.00	4/1/2022
Burns Airport Funds	\$16,667.00	4/1/2022
Total Match Funds:	\$1,516,667.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$1,516,667.00	91 %
Funding request to ODA:	\$150,000.00	9 %
Total Project Cost:	\$1,666,667.00	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: Apron Rehabilitation

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
Project Sketch	https://odae-grants.com/_Upload/12960_1100011-BURNSAPRONREHABOVERVIEW.PDF

Internal Review Sheet

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
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:	\$1,516,667.00 / 91 %	81
Funding Request to ODA:	\$150,000.00 / 9 %	
Total Project Cost	\$1,666,667.00 / 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

Currently, the airport is used by operators such as the Bureau of Land Management (BLM) for firefighting, local businesses, and realtors bringing in those looking to buy homes and vacation properties in the area. In addition, the airport is used by emergency medical aircraft for patient evacuations to Bend, Portland and Boise, Idaho. Transient general aviation aircraft use the airport aprons when accessing local businesses and social services provided by the surrounding communities.

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

Staff Entry	Review Score
1	5

This project serves Oregon's agriculture, aviation, forestry and tourism business clusters. Due to the rural location of Burns, air travel for business can be a more efficient alternative to driving. For example, the Burns airport has been a contributor to the area's tourism and hospitality industry by providing customer access to these businesses.

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

This project extends the service life of existing airport facilities thereby keeping this important link in Oregon's transportation system in good condition. The airport provides an aviation link to Oregon's population centers as well as those of surrounding states. It provides a critical link between flight operations and automobile transportation in the region by reducing travel time. The airport also provides an alternative transportation method in case of adverse weather or natural disasters. Medical flights, emergency transportation, firefighting activity, and tourism are all facilitated by the airport and the link it creates between central Oregon and the broader region.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Design for the project is currently underway with anticipated completion in January 2023. Since this project is contained within areas already disturbed by historical construction, the FAA has stated that no environmental assessment will be necessary. NEPA requirements will be addressed by categorical exclusion documentation for this project. There are no known permit requirements that could delay this project.

Internal Review Sheet

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

This project corrects deterioration of the General Aviation Apron while preserving the existing Terminal Apron. Reconstruction of the asphalt apron and crack sealing and spall repair of the concrete pavement will extend the service life of the existing pavements well into the future. Asphalt pavement following full depth reconstruction has an FAA design life of 20 years. FAA design standards applied during initial construction in 2000 using Portland cement concrete pavement were based on a design life of 40 years. The concrete pavement is currently 20 years old. This project will help extend the life of the concrete pavement for at least an additional 20 years.

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

Staff Entry	Review Score
1	5

The Oregon Aviation Plan states an objective for airports in the Category III role, such as Burns, is to maintain a Pavement Condition Index (PCI) of greater than 60. The asphalt General Aviation Apron at Burns Municipal Airport was evaluated as having a PCI of 31 in 2017.

There is a high safety risk due to large, full-depth cracks in the General Aviation Apron. These cracks have the potential to cause structural damage to aircraft landing gear. Also, these cracks generate large pieces of debris (FOD) on the pavement surface that have the potential to damage aircraft propellers and become ingested by jet engines. This project will provide a significant positive impact by minimizing damage to aircraft and injury to people using the airport.

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 project will bring PCI levels of apron pavements to 100.

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

Staff Entry	Review Score
1	5

This project corrects ongoing deterioration of the General Aviation Apron pavement while preserving the existing Terminal Apron concrete surface. Reconstruction of the asphalt apron and crack sealing and spall repair of the concrete pavement will extend the service life of these pavements. Asphalt pavement following full depth reconstruction has an FAA design life of 20 years. FAA design standards applied during initial construction in 2000 using Portland cement concrete pavement were based on a design life of 40 years. The concrete pavement is currently 20 years old. This project will help extend the life of the concrete pavement for an additional 20 years.

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

Staff Entry	Review Score
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Internal Review Sheet

City of Burns
COAR Application 2023

Application Year: 2023
COAR-2023-BNO-00038

1	5
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Maintaining the aircraft aprons in good condition encourages continued use of the airport. Increasing use of the airport directly results in the increased sale of aircraft fuel and the collection of associated fuel taxes.

Does the project have local support?

Staff Entry	Review Score
1	5

The project is supported by the City of Burns. The Burns City Council is providing public support by directing that the City submit applications for grant funds for this project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
256		256		

General Project Information: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

Applicant

Organization Name

Grant County

Contact Person *

Haley Walker

Address

72000 Airport Road

Contact Person Title *

Airport Manager

City

John Day

State

Oregon

Zip Code

97845

Phone Number

(541) 575-1151

Email

walkerh@grantcounty-or.gov

Project Name and Location

Project Name *

FAA match for Snow Removal Equipment

Project Location *

Grant County Regional Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

9510, 9516

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

Airport Information

Airport Name: *

Grant County Regional Airport

Airport Category: *

Category 3

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Elements

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

Assistance with FAA AIP grant match

Project Start Date:

11/1/2022

Project End Date:

5/1/2024

General Project Information: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

Project Summary *

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

Grant County Regional Airport does not have sufficient or properly sized snow removal equipment necessary to clear the critical pavement areas in the time frame recommended by the FAA. It is anticipated that purchasing snow removal equipment will consist of a reversible plow mounted to a carrier vehicle.

Project Purpose and Description *

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

COAR funds combined with sponsor funds will be used to match FAA AIP grant funds for the purchase of snow removal equipment to clear our critical pavement surfaces in the FAA recommended clearance time to keep our runways safely open to support flight operations.

GCRA currently uses a 1979 wildland fire truck with an eight-foot straight plow blade. The current time to plow our critical pavement is approximately eight hours which includes our instrument runway, primary runway, connecting taxiways, parking apron for aircraft parking, fuel access, and berms to ensure wing clearance. The approximate critical pavement area is 1,021,176 square feet.

The FAA recommends a clearance time of six hours for our airport, and we can meet this standard by purchasing adequate snow removal equipment consisting of a reversible plow mounted to a carrier vehicle.

GCRA is served by several medical flights throughout the year. During the winter months we experience an increased number of emergency medical transports by air due to road conditions which are unable to be navigated by vehicles. The importance of clearing the runways and accompanying critical pavement is essential to support these medical flights.

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 |
| The 2007 OAP identifies our airport as meeting minimum standards, however; since that time our old snow removal equipment became inoperable, so we no longer meet the minimum standards. In fact, there are a number of days our runways are closed during the winter months due to the inability to clear snow from critical pavement surfaces. The local city and county public works and road department does not assist in snow removal at our airport. | | |
| • 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 |
| Yes, the purchase of snow removal equipment will allow us to meet the FAA minimum snow removal recommended clearance time of six hours for our airport. | | |
| • Does the project prevent future deficiencies and preserve the existing facilities? * | ✓ Yes | No |
| Yes, the purchase of snow removal equipment will prevent pavement deficiencies by discontinuing the use of our current unreliable and inadequate converted wildland fire truck and plow. Using approved, recommended, and properly equipped snow removal equipment will preserve the pavement of our runways, taxiways, and parking aprons. | | |
| • Does the project increase the financial self-sufficiency of the airport? * | ✓ Yes | No |
| Yes, the purchase of snow removal equipment will increase financial self-sufficiency by allowing the airport runways to remain open during winter storms resulting in increased fuel sales and tie-down parking fees. Historically, we have closed runways due to the inability to clear pavement of snow and slush resulting in a loss of revenue from fuel sales and tie-down parking fees. | | |
| • Does the project have local support? * | ✓ Yes | No |
| The local airport commission, county court, hospital, county sheriff, air search, and local pilots fully support snow removal | | |

General Project Information: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

equipment acquisition allowing us to keep our runways open more consistently during winter months specifically for medical transports and air search missions.

Project Documentation: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 2/12/2019

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

Statewide Impact: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

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

Procuring adequate and proper snow removal equipment will allow us to keep our runways and critical pavement surfaces open for flight activity. This reduces transportation costs by improving the efficiency of travel time for Oregon businesses. When businesses are unable to fly into our airport the alternative is driving on winter roads and resulting in increased travel time. The ability to travel by air allows businesses to conduct their business more timely thereby saving costs.

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

The ability for our runways and critical pavement surfaces to remain open benefits the state through increased flight operations into our airport. This results in increased fuel sales that generate more aviation fuel tax revenue for 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

Improving efficiency is accomplished by having airport runways and critical pavement surfaces that remain open for flight operations. Proper snow removal equipment allows airports to keep these runways and critical pavement surfaces open. At this time, our airport runways are closed due to the inability to clear snow from the runways to allow safe flight operations. Having the recommended snow removal equipment will improve the utilization and efficiency of our air transportation system because we will be able to clear contamination off the pavement surfaces allowing flight operations to continue with little to no interruption. Keeping our airport open during all winter conditions is an important part of the state's response plan during a potential Cascadia event.

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

The snow removal equipment purchase is ready for implementation once funding is received by the FAA.

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

FAA guidelines list the lifespan of snow removal equipment as 20 years. Removing snow from pavement surfaces with proper snow removal equipment will allow the pavement to reach its expectancy of 20+ years.

Budget: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$120,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$13,000.00	10 %
Total Project Cost	\$133,000.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$120,000.00	1/30/2023
Grant County Airport budgeted funds	\$1,030.00	10/19/2022
Total Match Funds:	\$121,030.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$11,970.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$121,030.00	91 %
Funding request to ODA:	\$11,970.00	9 %
Total Project Cost:	\$133,000.00	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: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
Airport zoning map	https://odae-grants.com/_Upload/15908_1101394-zoningmap.pdf

Miscellaneous Uploads: FAA match for Snow Removal Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

File Repository

Air Search letter of support

[15998_1101396-AirSearchlettero
fsupport-COAR-SRE.pdf](#)

Person:Haley Walker
Date:10/21/2022

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Elements	5
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:	\$121,030.00 / 91 %	81
Funding Request to ODA:	\$11,970.00 / 9 %	
Total Project Cost	\$133,000.00 / 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

Procuring adequate and proper snow removal equipment will allow us to keep our runways and critical pavement surfaces open for flight activity. This reduces transportation costs by improving the efficiency of travel time for Oregon businesses. When businesses are unable to fly into our airport the alternative is driving on winter roads and resulting in increased travel time. The ability to travel by air allows businesses to conduct their business more timely thereby saving costs.

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

Staff Entry	Review Score
1	5

The ability for our runways and critical pavement surfaces to remain open benefits the state through increased flight operations into our airport. This results in increased fuel sales that generate more aviation fuel tax revenue for 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
1	5

Improving efficiency is accomplished by having airport runways and critical pavement surfaces that remain open for flight operations. Proper snow removal equipment allows airports to keep these runways and critical pavement surfaces open. At this time, our airport runways are closed due to the inability to clear snow from the runways to allow safe flight operations. Having the recommended snow removal equipment will improve the utilization and efficiency of our air transportation system because we will be able to clear contamination off the pavement surfaces allowing flight operations to continue with little to no interruption. Keeping our airport open during all winter conditions is an important part of the state's response plan during a potential Cascadia event.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The snow removal equipment purchase is ready for implementation once funding is received by the FAA.

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

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

Internal Review Sheet

0	5
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Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

FAA guidelines list the lifespan of snow removal equipment as 20 years. Removing snow from pavement surfaces with proper snow removal equipment will allow the pavement to reach its expectancy of 20+ years.

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

Staff Entry	Review Score
1	5

The 2007 OAP identifies our airport as meeting minimum standards, however; since that time our old snow removal equipment became inoperable, so we no longer meet the minimum standards. In fact, there are a number of days our runways are closed during the winter months due to the inability to clear snow from critical pavement surfaces. The local city and county public works and road department does not assist in snow removal at our airport.

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

Yes, the purchase of snow removal equipment will allow us to meet the FAA minimum snow removal recommended clearance time of six hours for our airport.

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

Staff Entry	Review Score
1	5

Yes, the purchase of snow removal equipment will prevent pavement deficiencies by discontinuing the use of our current unreliable and inadequate converted wildland fire truck and plow. Using approved, recommended, and properly equipped snow removal equipment will preserve the pavement of our runways, taxiways, and parking aprons.

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

Staff Entry	Review Score
1	5

Yes, the purchase of snow removal equipment will increase financial self-sufficiency by allowing the airport runways to remain open during winter storms resulting in increased fuel sales and tie-down parking fees. Historically, we have closed runways due to the inability to clear pavement of snow and slush resulting in a loss of revenue from fuel sales and tie-down parking fees.

Does the project have local support?

Staff Entry	Review Score
1	5

The local airport commission, county court, hospital, county sheriff, air search, and local pilots fully support snow removal equipment acquisition allowing us to keep our runways open more consistently during winter months specifically for medical transports and air search missions.

Summary

Internal Review Sheet

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00010

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
281		281		

General Project Information: Airport Support Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

Applicant

Organization Name

Grant County

Contact Person *

Haley Walker

Address

72000 Airport Road

Contact Person Title *

Airport Manager

City

John Day

State

Oregon

Zip Code

97845

Phone Number

(541) 575-1151

Email

walkerh@grantcounty-or.gov

Project Name and Location

Project Name *

Airport Support Equipment

Project Location *

Grant County Regional Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

9510, 9516

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

Airport Information

Airport Name: *

Grant County Regional Airport

Airport Category: *

Category 3

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Elements

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

Critical/essential services or equipment

Project Start Date:

1/31/2023

Project End Date:

9/30/2023

General Project Information: Airport Support Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

Project Summary *

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

This project is to procure critical/essential airport equipment required to safely maintain airport grounds in all seasons.

Project Purpose and Description *

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

This project would procure specific equipment and attachments capable of clearing grounds and mowing in rough terrain near runways, airport lighting systems, taxiways, and general airport property. The equipment and attachment will aid in allowing our airport to remain open for flight operations during winter months by providing additional tools to keep our critical pavement areas open.

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

Yes, per FAA - AC No: 150/5220-33C. Turf grass areas on airports have the potential to be highly attractive to a variety of hazardous wildlife species. The composition and height of airfield grasslands should be properly managed to reduce their attractiveness to hazardous wildlife. Currently our airport does not have equipment to adequately manage the abundance of grasses and weeds on the property, specifically in close proximity to runways, taxiways, and other aircraft movement areas. Additionally, equipment attachments will be highly effective in maintaining critical pavement areas during the winter months to allow the airport to remain open for flight operations.

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

The project will avoid deficiencies as documented in chapter 5 of the OAP. GCRA is in an area of snow and requires our operation to clear runways, taxiways, and ramp parking aprons to stay operational. This equipment will complement our incoming snow removal equipment to allow us to clear pavement more efficiently resulting in our ability to keep our airport open for all flight operations during winter storm events. We are also in an area of extreme wildland fire danger and need to keep the airport grounds safe during the fire suppression season. The ability to mow the grounds in a timely manner reduces the potential wildlife dangers on aircraft.

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

Yes, the airport does not currently own equipment to maintain the grounds during and resorts to renting capable equipment for a large sum each year. Owning our own equipment will allow us to use funds to continue airport improvements rather than using them for renting equipment.

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

Yes, Grant County, the airport commission, local pilots, and fire aviators are in full support.

Project Documentation: Airport Support Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 2/12/2019

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

Statewide Impact: Airport Support Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

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

Procuring adequate and proper equipment we will be able to keep our runways and critical pavement surfaces open for flight activity as well as ensuring safety of aircraft from wildlife hazards created by lengthy turf conditions. This reduces transportation costs because of the efficient travel time for Oregon businesses. When businesses are unable to fly into our airport the alternative is an increase in travel time. The ability to travel by air allows businesses to conduct their business more timely thereby saving costs.

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

The ability for our runways and critical pavement surfaces to remain open benefits the state by more flight operations into our airport resulting in selling more fuel and generating more aviation fuel tax revenue to 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

Improving efficiency is accomplished by having airport runways and critical pavement surfaces that remain open for flight operations. Proper airport maintenance equipment allows airports to remain open and safe. Having the recommended snow removal equipment and adequate mowing equipment will improve the utilization and efficiency of our air transportation system because flight operations will be able to continue safely with little to no interruption.

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

Procuring the equipment will take approximately 60-90 days.

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

15+ years for the equipment and attachments.

Budget: Airport Support Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

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		
Grant County Airport budgeted funds	\$12,000.00	11/1/2022
Total Match Funds:	\$12,000.00	10 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$108,000.00	90 %

Project Budget Summary		
Total applicant matching funds:	\$12,000.00	10 %
Funding request to ODA:	\$108,000.00	90 %
Total Project Cost:	\$120,000.00	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 Support Equipment

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

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Upload

Internal Review Sheet

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Elements	5
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:	\$12,000.00 / 10 %	0
Funding Request to ODA:	\$108,000.00 / 90 %	
Total Project Cost	\$120,000.00 / 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

Procuring adequate and proper equipment we will be able to keep our runways and critical pavement surfaces open for flight activity as well as ensuring safety of aircraft from wildlife hazards created by lengthy turf conditions. This reduces transportation costs because of the efficient travel time for Oregon businesses. When businesses are unable to fly into our airport the alternative is an increase in travel time. The ability to travel by air allows businesses to conduct their business more timely thereby saving costs.

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

Staff Entry	Review Score
1	5

The ability for our runways and critical pavement surfaces to remain open benefits the state by more flight operations into our airport resulting in selling more fuel and generating more aviation fuel tax revenue to 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
1	5

Improving efficiency is accomplished by having airport runways and critical pavement surfaces that remain open for flight operations. Proper airport maintenance equipment allows airports to remain open and safe. Having the recommended snow removal equipment and adequate mowing equipment will improve the utilization and efficiency of our air transportation system because flight operations will be able to continue safely with little to no interruption.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Procuring the equipment will take approximately 60-90 days.

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?

Staff Entry	Review Score
1	5

15+ years for the equipment and attachments.

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

Yes, per FAA - AC No: 150/5220-33C. Turf grass areas on airports have the potential to be highly attractive to a variety of hazardous wildlife species. The composition and height of airfield grasslands should be properly managed to reduce their attractiveness to hazardous wildlife. Currently our airport does not have equipment to adequately manage the abundance of grasses and weeds on the property, specifically in close proximity to runways, taxiways, and other aircraft movement areas. Additionally, equipment attachments will be highly effective in maintaining critical pavement areas during the winter months to allow the airport to remain open for flight operations.

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

Staff Entry	Review Score
1	5

The project will avoid deficiencies as documented in chapter 5 of the OAP. GCRA is in an area of snow and requires our operation to clear runways, taxiways, and ramp parking aprons to stay operational. This equipment will complement our incoming snow removal equipment to allow us to clear pavement more efficiently resulting in our ability to keep our airport open for all flight operations during winter storm events. We are also in an area of extreme wildland fire danger and need to keep the airport grounds safe during the fire suppression season. The ability to mow the grounds in a timely manner reduces the potential wildlife dangers on aircraft.

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

Staff Entry	Review Score
1	5

Yes, the airport does not currently own equipment to maintain the grounds during and resorts to renting capable equipment for a large sum each year. Owning our own equipment will allow us to use funds to continue airport improvements rather than using them for renting equipment.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes, Grant County, the airport commission, local pilots, and fire aviators are in full support.

Summary

Application	ACT	Total	ARC	State Board

Internal Review Sheet

Grant County
COAR Application 2023

Application Year: 2023
COAR-2023-GCD-00033

Base Score	Grading	Final Score	Priority	Priority
175		175		

General Project Information: Expand Jet Apron- FAA AIP 22

City of Ontario
COAR Application 2023

Application Year: 2023
COAR-2023-ONO-00024

Applicant

Organization Name

City of Ontario

Contact Person *

Justin Zysk

Address

444 SW 4th Street

Contact Person Title *

Airport Manager/Assistant to the City Manager

City

Ontario

State

Oregon

Zip Code

97914

Phone Number

(541) 709-7651

Email

justin.zysk@ontariooregon.org

Project Name and Location

Project Name *

Expand Jet Apron- FAA AIP 22

Project Location *

Ontario, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

18S47E0704100

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

Airport Information

Airport Name: *

Ontario Municipal 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: *

Assistance with FAA AIP grant match

Project Start Date:

2/1/2023

Project End Date:

8/1/2024

General Project Information: Expand Jet Apron- FAA AIP 22

City of Ontario
COAR Application 2023

Application Year: 2023
COAR-2023-ONO-00024

Project Summary *

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

Complete the design-only for the Expansion of the Existing Jet Parking Apron. The expansion would expand the existing apron by 58,000 square feet and allow for three additional jet parking spots. The project will be completed under the FAA Airport Improvement Program. The project will be designed in 2023 and constructed under a separate project in 2024.

Project Purpose and Description *

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

In recent years, the Airport has experienced a large amount of corporate jet traffic. The Airport currently only has parking spots for three corporate jets. When they receive more than three, the additional jets are forced to be parked in General Aviation Apron amongst smaller fixed airplanes. This causes issues with ramp circulation as well as jet wash issues that could potentially damage smaller aircraft. The current Airport Master Plan Update has indicated the need for additional aircraft parking and highlighted the expansion of the Jet Apron as a "Preferred Alternative". Expansion of the apron will allow for two new 150-ft x 150-ft aviation business related hangars to be built adjoining the apron to the south. New aviation businesses will provide additional funding for the Airport and community.

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

Expanding the jet parking apron will align with the current and future needs of the Airport as detailed in the new Airport Master Plan Update. The Airport Master Plan Update highlights the need for additional aircraft parking area. This will help the Airport meet that need. The expansion will also position the Ontario Municipal Airport to continue to be the Airport of "Choice" for business and corporate aircraft in Eastern Oregon.

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

Expanding the jet parking apron allows the airport to be compliant with current FAA facility standards and will ensure that the airport has adequate space for growth in the future.

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

Expanding the Jet Apron will allow the Airport to accommodate more business jet traffic. Additional traffic creates more opportunity for revenue in the form of fuel sales, increased community business activity, and tie-down fees. In addition to the additional parking, this will allow for two large aviation business hangars to be built on the south side of the expansion. This increased revenue will allow the Airport to become more self-sufficient.

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

This project is fully supported by the City of Ontario, Airport Advisory Board, Airport Administration, and Airport Users.

Project Documentation: Expand Jet Apron- FAA AIP 22

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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: 2/15/2023
If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: _____
Categorical exclusion (CATEX)

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: Expand Jet Apron- FAA AIP 22

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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

Several of Oregon's "Statewide Business Clusters" are served by this project. They include Aviation, Agriculture, Food Processing, and Tourism. The Ontario Municipal Airport serves a wide variety of agriculture, fire fighting, business, medical, military, and tourist aircraft traffic. The Airport is home to two different aerial agriculture spraying operations, a BLM SEAT Base, Life Flight, and several other on-field aviation related businesses. By completing this project, the Airport will be able to better serve its customers by providing a safer and more secure airfield environment.

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

The jet parking apron expansion not only provides additional revenue to the Airport and State in way of tie down fees and aviation fuel taxes, but it also provides valuable and high paying construction jobs during the construction of the project. Additional jet parking will attract new aircraft and aviation related businesses to the Airport thus increasing business transactions within the State of Oregon. A reliable and efficient airfield is key to attracting, retaining, and growing many lines of business. More specifically, business and medical aviation traffic rely on the ability to fly and access airports that have an efficient airfield environment. The expansion of jet parking apron will create a more efficient airfield environment.

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

As stated previously, reliable and safe air travel is paramount to conducting business within Ontario and around the State of Oregon. Several businesses access Ontario and surrounding communities through the use of the Ontario Municipal Airport via air travel. The proposed project will make that air travel in and out of Ontario more efficient and accessible.

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

The project will be designed in 2023. Construction Plans and Bidding and Construction Documents will be completed during this time. The project will be ready to bid in the spring of 2024 and is slated to be funded through the FAA AIP grant program in the summer of 2024 for construction. The level of risk with the project schedule is extremely low since the project is a relatively simple and straight forward to design and construct.

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

According to the FAA AIP Handbook, asphalt aprons have a minimum useful life of 20 years. This is a minimum useful life value and not an actual value. The Ontario Municipal Airport has a very thorough and comprehensive airfield maintenance program. Airport and City staff are very diligent about maintaining the airfield pavements. This diligence extends the useful life of the airfield pavements well beyond 20 years.

Budget: Expand Jet Apron- FAA AIP 22

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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	\$150,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$16,667.00	10 %
Total Project Cost	\$166,667.00	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:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$150,000.00	4/1/2023
City of Ontario, Oregon- Sponsor Matching Funds	\$1,667.00	4/1/2023
Total Match Funds:	\$151,667.00	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$15,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$151,667.00	91 %
Funding request to ODA:	\$15,000.00	9 %
Total Project Cost:	\$166,667.00	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."

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads

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File Repository

Attached is Airport Map depicting the Jet Parking Apron Expansion.

[15916_1101396-ONO_CIP2023D
esignExhibit.pdf](#)

Person:Toby Epler
Date:10/18/2022

Sample of Jet Traffic at Ontario Airport

[15916_1101396-OntarioMunicipa
lAirport-JetPhotos.pdf](#)

Person:Toby Epler
Date:10/18/2022

Final Report

(You must upload your Final Report prior to closeout)

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

Upload

Internal Review Sheet

City of Ontario
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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	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:	\$151,667.00 / 91 %	81
Funding Request to ODA:	\$15,000.00 / 9 %	
Total Project Cost	\$166,667.00 / 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

Several of Oregon's "Statewide Business Clusters" are served by this project. They include Aviation, Agriculture, Food Processing, and Tourism. The Ontario Municipal Airport serves a wide variety of agriculture, fire fighting, business, medical, military, and tourist aircraft traffic. The Airport is home to two different aerial agriculture spraying operations, a BLM SEAT Base, Life Flight, and several other on-field aviation related businesses. By completing this project, the Airport will be able to better serve its customers by providing a safer and more secure airfield environment.

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

Staff Entry	Review Score
1	5

The jet parking apron expansion not only provides additional revenue to the Airport and State in way of tie down fees and aviation fuel taxes, but it also provides valuable and high paying construction jobs during the construction of the project. Additional jet parking will attract new aircraft and aviation related businesses to the Airport thus increasing business transactions within the State of Oregon. A reliable and efficient airfield is key to attracting, retaining, and growing many lines of business. More specifically, business and medical aviation traffic rely on the ability to fly and access airports that have an efficient airfield environment. The expansion of jet parking apron will create a more efficient airfield environment.

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

As stated previously, reliable and safe air travel is paramount to conducting business within Ontario and around the State of Oregon. Several businesses access Ontario and surrounding communities through the use of the Ontario Municipal Airport via air travel. The proposed project will make that air travel in and out of Ontario more efficient and accessible.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project will be designed in 2023. Construction Plans and Bidding and Construction Documents will be completed during this time. The project will be ready to bid in the spring of 2024 and is slated to be funded through the FAA AIP grant program in the summer of 2024 for construction. The level of risk with the project schedule is extremely low since the project is a relatively simple and straight forward to design and construct.

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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

According to the FAA AIP Handbook, asphalt aprons have a minimum useful life of 20 years. This is a minimum useful life value and not an actual value. The Ontario Municipal Airport has a very thorough and comprehensive airfield maintenance program. Airport and City staff are very diligent about maintaining the airfield pavements. This diligence extends the useful life of the airfield pavements well beyond 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
1	5

Expanding the jet parking apron will align with the current and future needs of the Airport as detailed in the new Airport Master Plan Update. The Airport Master Plan Update highlights the need for additional aircraft parking area. This will help the Airport meet that need. The expansion will also position the Ontario Municipal Airport to continue to be the Airport of "Choice" for business and corporate aircraft in Eastern Oregon.

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

Staff Entry	Review Score
1	5

Expanding the jet parking apron allows the airport to be compliant with current FAA facility standards and will ensure that the airport has adequate space for growth in the future.

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

Staff Entry	Review Score
1	5

Expanding the Jet Apron will allow the Airport to accommodate more business jet traffic. Additional traffic creates more opportunity for revenue in the form of fuel sales, increased community business activity, and tie-down fees. In addition to the additional parking, this will allow for two large aviation business hangars to be built on the south side of the expansion. This increased revenue will allow the Airport to become more self sufficient.

Does the project have local support?

Staff Entry	Review Score
1	5

This project is fully supported by the City of Ontario, Airport Advisory Board, Airport Administration,

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and Airport Users.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
281		281		