



Oregon

Tina Kotek, Governor

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From: Grant Coordinator Staff
To: State Aviation Board



Subj: 2025/2026 COAR Grant Projects and Funding Authorization Recommendation

The 2025-2026 COAR grant cycle marks the tenth iteration since the establishment of the Aviation System Action Program (ASAP). This cycle's funding allocation is \$3.5 million, and the application submission period ran from October 13, 2025, to October 31, 2025. A total of 66 applications were received, with a cumulative funding request of \$5,826,230 against a total project cost exceeding \$99 million.

The breakdown of applications by Priority is listed in Table 1.

Priority	Number of Applications	Grant Funding Request
1	37	\$ 2,774,568.13
2	2	\$ 285,000.00
3	27	\$ 2,766,661.51
Total	66	\$ 5,826,229.64

Table 1

In 2025, ODAV implemented updates to the administrative rules applicable to ASAP. The primary modifications pertain to the maximum grant award and the board approval process. Furthermore, the rules have been revised to clarify definitions and streamline administrative procedures.

OAR 738-124-0040 previously permitted applicants to apply for awards exceeding the maximum award of \$150,000 per project. However, due to the ambiguous criteria for receiving a higher grant amount and continued rise in grant funding requests and project costs, this provision has been removed from the administrative rules.

In 2025, the State Aviation Board approved multiple COAR grants at a reduced award amount. This approval is permissible under OAR 738-124-0035, but there was no formal process in place to document the approval. Additionally, the administrative rules did not explicitly define the criteria the Board uses to determine funding allocation for COAR applications. The updates to administrative rules align the ARC and Board review criteria, as well as enhance clarity and transparency in the Board approval process.

The final administrative rules were effective as of January 1, 2026.

The ARC Recommendations are listed below. Additional recommendation comments from the ARC are attached.

The ARC recommends awarding all applications in Priority 1 with a total funding limit of \$2,774,568.13.

The ARC recommends awarding all applications in Priority 2 with a total funding limit of \$285,000.00.

The ARC recommends awarding applications in Priority 3, above the funding cut line, with a total funding limit of \$360,000.00.

The ARC recommends approving all Priority 3 COAR grants below the funding line contingent on available funding.

Application and Review Materials for ARC Meeting and Recommendation

The 2025-26 COAR Grant Cycle has completed the Aviation Review Committee (ARC) phase pursuant to ORS 319.023(3)(a) and (b).

The following items are included by reference:

- All COAR grant applications (shared PDF and on the ODAV website)
- Spreadsheet of e-grants data on all grants listed in priority order of funding recommendation (posted in Board packet and on ODAV website)
- Recording of the ARC meeting, held January 15, 2026, via TEAMS (recording is available on the ODAV website)

Sample Motions for Board consideration:

Approve applications submitted in accordance with OAR-738-124-0010(2)(a) "Priority 1": as recommended and ranked by the Aviation Review Committee for Priority 1.

Approve applications submitted in accordance with OAR-738-124-0010(2)(b) "Priority 2": as recommended and ranked by the Aviation Review Committee for Priority 2.

Approve applications submitted in accordance with OAR OAR-738-124-0010(2)(c) "Priority 3": as recommended and ranked by the Aviation Review Committee in Priority 3.

Approve funding authorization for 2025/2026 COAR Grants in an amount not to exceed \$3,500,000.00.



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2026 COAR Grants

ARC Recommendation to the State Aviation Board:



Priority 1

Recommend approval of all Priority 1 projects as listed. The ARC requests the State Aviation Board to consider the number of applications submitted per airport when approving allocation of COAR grant funding.

ARC members would like to suggest that the State Aviation Board have discussions and/or update guidelines regarding Priority 1 projects in that (1) ability to NOT fund all grants if the slate of projects includes several applications from the same airport. The ARC members understand that the number of Priority 1 grants is largely due to the BIL/IIJA FAA funding and will be gone in the next 2-3 years, however, how do you ensure all applicants have a chance at funding; and (2) currently, the ARC body does not have the ability to limit the number of Priority 1 approvals, possible guideline or process change to give the ARC members opportunity to give guidance to the State Aviation Board if multiple grants for one airport is received.

Priority 2

Recommend approval of all Priority 2 projects as listed. The ARC requests the State Aviation Board to consider the number of applications submitted per airport when approving allocation of COAR grant funding.

Priority 3

Recommend approval of all Priority 3 projects as listed. The ARC requests the State Aviation Board to consider the number of applications submitted per airport when approving allocation of COAR grant funding.

Tie Breaking –

COAR-2026-7S3-00038 and COAR-2026-5S1-00008 – Application 00038 for Twin Oaks recommended to be funded before application 00008 for George Felt as application 00038 is a safety project – obstruction removal

COAR-2026-BNO-0005 and COAR-2026-BNO-00068 - Both applications submitted by City of Burns, application 00005 recommended to be funded before application 00068 per applicant preference listed in applications

COAR-2026-2S6-00070 and COAR-2026-BNO-00067 – Application 00070 for Sportsman Airpark recommended to be funded before application 00067 for City of Burns based on number of applications submitted by City of Burns

COAR-2026-56S-00018 and COAR-2026-DLS-00046 – Application 00018 for City of Seaside recommended to be funded before application 00046 for Columbia Gorge as application 00018 is a safety project – security fencing

Oregon Department of Aviation's mission is to provide infrastructure, financial resources, and expertise to ensure a safe and efficient air transport system