General Project Information

Applicant

Organization Name
City of Ontario

Contact Person *
Andrew Wood

Address
444 SW 4th Street

Contact Person Title *
Airport Manager

City	State	Zip Code
Ontario	*Oregon*	*97914*

Phone Number *
(541) 709-7651

Email *
andy.wood@ontariooregon.org

Project Name and Location

Project Name *

Construct Helipad

Project Location *

Ontario, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

18S47E0704100

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Ontario Municipal Airport	*Category 3*	*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 grant match

Project Start Date: *11/03/2025*

Project End Date: *03/31/2027*

Project Summary*

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

Design, bidding, and construction of a helipad to accommodate up to a helicopter similar size to Robinson R-44 helicopter. Helipad will be designed to FAA standards.

Project Purpose and Description*

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

The Ontario Airport receives a large amount of transient rotorcraft from training, firefighting, and military operations. The Airport does not currently have a dedicated helipad or heliport, so helicopters now park on the main general aviation apron which creates issues with blowing dust and debris on the adjacent fixed wing aircraft. A dedicated helipad would allow for safer rotorcraft operations away from the fixed wing aircraft. This helipad project is shown on the current ALP.
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 *[X]* 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? * *[X]* Yes *[ ]* No
Separation of rotorcraft and fixed wing aircraft is encouraged by the FAA from both an operational and safety standpoint. By constructing this helipad the Airport is bringing itself into alignment with FAA recommendations.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
The need for helicopter parking was mentioned multiple times during the public involvement process of the most recent airport master plan. By constructing this helipad, that deficiency is being addressed. The proposed helipad location shown in the ALP is in an area of the airport that is currently unused so all existing facilities will be preserved.

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

The addition of the helipad is expected to help attract more corporate business. Attracting new users to the airfield creates more opportunity for revenue in the form of fuel sales, ground lease fees, increased community business activity, and tie-down fees. This increased revenue will allow the Airport to become more self sufficient.

• Does the project have local support? * *[X]* Yes *[ ]* No
The project is fully supported by the City of Ontario, Airport Advisory Board, Airport Administration, and Airport Users.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *08/12/2024*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* 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 agricultural spray operations, a BLM SEAT Base, Life Flight, and several other on-field aviation related businesses. By completing this helipad project, the Airport will be able to better serve its customers by providing a safer and more fluently operated airfield environment. A safe and fluently operated airport is paramount to maintaining existing airport users as well as attracting new users and businesses to the airfield. Attracting new users to the airfield creates more opportunity for revenue in the form of fuel sales, ground lease fees, increased community business activity, and tie-down fees. This increase revenue will allow the Airport to become more self sufficient

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

A new helipad is expected to attract more corporate business traffic to the airport. This development will bring additional revenue to the Airport and State by way of lease fees and aviation fuel taxes, but also provides valuable and high paying jobs during construction of the project. Additional development will attract new aircraft and aviation related businesses to the Airport, thus increasing business transactions withing the State of Oregon.

• 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. * *[X]* Yes *[ ]* No

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 air travel in and out of Ontario more safe and fluently operated.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Project will be designed with bids opened in March of 2026, so will be immediately ready to start construction.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

According to the FAA's AIP Handbook, concrete pavement that will be used to construct the helipad has 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 and shoulders. This diligence will likely extend the useful life of the helipad well beyond 20 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$437,000.00*	*95 %*
Sponsor Funds	*$23,000.00*	*5 %*
Total Project Cost	***$460,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$2,300.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$437,000.00*	*05/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$4,600.00*	*05/01/2026*
		++
Total Match Funds:	***$441,600.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$18,400.00*	*4 %*

Project Budget Summary		
Total applicant matching funds:	*$441,600.00*	*96 %*

Funding request to ODAV:	*$18,400.00*	*4 %*
Total Project Cost:	***$460,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
ONO 2026-2030 CIP Memo	*OR 26-30 CIP Memo - Ontario ONO.pdf*

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General Project Information

Applicant

Organization Name
City of Redmond

Contact Person *
Zach Bass

Address
2522 Jesse Butler Circle #17

Contact Person Title *
Airport Director

City	State	Zip Code
Redmond	*Oregon*	*97756*

Phone Number *
(541) 504-3085

Email *
zachary.bass@flyrdm.com

Project Name and Location

Project Name *

Expand Terminal Building – Phase 4-Construction

Project Location *

Redmond, Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

15132200010

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Redmond Municipal Airport	*Category 1b*	*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 grant match

Project Start Date: *05/01/2025*

Project End Date: *02/01/2028*

Project Summary*

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

Phase 4 of the Terminal Expansion construction includes the general terminal construction and site preparation. This includes the addition of one (1) boarding bridge at gate 7.

Project Purpose and Description*

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

The overall Terminal Expansion project will increase capacity for passengers, baggage, TSA security, airline and rental car business, food and beverage options, concessionaires, and vendors. The project will update the airport's aging infrastructure including ADA compliance and improving energy efficiency of the facility. The building size increase is justified by a terminal area planning study completed in 2021 which identified existing congestion/service gaps and developed a new floor plan adding current and forecast needs, and the 82% increase in floor space will relieve congested passengers, airline, rental car and concession space and bring competition and opportunities. This phase includes the addition of one (1) passenger boarding bridge.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

User accessibility will be improved by; ADA access improvements and add new floor space for new airline operations, which will bring potential new destinations and increased passenger use. Redmond is identified in the OAP and the 2013 Oregon Resilience Plan as the designated FEMA base of operations, and this project will increase the size of the terminal building facility, which could be used for emergency operations during a significant disaster 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? * *[X]* 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, which includes FAA Advisory Circulars that are applicable to the project.

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

Passenger activity has more than doubled since the last expansion of the terminal building in 2009. The project will correct the current and future deficiencies of inadequate space for passengers in the terminal. This includes updated security screening area, airline ticket counter space, baggage claim and makeup, passenger hold room, VSD system, and access to aircraft. The project will preserve as much of the existing facility as possible.

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

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

• Does the project have local support? * *[X]* Yes *[ ]* No

The City of Redmond City Council recognizes the need for the expansion and is fully supporting the project, with the community showing significant support as well.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/30/2020*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
Site Utilities	*08/21/2025*	*Completed*	*Required*
Building Plumbing	*08/21/2025*	*Completed*	*Required*
Mechanical	*08/21/2025*	*Completed*	*Required*
Fire Sprinkler	*08/21/2025*	*Completed*	*Required*
Electrical	*08/21/2025*	*Completed*	*Required*
System Development	*08/21/2025*	*Completed*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] 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 business as compared to traditional ground transportation.

• Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * [X] 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. Increasing business opportunities will generate dollars to the State of Oregon. The total employment and income impact is estimated at over $39 million dollars a year 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. * [X] Yes [ ] No

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

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Permitting and design development have been completed, with construction, enabling, and demolition started mid-summer 2025.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The useful life expectancy of this project is based on the forecasted passenger growth of the Airport. The previous airport master plan study was performed in 2018 which developed forecast growth for a 20-year period. More recently, as part of the planning effort for this project, the Airport performed a terminal area concept plan study, which evaluated and updated the forecast growth in the master plan study. This updated data was used to determine the future building space requirements for areas such as airline ticketing, secure holdroom, and passenger boarding areas. The proposed expansion is expected to support the community's projected growth of 45% by 2040.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$1,291,810.00*	*94 %*
Sponsor Funds	*$86,120.67*	*6 %*
Total Project Cost	***$1,377,930.67***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$43,060.34***		*50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$1,291,810.00*	*06/10/2024*
Funding other than Sponsors		
Sponsor Funds	*$43,060.34*	
		++
Total Match Funds:	***$1,334,870.34***	*97* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$43,060.33*	*3 %*

Project Budget Summary

Total applicant matching funds:	*$1,334,870.34*	*97 %*

Funding request to ODAV:	*$43,060.33*	*3 %*
Total Project Cost:	***$1,377,930.67***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with ***OAR 738-124-0080(3)(d)*** *"Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

The project contract began in approximately late-2023, construction began in mid-2025 with enabling and demolition work currently in progress.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload

++

General Project Information

Applicant

Organization Name
City of Redmond

Contact Person *
Zach Bass

Address
2522 Jesse Butler Circle #17

Contact Person Title *
Airport Director

City	State	Zip Code
Redmond	*Oregon*	*97756*

Phone Number *
(541) 504-3085

Email *
zachary.bass@flyrdm.com

Project Name and Location

Project Name *

Expand Terminal Building – Phase 3-Construction

Project Location *

Redmond, OR

ODOT Region:

Region 4

County tax parcel identification number(s): *

15132200010

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Redmond Municipal Airport	*Category 1b*	*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 grant match

Project Start Date: *06/01/2025*

Project End Date: *02/01/2028*

Project Summary*

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

Phase 3 of the Terminal Expansion construction includes the general terminal construction and site preparation. This includes including electrical service, four (4) boarding bridges, and baggage makeup unit. This improves the Terminal Building, which includes hold room spaces, corridors, and exit lanes.

Project Purpose and Description*

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

The overall Terminal Expansion project will increase capacity for passengers, baggage, TSA security, airline and rental car business, food and beverage options, concessionaires, and vendors. The project will update the airport's aging infrastructure including ADA compliance and improving energy efficiency of the facility. The building size increase is justified by a terminal area planning study completed in 2021 which identified existing congestion/service gaps and developed a new floor plan adding current and forecast needs, and the 82% increase in floor space will relieve congested passengers, airline, rental car and concession space and bring competition and opportunities. This phase primarily focuses on site electrical, the addition of four (4) boarding bridges at the end of the expansion, and an outbound baggage carousel to be used during 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? * *[X]* Yes *[ ]* No

User accessibility will be improved by; ADA access improvements and add new floor space for new airline operations, which will bring potential new destinations and increased passenger use. Redmond is identified in the OAP and the 2013 Oregon Resilience Plan as the designated FEMA base of operations, and this project will increase the size of the terminal building facility, which could be used for emergency operations during a significant disaster 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? * *[X]* 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, which includes FAA Advisory Circulars that are applicable to the project.

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

Passenger activity has more than doubled since the last expansion of the terminal building in 2009. The project will correct the current and future deficiencies of inadequate space for passengers in the terminal. This includes updated security screening area, airline ticket counter space, baggage claim and makeup, passenger hold room, VSD system, and access to aircraft. The project will preserve as much of the existing facility as possible.

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

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

• Does the project have local support? * *[X]* Yes *[ ]* No

The City of Redmond City Council recognizes the need for the expansion and is fully supporting the project, with the community showing significant support as well.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/30/2020*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
Site Utilities	*08/21/2025*	*Completed*	*Required*
Building Plumbing	*08/21/2025*	*Completed*	*Required*
Mechanical	*08/21/2025*	*Completed*	*Required*
Fire Sprinkler	*08/21/2025*	*Completed*	*Required*
Electrical	*08/21/2025*	*Completed*	*Required*
System Development	*08/21/2025*	*Completed*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* 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 business as compared to traditional ground transportation.

• Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * *[X]* 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. Increasing business opportunities will generate dollars to the State of Oregon. The total employment and income impact is estimated at over $39 million dollars a year 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. * *[X]* Yes *[ ]* No

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

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Permitting and design development have been completed, with construction, enabling, and demolition started mid-summer 2025.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

The useful life expectancy of this project is based on the forecasted passenger growth of the Airport. The previous airport master plan study was performed in 2018 which developed forecast growth for a 20-year period. More recently, as part of the planning effort for this project, the Airport performed a terminal area concept plan study, which evaluated and updated the forecast growth in the master plan study. This updated data was used to determine the future building space requirements for areas such as airline ticketing, secure holdroom, and passenger boarding areas. The proposed expansion is expected to support the community's projected growth of 45% by 2040.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$7,000,000.00*	*95 %*
Sponsor Funds	*$368,421.00*	*5 %*
Total Project Cost	***$7,368,421.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$184,210.50***		*50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$7,000,000.00*	*06/20/2024*
Funding other than Sponsors		
Sponsor Funds	*$218,421.00*	
		++
Total Match Funds:	***$7,218,421.00***	*98* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*2 %*

Project Budget Summary

Total applicant matching funds:	*$7,218,421.00*	*98 %*

Funding request to ODAV:	*$150,000.00*	*2 %*
Total Project Cost:	***$7,368,421.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

Design development has been completed and construction is currently underway with enabling and demolition as the current work in progress.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload

++

General Project Information

Applicant

Organization Name
City of Redmond

Contact Person *
Zach Bass

Address
2522 Jesse Butler Circle #17

Contact Person Title *
Airport Director

City	State	Zip Code
Redmond	*Oregon*	*97756*

Phone Number *
(541) 504-3085

Email *
zachary.bass@flyrdm.com

Project Name and Location

Project Name *

Expand Terminal Building – Phase 5-Construction

Project Location *

Redmond, OR

ODOT Region:

Region 4

County tax parcel identification number(s): *

15132200010

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Redmond Municipal Airport	*Category 1b*	*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 grant match

Project Start Date: *07/01/2025*

Project End Date: *02/01/2028*

Project Summary*

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

Phase 5 of the Terminal Expansion construction includes the general terminal construction and site preparation. This includes two passenger boarding bridges, updated VFD/HVAC preconstruction, and electrical preconstruction work.

Project Purpose and Description*

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

The overall Terminal Expansion project will increase capacity for passengers, baggage, TSA security, airline and rental car business, food and beverage options, concessionaires, and vendors. The project will update the airport's aging infrastructure including ADA compliance and improving energy efficiency of the facility. The building size increase is justified by a terminal area planning study completed in 2021 which identified existing congestion/service gaps and developed a new floor plan adding current and forecast needs, and the 82% increase in floor space will relieve congested passengers, airline, rental car and concession space and bring competition and opportunities. This phase primarily focuses on additional preconstruction electrical and HVAC work, the addition of two (2) boarding bridges at the near side of the expansion, and additional enabling work.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

User accessibility will be improved by; ADA access improvements and add new floor space for new airline operations, which will bring potential new destinations and increased passenger use. Redmond is identified in the OAP and the 2013 Oregon Resilience Plan as the designated FEMA base of operations, and this project will increase the size of the terminal building facility, which could be used for emergency operations during a significant disaster 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? * *[X]* 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, which includes FAA Advisory Circulars that are applicable to the project.

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

Passenger activity has more than doubled since the last expansion of the terminal building in 2009. The project will correct the current and future deficiencies of inadequate space for passengers in the terminal. This includes updated security screening area, airline ticket counter space, baggage claim and makeup, passenger hold room, VSD system, and access to aircraft. The project will preserve as much of the existing facility as possible.

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

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

• Does the project have local support? * *[X]* Yes *[ ]* No

The City of Redmond City Council recognizes the need for the expansion and is fully supporting the project, with the community showing significant support as well.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/30/2020*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
Site Utilities	*08/21/2025*	*Completed*	*Required*
Building Plumbing	*08/21/2025*	*Completed*	*Required*
Mechanical	*08/21/2025*	*Completed*	*Required*
Fire Sprinkler	*08/21/2025*	*Completed*	*Required*
Electrical	*08/21/2025*	*Completed*	*Required*
System Development	*08/21/2025*	*Completed*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* 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 business as compared to traditional ground transportation.

• Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * *[X]* 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. Increasing business opportunities will generate dollars to the State of Oregon. The total employment and income impact is estimated at over $39 million dollars a year 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. * *[X]* Yes *[ ]* No

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

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Permitting and design development have been completed, with construction, enabling, and demolition started mid-summer 2025.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

The useful life expectancy of this project is based on the forecasted passenger growth of the Airport. The previous airport master plan study was performed in 2018 which developed forecast growth for a 20-year period. More recently, as part of the planning effort for this project, the Airport performed a terminal area concept plan study, which evaluated and updated the forecast growth in the master plan study. This updated data was used to determine the future building space requirements for areas such as airline ticketing, secure holdroom, and passenger boarding areas. The proposed expansion is expected to support the community's projected growth of 45% by 2040.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$9,881,121.00*	*94 %*
Sponsor Funds	*$658,741.40*	*6 %*
Total Project Cost	***$10,539,862.40***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$329,370.70***		*50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$9,881,121.00*	*07/23/2025*
Funding other than Sponsors		
Sponsor Funds	*$508,741.40*	
		++
Total Match Funds:	***$10,389,862.40***	*99* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*1 %*

Project Budget Summary

Total applicant matching funds:	*$10,389,862.40*	*99 %*

Funding request to ODAV:	*$150,000.00*	*1 %*
Total Project Cost:	***$10,539,862.40***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] *In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

The project contract began in approximately late-2023, construction began in mid-2025 with enabling and demolition work currently in progress.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload

++

General Project Information

Applicant

Organization Name
Christmas Valley Parks and Recreation District

Address
PO Box 181

City	State	Zip Code
Christmas Valley	*Oregon*	*97638*

Contact Person *
Greg Reince

Contact Person Title *
Consulting Engineer

Phone Number *
(208) 651-0814

Email *
greince@centurywest.com

Project Name and Location

Project Name *

Runway Reconstruction & Associated Improvements: Phase 2 - Construction

Project Location *

Christmas Valley, Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

Taxlot 27S17E110001300

If you have these compiled, please upload them here:

Christmas Valley Tax Maps Combined.pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Christmas Valley Airport	*Category 4a*	*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 grant match

Project Start Date: *07/01/2026*

Project End Date: *09/30/2027*

Project Summary*

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

This project encompasses the construction, construction management, and inspection services for approximately 5,200 linear feet of Runway 7-25 reconstruction. It also involves the replacement of Medium Intensity Runway Lights (MIRLs) and the upgrade of Runway 25 Precision Approach Path Indicator (PAPI).

Project Purpose and Description*

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

The project will entail the construction of approximately 34,667 square yards of Runway 7-25 reconstruction to comply with current FAA standards. The 2022 PEP report indicates that the existing Pavement Condition Index (PCI) for Runway 7-25 ranges between 56 and 70 (fair), with a projected decline to 26-40 (very poor) by 2027. Originally constructed in 1985, the runway pavement has reached the end of its serviceable lifespan and requires reconstruction. The MIRLs, also initially built in 1985, have similarly exhausted their useful life and necessitate replacement. Additionally, the Runway 25 PAPI, erected in 2005, has reached the end of its operational life. Rehabilitation of the pavement will enhance user safety and extend its service duration. Proactively upgrading the MIRLs and PAPI will ensure consistent and reliable operation.
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 *[X]* 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 *[X]* No

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes, this project will address future deficiencies by safeguarding and prolonging the lifespan of the runway surface, MIRL, and Runway 25 PAPI.

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

The project aims to improve the financial self-sufficiency of the airport by decreasing maintenance costs through enhancements to the runway surface and electrical systems. Furthermore, it seeks to increase the attractiveness of the airfield to both new and existing users, thereby generating additional revenue.

• Does the project have local support? * *[X]* Yes *[ ]* No
The project receives backing from the local community and is supported by the Christmas Valley Park and Recreation District (Owner).

Project Documentation

Documentation and Permits

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

[ ] Yes *[X]* No *[ ]* Underway

Reason:
No, the most recent ALP was completed in June 2003 and has not been updated due to a lack of funding.

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
1200-C	*07/01/2026*	*Underway*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

The Christmas Valley Airport is incorporated into a state-operated aviation facility network that facilitates access for business and recreational activities across the region. Enhancements to visual approach aids for pilots will improve accessibility to the airport for business and tourism endeavors. The reconstruction of runway 7-25 is projected to enhance operational safety by minimizing the presence of potential foreign object debris (FOD), thus reducing safety risks to aircraft. Furthermore, upgrades to the surface conditions of the runway, taxiway, and apron are expected to potentially decrease transportation costs by ensuring suitable surface conditions that allow pilots to utilize the airport safely and serve the community of Christmas Valley.

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

This project seeks to prolong the lifespan of the runway surface and improve aviation safety for access to Christmas Valley and adjacent regions. Additionally, it may facilitate employment opportunities or increase product sales at the airport, thereby stimulating economic activity in the area. Presently, aviation visitors contribute a total of $84,818 in sales and output at the Christmas Valley Airport, as per OAP v6 statistics.

• 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. * [X] Yes [ ] No

This project serves as a crucial link that integrates various segments of Oregon's transportation infrastructure through the enhancement of the runway surface and an increase in its durability. The reconstruction of the pavement is likely to result in expanded utilization of the airport, attributable to improved safety standards. Given its rural setting, the airport functions as an indispensable connection for both fixed-wing and helicopter air ambulance services. The reconstruction of Runway 7-25 aims to diminish Foreign Object Debris (FOD), enhance safety measures, and ensure that air ambulance operations remain unaffected.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Yes. Design will be complete in March 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

This project will be designed in accordance with FAA and State standards, with a life cycle of twenty years for reconstructed surfaces, as stipulated by the Airport Improvement Program (AIP) Handbook, Change 1.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$6,934,461.00*	*98 %*
Sponsor Funds	*$150,000.00*	*2 %*
Total Project Cost	***$7,084,461.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost	
Minimum Program Match Requirement: ***$15,000.00***		*10 %*	
Source of Match Funds *	**Amount**	**Date Available**	
FAA grant funds	*$6,730,238.00*	*07/01/2026*	
Funding other than Sponsors			
Sponsor Funds	*$15,000.00*	*07/01/2026*	
Connect Oregon	*$204,223.00*	*10/31/2025*	++
Total Match Funds:	***$6,949,461.00***	*98* **%**	

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$135,000.00*	*2 %*

Project Budget Summary		
Total applicant matching funds:	*$6,949,461.00*	*98 %*

Funding request to ODAV:	*$135,000.00*	*2 %*
Total Project Cost:	***$7,084,461.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
Funds Breakdown	*Christmas Valley- FY26 Funds Breakdown.xlsx*	++
CIP Memo	*OR 26-30 CIP Memo - Christmas Valley 62S.pdf*	++
CIP Data Sheet	*2026 - Christmas Valley - Runway Reconstruction Construction.pdf*	++

General Project Information

Applicant

Organization Name
City of Florence

Address
250 Hwy 101

City	State	Zip Code
Florence	*Oregon*	*97439-7628*

Contact Person *
Daniel Foster

Contact Person Title *
Public Works Department

Phone Number *
(541) 997-4106

Email *
daniel.foster@ci.florence.or.us

Project Name and Location

Project Name *

Wind Cone and Beacon Replacement - Construction

Project Location *

Florence, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

1812271000102, 1812271000100

If you have these compiled, please upload them here:

12844_1099937-FlorenceMunicipalAirportTaxMaps.pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Florence Municipal Airport	*Category 4a*	*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 grant match

Project Start Date: *07/01/2026*

Project End Date: *06/30/2027*

Project Summary*

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

This construction project involves the replacement of the airport's current beacon, tip-down pole, and lighted wind cone, all of which have met their operational lifespan. Moreover, the environmental conditions along the coast accelerate the deterioration of exposed equipment more swiftly than in inland regions.

Project Purpose and Description*

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

The airport beacon, tip-down pole, and lighted wind cone have all reached their designated service lives and are prepared for replacement. Moreover, the environmental conditions along the coast accelerate the deterioration of exposed electrical equipment more rapidly than in inland areas. Consistent and dependable airport equipment of this nature is essential for aircraft operators.

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 *[X]* 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 *[X]* No

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

The Beacon and Wind Cone Replacement project aims to renew the operational lifespan of the beacon, tip-down pole, and lighted wind cone, thereby preventing imminent deficiencies and ensuring continued functionality.

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

Replacing NAVAIDs like the lighted wind cone, beacon, and tip-down pole will enhance the Airport's appeal to potential based aircraft. This increase in based aircraft will generate additional revenue, supporting the Airport's operations.

• Does the project have local support? * *[X]* Yes *[ ]* No

The project receives local support from the City Council. Please refer to the attached letter of support from the City Council. The City is committed to providing a full match to the FAA funding for the project costs, should it be required.

Project Documentation

Documentation and Permits

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

[ ] Yes *[X]* No *[ ]* Underway

Reason:
The Last ALP was completed 3/31/2010.

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the "**SAVE**" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
Electrical permit	*07/01/2026*	*Underway*	*Don't Know*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Florence Municipal Airport is integral to a statewide network of airports that facilitates commerce and tourism throughout Oregon. Upgrades such as the replacement of the beacon, tip-down pole, and lighted wind cone will significantly enhance safety measures and mitigate potential hazards for aircraft. Additionally, improving safety conditions at the airfield will increase accessibility to the airport and the Oregon coastline.

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

Florence Municipal Airport consistently accommodates aircraft that transport tourists to the region. These activities enhance tourist expenditure within the Florence area, thereby supporting local enterprises and statewide commerce.

• 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. * [X] Yes [ ] No

The local community hospital is located within one mile of Florence Municipal Airport. Consequently, the airport serves as a vital medical transportation link connecting local hospitals to other healthcare facilities within the Portland-Metro region. Proper maintenance of airfield pavement is essential to ensure safety and reliability of these critical transportation links.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

The design work for this project will be finalized by Spring 2026, and the project will be ready for construction starting in Summer 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

Replacing the lighted wind cone, beacon, and tip-down pole will each have a 15-year design life, complying with FAA requirements.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$380,000.00*	*95 %*
Sponsor Funds	*$20,000.00*	*5 %*
Total Project Cost	***$400,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$2,000.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$380,000.00*	*07/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$2,000.00*	*07/01/2026*
		++
Total Match Funds:	***$382,000.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$18,000.00*	*5 %*

Project Budget Summary		
Total applicant matching funds:	*$382,000.00*	*96 %*

Funding request to ODAV:	*$18,000.00*	*5 %*
Total Project Cost:	***$400,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
CIP 2025 - Draft Costs	*2025 CIP Draft - Windcone Beacon.pdf*	++
CIP Data Sheet -Beacon & Wind Cone	*2026 - Beacon Windcone Rehabilitation - Construction - rev1.pdf*	++
Funding Breakdown	*Florence - Beacon Windcone-FY26 Funds Breakdown.xlsx*	++

General Project Information

Applicant

Organization Name
City of Florence

Contact Person *
August Murphy

Address
250 Hwy 101

Contact Person Title *
Public Works Department

City	State	Zip Code
Florence	*Oregon*	*97439-7628*

Phone Number *
(541) 997-4106

Email *
august.murphy@ci.florence.or.us

Project Name and Location

Project Name *

Drainage Improvements - Design

Project Location *

Florence, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

1812271000102, 1812271000100

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Florence Municipal Airport	*Category 4a*	*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 grant match

Project Start Date: *07/01/2026*

Project End Date: *06/30/2027*

Project Summary*

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

This project encompasses design services and environmental analysis necessary for the Drainage improvements at the Florence Municipal Airport.

Project Purpose and Description*

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

This project will address the drainage deficiency and regrade the Runway Safety Area (RSA) and Taxiway Safety Area (TSA) to comply with FAA standards. The scope of work is confined to the infield area situated between Taxiway A1 and A2, adjacent to Taxiway A south of the Apron, as well as south and west of Runway 33. Tasks include regrading an open-air ditch east of Taxiway A, regrading the infield between Taxiway A1 and A2, and regrading the RSA south and west of Runway 33. Furthermore, a new culvert will be installed to connect the newly constructed open-air ditch, located beneath Taxiway A and Runway 15-33, to an existing ditch positioned west of Runway 33. No modifications are proposed for the existing ditch west of Runway 33 or for the existing approximately 36-inch culvert exiting the Airport.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
The Florence Municipal Airport is designated in the Oregon Aviation Plan v6.0 as a Tier 3 Base serving as a Federal Staging Area. The Taxiway Safety Area (TSA) located east of Taxiway A and south of the Apron currently does not conform to TSA grading requirements. Additionally, the Runway Safety Area (RSA) south and west of Runway 33 regularly experiences flooding during the winter months. This project aims to resolve the drainage issues and regrade the RSA and TSA to align with FAA standards. The airport terrain slopes downward from north to south, and no other significant drainage issues are observed across the facility. The airport's high groundwater table results in ponding, and this project will specifically address drainage concerns at the southern end of the airport, which has created a pinch point hindering proper drainage exit.

• 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 *[X]* No

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes, the project will modernize the Airport by meeting federal minimum standards, which direct that no standing water shall be present in a Taxiway Safety Area or Runway Safety Area for more than 48 hours.

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

Implementing these enhancements will increase the airport's attractiveness, supporting the retention of current aircraft and attracting potential new ones. Maintaining and expanding based aircraft will generate additional revenue, thereby reinforcing the operational functions of the airport.

• Does the project have local support? * *[X]* Yes *[ ]* No

The project is supported locally by the City Council. Refer to the attached City Council support letter, which has been uploaded to the miscellaneous section of this application. The City is committed to matching the full FAA match of project costs if needed.

Project Documentation

Documentation and Permits

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

[ ] Yes *[X]* No *[ ]* Underway

Reason:
The Airport Layout Plan was last completed on March 31, 2010.

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Other

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

Unknown, awaiting FAA input.

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
1200-C	*05/01/2027*	*Underway*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Florence Municipal Airport is integrated into a comprehensive statewide airport network that facilitates both business and tourism activities across Oregon. Addressing drainage issues within aircraft movement areas will significantly improve safety standards and reduce risks faced by aircraft operators. Furthermore, the enhancement of airfield safety measures will augment accessibility to the airport and the Oregon coast.

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

Florence Municipal Airport routinely manages aircraft that transport tourists to the region. These operations enhance tourist expenditure within the Florence area, thereby supporting local enterprises and statewide commerce.

• 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. * *[X]* Yes *[ ]* No

The community hospital is situated within a one-mile radius of Florence Municipal Airport. Accordingly, the airport functions as a crucial conduit for medical transportation, linking local hospitals to additional healthcare institutions in the Portland-Metro area. Adequate maintenance of the airfield is imperative to uphold safety and operational reliability.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Upon the allocation of funding, the design phase of this project will commence.

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

Project work will include environmental considerations that the FAA has yet to determine the extent of.

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

AIP Handbook identifies minimum useful life for non-pavement or building projects to be 20 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$190,000.00*	*95 %*
Sponsor Funds	*$10,000.00*	*5 %*
Total Project Cost	***$200,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$1,000.00***		? *10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$190,000.00*	*07/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$1,000.00*	*07/01/2026*
		++
Total Match Funds:	***$191,000.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$9,000.00*	*5 %*

Project Budget Summary		
Total applicant matching funds:	*$191,000.00*	*96 %*

Funding request to ODAV:	*$9,000.00*	*5 %*
Total Project Cost:	***$200,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
CIP Data Sheet	*2026 - Taxiway A Drainage Improvements (Design) - rev1.pdf*	++
CIP 2025- Draft	*2025 CIP Draft - Drainage.pdf*	++
Funding Breakdown	*Florence - Drainage- FY26 Funds Breakdown.xlsx*	++

General Project Information

Applicant

Organization Name
Morrow County

Contact Person *
Rose Kyllo

Address
100 S Court St PO Box 788

Contact Person Title *
Administrative Manager

City | State | Zip Code
Heppner | *Oregon* | *97836*

Phone Number *
(541) 989-9500

Email *
rkyllo@morrowcountyor.gov

Project Name and Location

Project Name *

PAPI Reconstruction - Construction

Project Location *

Lexington, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

Tax Lot 01S52700 00300

If you have these compiled, please upload them here:

Taxlot 01S52700 00300 Tax Account 5464.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 grant match

Project Start Date: *06/01/2026*

Project End Date: *09/30/2027*

Project Summary*

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

This construction project entails replacing the existing Precision Approach Path Indicators (PAPIs). The halogen system, installed in 2011, will be upgraded to LED as it will reach its end of life in 2026. Additionally, due to new flight check requirements in Engineering Brief 95, the Runway 26 PAPI will be relocated to ensure compliance.

Project Purpose and Description*

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

The Lexington Airport PAPIs were installed in 2011 and are expected to reach the end of their operational lifespan in 2026. The expenses associated with replacing the halogen bulbs continue to increase, and the manufacturer has indicated that they will cease production of these bulbs in the foreseeable future. A PAPI offers pilots vertical guidance to the touchdown point on the runway, thereby assisting in avoiding obstacles during landing. Furthermore, as outlined in the project summary, the RWY 26 PAPI will be relocated to comply with FAA standards.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

Yes, the project will rectify the existing deficiency concerning the Runway 26 PAPI by relocating it to ensure compliance with FAA standards.

• 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 *[X]* No

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

Yes, the project will facilitate the utilization of PAPIs. Furthermore, the LED lights are anticipated to consume less energy and require less maintenance compared to the current halogen bulbs.

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

The rehabilitation of PAPIs will prevent future deficiencies by maintaining the operational status of the PAPIs, as outlined in the Oregon Aviation Plan (OAP).

• Does the project have local support? * *[X]* Yes *[ ]* No

The project has received local support from the Airport and Morrow County.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *10/31/2016*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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	*08/31/2026*	*Don't Know*	*Don't Know*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Lexington Airport is integrated into a statewide network of airports that serve both business and tourism needs across the region. Upgrading the Precision Approach Path Indicators (PAPIs) will improve the airport's operational safety. Furthermore, replacing the PAPIs has the potential to attract increased commercial activity to the airport and Morrow County.

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

The project seeks to improve air traffic safety at the airport serving Morrow County and adjacent regions. This initiative has the potential to generate employment opportunities or augment production levels at the airport, stimulated by increased commercial activity in the vicinity.

• 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. * *[X]* Yes *[ ]* No

The project functions as an essential link within Oregon's transportation infrastructure through the enhancement of runway safety. This improvement has the potential to increase airport utilization due to the implementation of heightened safety protocols.

• Is proposed project ready for construction or implementation within six months of grant execution? *[X]* Yes *[ ]* No *

The design for this project is in process and the project will be ready for construction, pending the release of funding in Spring 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

The installation of PAPIs at both runway ends is expected to have a design lifespan of twenty years, in accordance with the guidelines specified in the Federal Aviation Administration's Airport Improvement Program Handbook Change 1.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$290,242.00*	*95 %*
Sponsor Funds	*$15,276.00*	*5 %*
Total Project Cost	***$305,518.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$1,527.60***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$290,242.00*	*06/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$1,528.00*	*06/01/2026*
		++
Total Match Funds:	***$291,770.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$13,748.00*	*4 %*

Project Budget Summary		
Total applicant matching funds:	*$291,770.00*	*96 %*

Funding request to ODAV:	*$13,748.00*	*4 %*
Total Project Cost:	***$305,518.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
CIP Memo	*OR 26-30 CIP Memo - Lexington 9S9.pdf*	++
CIP Data Sheet	*2026_9S9_PAPI Replacement-Construction_R1.pdf*	++
Funding Breakdown	*Lexington - FY26 Funds Breakdown.xlsx*	++

General Project Information

Applicant

Organization Name
City of Ashland

Contact Person *
Chance Metalf

Address
20 E. Main St

Contact Person Title *
Interim Deputy Director of Engineering

City	State	Zip Code
Ashland	*Oregon*	*97520*

Phone Number *
(541) 552-2448

Email *
Chance.metcalf@ashland.or.us

Project Name and Location

Project Name *

Airfield Reconstruction/Rehabilitation Construction

Project Location *

Ashland, Oregon

ODOT Region:

Region 3

County tax parcel identification number(s): *

391E11D-TL 2000

If you have these compiled, please upload them here:

Tax Maps Combined.pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Ashland Municipal Airport	*Category 3*	*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 grant match

Project Start Date: *07/01/2026*

Project End Date: *06/30/2027*

Project Summary*

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

This taxiway project, which is in the construction phase, will rehabilitate pavement surfaces throughout the Airport, including the Runway, Taxiways, and Taxilanes.

Project Purpose and Description*

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

The 2019 PEP report forecasts that by 2029, the PCI values for the Taxiways will range from 0 to 100, indicating a progression from failed to good condition. Rehabilitation and reconstruction efforts will prolong the lifespan of the Taxiway pavements. Both users and the airport will benefit from these improvements, as they will ensure dependable pavement surfaces that support a safe operational environment.

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 *[X]* 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 *[X]* No

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

Yes, this rehabilitation and reconstruction project will prolong the useful life of the existing pavement and help prevent future deficiencies in the near term.

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

This project will improve the airport's financial independence by reducing maintenance costs through pavement upgrades. Additionally, it will make the airfield more attractive to existing and new users, potentially generating higher revenue.

• Does the project have local support? * *[X]* Yes *[ ]* No

This project is supported by the City of Ashland and the Airport users.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *01/31/2020*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

According to the Oregon Aviation Plan (OAP) v6 2018, Ashland Municipal Airport plays a role in generating over 150 regional employment opportunities with nearly $7 million in wages. The rehabilitation of the taxiway pavement surface will aid in prolonging its operational lifespan and fostering the continued growth and prosperity of the airport. The Ashland Municipal Airport supports 155 direct and indirect employment opportunities. Furthermore, the total number of direct and indirect employment opportunities is estimated to be approximately 22, attributable to visitors utilizing general aviation aircraft traveling to Ashland Municipal Airport.

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

The Ashland Municipal Airport regularly accommodates aircraft that carry tourists to the area. These operations promote tourist spending within Southern Oregon, consequently supporting local businesses and wider commercial enterprises. Guaranteeing safe and continuous airport functionality is vital for the airport's development and prosperity. According to the Oregon Aviation Plan v6.0, the Ashland Municipal Airport generates an annual direct and indirect sales revenue of $2,228,202, thereby contributing to the economic vitality of 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. * [X] Yes [ ] No

Ashland Airport serves as a crucial hub connecting local facilities and enterprises in Southern Oregon. Airfield pavement maintenance is essential to ensure secure access to these vital links for the community.
Ashland Airport is designated as a Category III airport in the Oregon Aviation Plan v6.0. It supports twin and single-engine aircraft as well as business jets, serving a large and often sparsely populated service area.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

The project's design is in process and construction will commence July 2026, subject to FAA fund disbursement and the approval of the COAR grant, which functions as the City's financial contribution.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The seal coat of the taxilanes will extend the pavement's useful life by three years, in accordance with FAA standards. Other rehabilitation methods for the taxilanes will extend the pavement's useful life by ten years, also adhering to FAA standards.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$1,163,000.00*	*95 %*
Sponsor Funds	*$61,211.00*	*5 %*
Total Project Cost	***$1,224,211.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$6,121.10***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$1,163,000.00*	*07/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$6,122.00*	*07/01/2026*
		++
Total Match Funds:	***$1,169,122.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$55,089.00*	*4 %*

Project Budget Summary		
Total applicant matching funds:	*$1,169,122.00*	*96 %*

Funding request to ODAV:	*$55,089.00*	*4 %*
Total Project Cost:	***$1,224,211.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
Funding Breakdown	*Ashland_Pavement Rehab and Recon_Funding Breakdown FY26 (1).xlsx*	++
CIP Memo	*OR 26-30 CIP Memo - Ashland S03.pdf*	++
CIP Data Sheet	*S03_2026_R1_CIP Data Sheet_Pavement Maintenance (Rehabilitation).pdf*	++

General Project Information

Applicant

Organization Name
City of Salem

Contact Person *
Aaron Ison

Address
2990 25th St SE

Contact Person Title *
Airport Manager (AIC)

City	State	Zip Code
Salem	*Oregon*	*97302*

Phone Number *
(503) 588-6314

Email *
aison@cityofsalem.net

Project Name and Location

Project Name *

Taxiway Alpha North Rehabilitation- Construction

Project Location *

Salem-Willamette Valley Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

Tax Lot #08W0100100; Parcel ID #31213

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Salem-Willamette Valley Airport	*Category 2*	*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 grant match

Project Start Date: *05/01/2026*

Project End Date: *12/31/2026*

Project Summary*

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

Rehabilitation of Taxiway "A", a priority taxiway that provides access to Salem's runways 13/31 and 16/34.

Project Purpose and Description*

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

This project addresses failing pavement on Taxiway "A", one of Salem's primary taxiways. The project will rehabilitate approximately 1,350 ft. of pavement on the north end of Taxiway "A" between taxiways A1 and A2. This grant would assist with the sponsor match portion of FAA grant funds used to for this 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? * *[X]* Yes *[ ]* No

The north portion of Taxiway "A" was constructed in 1981 and is currently 44 years of age. The 2023 ODAV Pavement Evaluation Report identifies the Pavement Condition Index as 66, or "fair" condition. However, since the report was published, Salem reintroduced commercial air service with B-737 aircraft; resulting in the pavement condition degrading much more rapidly than anticipated.

• 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? * *[X]* Yes *[ ]* No

FAA regulations and grant assurances require airports to maintain their pavements to a useable condition to extend the useful life of those surfaces. The rehabilitation of Taxiway "A" will extend its useful life another 10-20 years, and until a full reconstruction is planned in future years.

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

The rehabilitation of Taxiway "A" will extend its useful life another 10-20 years, and until a full reconstruction can be programmed in the future. This taxiway is critical to the movement of aircraft to/from the runway and the parking apron.

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

Taxiway "A" is a priority surface and is critical for the movement of aircraft to/from the runways. Additional degradation and/or failure of this pavement could result in significantly higher repair costs, adversely affecting the airport's financial self sufficiency.

• Does the project have local support? * *[X]* Yes *[ ]* No

Salem City Council approved the project in its current FY Capital Improvement Program (CIP), and provided the Airport Manager permission to apply for and accept COAR grants to support the required local match.

Project Documentation

Documentation and Permits

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

[ ] Yes *[ ]* No *[X]* Underway

Anticipated Date of Completion: *03/31/2026*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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 [X] No

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

• Is proposed project ready for construction or implementation within six months of grant execution? [X] Yes [ ] No *

Project is currently in the design phase and will be bid for construction in March 2026. Construction is expected to being in the Spring/Summer of 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? [X] Yes [ ] No
Please include the minimum useful life expectancy in years in your answer. *

The Taxiway "A" North Rehabilitation project is expected to extend the useful life of this pavement by at least 10 years. This project has been designed to FAA standards and aligns with AIP requirements for the life expectancy of rehabilitated pavements.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$6,327,000.00*	*95 %*
Sponsor Funds	*$333,000.00*	*5 %*
Total Project Cost	***$6,660,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$83,250.00***		*25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$6,327,000.00*	*04/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$183,000.00*	*04/01/2026*
		++
Total Match Funds:	***$6,510,000.00***	*98* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*2 %*

Project Budget Summary		
Total applicant matching funds:	*$6,510,000.00*	*98 %*

Funding request to ODAV:	*$150,000.00*	*2 %*
Total Project Cost:	***$6,660,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
Salem Adopted CIP Budget FY26	*Salem Adopted CIP Budget FY 2026.pdf*

++

General Project Information

Applicant

Organization Name
City of Redmond

Contact Person *
Zach Bass

Address
2522 Jesse Butler Circle #17

Contact Person Title *
Airport Director

City	State	Zip Code
Redmond	*Oregon*	*97756*

Phone Number *
(541) 504-3085

Email *
zachary.bass@flyrdm.com

Project Name and Location

Project Name *

Expand Terminal Building – Phase 6-Construction

Project Location *

Redmond, OR

ODOT Region:

Region 4

County tax parcel identification number(s): *

15132200010

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Redmond Municipal Airport	*Category 1b*	*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 grant match

Project Start Date: *07/01/2025*

Project End Date: *02/01/2028*

Project Summary*

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

Phase 6 of the Terminal Expansion construction includes the general terminal construction and site preparation. This includes portions of building and site concrete, work done with earthwork and utilities, asphalt paving, and demolition of the current building. This phase focuses on site readiness and allows for future phasing and logistics.

Project Purpose and Description*

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

The overall Terminal Expansion project will increase capacity for passengers, baggage, TSA security, airline and rental car business, food and beverage options, concessionaires, and vendors. The project will update the airport's aging infrastructure including ADA compliance and improving energy efficiency of the facility. The building size increase is justified by a terminal area planning study completed in 2021 which identified existing congestion/service gaps and developed a new floor plan adding current and forecast needs, and the 82% increase in floor space will relieve congested passengers, airline, rental car and concession space and bring competition and opportunities. This phase primarily focuses on initial groundwork and demolition that allows for the logistical, future phasing, and construction build up, as it focuses on site and building concrete, asphalt paving, earthwork and utilities, and demolition of the current building.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
User accessibility will be improved by; ADA access improvements and add new floor space for new airline operations, which will bring potential new destinations and increased passenger use. Redmond is identified in the OAP and the 2013 Oregon Resilience Plan as the designated FEMA base of operations, and this project will increase the size of the terminal building facility, which could be used for emergency operations during a significant disaster 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? * *[X]* 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, which includes FAA Advisory Circulars that are applicable to the project.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Passenger activity has more than doubled since the last expansion of the terminal building in 2009. The project will correct the current and future deficiencies of inadequate space for passengers in the terminal. This includes updated security screening area, airline ticket counter space, baggage claim and makeup, passenger hold room, VSD system, and access to aircraft. The project will preserve as much of the existing facility as possible.

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

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

• Does the project have local support? * *[X]* Yes *[ ]* No

The City of Redmond City Council recognizes the need for the expansion and is fully supporting the project, with the community showing significant support as well.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/30/2020*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
Site Utilities	*08/21/2025*	*Completed*	*Required*
Building Plumbing	*08/21/2025*	*Completed*	*Required*
Mechanical	*08/21/2025*	*Completed*	*Required*
Fire Sprinkler	*08/21/2025*	*Completed*	*Required*
Electrical	*08/21/2025*	*Completed*	*Required*
System Development	*08/25/2025*	*Completed*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] 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 business as compared to traditional ground transportation.

• Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * [X] 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. Increasing business opportunities will generate dollars to the State of Oregon. The total employment and income impact is estimated at over $39 million dollars a year 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. * [X] Yes [ ] No

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

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Permitting and design development have been completed, with construction, enabling, and demolition started mid-summer 2025.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The useful life expectancy of this project is based on the forecasted passenger growth of the Airport. The previous airport master plan study was performed in 2018 which developed forecast growth for a 20-year period. More recently, as part of the planning effort for this project, the Airport performed a terminal area concept plan study, which evaluated and updated the forecast growth in the master plan study. This updated data was used to determine the future building space requirements for areas such as airline ticketing, secure holdroom, and passenger boarding areas. The proposed expansion is expected to support the community's projected growth of 45% by 2040.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$8,388,743.00*	*94 %*
Sponsor Funds	*$559,249.53*	*6 %*
Total Project Cost	***$8,947,992.53***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$279,624.77***		*50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$8,388,743.00*	*07/23/2025*
Funding other than Sponsors		
Sponsor Funds	*$409,249.53*	
		++
Total Match Funds:	***$8,797,992.53***	*98* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*2 %*

Project Budget Summary

Total applicant matching funds:	*$8,797,992.53*	*98 %*

Funding request to ODAV:	*$150,000.00*	*2 %*
Total Project Cost:	***$8,947,992.53***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] *In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

The project contract began in approximately late-2023, construction began in mid-2025 with enabling and demolition work currently in progress.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload

++

General Project Information

Applicant

Organization Name
Coos County Airport District

Contact Person *
Robert Brittsan

Address
1100 Airport Lane

Contact Person Title *
Deputy Director

City	State	Zip Code
North Bend	*Oregon*	*97459*

Phone Number *
(541) 756-8531

Email *
robert@flyoth.com

Project Name and Location

Project Name *

Extend Runway 23 Safety Area (phase 2-construction)

Project Location *

End of Runway 23 - 1100 Airport Lane, North Bend OR 97459

ODOT Region:

Region 3

County tax parcel identification number(s): *

25S13W09-100

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Southwest Oregon Regional Airport	*Category 1b*	*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 grant match

Project Start Date: *10/13/2025*

Project End Date: *02/28/2026*

Project Summary*

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

This project consists of the construction of a bulkhead in the northeast portion of the Runway 5-23 Runway Safety Area (RSA) and rehabilitation of approximately 0.18 acres of intertidal habitate adjacent to the bulkhead location. This work will consist of installing temporary shoring, excavation of existing ground, construction of a mechanically stabilized earth retaining wall, installation of scour protection and removal of wood piles, a concrete boat ramp, and a wood dock.

Project Purpose and Description*

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

The Federal Aviation Administration (FAA) requires that the RSA have a width of 500' and extend 1000' beyond the ends of the runway. Currently, the northeast portion of Runway 5/23 is approximately 80-feet short of compliance. The project involves the placement of an 89-foot by 67-foot triangular bulkhead into Coos Bay at the end of Runway 5/23 to meet FAA Runway Safety Area (RSA) design standards, bringing the airport's Runway Safety Area into compliance.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
OTH is a commercial service airport that does not currently meet all design standards in accordance with FAA guidance and regulations. Specifically, the Runway Safety Area (RSA) for Runway 5/23 does not meet design standards as defined by the FAA in Advisory Circular (AC) 150/5300-13A, Airport Design. Over the years, the commercial fleet mix servicing OTH has changed resulting in an Airport Reference Code (ARC) reclassification from a B-III to C-III. Runway 5/23 is the primary runway and is 5,980 feet long by 150 feet wide, with its RSA extending into Coos Bay and is approximately 79 feet short for length compliance and 57 feet short of width compliance.

• 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 *[X]* No

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

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

The RSA project can increase the financial self-sufficiency of the airport in numerous ways. Extending the RSA can allow larger aircraft (which pay higher landing fees and use more fuel, increasing fuel flowage revenue) to operate safely. This can open the airport to new commercial routes or charter operations, boosting revenue. Additionally, OTH is ineligible for FAA discretionary grant funding for any other project, until the RSA meets the FAA design standards. While an RSA extension is a safety project, it contributes to financial self-sufficiency by improving compliance, enabling more and larger operations, attracting investment, and stabilizing long-term revenue through reliability and risk reduction.

• Does the project have local support? * *[X]* Yes *[ ]* No

Coos County residents support a safer, compliant airport which is more attractive to passengers, tenants, flight schools, and cargo operators. The City of North Bend has been working closely with the airport to minimize disruptions to local routine during the project, such as reducing disruption in the shipping channel, reducing construction vehicles on public roads, and mitigating noise attributed to working at night in the bay.

Project Documentation

Documentation and Permits

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

[ ] Yes *[ ]* No *[X]* Underway

Anticipated Date of Completion: *07/01/2027*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Environmental assessment (EA)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
US Army Corps of Engineers Nationwide Permit	*06/06/2025*	*Completed*	*Required*
Department of State Lands Removal/Fill Permit	*02/18/2025*	*Completed*	*Required*
Oregon DEQ 401 Water Quality Permit	*05/05/2025*	*Completed*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Air service is vital to area businesses. The pending Pacific Coast Intermodal Port project, located across the bay from the airport, is expected to increase capacity for imports, create a new gateway for U.S. exports, and provide a substantial economic boost to the region, supporting job growth and expanding local industry. The Port of Coos Bay is the only shipping facility between San Francisco and Portland and efforts are underway to expand its capacity. The U.S. DOT recently approved $25M in planning grants, which will be used for preliminary engineering for the project. The port expansion aims to develop a $2.5 billion intermodal facility, capable of moving 1.2 million freight containers through the region every year, using multiple modes of transportation. The Airport would play a vital supporting role in improving access to jobs and sources of labor by providing additional transportation options. Extending the RSA can allow larger aircraft to operate safely which can open the airport to new commercial routes, cargo opportunities and charter operations.

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

The proposed project would indirectly provide an economic benefit to the state, by removing restrictions that are preventing aviation industry growth in the region, due to noncompliance with FAA safety standards. The Coos County Airport District is actively pursuing obtaining additional flights. We have a SCASD program grant available for use on obtaining new air service north, to PDX or SEA and have had discussions for flights south to Pheonix, Las Vegas, and Burbank. Making the RSA compliant for C-III aircraft to operate safely would assist in obtaining routes to those destinations.

• 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 *[X]* No

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Project has commenced and is scheduled to be completed by the end of February 2026

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

The project has already commenced, with material stagging, mobilization and placement of the barge in support of the construction and placement of the bulkhead. In-water work may only occur from October through February, which make it susceptible to weather related delays. The contractor feels confident in being able to complete the work within that window, but if needed a request can be made to extend the in-water work beyond the February 15 cutoff date.

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

The minimum life expectancy for this construction project is 20 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$3,592,403.00*	*93 %*
Sponsor Funds	*$253,402.00*	*7 %*
Total Project Cost	***$3,845,805.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$126,701.00***		*50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$3,592,403.00*	*08/20/2025*
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$126,701.00*	*08/20/2025*
		++
Total Match Funds:	***$3,719,104.00***	*97* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$126,701.00*	*3 %*

Project Budget Summary		
Total applicant matching funds:	*$3,719,104.00*	*97 %*

Funding request to ODAV:	*$126,701.00*	*3 %*
Total Project Cost:	***$3,845,805.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

*In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

[X]

Please describe those pre-agreement expenditures.

Construction of the bulkhead project will proceed during the Oregon Department of Fish and Wildlife (ODFW) designated in-water work window (Oct.1– Feb 15). The FAA grants were issued, in a timely manner, to allow the RSA project to proceed during this year's in-water work window. The entire project should be finished prior to the completion of COAR grant cycle, therefore all expenditures will be incurred prior to the COAR agreement execution.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
FAA AIP 59 Grant Offer	*OTH-NMG-3-41-0041-059-2025-Grant Agreement (part 1) - signed.pdf*	++
FAA AIP 60 Grant Offer	*OTH-NMG-3-41-0041-060-2025-Grant Agreement (part 1) - signed.pdf*	++

General Project Information

Applicant

Organization Name
Port of Columbia County

Contact Person *
Lacey Tolles

Address
P.O. Box 190

Contact Person Title *
Airport Manager

City	State	Zip Code
Columbia City	*Oregon*	*97018*

Phone Number *
(971) 813-6313

Email *
tolles@portofcolumbiacounty.org

Project Name and Location

Project Name *

East Side Pavement Maintenance Project - Phase 2 Construction

Project Location *

Scappoose, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

3106-00-00300

If you have these compiled, please upload them here:

Account 2745 Taxlot 3106-00-00300.pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Scappoose Airport	*Category 2*	*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 grant match

Project Start Date: *07/01/2026*

Project End Date: *08/30/2026*

Project Summary*

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

This project entails preventive maintenance aimed at rehabilitating pavement surfaces. It includes the application of crack seal, fog seal, and slurry seal on Taxiway Alpha (east side) to prolong the service life of the current pavements.

Project Purpose and Description*

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

The 2021 PEP report projected that the east side taxiway surfaces will possess PCI values ranging from 45 to 80 by the year 2026, necessitating crack sealing, fog sealing, and slurry sealing procedures. The pavement last underwent maintenance in 2019, and the application of a seal coat is anticipated to prolong its service life. Aircraft operators will benefit from a rehabilitated pavement that will subsequently extend its durability.

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 *[X]* 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 *[X]* No

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

This project's construction will extend the surface's lifespan, protect it from further damage, and significantly lessen the need for early reconstruction.

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

The project seeks to improve the airport's financial independence by reducing maintenance costs through pavement surface upgrades. It will also increase the airfield's appeal to both new and existing users, thereby creating additional revenue.

• Does the project have local support? * *[X]* Yes *[ ]* No

The project maintains local support from the City of Scappoose and the Port of Columbia County.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *03/31/2016*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Scappoose Airport is an integral component of a statewide network of airports that facilitate commerce and tourism throughout the region. Upgrades, such as the rehabilitation of the airfield pavement, are intended to enhance safety by reducing the risk of foreign object debris (FOD), which could present safety hazards to aircraft. Additionally, improving the pavement surface condition may result in lower transportation costs, as superior surface quality enables pilots to access the airport more readily.

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

Scappoose Airport regularly serves aircraft that bring tourists to the region. These activities promote tourist spending in the Scappoose area that supports local commercial and state-wide businesses. The total direct and indirect sales and output generated by aviation visitors from the Scappoose Airport is $2,292,522 (OAP v6.0 Statistic).

• 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. * *[X]* Yes *[ ]* No

The Scappoose Airport hosts numerous aviation-related businesses and flight training facilities. Proper maintenance of the airfield pavement ensures reliable access to essential aviation services, supporting both airport-based businesses and local or transient aviators. The Scappoose Airport is also designated in the Oregon Aviation Plan v6.0 as a Tier 2 Federal Staging Area to facilitate restoration initiatives following a significant earthquake.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Design efforts have been completed, and the project is prepared for construction pending the release of funding.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

The surface seals possess a useful lifespan of three years, as delineated in the Airport Improvement Program Handbook Change 1. The application of surface sealant on the taxiway enhances the longevity of the pavement.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$234,860.00*	*95 %*
Sponsor Funds	*$12,362.00*	*5 %*
Total Project Cost	***$247,222.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$3,090.50***		*25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$234,860.00*	
Funding other than Sponsors		
Sponsor Funds	*$3,091.00*	
		++
Total Match Funds:	***$237,951.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$9,271.00*	*4 %*

Project Budget Summary		
Total applicant matching funds:	*$237,951.00*	*96 %*

Funding request to ODAV:	*$9,271.00*	*4 %*
Total Project Cost:	***$247,222.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
Funding Breakdown	*Scappoose - E Side Pavement Maint Const- FY26 Funds Breakdown.xlsx*	++
CIP Memo	*OR 2025-2029 CIP Memo - Scappoose SPB.pdf*	++
CIP Data Sheet	*SPB - 2026 BIL-East Side Pavement Maintenance - Phase II - Construction - Page 1 Unflattened.pdf*	++

General Project Information

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 *
(541) 420-3789

Email *
Kcoffelt@cityofprineville.com

Project Name and Location

Project Name *

Runway 11/29 Rehabilitation

Project Location *

Prineville / Crook County Airport, Prineville Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

1515000000300

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Prineville / Crook County	*Category 4a*	*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 grant match

Project Start Date: *03/02/2026*

Project End Date: *09/30/2028*

Project Summary*

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

Runway 11-29 Rehabilitation - Phase I: Design and Bidding
This project will rehabilitate (asphalt overlay) RW 11-29 full length and width.
This Phase I-Design project includes Topographic Design Survey, 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 FY 2028.

Project Purpose and Description*

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

This project will address deteriorating runway pavements on Runway 11-29.
The majority of RW 11-29 pavements have a current average PCI value of 77 but are projected to drop to 52 "poor" condition by 2027. The majority of the RW was reconstructed in 2009 with 3" of Asphalt pavement and 17" of aggregate base material. Then in 2015 a pavement crack sealing project was completed on the runway pavements.
This Phase I Design and Bidding project will be completed to facilitate a Phase II Construction project currently programmed with FAA to be funded (AIP) and constructed in FY 2028.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
This project is the design and engineering to enable rehabilitation of Prineville's primary Runway 11-29 as listed in the OAP. This project will address deteriorating Runway 11-29 pavements and correct declining PCI values 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? * *[X]* Yes *[ ]* No
As stated in the above comments this project will rehabilitate deteriorating pavements of the airports primary runway, modernizing and preserving the airport facilities to meet or exceed current FAA standards.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes, as mentioned previously, this project directly prevents future deficiencies (deterioration of Runway 11-29 pavements), and preserves the existing facilities (Runway 11-29, the airport's primary runway).

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

The project will save the airport future pavement maintenance expenses and will preserve an 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? * *[X]* 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

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *11/30/2017*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Although the runway is currently in place, the rehabilitation/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. * *[X]* Yes *[ ]* No

The existing pavement is deteriorating, this project insures the existing economic benefit of the airports primary 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. * *[X]* Yes *[ ]* No

This project greatly improves the existing facility by rehabilitating the runway pavements, preserving them, removing future safety concerns, preserving its use long term.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

The project implementation is already FAA AIP/CIP approved and will begin in the spring of 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

Yes, the project and improvements will be designed, and ultimately constructed to meet or exceed FAA's minimum 20-year life expectancy requirement for pavement rehabilitation projects. Additionally, with pavement maintenance provided by City and Counties regular maintenance cycles, the ODAV Pavement Maintenance Program (PMP), and continuing FAA support, the airport pavements are expected to last much longer.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$300,000.00*	*95 %*
Sponsor Funds	*$15,800.00*	*5 %*
Total Project Cost	***$315,800.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$1,580.00***		? *10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$300,000.00*	
Funding other than Sponsors		
Sponsor Funds	*$1,580.00*	
		++
Total Match Funds:	***$301,580.00***	*95* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$14,220.00*	*5 %*

Project Budget Summary

Total applicant matching funds:	*$301,580.00*	*95 %*

Funding request to ODAV:	*$14,220.00*	*5 %*
Total Project Cost:	***$315,800.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
OR 2025-2029 CIP Memo-Prineville S39 w/ notes	*OR 2025-2029 CIP Memo - Prineville S39x.pdf*

++

General Project Information

Applicant

Organization Name
Union County

Address
60175 Pierce Rd

City	State	Zip Code
La Grande	*Oregon*	*97850*

Contact Person *
Doug Wright

Contact Person Title *
Union County Public Works and Airport Director

Phone Number *
(541) 963-1016

Email *
dwright@union-county.org

Project Name and Location

Project Name *

Southwest Hangar Taxilanes-Phase II: Construction

Project Location *

La Grande/Union County Airport 60175 La Grande Oregon 97850

ODOT Region:

Region 5

County tax parcel identification number(s): *

100, Map number 03SR38S24

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
La Grande/Union County Airport	*Category 3*	*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 grant match

Project Start Date: *07/01/2025*

Project End Date: *06/30/2027*

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 II - Construction project includes Construction and SDC Services. This Phase II project is currently funded with a FAA FY 2025 AIP (BIL/IIJA) grant and has a planned construction start in spring of 2026.

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 Phase II project will 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 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 (completed) Phase II: Construction and Services During Construction (SDC) (this COAR grant application)
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
The airport needs additional taxilanes to facilitate the construction of new hangers to meet current demand.

• 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 *[X]* No

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

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

Building additional taxilanes to facilitate the construction of new hangers will increase hangar leases that will increase aviation related operations (travel) at the airport, and will increase airport lease revenue

• Does the project have local support? * *[X]* Yes *[ ]* No
The Airport Advisory Committee, and Union County (Sponsor) agrees and supports the project

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *03/01/2018*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] 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 included environmental staff to perform archeological monitoring and document findings. The project kept the consultant staff working throughout the design and bidding process, and will bring additional work during the upcoming construction oversight (SDC services). The number of Construction jobs will include construction management to labor. Construction trade jobs are considered family wage jobs.

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

Airport revenue will increase with the additional lease revenue, 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. * [X] Yes [ ] No

La Grande/Union County airport supports the USFS tanker base, Rappel building, Blue Mt. Dispatch center, Cargo and Life Flight. Construction of the taxilanes will facilitate the construction of the new hangers that will ultimately support all functions of the airport and improve transportation routes through eastern Oregon.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

The project has previously completed the Environmental requirements (NEPA Cat-Ex determination) and the Phase I (Design & Bidding). FAA funding is secured with construction to start in spring of 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The project and all improvements associated with the new taxilanes are being completed to meet or exceed FAA's required minimum 20-yr design life

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$495,000.00*	*70 %*
Sponsor Funds	*$208,911.00*	*30 %*
Total Project Cost	***$703,911.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$20,891.10***		? *10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$495,000.00*	*08/04/2025*
Funding other than Sponsors		
Sponsor Funds	*$58,911.00*	*08/04/2025*
		++
Total Match Funds:	***$553,911.00***	*79* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*21 %*

Project Budget Summary		
Total applicant matching funds:	*$553,911.00*	*79 %*

Funding request to ODAV:	*$150,000.00*	*21 %*
Total Project Cost:	***$703,911.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

N/A - This project is a "Priority 1 FAA Grant match project for which all other applicable FAA grant requirements have been met"

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
FAA AIP (BIL/IIJA) 3-41-0031-033-2025 Grant Agreement	*LGD-NMG-3-41-0031-033-2025-Grant Agreement (part 1) -signed.pdf*	++
LGD - FAA 2025-2029 CIP Memo w/notes	*OR 2023 5 Year CIP BIL Memo - La Grande LGDx.pdf*	++

General Project Information

Applicant

Organization Name
City of Madras

Contact Person *
Lorraine Martinelli

Address
125 SW E Street

Contact Person Title *
Airport Manager

City	State	Zip Code
Madras	*Oregon*	*97741*

Phone Number *
(541) 777-4935

Email *
lmartinelli@madras.gov

Project Name and Location

Project Name *

Replace Existing AWOS III P/T (Design)

Project Location *

Madras Municipal Airport S33

ODOT Region:

Region 4

County tax parcel identification number(s): *

T10S R13E Sec 27 TL 100

If you have these compiled, please upload them here:

Madras Airport Tax Lot Map.pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Madras Municipal Airport	*Category 4a*	*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 grant match

Project Start Date: *01/05/2026*

Project End Date: *12/31/2026*

Project Summary*

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

This project includes design for replacement of the Airport's Automated Weather Observation System (AWOS). The proposed AWOS will match existing and will be installed at the same location as the current AWOS.

This is the first phase of replacement and will include preparation of plans and specifications for bidding the work. Construction will be the following and final phase.

Project Purpose and Description*

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

The existing AWOS was installed in 2011 and is at the end of its useful life (15 years) and is no longer supported by the manufacturer. In recent years, the AWOS has experienced increasing breakdowns and service interruptions. Qualified service technicians have become challenging to find, and replacement parts are scarce. Replacing the AWOS with a newer model will resolve these issues.
The Oregon Aviation Plan v6.0 states, "Automated airport weather reporting is essential for the safe and efficient operation of aviation activity. Oregon's diverse geopraphy and wether patterns increase the importance of reliable and accurate weather reporting."
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 *[X]* 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 *[X]* No

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
According to the Oregon Aviation Plan v6.0, Madras Municipal Airport is designated as a Category IV airport within the Oregon Aviation Plan equipped with Automated Weather Observing System (AWOS) reporting equipment. The existing AWOS, which has become unreliable and is periodically out of service, is to be replaced with a new, dependable system that is fully operational. This replacement alleviates future deficiencies and preserves the Airport's AWOS capabilities.

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

An operational AWOS is essential for supporting aircraft such as current-based, business, agricultural, and firefighting planes. It also boosts the airport's appeal to new and transient aircraft. Additionally, it supports the annual Cascades Air Show, which helps improve the airport's financial self-sufficiency. Overall, these activities play a crucial role in increasing the airport's financial independence.

• Does the project have local support? * *[X]* Yes *[ ]* No
The City of Madras supports this project. The City of Madras Staff Report has been uploaded to the budget section of this application.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *07/01/2022*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
Not Applicable			

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Having a reliable AWOS improves the ability of airport users to anticipate and account for weather conditions that would otherwise impede operations at the Airport.

The Madras Municipal Airport, with its infrastructure, including the AWOS, supports business aviation, agricultural aviation, emergency operations, and general aviation for leisure and tourism. These activities support local employment opportunities directly and indirectly, preserving jobs in rural central Oregon.

According to the Oregon Aviation Plan v6.0, Madras Municipal Airport offers 37 employment opportunities within the airport, both directly and indirectly. Furthermore, general aviation visitor expenditures are associated with the creation of 2.4 jobs.

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

Having a reliable AWOS allows the Airport better function as a part of the State's overall aviation system.

According to the Oregon Aviation Plan v6.0 (OAP), Oregon's public-use airports support over 213,000 jobs annually and contribute approximately $28.5 billion in economic output, resulting in roughly $10 billion in payroll across the state. The OAP emphasizes that airports facilitate local businesses access to regional, national, and international markets through aviation.

The OAP indicates that the Madras Municipal Airport's annual economic impact from general aviation visitor spending, including both direct and indirect effects, amounts to $244,025.

• 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. * *[X]* Yes *[ ]* No

Having a reliable AWOS allows the Airport to better function as a part of the State's system of airports.

The Madras Municipal Airport is a critical local category IV facility identified within the Oregon Aviation Plan v6.0 (OAP) as part of Oregon's multimodal transportation system, connecting Jefferson County to statewide and national aviation networks. The presence of an Automated Weather Observation System (AWOS) considerably enhances operational safety and reliability by enabling instrument flight operations. It also strengthens emergency response and preparedness by providing essential weather information to aircraft operators amid the variable weather conditions typical of Central Oregon. This equipment affirms the airport's role as an indispensable infrastructure asset that supports economic development, public safety, and interregional connectivity.

The OAP recognizes the Madras Municipal Airport as a facility that provides emergency services, particularly firefighting support, which underscores the vital role that Madras Airport serves within the Oregon transportation network.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

This project is for design of the AWOS only. This phase ready to commence.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? *[X]* Yes *[ ]* No
Please include the minimum useful life expectancy in years in your answer. *
When complete, a minimum of 15 years of service life may be expected of the completed project as required in FAA Order 5100.38d; Table 3-7.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$99,918.00*	*95 %*
Sponsor Funds	*$5,259.00*	*5 %*
Total Project Cost	***$105,177.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$525.90***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$99,918.00*	*03/31/2026*
Funding other than Sponsors		
Sponsor Funds	*$1,052.00*	*10/31/2025*
		++
Total Match Funds:	***$100,970.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$4,207.00*	*4 %*

Project Budget Summary		
Total applicant matching funds:	*$100,970.00*	*96 %*

Funding request to ODAV:	*$4,207.00*	*4 %*
Total Project Cost:	***$105,177.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
Sponsor Project Intake Form (SPIF)	*S33_2026_PSPIF_AWOS_Design.pdf*	++
AWOS Exhibit	*S33_2026-2027_Exhibits_AWOS.pdf*	++
Funding Breakdown	*Madras -AWOS - FY26 Funds Breakdown.xlsx*	++

General Project Information

Applicant

Organization Name
City of Pendleton

Contact Person *
Dan Bandel

Address
2016 Airport Road

Contact Person Title *
Airport Manager

City	State	Zip Code
Pendleton	*Oregon*	*97801*

Phone Number *
(541) 276-7754 ext. 2

Email *
dan.bandel@pendletonor.gov

Project Name and Location

Project Name *

Snow Removal Equipment Purchase

Project Location *

Pendleton, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

3N32 00 Tax Lot# 10500

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Eastern Oregon Regional Airport (PDT)	*Category 1a*	*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 grant match

Project Start Date: *01/01/2025*

Project End Date: *06/30/2027*

Project Summary*

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

This project will purchase two (2) complete stand-alone push-type Snow Removal (SRE) carrier vehicles each equipped with a front mounted snow broom unit with airblast, and accessories. The equipment will be new and in accordance with FAA advisory circular (AC) 150/5220-20A and SAE ARP 5564A.

Project Purpose and Description*

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

Given the need to keep the airport open operational during snow events, significant emphasis has been placed on acquiring new snow removal equipment to allow for uninterrupted, safe operations of commercial, business and general aviation aircraft operations. This new SRE will be carrier vehicles with broom attachments, including airblast and will allow the airport to meet the snow and ice removal requirements outlined in the airport's current Snow and Ice Control Plan. This equipment procurement has been determined to be eligible and justified by the FAA.

The airport plans to utilize all of their available FAA BIL/AIG funds in 2025. To include 2022, 2023, 2024, and 2025 funds ($1,163,000). Then in 2026, seek reimbursement from FAA for the additional funds from the airports remaining eligible BILL/AIG funds. To include 2026 funds $210,550 for a total of $1,373,550 in FAA funds.

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 *[X]* 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? * *[X]* Yes *[ ]* No

This new SRE will modernize our aging snow plow fleet replacing them with much more efficient high speed brooms. It also allows us to achieve our 1 hour requirement to clear the primary circuit for our commercial air carrier reducing cancellations and delays. This equipment meets FAA advisory circular (AC) 150/5220-20A and SAE ARP 5564A.

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

This equipment replaces snow plows with high speed brooms which are lower impact on asphalt surfaces and pavement markings extending their effective life.

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

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes, this project has the support of the Airport Advisory Board, City Manager, City Council and airport stakeholders.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *10/31/2018*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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 [X] No

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

This equipment helps to keep EORA's commercial air service functioning efficiently during winter snow events, it will greatly reduce cancellations and delays allowing our customers to maintain access to PDX. As a result of this, all airport users will benefit from the runways and taxiways being clear and open for travel.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Project has been publicly advertised for bids, a manufacturer has been awarded the project, the SRE will begin production in early 2026. FAA has approved the purchase and FAA funding is secured.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

Yes, the SRE will be manufactured to meet or exceed current FAA standards and will have a minimum useful life of at least 10 years. However, with proper maintenance and upkeep, it is anticipated to last much longer.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$1,373,550.00*	*86 %*
Sponsor Funds	*$230,792.00*	*14 %*
Total Project Cost	***$1,604,342.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$80,777.20***		*35 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$1,373,550.00*	*07/15/2025*
Funding other than Sponsors		
Sponsor Funds	*$80,792.00*	*07/15/2025*
		++
Total Match Funds:	***$1,454,342.00***	*91* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*9 %*

Project Budget Summary

Total applicant matching funds:	*$1,454,342.00*	*91 %*

Funding request to ODAV:	*$150,000.00*	*9 %*
Total Project Cost:	***$1,604,342.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with OAR 738-124-0080(3)(d)** *"Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

N/A - This project is a "Priority 1 FAA Grant match project for which all other applicable FAA grant requirements have been met"
However, the prior expenditures include expenses associated with the coordination and development of the project specifications and development of the public advertisement documents, FAA approvals, and bidding services (Design and Bidding phase).

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
FAA AIP (BIL/AIG) 3-41-0046-034-2025 Grant Agreement	*PDT-NMG-3-41-0046-034-2025-Grant Agreement_encrypted_.pdf*	++
PDT - FAA 2025-2029 CIP Memo w/ notes	*OR 2025-2029 CIP Memo - Pendleton PDTx.pdf*	++

General Project Information

Applicant

Organization Name
City of McMinnville

Contact Person *
John Paskell

Address
231 NE Fifth Street

Contact Person Title *
Airport Manager

City	State	Zip Code
McMinnville	*Oregon*	*97128*

Phone Number *
(971) 461-8616

Email *
johnpaskell@mcminvilleoregon.gov

Project Name and Location

Project Name *

Fencing & Wind Cone Project - Construction Phase

Project Location *

McMinnville Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

R4426 TL 00100

If you have these compiled, please upload them here:

8606_1098821-MMVTaxLotMap (1).pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
McMinnville Municipal Airport	*Category 2*	*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 grant match

Project Start Date: *03/02/2026*

Project End Date: *12/31/2026*

Project Summary*

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

This project encompasses the construction of a new non-illuminated wind cone at Runway 4, along with the installation of fencing along the northern perimeter of McMinnville Municipal Airport.

Project Purpose and Description*

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

The installation of a non-illuminated wind cone on Runway 4 will substantially improve safety by providing pilots with immediate and real-time visual cues of wind direction, which is vital for risk mitigation and enhancing operational safety. Furthermore, the installation of fencing along the northern boundary of the airport will address existing security vulnerabilities within the perimeter, thereby significantly strengthening security measures for the airport, its operators, and its users. The new fencing will connect with the existing perimeter fencing, establishing a fully enclosed boundary for airport operations. Upon completion, these initiatives will bolster the airport's preparedness for a major earthquake. The airport has been designated as a Tier 2 (Type 2 Federal Staging Area) facility as outlined in the Oregon Aviation Plan v6.0.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

The Oregon Aviation Plan stipulates that Category II airports, including McMinnville Municipal Airport, have a fenced operations area. This project will establish a complete enclosure of the operations area by installing new fencing that connects seamlessly with the existing fencing, thereby creating a continuous fenceline.

• 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 *[X]* No

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

Yes, installing the new section of the fence ensures compliance with the fencing requirements specified in the approved Airport Layout Plan.

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

Yes, the installation of the wind cone and the construction of a fencing segment that establishes a continuous perimeter around the aircraft operations area serve to improve the safety and security of the airport. This measure ultimately enhances the airport's marketability and attractiveness, thereby supporting the retention and attraction of additional based aircraft, which in turn increases the potential for sustained and increased revenue.

• Does the project have local support? * *[X]* Yes *[ ]* No

The project and its funding was approved as part of the FY 25/26 for the City of McMinnville.

Project Documentation

Documentation and Permits

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

[ ] Yes *[ ]* No *[X]* Underway

Anticipated Date of Completion: *12/31/2025*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

According to the Oregon Aviation Plan (OAP) v6 2018 concerning the economic impact of airports in Oregon, the McMinnville Municipal Airport serves a labor force exceeding 39,000 individuals within a 30-minute radius. The total sales and output generated by aviation visitors at the McMinnville Airport, encompassing both direct and indirect effects, surpass $2.8 million (2018 data). Furthermore, the McMinnville Municipal Airport contributes to a total employment, including both direct and indirect employment, of 1,620 jobs, as reported by the OAP. Employment also benefits from general aviation visitor expenditures, supporting approximately 28 jobs directly and indirectly. Establishing a secure, fully fenced operational area and an additional wind cone is vital for supporting the airport's continued growth and financial viability.

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

The McMinnville Municipal Airport frequently accommodates aircraft that transport tourists to the area. These include single-engine planes, helicopters, and small business jets. Such activities encourage tourists to spend in the Willamette Valley region, supporting local businesses and statewide commerce. A fully fenced operations area and a new wind cone are essential for the airport's ongoing growth and success.

• 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. * [X] Yes [ ] No

The project serves as a vital link connecting components of Oregon's transportation infrastructure by enhancing airport security through the installation of fencing that completes a fully enclosed perimeter, along with the addition of a new wind cone. This development has the potential to increase airport utilization owing to improved security and safety measures. According to the Oregon Aviation Plan v6.0, the McMinnville Municipal Airport is classified as a regional Category II urban general aviation facility, supporting piston and turbine engine aircraft, business jets, helicopters, gliders, and other general aviation activities. Furthermore, the airport is identified in the 2017 Airport Resiliency Workgroup report as a Tier 2 Federal Staging Area designated for supporting the restoration of operational functions following a major earthquake.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

The design phase will be completed, and the project will be construction-ready by March 2026.

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

The McMinnville Municipal Airport serves as a nesting habitat for the Streaked Horn Lark. The nesting period has been duly considered in the scope of this project.

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The new wind cone is expected to last 15 years according to FAA standards, while the new fence has a lifespan of 20 years following FAA requirements.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$1,453,215.00*	*95 %*
Sponsor Funds	*$76,485.00*	*5 %*
Total Project Cost	***$1,529,700.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$19,121.25***		? *25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$1,453,215.00*	
Funding other than Sponsors		
Sponsor Funds	*$19,122.00*	
		++
Total Match Funds:	***$1,472,337.00***	*96* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$57,363.00*	*4 %*

Project Budget Summary

Total applicant matching funds:	*$1,472,337.00*	*96 %*

Funding request to ODAV:	*$57,363.00*	*4 %*
Total Project Cost:	***$1,529,700.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
Funding Breakdown	*McMinnville_Fencing Wind Cone Project - Construction - Funding Breakdown.xlsx*	++
CIP Data Sheet with Map	*CIP Data Sheet w attached maps.pdf*	++

General Project Information

Applicant

Organization Name
Port of Hood River

Contact Person *
Jeff Renard

Address
1000 E. Port Marine Drive

Contact Person Title *
Airport Manager

City	State	Zip Code
Hood River	*Oregon*	*97031*

Phone Number *
(541) 288-6766

Email *
jrenard@aviationmanagementservice.com

Project Name and Location

Project Name *

North Apron & Taxiway Reconfiguration & TW A1 Rehab-Design & Bidding

Project Location *

Ken Jerstedt Airfield

ODOT Region:

Region 1

County tax parcel identification number(s): *

02N10E11B02600

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Ken Jernstedt Airfield	*Category 4a*	*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 grant match

Project Start Date: *03/01/2026*

Project End Date: *09/30/2027*

Project Summary*

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

This Phase I-Design and Bidding project is the 1st phase of a 2 phase project that will complete the construction of:
The North Apron Reconfiguration portion includes removal of existing pavement marking and install of new fixed wing tiedowns & marking.
The Taxiway/North Apron reconfiguration portion includes construction of approx, 2,000 SF of new taxiway pavement.
The Taxiway A1 Rehabilitation (pavement maintenance) portion includes crack sealing, crack repair (if needed), and slurry seal.

Project Purpose and Description*

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

North Apron Reconfiguration - The airport often experiences times when the existing tie downs on the north apron are fully occupied with aircraft and there is a need for additional parking. In contrast, the need for helicopter parking is very low and the helicopter parking is often empty. The airport would like to reconfigure the area, install more tie-downs to help meet the existing demand.

Taxiway/North Apron Reconfigure - The existing turn from the taxiway onto the apron is too tight and too narrow for many of the aircraft utilizing the north apron. Aircraft utilizing this taxiway connection to the north apron often run off the edge of the pavement trying to navigate the two 90 degree turns.

Taxiway A1 Rehabilitation (pavement maintenance) - Records identify that TW A1 was reconstructed in 2013. The 2023 ODA Pavement Evaluation Program report identified that TW A1 pavements had a PCI rating of 73 in 2023, with a PCI rating projected to be 70 by 2028, and 65 by 2033. Pavement maintenance is needed on this taxiway pavement to extend its useful life.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
The project does eliminate current deficiencies listed in the current Oregon Aviation Plan by providing additional tiedowns for the transient traffic frequenting the Columbia River Gorge, corrects a hazardous taxiing operation, and maintains existing airport pavements.

• 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? * *[X]* Yes *[ ]* No
The project does modernize the airport by increasing the capacity and modernizing areas of the airport that are currently under utilized, corrects a hazardous taxiing operation at the airport, and maintains existing airport pavements.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes the project does prevent future deficiencies and preserve the existing facilities by creating the availability of safe transient tiedown, corrects a hazardous taxiing operation at the airport, and maintains existing airport pavements.

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

Yes, the project does increase the financial self-sufficiency of the airport by increasing revenue from the additional tiedowns and the additional fuel sales from the airport. While increasing the other economic impacts in the community.

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes the airport has the budgeted funds for the needed sponsor match and participation.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *03/01/2018*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

The project does increase the opportunity for contractors and business travelers to have a safe place to tiedown aircraft, while lightening the burden on our highways.

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

Yes, by increasing the opportunity for the aviation community to have an ease of travel to the region to conduct business and pleasure.

• 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. * [X] Yes [ ] No

The project does increase the opportunity for contractors and business travelers to have a safe place to tiedown aircraft, while lightening the burden on our highways.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Phase I-Design & Bidding (2026) & Phase II-Construction (2027) have previously been coordinated & programmed with FAA. Phase I (this application) is anticipated to start in the spring of 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

Yes, this construction project will be designed and will be constructed to meet or exceed current FAA standards and will therefore have a minimum useful life expectancy of at least 20 years. Additionally, with ongoing and regular maintenance cycles provided by the Port/airport, and the ODA Pavement Maintenance Program (PMP), the useful life expectancy will likely be much longer.

Budget

Is this project currently listed in your approved Federal CIP? *
[X] Yes *[ ]* No

Federally Funded Projects *
Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$80,000.00*	*90 %*
Sponsor Funds	*$8,889.00*	*10 %*
Total Project Cost	***$88,889.00***	**100 %**

Project Funding Breakdown
Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$888.90***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$80,000.00*	*03/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$889.00*	*01/01/2026*
		++
Total Match Funds:	***$80,889.00***	*91* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$8,000.00*	*9 %*

Project Budget Summary		
Total applicant matching funds:	*$80,889.00*	*91 %*

Funding request to ODAV:	*$8,000.00*	*9 %*
Total Project Cost:	***$88,889.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
4S2-N Apron & TW Reconfig & TW A1 Rehab-EXHBT	*4S2-N Apron TW Reconfig TW A1 Rehab-EXHBT.pdf*

++

General Project Information

Applicant

Organization Name
Jackson County

Contact Person *
Contracia Carrier

Address
1000 Terminal Loop ParkwaySuite 201

Contact Person Title *
DIrector of Finance and Administration

City	State	Zip Code
Medford	*Oregon*	*97504*

Phone Number *
(541) 776-7222

Email *
Carriecd@jacksoncountyor.gov

Project Name and Location

Project Name *

Corporate Apron Improvements

Project Location *

Medford, Oregon

ODOT Region:

Region 3

County tax parcel identification number(s): *

37 2W 01D TL 100

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Rogue Valley International-Medford Airport	*Category 1b*	*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 grant match

Project Start Date: *04/01/2026*

Project End Date: *06/30/2028*

Project Summary*

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

Rehabilitate existing asphalt apron and adjacent hangar taxilane, reconstruct a portion of the Corporate apron to support heavier aircraft, and expand the corporate apron with a heavy-duty asphalt pavement section.

Project Purpose and Description*

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

The scope of this project improvement focuses on the rehabilitation of the Rogue Valley International-Medford Airport's (MFR) corporate apron. This project advances AIP policy by preserving existing infrastructure. Preservation is achieved through surface-course rehabilitation and pavement-section reconstruction. The existing general aviation apron (Corporate Apron) has served as MFR's primary parking location for transient business aircraft. Mill and overlay is proposed on approximately 27,000 square yards of asphalt apron, and full-depth reconstruction is proposed on approximately 8,000 square yards of asphalt apron. The PCI rating for the areas identified for reconstruction is 55 (poor), with 10% of the failures contributing to the load on the structure. MFR has been experiencing an uptick in the size of corporate jets. Use of the existing apron routinely exceeds the design bearing capacity of the pavement structure, and reconstruction will allow for critical areas to be strengthened to meet current demand. In conjunction with the reconstruction, an adjacent grass island will be converted to a heavy-duty pavement section. The apron expansion will also provide a continuous connection with Taxiway B. The island improvements will increase capacity and increase aircraft movements, providing enhanced flexibility for the use of the apron space.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

As identified in Table 5-40: Facilities 6 of the OAP. MFR is deficient in the apron storage objective. Additional corporate parking spaces will boost MFR's ability to keep up with general aviation demand and provide more destination options for corporate travelers.

• 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 *[X]* No

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

Portions of MFR's corporate apron are preserved with rehabilitation and reconstruction efforts. At the end of the project, it is anticipated that the pavements will be able to serve in their existing capacity for another 10 to 20 years.

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

The project provides greater flexibility and increased capacity for transient aircraft to use MFR and the region's amenities. MFR's financial stability is supported by the general aviation activity using the facilities and purchasing fuel through the FBO's.

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes. MFR 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.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *11/30/2020*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

The project provides an opportunity for a larger variety and increased capacity of aircraft wanting to use MFR. Oregon businesses benefit from more options to store their aircraft. MFR's Runway and taxiway system has the capacity to handle heavier aircraft. This project completes the loop for businesses with larger aircraft to utilize MFR, which will increase business accessibility to the region. Increased accessibility allows MFR to be an option for business travel that may not have previously been available.

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

The project provides an opportunity to increase capacity for private corporate travel, supported by MFR's FBOs. Increased FBO activity (capacity) will likely draw aircraft from other States, hence increasing the economic benefit for Oregon.

• 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. * [X] Yes [ ] No

The project provides a critical link between the FBO and MFR's runway and taxiway system. The runways and taxiways have a high bearing capacity for larger and heavier aircraft; however, a heavy-duty pavement section for large GA (corporate) aircraft was lacking at MFR. This project fills the gap by providing a heavy-duty parking apron for large corporate aircraft to utilize.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Categorical exclusion has been approved and design is underway. Construction is anticipated to commence in the Summer of 2026

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

Due to completion of our stormwater facility in 2021, the existing and additional impervious areas have already been consulted with NMFS, hence will not be subject to their excessive review timeline. Due to this unique advantage, MFR is advancing this project a year sooner than originally planned on the FAA CIP.

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

Corporate apron expansion and any reconstructed pavement sections will have 20-year life expectancy. Rehabilitated areas are anticipated to extend their life by a minimum of 10 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$8,531,250.00*	*94 %*
Sponsor Funds	*$568,750.00*	*6 %*
Total Project Cost	***$9,100,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$284,375.00***		*50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$8,531,250.00*	*05/31/2026*
Funding other than Sponsors		
Sponsor Funds	*$418,750.00*	*10/31/2025*
		++
Total Match Funds:	***$8,950,000.00***	*98* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*2 %*

Project Budget Summary		
Total applicant matching funds:	*$8,950,000.00*	*98 %*

Funding request to ODAV:	*$150,000.00*	*2 %*
Total Project Cost:	***$9,100,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

*In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

[X]

Please describe those pre-agreement expenditures.

Design and Environmental have already been incurred

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload

++

General Project Information

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 *
(541) 917-7605

Email *
Robb.Romeo@albanyoregon.gov

Project Name and Location

Project Name *

Runway Rehabilitation and Runway 16 & 34 REIL Replacement

Project Location *

Albany, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11S03W04D00100

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Albany Municipal Airport (S12)	*Category 4a*	*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 grant match

Project Start Date: *01/01/2026*

Project End Date: *10/29/2027*

Project Summary*

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

This project will provide rehabilitation of Runway 16-34 pavement including removal of existing markings, crack seal, fog seal coat, and new pavement markings. The project will also install new REILs on Runway 16 and 34 that will replace the existing system.

Project Purpose and Description*

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

The last pavement rehabilitation of Runway 16-34 occurred in 2010 and included a nominal 3" HMA overlay (runway was originally constructed in 1959). The runway is 3004' in length and 75' wide. The PCI value for the Runway in 2024 was 89, forecast to be 83 by 2029, and forecast to be 78 by 2034. However, visual observation and time since the last pavement rehabilitation indicates now is the proper time to provide rehabilitation to the pavement. Rehabilitation of the Runway will help prevent accelerated deterioration of the pavement and reduce overall life cycle rehabilitation costs.

In addition, the existing Runway 16 and 34 REILs have reached the end of their design life and require replacement. The City has had to perform repairs often to keep them functional to maintain safety at the airfield.

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 *[X]* 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? * *[X]* Yes *[ ]* No

Installation of the new REILs will modernize the equipment by installing the LED version that uses less power and requires less maintenance over its lifespan. In addition, the work ensures safety at the airport is maintained for the users which include the on-airport flight school. Rehabilitation of the Runway pavement will increase longevity of the pavement section and lower overall life cycle costs.

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

The sealing of Runway 16-34 will prevent future deficiencies by protecting and improving the longevity of the pavement. In addition, the existing REIL systems have reached the end of their design life and will be replaced by new LED REIL systems. Properly timed maintenance of existing infrastructure will allow the facilities to achieve their maximum useful life.

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

• Does the project have local support? * *[X]* Yes *[ ]* No

Rehabilitation of the Runway 16-34 pavement and replacing the aging REILs is 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

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *07/22/2016*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[ ] Yes *[X]* No

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
N/A			

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

As noted in the Oregon Aviation Plan (chapter 8) which describes regarding the economic impacts of airports in Oregon, the Albany Municipal Airport is associated with 29 jobs regionally with wages totaling approximately $1.3 million. The Project improvements will improve functionality of the airport. Replacement of the REILs will improve efficiency of businesses and organizations using the airport that are located in and around Albany. Rehabilitation of the Runway 16-34 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. * [X] Yes [ ] No

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. Safe and uninterrupted operations at the airport are important for continued growth. 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. * [X] Yes [ ] No

The project will maintain and 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 proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

An approved NEPA finding was completed in September 2025. Design and construction is anticipated to occur in 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The new REIL systems will have a design life of 15-20 years with recommended maintenance, as noted in the FAA AIP handbook The sealcoat of the Runway pavement will prevent accelerated deterioration of the pavement and reduce the need for excessive maintenance until the next major rehabilitation of the pavement is necessary.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$902,500.00*	*95 %*
Sponsor Funds	*$47,500.00*	*5 %*
Total Project Cost	***$950,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$4,750.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$902,500.00*	
Funding other than Sponsors		
Sponsor Funds	*$4,750.00*	
		++
Total Match Funds:	***$907,250.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$42,750.00*	*5 %*

Project Budget Summary		
Total applicant matching funds:	*$907,250.00*	*96 %*

Funding request to ODAV:	*$42,750.00*	*5 %*
Total Project Cost:	***$950,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FAA CIP Memo	*OR 26-30 CIP Memo - Albany S12.pdf*

++

General Project Information

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 *
(541) 895-2913

Email *
shumble@creswellor.gov

Project Name and Location

Project Name *
North End T Hangar Design and Construct - IIJA Match

Project Location *
83501 Melton Rd.

ODOT Region:
Region 2

County tax parcel identification number(s): *
Mat # 19-03-11-00 Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600. Map # 19-03-12-00 Lot #s 0501, 0704, 0705.

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Creswell Hobby Field (77S)	*Category 4a*	*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 grant match

Project Start Date: *07/01/2026*

Project End Date: *06/30/2028*

Project Summary*

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

The City of Creswell Hobby Field Airport intends to utilize the funds requested for this grant as the FAA IIJA (Infrastructure and Jobs Act), formerly BIL, match to design and construct a new row of T-Hangars in the North End Airport Expansion Improvements.

Project Purpose and Description*

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

The airport has an active waiting list of aviators/businesses that would like to rent/ relocate to the Creswell Airport but are unable due to the lack of hangar availability. This project will provide the Airport the ability to build one new row of T hangars. The City has utilized FAA BIL and COAR grant funding to design and construct the needed infrastructure, installation of two taxi-lanes, which is estimated to be completed by early summer of 2026. The next step on the North End Airport Expansion is to build T-hangars, the City intends to utilize these funding sources to build one row of T-hangars.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
The construction of the T-hangar is the the first step in meeting the airport's high demand for hangar space.

• 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? * *[X]* Yes *[ ]* No
This project will modernize the airport by aiding in the future hangar development. The T-hangar will be designed and built to current FAA standards. The hangar will be equipped with modern amenities like LED lighting and public restrooms. The structure will utilize materials consistent with modern building codes which are substantially better than several of the old, "pole barn" style of hangars currently on our airfield.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes. The new T-hangar in the North End Airport Expansion will provide the secure/covered space needed for tenants to park their airplanes out of the elements. Hangar space at the airport is currently in high demand. The new T-hangar row will reduce current hangar shortage deficiency and preserve/enhance the existing airport facilities. The new T-hangar row will be a welcomed addition to the existing airport facilities and with an estimated lifespan of 20 plus years, the City will realize additional revenue to fund airport operations.

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

This is the first of three T-hangars envisioned in the proposed development of this area of the airport. Additional T-Hangars will improve the airport's self- sufficiency by making it possible to lease hangars and provide space for additional business development. The revenue generated from leased hangar space will go directly into the airport fund, drawing us closer to our goal to be 100% self sufficient.

• Does the project have local support? * *[X]* Yes *[ ]* No

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

Project Documentation

Documentation and Permits

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

[ ] Yes *[ ]* No *[X]* Underway

Anticipated Date of Completion: *02/28/2027*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Other

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

NEPA and Catex already completed/inprocess during Taxilane Development.

Airport Capacity

Is there an existence of Airport Zoning? *

[ ] Yes *[X]* No

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			

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Yes. the additional T-hangar Row provides additional hangars space rentals that have the potential to be leased by businesses, which would improve access to jobs and sources of labor. The airport currently has 38 people/businesses on a waiting list to rent a closed (100% protection from the elements) hangar which will increase airport revenue.

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

This project will provide much needed additional hangars for business development at the airport. The additional T hangar spaces will make it possible for on-airport FBO's and other aviation specialty businesses to develop or expand. This benefit will accrue to the state as well. The airport currently has 38 people/businesses on a waiting list to rent a closed (100% protection from the elements) hangar which will increase airport revenue.

• 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. * *[X]* Yes *[ ]* No

Yes. The additional T-hangars will expand the area footprint allowing greater outreach for businesses/aviators who utilize the transportation system and would help connect more aviation users and businesses with Oregon's transportation system. This is largely accomplished by drawing users to an Oregon airport that might not consider Creswell if hangar space continues to be unavailable.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Yes, this project will be ready for design implementation and construction when grant award is finalized.

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

The project has already completed environmental review. this will allow implementation to proceed at an expedited pace. In addition, the city has selected a contractor to construct the adjacent taxilanes and they are ready to commence as soon as the weather becomes favorable.

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

Properly maintained T-hangars will have a useful life of 20 - 30 years. These T-hangar units will be included in the City's Infrastructure Maintenance Program.

Budget

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

[ ] Yes *[X]* No

Federally Funded Projects *

Funding Breakdown		
Federal/State Grant Funds	*$435,000.00*	*29 %*
Sponsor Funds	*$1,065,000.00*	*71 %*
Total Project Cost	***$1,500,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$106,500.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$435,000.00*	*10/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$915,000.00*	*07/01/2026*
		++
Total Match Funds:	***$1,350,000.00***	*90* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*10 %*

Project Budget Summary

Total applicant matching funds:	*$1,350,000.00*	*90 %*

Funding request to ODAV:	*$150,000.00*	*10 %*
Total Project Cost:	***$1,500,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload

++

General Project Information

Applicant

Organization Name
City of Baker City

Address
PO Box 650

City | State | Zip Code
Baker City | *Oregon* | *97814*

Contact Person *
Joyce Bornstedt

Contact Person Title *
Public Works Director

Phone Number *
(541) 524-2031

Email *
bcpwdirector@bakercity.gov

Project Name and Location

Project Name *

Rehabilitate Airport Access Road (Construction Phase)

Project Location *

Baker City Municipal Airport (BKE)

ODOT Region:

Region 5

County tax parcel identification number(s): *

MAP 08S40E Tax Lot 4500

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Baker City Municipal Airport (BKE)

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 grant match

Project Start Date: *07/01/2026*

Project End Date: *09/30/2027*

Project Summary*

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

This COAR grant will fund Phase 2 Construction of the project (COAR-2025-BKE-00013 helped match Phase 1 - design). The project will perform necessary pavement rehabilitation to the primary access road at the Baker Municipal Airport. This project is included in the FAA Capital Improvement Plan for the Airport, and will provide the City of Baker City funding to match the FAA grant.

Project Purpose and Description*

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

The primary Airport access road is in need of pavement rehabilitation to protect the investment the State of Oregon, FAA, and City have made in the Airport. This project will rehabilitate the existing pavement that has reached the end of it's useful life.

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 *[X]* 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 *[X]* No

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

Yes. The project will rehabilitate the existing access road which is deteriorating rapidly. Being the main access road to the site, this project will also increase ease of access.

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

Yes. Rehabilitation of the primary airport access road is very important to businesses and agencies that use the airport. The access road is centrally located within the airport and provides access to the Fix Based Operator (FBO), public and private hangars, and other businesses and agencies that utilize the airport in the course of their operations. This, as well as other facilities attract businesses and users to the airport that are crucial to the financial self-sufficiency of the airport. Users of this access road include many on-airport businesses including; aerial firefighting and agricultural spray operations, air ambulance services, the Oregon State Police, and the general flying public.

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes. The Airport enjoys local support as has been shown by the ongoing Airport Master Plan. The all-volunteer Technical Advisory Committee and Airport Commission both supports the project.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *11/18/2024*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Keeping the primary access road in good condition is very important to the Oregon transportation system. The Airport is regularly used by Oregon businesses traveling from western to eastern Oregon.
The Airport provides an additional transportation hub to Baker City.

The airport is an important source of Oregon based jobs. Several businesses and agencies have a presence at the airport. These include Baker Aircraft, Oregon State Police, Baker Valley Vector Control, itinerant agricultural spray operators, and others.

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

The project will provide a positive economic impact to the state. Contractors that have historically bid on projects at Baker City Municipal Airport have been Oregon-based. It is likely that the low bidder for this project will also be based in Oregon. Labor and materials used on the project will likely be obtained from Oregon and Oregon-based suppliers.

• 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. * *[X]* Yes *[ ]* No

This project will allow the Baker City Municipal Airport to continue to serve as a critical link in the Oregon transportation system. Pavement rehabilitation is a very important element of preserving the Airport and keeping it as a safe and efficient part of the transportation system.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Yes, design is in progress and has been programmed by the FAA for construction in the 2026 Federal Fiscal Year.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

Per the FAA's AIP Handbook, the pavement rehabilitation will provide a useful life of 10 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$225,625.00*	*82 %*
Sponsor Funds	*$50,062.00*	*18 %*
Total Project Cost	***$275,687.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$5,006.20***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$225,625.00*	*07/01/2026*
Funding other than Sponsors		*07/01/2026*
Sponsor Funds	*$5,006.20*	*07/01/2026*
		++
Total Match Funds:	***$230,631.20***	*84* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$45,055.80*	*16 %*

Project Budget Summary

Total applicant matching funds:	*$230,631.20*	*84 %*

Funding request to ODAV:	*$45,055.80*	*16 %*
Total Project Cost:	***$275,687.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
CIP Memo	*OR 2025-2029 CIP Memo - Baker City BKE.pdf*	++
2026 BKE Access Road SPIF	*BKE-2026-Rehab Access Rd-AIG-UPDATED FORM 2025-07-18.pdf*	++

General Project Information

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 *
(541) 682-5430

Email *
CStephens@eugene-or.gov

Project Name and Location

Project Name *

Concourse A Expansion

Project Location *

Eugene, OR

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

If you have these compiled, please upload them here:

10454-1099172-TaxLotMap.pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Eugene Mahlon Sweet Airport (EUG)	*Category 1b*	*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 grant match

Project Start Date: *03/16/2026*

Project End Date: *12/31/2027*

Project Summary*

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

The Concourse A expansion at Eugene Airport adds 5,400 sq ft of passenger space, improves safety with ADA access and evacuation routes, and modernizes systems like HVAC, lighting, wayfinding, and restrooms. It enhances comfort, reduces crowding, and supports economic growth by attracting more travelers, increasing local spending, creating jobs, and boosting airport revenue.

Project Purpose and Description*

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

The project involves the expansion and remodel of portions of the existing Concourse A at the Eugene Airport. The project will add approximately 5,400 sq ft of underutilized connector bridge area as central passenger space for the existing A gates. Specific components of the improvements include but are not limited to building demolition, civil site improvements, foundations, superstructure construction, exterior enclosure, HVAC improvements, plumbing improvements, fire protection, electrical improvements, exterior ADA lift, existing restroom reconfiguration, furnishings, signage replacements and enhancements, and the addition of a universal changing station in the existing B-Gate bathroom.

This project enhances safety and access with the addition of a universal changing table to support passengers with disabilities, addition of an exterior ADA lift to ensure quick and efficient evacuation in case of emergencies, reducing crowding, and enhanced accessibility in wayfinding with the addition of graphics and secondary language. This project also enhances the overall passenger experience with more comfortable and efficient facilities and contributes to economic benefits through increased travelers to and from the region spending locally, potential job creation, and increased airport revenue.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

The Concourse A Expansion at Eugene Airport addresses several deficiencies listed in the Oregon Aviation Plan. It alleviates terminal overcrowding by increasing seating capacity and the modernization of aging infrastructure. The project also improves accessibility with ADA-compliant features and inclusive restrooms, supports sustainability goals through energy-efficient design, (LEED Silver), and enhances economic development by fostering a welcoming, efficient terminal environment that encourages increased travel and business activity. These improvements align with the Oregon Aviation Plan's priorities for safety, capacity, accessibility, and long-term resilience.

• 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? * *[X]* Yes *[ ]* No

The Concourse A Expansion at Eugene Airport modernizes the facility by exceeding both state and federal minimum standards. It aligns with FAA Advisory Circulars and expands capacity by nearly 500 seats. It also incorporates inclusive design features and sustainability goals outlined in Eugene's Climate Action Plan 2.0 with LEED Silver design standards, exceeding Oregon Aviation Plan priorities for safety, accessibility, and environmental stewardship.

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

The Concourse A Expansion at Eugene Airport prevents future deficiencies by addressing current capacity constraints, and enabling future growth through scalable infrastructure. It increases seating from 291 to 781, drastically improving passenger flow. The project also preserves existing facilities by maintaining the newly rehabilitated apron, upgrading drainage, and modernizing HVAC, lighting, wayfinding, and accessibility systems. These improvements extend the life of current assets and ensure the terminal remains safe, efficient, and resilient aligning with the Oregon Aviation Plan's long-term infrastructure and sustainability goals.

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

The expansion of Concourse A at the Eugene Airport increases the airport's financial self-sufficiency. By expanding terminal capacity and improving passenger experience, the project helps retain travelers who might otherwise use Portland International Airport. This shift keeps more revenue—such as parking, concessions, and airline fees—local. Additionally, the expansion supports more flights, which can increase airline operations and associated revenue streams. These improvements reduce reliance on external funding and position the airport to generate more consistent, long-term operational income.

• Does the project have local support? * [X] Yes [ ] No

Please see attached letters of support for the project.
The Concourse A expansion has broad local support from city leaders, airport officials, business leaders, and the community, who see it as a vital investment in Eugene's transportation infrastructure and economic future.
In addition, the project aligns with broader community goals, including:
- *Reducing highway traffic to Portland*
- *Improving accessibility and inclusivity*
- *Supporting local economic development*

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *08/01/2018*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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		*Underway*	*Required*
Erosion Control Permit		*Underway*	*Required*
Mechanical Permit		*Underway*	*Required*
Plumbing Permit		*Underway*	*Required*
Electrical Permit		*Underway*	*Required*
Fire Alarm and Fire Protection Permit		*Underway*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

The Concourse A Expansion Project at Eugene Airport will reduce transportation costs for Oregon businesses and improve access to jobs and sources of labor. By expanding terminal capacity, the project will retain more regional travelers who currently drive to Portland International Airport, thereby reducing travel time and associated business costs. This improved connectivity supports local and regional businesses by enhancing access to markets, clients, and suppliers.

Additionally, the project improves access to employment by supporting job creation in construction, airport operations, and hospitality. Enhanced air service also facilitates workforce mobility, making it easier for employees to commute or relocate for work. These outcomes align with the economic development and workforce access goals outlined in ORS 319.023(3)(b)(A).

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

The Concourse A Expansion Project at Eugene Airport supports Oregon's economy by enhancing regional air service capacity, improving infrastructure resilience, and stimulating local and statewide economic activity. By increasing terminal seating from 291 to 781, the project helps accommodate growing passenger demand and retain travelers who might otherwise choose alternative airports, such as Portland International Airport. This retention keeps travel-related spending—such as parking, concessions, and lodging—within the local economy, benefiting both the airport and surrounding businesses.

The expansion also supports job creation in both the short and long term. During construction, the project generates employment for local contractors, engineers, and suppliers. Once completed, it supports ongoing jobs in airport operations, hospitality, and transportation services. Improved air service also enhances access to jobs and labor markets, making it easier for businesses to attract and retain talent.

Additionally, the project aligns with Oregon's long-term economic development goals by improving infrastructure that supports tourism, business travel, and freight logistics. By modernizing the terminal and improving the passenger experience, the airport becomes more competitive, encouraging airlines to expand service and invest in the region.

Finally, the project's integration of sustainable design principles—such as energy-efficient systems and local materials—reduces long-term operational costs, contributing to the airport's financial self-sufficiency and reducing the burden on public funding sources.

• 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. * *[X]* Yes *[ ]* No

The Concourse A Expansion Project at Eugene Airport strengthens Oregon's multimodal transportation network by enhancing air connectivity for the southern Willamette Valley and beyond. As one of the state's busiest regional airports, Eugene Airport (EUG) serves as a vital hub linking rural and urban communities to national and international destinations. The expansion adds 5,400 square feet of terminal space and increases seating from 291 to 781, directly addressing congestion and enabling the airport to accommodate growing passenger demand and more frequent flights.

By reducing the need for travelers to drive to Portland International Airport, the expansion improves system efficiency, reduces highway congestion, and keeps travel-related spending within the local economy. It also supports emergency response, freight movement, and business travel, all of which are essential to Oregon's economic resilience and mobility.

The Concourse A expansion is not just an airport improvement—it is a strategic investment that enhances the overall performance, accessibility, and integration of Oregon's transportation system.

• Is proposed project ready for construction or implementation within six months of grant execution? *[X]* Yes *[ ]* No *

This project is in the Capital Improvement Plan submitted and approved by the FAA. Invitation to bid for construction go out on December 11, 2025, and anticipated construction start Spring of 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? *[X]* Yes *[ ]* No Please include the minimum useful life expectancy in years in your answer. *

The expansion of Concourse A at the Eugene Airport is expected to offer long-term benefits to the state of Oregon, particularly in terms of economic development, transportation efficiency, and regional accessibility.

The project, which includes a 5,400-square-foot expansion with increased seating capacity (from 291 to 781), upgraded restrooms, and improved emergency egress, is designed to address the airport's current overcrowding and prepare for future passenger growth. Since 2019, Eugene Airport has seen a 40% increase in passengers.

While a specific "useful life expectancy" in years is not explicitly stated in the available documentation, airport infrastructure projects of this nature typically have a minimum useful life expectancy of 30 years, based on FAA and industry standards for terminal expansions. This aligns with the scale of investment and the long-term planning goals outlined in the airport's master plan.

Moreover, the expansion is part of a broader vision that includes sustainability, resilience, and future adaptability. The project integrates principles from the Eugene Climate Action Plan 2.0 and aims to meet LEED and Envision standards, ensuring that the infrastructure remains functional, efficient, and environmentally responsible over its lifespan.

The Concourse A expansion is a strategic investment with a minimum useful life expectancy of 30 years, offering substantial long-term benefits to the state by enhancing regional air travel capacity, supporting economic growth, and aligning with sustainability goals.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$16,670,540.00*	*83 %*
Sponsor Funds	*$3,529,460.00*	*17 %*
Total Project Cost	***$20,200,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$1,764,730.00***		*50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$16,670,540.00*	
Funding other than Sponsors		
Sponsor Funds	*$3,379,460.00*	
		++
Total Match Funds:	***$20,050,000.00***	*99* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*1 %*

Project Budget Summary

Total applicant matching funds:	*$20,050,000.00*	*99 %*

Funding request to ODAV:	*$150,000.00*	*1* %
Total Project Cost:	***$20,200,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

Eugene Airport has incurred expenses related to pre-design services for this project.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
City of Eugene 2025-2031 Capital Improvement Program	*2025-2031 Capital Improvement Program - City of Eugene.pdf*	++
FY25 ATP Recipients	*FY25_ATP_Selections_0.pdf*	++

General Project Information

Applicant

Organization Name
City of Newport

Contact Person *
Lance Vanderbeck

Address
169 SW Coast HWY

Contact Person Title *
Airport Director

City	State	Zip Code
Newport	*Oregon*	*97365*

Phone Number *
(541) 867-7422

Email *
l.vanderbeck@newportoregon.gov

Project Name and Location

Project Name *

AWOS-III P/T Improvements

Project Location *

Newport, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11-11-29-00-01100-00

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Newport Municipal Airport (ONP)	*Category 2*	*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 grant match

Project Start Date: *03/03/2025*

Project End Date: *12/31/2027*

Project Summary*

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

The project will replace the existing AWOS with a new AWOS-III P/T system.

Project Purpose and Description*

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

Newport Municipal Airport currently has an outdated AWOS system that is continuing to various failures and needs replaced. The AWOS is critical for regular coastal aviation needs as it supplies real-time weather data to pilots arriving or departing the airfield.

Down time to repair parts of the existing AWOS reduce overall safety at the airfield and is becoming more frequent. In addition, replacement parts can be hard to find, the AWOS is being repaired as necessary but will not survive much longer. It needs to be replace and updated to keep the airport viable.

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 *[X]* 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? * *[X]* Yes *[ ]* No

Yes, the project will install a new AWOS-III P/T which provides wind speed & direction, temperature, dew point, altimeter setting, density altitude, visibility, precipitation accumulation, cloud height, sky condition, present weather and also thunderstorm/lightning information.

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

Yes, the project will replace the existing AWOS which has reached the end of its design life. Installation of the new AWOS will ensure important weather data can be received by pilots using the airfield.

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

Yes, if the AWOS were to not function correctly, it would impact surrounding businesses that use it.

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes, the project is supported by both the City of Newport and approved by the FAA as well as users of the airport.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *02/02/2018*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
N/A			

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Yes, The project will support both aviation and non-aviation local jobs that are a direct result of this airport. If the current AWOS system is removed/inoperable, businesses that depend on it to access Newport via aviation resources would not be able to do so. The negative impact would impact jobs.

It will also provide several short-term jobs during construction of the project.

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

Safe and uninterrupted operations at the airport are important for continued growth. Yes, it allows for more business aviation to occur and trips to Newport to provide services. Loss of functionality of the AWOS may limit some aircraft from using the airfield.

• 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. * [X] Yes [ ] No

Yes, an AWOS system is critical for airport operations. The project will maintain and improve operations for business aircraft and cargo connections that utilize the airport and will support connectivity of the air and highway modes of transportation. As mentioned above, loss of functionality of the AWOS may limit some aircraft from using the airfield.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Project is approved, FAA grant is in place and ready to move forward with construction.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The new AWOS will have a minimum life of 20 years but will likely last well beyond 20 years with proper maintenance.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$454,330.00*	*95 %*
Sponsor Funds	*$23,913.00*	*5 %*
Total Project Cost	***$478,243.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$5,978.25***		? *25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$454,330.00*	*10/29/2025*
Funding other than Sponsors		
Sponsor Funds	*$5,979.00*	*10/29/2025*
		++
Total Match Funds:	***$460,309.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$17,934.00*	*4 %*

Project Budget Summary		
Total applicant matching funds:	*$460,309.00*	*96 %*

Funding request to ODAV:	*$17,934.00*	*4 %*
Total Project Cost:	***$478,243.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

*In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

[X]

Please describe those pre-agreement expenditures.

Some design costs will have occurred prior to completion of this agreement.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FY 25-29 FAA CIP Memo	*OR 2025-2029 CIP Memo - Newport ONP.pdf*

++

General Project Information

Applicant

Organization Name
City of Newport

Contact Person *
Lance Vanderbeck

Address
169 SW Coast HWY

Contact Person Title *
Airport Director

City	State	Zip Code
Newport	*Oregon*	*97365*

Phone Number *
(541) 867-7422

Email *
l.vanderbeck@newportoregon.gov

Project Name and Location

Project Name *

New T-hangar Construction

Project Location *

135 SE 84th Street, Newport, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11-11-32-00-00200-00

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Newport Municipal Airport	*Category 2*	*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 grant match

Project Start Date: *03/03/2025*

Project End Date: *12/31/2026*

Project Summary*

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

This New T-Hangar project will include construction of a new 9-unit aviation T-hangar building at the airport, along with limited electrical and site improvements.

Project Purpose and Description*

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

The purpose of this project is to expand hangar capacity to address Newport's growing waiting list of pilots wanting to hangar aircraft. This New T-hangar project has been determined by FAA to be eligible for FAA Bipartisan Infrastructure Law funding, and the project has previously been coordinated with FAA and approved to begin construction in 2025. The airport will utilize its eligible BIL funds during construction in 2025, then request and receive reimburse of the airports remaining 2026 BIL funds (estimated to be $144,000) when they become eligible from FAA in FY 2026. The project cost exceeds the amount of available FAA funding so the City is required to provide additional funds to make up the difference.

The FAA CIP memo is attached and shows design occurring in FY2025 and construction in FY2026. However, after discussions between the City and FAA, design was moved to FY 2024/2025 with construction occurring in FY2025/2026.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
This project will help enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places. To promote the expansion and diversification of Oregon's economy through the efficient and effective
movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

• 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? * *[X]* Yes *[ ]* No
The project will increase hangar storage and potential based aircraft at the airport, exceeding minimum standards.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
The project will prevent future deficiencies by expanding hangar capacity to address Newport's growing waiting list of pilots wanting to hangar aircraft

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

The construction of the new T-hangar units will increase the financial self-sufficiency of the airport by revenue generated for the hangar leases.

• Does the project have local support? * *[X]* Yes *[ ]* No

During the June 17, 2024 City Council Regular meeting Item 8.D) Authorization to Submit and Accept, if Approved, and FAA AIG Grant for Construction of New T-hangars at the Airport in the amount of $872,000. MOTION was made by Jacobi, seconded by Emond to move to authorize the City Manager to submit a request to the FAA for AIG grant funding in an amount of $872,000 and if approved, authorize the City Manager, Nina Vetter, to approve a grant agreement for design and construction subject to review by the City Attorney. MOTION carried unanimously in a voice vote. In addition, the City has approved of using additional funds to make up the difference in actual construction cost versus available AIG funding.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *02/02/2018*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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	*02/02/2026*	*Underway*	*Required*
Electrical Permit	*04/27/2026*	*Underway*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Project will reduce impact on Oregon highways with more people flying into Newport instead of driving. Project will provide access to short term jobs during construction phase. Addition of aircraft will increase need for aircraft mechanics, avionics, and fuel needs on airport providing job security for current employees.

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

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. The 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. * [X] Yes [ ] No

The project will increase the utilization of the airport by allowing additional aircraft to be based out of Newport.

• Is proposed project ready for construction or implementation within six months of grant execution? [X] Yes [ ] No *

Bids were opened in early 2025, project is currently reviewing submittals from the Contractor. Onsite construction is anticipated to begin late 2025 or early 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

This new steel structure should have a life expectancy well over 50 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$754,500.00*	*58 %*
Sponsor Funds	*$551,535.00*	*42 %*
Total Project Cost	***$1,306,035.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$137,883.75***		? *25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$754,500.00*	*09/01/2025*
Funding other than Sponsors		
Sponsor Funds	*$401,535.00*	*09/01/2025*
		++
Total Match Funds:	***$1,156,035.00***	*89* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*11 %*

Project Budget Summary		
Total applicant matching funds:	*$1,156,035.00*	*89 %*

Funding request to ODAV:	*$150,000.00*	*11 %*
Total Project Cost:	***$1,306,035.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with ***OAR 738-124-0080(3)(d)*** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

Work associated with submittal review and other construction administration has occurred. However, this application is for Priority 1.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FY 25-29 FAA CIP Memo	*OR 2025-2029 CIP Memo - Newport ONP.pdf*

++

General Project Information

Applicant

Organization Name
Port of Hood River

Contact Person *
Jeff Renard

Address
1000 E. Port Marine Drive

Contact Person Title *
Airport Manager

City	State	Zip Code
Hood River	*Oregon*	*97031*

Phone Number * *(541) 288-6766*

Email * *jrenard@aviationmanagementservice.com*

Project Name and Location

Project Name *

Phase II - Turf Taxilane Construction

Project Location *

Ken Jerstedt Airfield

ODOT Region:

Region 1

County tax parcel identification number(s): *

02N10E11B02600

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Ken Jernstedt Airfield (4S2)	*Category 4a*	*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 grant match

Project Start Date: *06/01/2025*

Project End Date: *06/30/2027*

Project Summary*

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

This New Taxilane: Phase II - Construction project is being completed as the 2nd phase of a 2 phase project that will complete the construction of approximately 400 ft of new taxilane at the airport. This project will be constructed to meet current FAA standards, and will facilitate safe access to a newly constructed 10-unit T-hangar at the airport.

Project Purpose and Description*

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

This New Taxilane project has been broken into two (2) phases:
Phase I: Design & Bidding (previously completed)
Phase II: Construction scheduled for completion Nov. 2025 thru Sept. 2026 (this current COAR grant application)
Both Phases (I and II) were previously determined by FAA to be eligible for AIP funding, and both phases have been funded with FAA AIP funds.

The current hangar waitlist at the Airport currently has 32 perspective hangar tenants on it with the oldest applicant waiting since 2018. This FAA AIP funded Taxilane project will facilitate the construction of the new FAA BIL/AIG funded T-hangar project that will help address the current demand for hangars at the airport.
This New Taxilane project will facilitate the New T-hangar project mentioned previously. This New T-hangar project has been determined by FAA to be eligible for AIP (BIL/AIG) funding, and both phases have been approved with FAA for funding with 2022-2026 BIL/AIG funds with construction scheduled for Nov 2025 thru Sept 2026.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
4S2 Airport currently has 36 applicants on the hangar waitlist, many of which are regulated to use the limited number of tie-downs on the airfield. The access to additional aircraft hangars provided through this project will help increase the based aircraft numbers at 4S2.

• 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? * *[X]* Yes *[ ]* No
4S2 Airport has published Minimum Standards that promotes leasing hangars for aircraft storage.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
4S2 Airport has 36 T-hangars. The current waitlist for T-hangar units for lease has 36 individuals on it.

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

Additional T-Hangar units for lease will provide much needed additional revenue for 4S2. Its estimated that the new T-hangar will generate $65,000 annually for 4S2 Airport. The construction of this New Taxilane is required to access the New Hangar units.

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes, 4S2 currently has 36 T-Hangars with 36 additional individuals on the waitlist for new hangars. Additional hangar space is a primary request from 4S2 users. The Port of Hood River, and the Airport Advisory Board both strongly support this project as the New Taxilane provides aircraft access to the New T-Hangar.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *05/11/2018*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Yes, Many of our existing T-Hangar lessees use their aircraft to commute. The opportunity to provide additional hangar units for lease will increase the attractiveness for 4S2 users. The construction of this New Taxilane is required to provide aircraft access to the New T-Hangar units.

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

Yes, with additional T-hangar units the number of based aircraft at 4S2 can grow. Additional aircraft at 4S2 will utilize more fuel. Taxes from fuel sales will benefit the state. The construction of this New Taxilane is required to provide aircraft access to the New T-Hangar units.

• 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. * *[X]* Yes *[ ]* No

Yes, New T-Hangars will provide more opportunity for local citizens to store their aircraft at 4S2 rather than out of state or in other cities. This will reduce the necessity to travel to a distant aircraft prior to use. The construction of this New Taxilane is required to provide aircraft access to the New T-Hangar units.

• Is proposed project ready for construction or implementation within six months of grant execution? * *[X]* Yes *[ ]* No

Yes, both Phases (I and II) of this project have previously been determined by FAA to be AIP eligible, and both phases have received FAA funding. Construction is scheduled Nov. 2025 - Sept 2026.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

Yes, this construction project was designed and will be constructed to meet current FAA standards and will therefore have a minimum useful life expectancy of at least 20 years. Additionally, with ongoing and regular maintenance cycles provided by the Port/airport, the useful life expectancy is anticipated to be much longer.

Budget

Is this project currently listed in your approved Federal CIP? *
[X] Yes *[ ]* No

Federally Funded Projects *
Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$515,000.00*	*95 %*
Sponsor Funds	*$27,105.00*	*5 %*
Total Project Cost	***$542,105.00***	**100 %**

Project Funding Breakdown
Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$2,710.50***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$515,000.00*	
Funding other than Sponsors		
Sponsor Funds	*$2,711.00*	
		++
Total Match Funds:	***$517,711.00***	*96* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$24,394.00*	*4 %*

Project Budget Summary		
Total applicant matching funds:	*$517,711.00*	*96 %*

Funding request to ODAV:	*$24,394.00*	*4 %*
Total Project Cost:	***$542,105.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

*In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

[X]

Please describe those pre-agreement expenditures.

N/A - This project is a "Priority 1 FAA Grant match project for which all other applicable FAA grant requirements have been met"
However, the prior expenditures include expenses associated with the coordination of the FAA construction grant, construction contract award, and pre construction coordination.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
OR 2025-2029 CIP Memo - Hood River 4S2 w/notes	*OR 2025-2029 CIP Memo - Hood River 4S2x.pdf*	++
4S2-2025 New Turf Taxilane-Construction CIP Datasheet	*4S2-2025 New Turf Taxilane-Construction CIP Datasheet-R1x.pdf*	++
4S2-FAA AIP 3-41-0026-020-2025 Grant Agreement	*4S2-NMG-3-41-0026-020-2025-Grant Agreement (part 1) - signed.pdf*	++

General Project Information

Applicant

Organization Name
Corvallis Municipal Airport

Contact Person *
Rory Rowan

Address
1245 NE 3rd Street

Contact Person Title *
Transportation Division Manager

City	State	Zip Code
Corvallis	*Oregon*	*97330*

Phone Number *
(541) 766-6916

Email *
rory.rowan@corvallisoregon.gov

Project Name and Location

Project Name *

Taxiway Seal Coat - Construction

Project Location *

Corvallis, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

125270000300, 125330000100, 125280000100, 125280000100

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Corvallis Municipal Airport	*Category 2*	*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 grant match

Project Start Date: *03/02/2026*

Project End Date: *06/30/2027*

Project Summary*

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

Pavement maintenance of Taxiway B and connecting taxiways to Runway 17-35, including Taxiway A.

Project Purpose and Description*

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

This project advances AIP policy by preserving existing infrastructure through surface maintenance. A Pavement Condition Index (PCI) was evaluated on the identified areas in 2018. PCI survey resulted in a range of 49 (poor) to 70 (fair) for asphalt taxiway areas. Most of the pavement distress can be attributed to weathering, the pavement has displayed oxidation and block cracking typical of environmental effects on pavement condition. Last major rehabilitation was 1993 for Taxiway A and sometime prior to 1993 for Taxiway B.

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 *[X]* 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 *[X]* No

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

The main objective of this project is to preserve critical infrastructure at CVO so the the airport can continue to serve the region. future deficiencies are prevented by sealing surface cracking and rejuvenating surface conditions of the asphalt taxiways.

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

• Does the project have local support? * *[X]* Yes *[ ]* No

CVO continues to enjoy the full support of the City of Corvallis.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/20/2013*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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 [X] No

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

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Design is nearly complete with the intention of constructing in September 2026

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

Although Taxiway B has not experienced a major rehabilitation project in over 30 years, the pavement condition remains serviceable. The success of the extended pavement life is largely due to regular maintenance projects like this. it is anticipated that this project will extend the life of the treated pavements for 6 to 7 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$500,000.00*	*90 %*
Sponsor Funds	*$55,556.00*	*10 %*
Total Project Cost	***$555,556.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$13,889.00***		? *25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$500,000.00*	*06/15/2026*
Funding other than Sponsors		
Sponsor Funds	*$13,889.00*	
		++
Total Match Funds:	***$513,889.00***	*92* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$41,667.00*	*8 %*

Project Budget Summary

Total applicant matching funds:	*$513,889.00*	*92 %*

Funding request to ODAV:	*$41,667.00*	*8 %*
Total Project Cost:	***$555,556.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FAA CIP Memo	*OR 2025-2029 CIP Memo - Corvallis CVO.pdf*

++

General Project Information

Applicant

Organization Name
Port of Gold Beach

Contact Person *
Andrew Wright

Address
29891 Harbor Way

Contact Person Title *
Port Consultant

City	State	Zip Code
Gold Beach	*Oregon*	*97444*

Phone Number *
(541) 373-3296

Email *
portofgoldbeach@gmail.com

Project Name and Location

Project Name *

Runway/Taxiway Reseal - Phase - Construction

Project Location *

Gold Beach Airport (4S1)

ODOT Region:

Region 3

County tax parcel identification number(s): *

R22895, R27130, R27209, R22896, R35336, R25632, R36896, R19751, R36897, R19443, R25629, R25628, R25627, R11904, R23126, R35336, R39638

If you have these compiled, please upload them here:

Gold Beach Tax Lot Map.pdf

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Gold Beach Airport	*Category 4a*	*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 grant match

Project Start Date: *08/01/2026*

Project End Date: *10/01/2026*

Project Summary*

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

This construction project involves preventive maintenance, rehabilitating Runway 16-34, Taxiway A, and taxiway connector pavement surfaces by applying crack, fog, and slurry seal treatments.

Project Purpose and Description*

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

This construction project involves maintenance activities that include applying a surface seal to the runway, the parallel taxiway, and all associated exit taxiways.

According to the 2023 PEP report, all pavements at the airport have been identified as requiring maintenance. Due to funding shortfalls and the declining value of the fixed funding source, the ODAV PMP has been unable to finance all necessary maintenance at this airport. This has persisted across multiple funding cycles.

Deferred maintenance is expected to reduce the lifespan of airport pavement and necessitate the rehabilitation of numerous pavements earlier than would be possible with timely maintenance. The proposed FAA-funded project addresses deferred major pavement maintenance on Runway and Taxiway A by sealing cracks that did not qualify for the 2025 PMP project and applying a surface seal to prolong the pavement life.

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 *[X]* 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 *[X]* No

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

This runway and taxiway maintenance project aims to enhance surface durability, thereby extending the lifespan and reducing the need for early reconstruction due to surface deterioration. The project aligns with the Oregon Aviation Plan v6.0 (OAP), in which the Gold Beach Municipal Airport is designated as a local Category IV facility. This initiative supports the objectives of the OAP by maintaining the airport in optimal condition to fulfill its designated role within the state airport system.

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

Yes, the runway and taxiway surface seal construction project will reduce maintenance costs associated with failing surfaces and extend the useful lifespan of these surfaces.

• Does the project have local support? * *[X]* Yes *[ ]* No

This project is supported by the Port of Gold Beach

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *12/31/2017*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Yes, while this may be an indirect aspect, it is still substantial; maintaining the runway and taxiway surfaces reduces unanticipated closures due to unexpected repairs and ensures safe operating conditions for aircraft operations. This project keeps the Gold Beach Municipal Airport functioning optimally to fulfill its role within the state airport system.

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

Yes, while this may be an indirect aspect, it is still substantial; maintaining the runway and taxiway surfaces reduces unanticipated closures due to unexpected repairs and ensures safe operating conditions for aircraft operations. This project keeps the Gold Beach Municipal Airport functioning optimally to fulfill its role within the state airport system.

• 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. * [X] Yes [ ] No

Yes, while this may be an indirect aspect, it is still substantial; maintaining the runway and taxiway surfaces reduces unanticipated closures due to unexpected repairs and ensures safe operating conditions for aircraft operations. This project keeps the Gold Beach Municipal Airport functioning optimally to fulfill its role within the state airport system.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

The design phase has been concluded, and the construction phase is anticipated to be finalized subject to the availability of funding.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

This runway and taxiway surface seal construction project will, at a minimum, meet the standards established by the Federal Aviation Administration as outlined in the Airport Improvement Handbook (AIP). A copy of the AIP Useful Life table is included in the miscellaneous uploads section.

Budget

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

[ ] Yes *[X]* No

Federally Funded Projects *

Funding Breakdown		
Federal/State Grant Funds	*$470,250.00*	*95 %*
Sponsor Funds	*$24,750.00*	*5 %*
Total Project Cost	***$495,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$2,475.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$470,250.00*	
Funding other than Sponsors		
Sponsor Funds	*$4,950.00*	
		++
Total Match Funds:	***$475,200.00***	*96* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$19,800.00*	*4 %*

Project Budget Summary

Total applicant matching funds:	*$475,200.00*	*96 %*

Funding request to ODAV:	*$19,800.00*	*4 %*
Total Project Cost:	***$495,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
Sponsor Project Intake Form (SPIF)	*Gold beach 2026 Sponsor Project Intake Form 2025-06-23 - TW and RW sealing construction.pdf*	++
Funding Breakdown	*Gold Beach- FY26 Funds Breakdown.xlsx*	++

General Project Information

Applicant

Organization Name
Corvallis Municipal Airport

Address
1245 NE 3rd Street

City | State | Zip Code
Corvallis | *Oregon* | *97330*

Contact Person *
Rory Rowan

Contact Person Title *
Transportation Division Manager

Phone Number *
(541) 766-6916

Email *
rory.rowan@corvallisoregon.gov

Project Name and Location

Project Name *

Hangar Taxilanes - Design

Project Location *

Corvallis, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

125270000300, 125330000100, 125280000100, 125280000100

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 Elements

Select the category of project for which you are requesting funding: *
Assistance with FAA grant match

Project Start Date: *01/12/2026*

Project End Date: *06/30/2027*

Project Summary*

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

Design of Hangar Taxilanes and associated Stormwater facility. Approximately 1,100 LF taxilanes (new asphalt pavement section) and stormwater system (drainage structures, treatment swale)

Project Purpose and Description*

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

This Project advances AIP policy by increasing capacity to store aircraft at the airport. The new 25' wide taxilanes will serve a new hangar location for small, general aviation aircraft is needed at CVO. CVO is attempting to keep up with the demand for development. Currently, the T-hangars on the airfield are 90% occupied and box hangars are 100% occupied. The airport holds a waiting list of 10 aircraft owners wanting a hangar to store their personal aircraft and assets in a T-hangar. All owners on the waiting list are not interested in the available hangars mainly due to condition or amenities of the space. In addition, 6 aircraft owners have expressed a strong interest in constructing box hangars. CVO does not currently have available space to accommodate additional box hangar construction. Historically, CVO has been at full capacity for T-hangar and box hangar positions, however, recent demand has shifted to primarily box hangars. This project will construct new asphalt taxilanes to allow private developers to construct a combination of box and T-hangar buildings, satisfying the current local need and allowing for future growth. Storage for approximately 25 additional aircraft is anticipated as a result of these improvements.

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 *[X]* 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 *[X]* No

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

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

Construction of new hangar taxilanes provides opportunity for the airport to lease land to hangar developers. Revenue generated from the additional lease areas goes directly into the airport fund and increases the airport's self-sufficiency.

• Does the project have local support? * *[X]* Yes *[ ]* No

CVO continues to enjoy the full support of the City of Corvallis.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/20/2013*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Business owners that are based in Corvallis but are unable to store their aircraft at CVO will have an opportunity to lower their travel costs by moving their assets to a hangar at CVO.

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

• Is proposed project ready for construction or implementation within six months of grant execution? * *[ ]* Yes *[X]* No

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

New pavement sections will have a minimum 20-year useful life

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$225,000.00*	*90 %*
Sponsor Funds	*$25,000.00*	*10 %*
Total Project Cost	***$250,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$6,250.00***		*25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$225,000.00*	*01/30/2026*
Funding other than Sponsors		
Sponsor Funds	*$6,250.00*	
		++
Total Match Funds:	***$231,250.00***	*93* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$18,750.00*	*8 %*

Project Budget Summary		
Total applicant matching funds:	*$231,250.00*	*93 %*

Funding request to ODAV:	*$18,750.00*	*8 %*
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 *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FAA CIP Memo	*OR 26-30 CIP Memo - Corvallis CVO.pdf*

++

General Project Information

Applicant

Organization Name
Coos County Airport District

Contact Person *
Robert Brittsan

Address
1100 Airport Lane

Contact Person Title *
Deputy Director

City	State	Zip Code
North Bend	*Oregon*	*97459*

Phone Number *
(541) 756-8531

Email *
robert@flyoth.com

Project Name and Location

Project Name *

Update Airport Master Plan

Project Location *

1100 Airport Lane, North Bend OR 97459

ODOT Region:

Region 3

County tax parcel identification number(s): *

25S13W09-100

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Southwest Oregon Regional Airport	*Category 1b*	*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 grant match

Project Start Date: *07/18/2025*

Project End Date: *06/30/2027*

Project Summary*

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

Updating the airport master plan will address key issues, objective, and goals pertinent to the airport's future viability and development over the next 20 years.

Project Purpose and Description*

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

The FAA (Federal Aviation Administration) typically recommends updating the master plan about every 10 years, which is usually required to qualify for Airport Improvement Program (AIP) grants. The last master plan was funded in 2013.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
The master plan will be prepared in accordance with current federal regulations, policy, and guidance. The primary goal is to determine the needed airport improvements to accommodate aviation demand and meet the community's air transportation needs over the next 20 years.

• 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 *[X]* No

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Since the completion of the prior master plan, FAA has released advisory circulars pertaining to critical aircraft, crosswind/ secondary runway justification, and adjusted design criteria for wingtip separation. These documents require this master plan to include a focused analysis on determining critical aircraft for each runway, validating FAA grant eligibility for the crosswind runway, and updating the design criteria standards for runway and taxiway design. The master plan goal is to recognize and assess future deficiencies and preserve the existing facilities. Based on the findings, the master plan will determine a holistic development plan that incorporates future planning for those facilities nearing end of life and recommended for removal/replacement.

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

In effort to comply with FAA Grant Assurances that stipulate an airport must work towards financial self-sufficiency, this master plan will examine revenue generating potential of hangar development. The study will include a financial based alternatives analysis to determine if the Coos County Airport District Board (CCAD) would benefit from developing hangars themselves versus procuring development through interested parties. The data obtained from the analysis will inform the Airport's capital improvement plan.

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes, the CCAD developed a Public Involvement Plan (PIP) to establish a framework for public engagement with interested stakeholders related to the airport master plan project. The PIP identified stakeholder groups and opportunities for engagement throughout the life of the project. The expected outcome of this PIP is to ensure transparency, inform the public, and solicit feedback to enable the CCAD to make informed decisions related to the development of the airport. A master plan project advisory committee was approved by the CCAD Board at their October board meeting, consisting of twelve (12) stakeholders. Public comments will be accepted at any time throughout the life of the project.

Project Documentation

Documentation and Permits

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

[ ] Yes *[ ]* No *[X]* Underway

Anticipated Date of Completion: *07/01/2027*

Is a NEPA review required? *

[ ] Yes *[X]* No

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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 [X] No

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

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Update to the master plan has already commenced.

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

Updating the master plan is a two (2) year process, which started in July of 2025 and is scheduled to be completed in June of 2027.

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The FAA recommends updating the master plan every ten (10) years. The useful life varies depending on updates in surrounding land use, zoning, or community growth patterns that affect noise contours, safety zones, or access roads. Significant change in demand, major facility or infrastructure changes, and/or any new FAA, EPA, or state environmental regulations may also shorten the master plans useful life.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$1,073,032.00*	*95 %*
Sponsor Funds	*$56,476.00*	*5 %*
Total Project Cost	***$1,129,508.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$28,238.00***		? *50 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$1,073,032.00*	
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$28,238.00*	
		++
Total Match Funds:	***$1,101,270.00***	*97* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$28,238.00*	*3 %*

Project Budget Summary

Total applicant matching funds:	*$1,101,270.00*	*97 %*

Funding request to ODAV:	*$28,238.00*	*3 %*
Total Project Cost:	***$1,129,508.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

*In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

[X]

Please describe those pre-agreement expenditures.

Updating the Airport Master Plan is a two (2) year process, which started at the beginning of 2025

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FAA AIP 58 Grant Offer	*Grant Offer for Project 3-41-0041-058-2025.pdf*

++

General Project Information

Applicant

Organization Name
Port of Astoria

Address
422 Gateway Ave.
Suite 100

City | State | Zip Code
Astoria | *Oregon* | *97103*

Contact Person *
Shane Jensen

Contact Person Title *
Grant & Project Consultant

Phone Number *
(208) 260-1592

Email *
shane@avhconsult.com

Project Name and Location

Project Name *
AST Taxiway Repairs

Project Location *
Port of Astoria Regional Airport

ODOT Region:
Region 2

County tax parcel identification number(s): *
810230000200; 810240002800

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Port of Astoria Regional 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 grant match

Project Start Date: *02/01/2026*

Project End Date: *11/30/2026*

Project Summary*

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

This project will rehabilitate taxiway pavement and will include crack sealing, isolated full-depth pavement dig-out repair, fog seal, and pavement marking to Taxiways A, B2, and B3.

Project Purpose and Description*

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

The taxiway pavement is worn and has many local, isolated failures that require rehabilitation to increase pavement longevity. The pavement rehabilitation work will include crack sealing, isolated full-depth pavement dig-out repair, fog seal, and pavement marking.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

The Oregon Aviation Plan ("Plan") does not identify pavement deficiencies at specific airports. Instead, it summarizes findings from the Pavement Evaluation Program ("PEP"), an index report that assesses pavement maintenance needs for one third of the State's airports each year in the form of a MicroPAVER database and individual airport reports. Table 7-3 (p. 7-7) of the Plan identifies almost $6.4 million in Taxiway pavement costs for Category II airports. As this project is a Taxiway repair project at a Category II airport, it will eliminate deficiencies that are included in this line item and therefore identified in the Plan.

• 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 *[X]* No

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

This project will prevent future deficiencies by repairing pavement in various states of disrepair – thereby avoiding complete failure before such failure occurs. This project will also preserve existing facilities by increasing pavement longevity – thereby delaying the need for complete tear-out and replacement and/or more comprehensive rehabilitation.

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

This project will increase the financial self-sufficiency of the airport for three reasons: enhanced reputation, preservation of a capital good, and leverage. First, improving the pavement condition of Taxiways will enhance the usability and serviceability of the airport for pilots. This will, in turn, increase the marketability of the airport through enhanced reputation, which will, in turn, increase revenue-generating activity and, all other things being equal, the financial self-sufficiency of the airport. Second, the Taxiway pavement is a capital good that brings recurring returns for several years — a key factor in maintaining financial self-sufficiency. Third, the limited funds that the Port would otherwise have spent on this project will be re-directed to other urgent needs (foremost among them being hangar repairs); these other needed projects will improve the marketability of AST and the ability to provide revenue-generating services to airport users.

• Does the project have local support? * *[X]* Yes *[ ]* No

This project enjoys strong local support from airport users and pilots, the flight training school based at AST, and the local community. This project is also strongly supported by the local jurisdictions (Warrenton, Astoria, Clatsop County).

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/02/2024*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Taxiway improvements reduce the risk of damage to airplanes from localized pavement damage. Reduced airplane maintenance and/or repair costs reduce the overall cost of transportation for the businesses that rely on their airplanes (like the flight school), as well as those non-aviation related businesses that rely on air transport of staff and employees into and out of the area.

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

An airport's contribution to the economic output of the state, as per the OR Aviation Plan, was determined by three primary metrics: employment, payroll, and sales output. On all three metrics, AST ranked in the top 8 out of ~90 Oregon airports. Also, AST ranked # 1 among Category 2 airports for the per capita sales output (total sales output / 30-minute drive time population) – coming in at almost 2x the 2nd ranked airport. Investment in basic infrastructure, as this project proposes, will support and maintain these economic benefits by increasing the serviceability, marketability and appeal of AST. Further, as a coastal airport that supports the OR coastal travel industry, this project will benefit the state by supporting coastal tourism: the recent Travel OR report indicated a 24% jump in visitor spending for the Oregon coast ($2.4 billion) over 2022, a 16.4% increase in employment, and a 14.7% increase in tax revenue. Serviceable and well-maintained taxiway pavement at AST (a coastal airport), as this project accomplishes, directly supports this industry.

• 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. * [X] Yes [ ] No

The taxiways are a critical link in Oregon's transportation system because airplane take-offs and landings depend on them: [safe] airplane traffic control prohibits an airplane from taxiing directly from the terminal to the runway. Taxiways are therefore a critical link.
This project will substantially improve taxiway pavement — basic infrastructure to an airport that connects air travel to regional and local highway travel. These improvements will also support a continued upward trend in the coastal tourism industry in Oregon (see economic benefits response) and associated increase in visitors to Oregon by improving AST customer and pilot satisfaction.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

FAA concurrence on the CATEX NEPA classification is the only required "permit." No city or state permits are required. Procurement will be routine.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The estimated useful life expectancy of this project is 30 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$450,000.00*	*90 %*
Sponsor Funds	*$50,000.00*	*10 %*
Total Project Cost	***$500,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$12,500.00***		? *25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$450,000.00*	*02/01/2026*
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$12,500.00*	*02/01/2026*
		++
Total Match Funds:	***$462,500.00***	*93* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$37,500.00*	*8 %*

Project Budget Summary		
Total applicant matching funds:	*$462,500.00*	*93 %*

Funding request to ODAV:	*$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 *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
Port of Astoria Budget - 2025-2026	*Adopted Budget FY2025-26 - WEB.pdf*

++

General Project Information

Applicant

Organization Name
Port of Tillamook Bay

Address
4000 Blimp Blvd, Suite 100

City | State | Zip Code
Tillamook | *Oregon* | *97141*

Contact Person *
Michele R Bradley

Contact Person Title *
General Manager

Phone Number *
(503) 812-5100

Email *
mbradley@potb.org

Project Name and Location

Project Name *

Fuel System Upgrade - Phase II, Construction

Project Location *

5005 Highway 101 S., Tillamook, Tillamook Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

TIllamook County T2S R9W 5300

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Tillamook 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 grant match

Project Start Date: *06/24/2025*

Project End Date: *03/30/2027*

Project Summary*

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

Installation of two aboveground gallon fuel tanks - Jet-A and AVGAS, including dispensers, pipes, appurtenances, and fuel management with card reader. The project will also include limited site improvements to accommodate the new system.

Project Purpose and Description*

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

The purpose of the project is to replace and upgrade the current, outdated fueling system which is over 25 years old and not to current standards. Project includes all permitting needed. It also includes new tank foundation, pavement markings, and drainage improvements. The Port will utilize its available AIG funds for construction in FY 2025, then request and receive reimbursement of the remaining AIG funds (FY 2026) when they become available from FAA in FY 2026.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
Yes. The current fuel tanks and associated distribution system is antiquated and is at risk for failure. In addition, during recent fire fighting efforts, fuel availability was a concern and a larger tank may be necessary to accommodate future disaster response. The proposed improvements will eliminate these deficiencies.

• 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? * *[X]* Yes *[ ]* No
Yes. This project will modernize the airport's fuel system by providing a system that exceeds minimum standards for fuel distribution and will improve the reliability of the system. By ensuring the system is available following a Cascadia Subduction Zone type event, this project will also exceed current state and federal standards for support during disaster response and recovery operations.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes. The current system has exceeded its intended service life and a inspections noted concerns about its continued operation and compliance with current codes. If this system fails unexpectedly, the airport will no longer have the capability to distribute Jet-A and AVGAS and will not meet the OAP requirement to have the fuel available.

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

Yes, the new fuel system is needed as the current non-AIP funded system is beyond the typical service life. Without installation of the new Jet-A and Avgas fueling system, the airport will lose the ability to sell fuel, resulting in the loss of associated revenue. Without fuel, we lack the incentive for businesses to locate at the airport, which would increase rent revenue and fuel sales, as well as the local economy, and contribute to the state revenue.

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes, three letters are attached - Senator Suzanne Weber, Aerostar (airport tenant), and Tillamook Coast Visitor's Association

Project Documentation

Documentation and Permits

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

[ ] Yes *[ ]* No *[X]* Underway

Anticipated Date of Completion: *04/30/2026*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
NEPA CatEx	*04/07/2023*	*Completed*	*Required*
Oregon State Fire Marshall Tank Application	*03/30/2026*	*Underway*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Yes. By continuing fuel sales at TMK, local and visiting pilots can purchase fuel here on the north coast, rather than having to go to a different location. Additionally, as the Port of Tillamook Bay continues to develop our Airport Business Park, our goal is to focus on UAS development, supporting an anchor tenant, Aerostar, which has drawn international and local businesses that are looking to locate, either short or long term, to TMK, enhancing the industry cluster of UAS businesses.

Other consistent purchasers of fuel at TMK: US Coast Guard, Life Flight, State of Oregon (ODFW and others).

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

Yes. Fuel sales at our airport continue to bring fuel tax money to the Oregon Department of Aviation, which allows these grants to exist, which benefits the state and smaller, rural airports with limited revenue. When businesses decide to locate to our airport, the state will also be receiving additional tax funds from the business and payroll taxes as well. This allows businesses that are considering relocating out of state to remain in Oregon, creating an economic value to Oregon. As more UAS cluster businesses locate in proximity to each other, this expands the incentive to locate into an industry cluster.

Tillamook has a high visitor and tourist population which is year round. Our airport gets used by aircraft that bring in tourists for crabbing, clamming, fishing and other tourist activities. UPS also uses the airport on an almost daily basis, which bring a large economic value to the airport, State, and Tillamook County.

• 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. * [X] Yes [ ] No

Yes. An improved fuel system will bring up to date services with reliable fuel dispensing to TMK. As mentioned in the above benefit to Oregon, having fuel availability, for wildfire service, UAS operations, Coast Guard and Life Flight, tourist events, and corporate planes, is a critical link in the multimodal transportation system here at the Port of Tillamook Bay. Our airport also hosts a UPS facility, and a large international warehouse and distribution center will be locating at our industrial part by the end of the year, emphasizing the need to maintain proper airside services.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Yes. The project has had environmental and design completed, and this is the next phase. The funding for this project will complete construction of the new fuel system.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

This equipment will have a minimum useful life of 20 to 30 years. The aboveground storage tanks will have a useful life of 30 to 40 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$911,390.00*	*77 %*
Sponsor Funds	*$266,356.00*	*23 %*
Total Project Cost	***$1,177,746.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$26,635.60***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$911,390.00*	*09/30/2025*
Funding other than Sponsors		
Sponsor Funds	*$116,356.00*	*09/30/2025*
		++
Total Match Funds:	***$1,027,746.00***	*87* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*13 %*

Project Budget Summary		
Total applicant matching funds:	*$1,027,746.00*	*87 %*

Funding request to ODAV:	*$150,000.00*	*13 %*
Total Project Cost:	***$1,177,746.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

Yes, some construction administration work (submittal reviews) will be completed prior to effective date of agreement. However, this application is for a Priority 1 project.

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FY 25-29 FAA CIP Memo	*OR 2025-2029 CIP Memo - Tillamook TMK.pdf*

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General Project Information

Applicant

Organization Name
Port of Astoria

Address
422 Gateway Ave.
Suite 100

City | State | Zip Code
Astoria | *Oregon* | *97103*

Contact Person *
Shane Jensen

Contact Person Title *
Grant & Project Consultant

Phone Number *
(208) 260-1592

Email *
shane@avhconsult.com

Project Name and Location

Project Name *
Taxiway A and B Improvements - Predesign

Project Location *
Port of Astoria Regional Airport

ODOT Region:
Region 2

County tax parcel identification number(s): *
810230000200

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Port of Astoria Regional 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 grant match

Project Start Date: *06/01/2026*

Project End Date: *10/30/2027*

Project Summary*

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

This project will extend both Taxiways A and B, as well as necessary ancillary tasks and improvements: pavement removal, drainage improvements, electrical improvements, and pavement marking.

Project Purpose and Description*

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

This project — identified in both the current Airport Master Plan and the current FAA-approved Capital Improvement Plan — will extend a portion of Taxiway A parallel to Runway 8/26 and a portion of Taxiway B parallel to Runway 14-32. Major scope elements include construction of taxiway pavement, pavement removal, drainage improvements, electrical improvements, and pavement marking.
These Taxiway configuration improvements will better meet FAA design standard and increase safety and efficiency at the Airport — particularly as operational demands increase over the long term.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
A portion of Taxiway A3 exceeds the separation distance to the runway, while a portion of both Taxiway A3 and A2 are not parallel to the [respective] runways. This project will remedy both deficiencies by adding additional parallel taxiway (with the proper distance from the runway) to two runways, resulting in greater efficiency and less confusion because there will be more direct access on and off the runways.

• 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 *[X]* No

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
As explained above, this project will remedy existing deficiencies, thereby preventing these deficiencies from becoming future deficiencies. This project will enhance and preserve efficient taxiway facilities, as explained above.

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

• Does the project have local support? * *[X]* Yes *[ ]* No
This project enjoys strong local support from airport users and pilots, the flight training school based at AST, and the local community. This project is also strongly supported by the local jurisdictions (Warrenton, Astoria, Clatsop County).

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *09/02/2024*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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
[not applicable, as this is a planning / permitting only project]			

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Shortened taxi distance, when multiplied over the thousands of operations (38,700 in 2015), will result in substantial fuel and time savings to the businesses that depend on airport operations.

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

This project directly supports aviation related operations at the airport. Well-functioning and efficient aviation operations contribute to a desirable airport, thereby maintaining a sustainable demand for airport services and facilities. That demand, in turn, maintains the airport's contribution to the economic output of the state with respect to employment, payroll, and sales. On all three metrics, AST ranked in the top 8 out of ~90 Oregon airports. Also, AST ranked # 1 among Category 2 airports for the per capita sales output (total sales output / 30-minute drive time population) – coming in at almost 2x the 2nd ranked airport. Investment in basic infrastructure, as this project proposes, will support and maintain these economic benefits by increasing the marketability and appeal of AST. Further, as a coastal airport that supports the OR coastal travel industry, this project will benefit the state by supporting coastal tourism: the recent Travel OR report indicated a 24% jump in visitor spending for the Oregon coast ($2.4 billion) over 2022, a 16.4% increase in employment, and a 14.7% increase in tax revenue. Improvements to taxiway facilities that conform to FAA standards at AST (a coastal airport) directly supports this industry.

• 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. * [X] Yes [ ] No

The taxiways are a critical link in Oregon's transportation system because airplane take-offs and landings depend on them: [safe] airplane traffic control prohibits an airplane from taxiing directly from the terminal to the runway. Taxiways are therefore a critical link.
Further, as explained above, this project will measurably improve efficiency of the system because there will be more direct access on and off the runways, resulting in less confusion and less time and fuel consumption for taxiing operations.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

As this is the pre-design phase of this project, which entails securing necessary permits, there are no impediments to immediate commencement of this project once funded.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The estimated useful life expectancy of the facilities this project will eventually construct is 30 years.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$360,000.00*	*90 %*
Sponsor Funds	*$40,000.00*	*10 %*
Total Project Cost	***$400,000.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$10,000.00***		*25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$360,000.00*	
Funding other than Sponsors		
Sponsor Funds	*$10,000.00*	
Total Match Funds:	***$370,000.00***	*93* **%**

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$30,000.00*	*8 %*

Project Budget Summary

Total applicant matching funds:	*$370,000.00*	*93 %*

Funding request to ODAV:	*$30,000.00*	*8 %*
Total Project Cost:	***$400,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
Port of Astoria Budget - 2025-2026	*Adopted Budget FY2025-26 - WEB.pdf*

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General Project Information

Applicant

Organization Name
City of Burns

Contact Person *
Brenda Engebretson

Address
242 South Broadway

Contact Person Title *
City Manager

City	State	Zip Code
Burns	*Oregon*	*97720-2205*

Phone Number *
(541) 573-5255

Email *
citymanager@cityofburnsor.gov

Project Name and Location

Project Name *

SRE Building – Environmental, Design, and Construction

Project Location *

Burns Municipal Airport, Burns, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

0120-6002

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Burns Municipal Airport	*Category 3*	*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 grant match

Project Start Date: *10/01/2025*

Project End Date: *06/30/2027*

Project Summary*

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

The FAA allowed BNO to acquire Snow Removal Equipment (SRE) prior to construction of a building to house the SRE with the commitment of a SRE Building project this year. The SRE Acquisition Project was successful in 2025, so we are keeping our commitment to design and construction the building to house the SRE.

Project Purpose and Description*

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

During the winter months BNO experiences 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. Having a building to store the SRE is critical to ensure the SRE is ready when experiencing winter events.

The purpose of the Snow Removal Equipment Building project is to enhance the airport's operational efficiency and safety during winter weather conditions. This project involves constructing a dedicated facility for housing and maintaining snow removal equipment, ensuring that the airport can quickly and effectively clear runways, taxiways, and access roads of snow and ice. The new building will provide secure storage for snow removal equipment, protecting from the elements and prolonging their lifespan. The facility will streamline equipment readiness and reduce downtime. This investment is crucial for maintaining safe flight operations during winter months, improving access for pilots and passengers, and minimizing disruptions to airport operations. Ultimately, the project will enhance overall safety and reliability for the airport, supporting its role in state and regional transportation and economic development.

Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No

Yes, this project addresses several deficiencies identified in the current Oregon Aviation Plan. By providing a dedicated facility for snow removal equipment, the project ensures that the airport can efficiently respond to winter weather challenges, thereby improving safety and operational effectiveness.

The Oregon Aviation Plan emphasizes the importance of maintaining clear runways and taxiways during adverse weather conditions to enhance safety and accessibility for aircraft. Currently, deficiencies may include inadequate storage and maintenance facilities for snow removal equipment, leading to delayed response times and increased risks during winter operations.

By constructing this facility, the airport will eliminate these deficiencies by ensuring that snow removal equipment is properly maintained, readily available, and protected from harsh weather. This project aligns with the OAPs goals of enhancing airport capabilities and supporting safe and reliable aviation operations.

• 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? * *[X]* Yes *[ ]* No

Yes, this project modernizes the airport by exceeding state and federal minimum standards outlined in the current OAP and identified by the FAA Advisory Circulars. The project is designed to provide a facility that not only meets the recommended guidelines for storage and maintenance of snow removal equipment. According to the FAA Advisory Circulars, adequate facilities for snow removal operations are critical for ensuring safety and efficiency in airport operations during winter months. By implementing advanced features such as climate-controlled storage, enhanced safety measures, and efficient workflow layouts, the new building will support the airport's operational capabilities to meet the basic requirements. This modernization will ensure that the airport can effectively manage snow and ice removal, ultimately leading to improved safety, accessibility, and operational reliability during adverse weather conditions.

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

Yes, this project is designed to prevent future deficiencies and preserve existing facilities. By providing a dedicated and modern facility for the storage and maintenance of snow removal equipment, the project will ensure that the airport can efficiently manage winter weather challenges and avoid operational delays. The new building will enhance the longevity and functionality of snow removal equipment by offering appropriate storage conditions, such as climate control to prevent equipment damage from extreme temperatures or weather conditions. This will reduce wear and tear on equipment, ultimately extending its useful life. Additionally, the project addresses any current deficiencies identified in the existing snow removal processes. By centralizing operations and improving equipment access, the airport will streamline its snow removal efforts, reducing response times during snow events and enhancing overall safety for airport operations.

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

Yes, this project is expected to increase the financial self-sufficiency of the airport. By investing in a dedicated facility for SRE, the airport will improve its operational efficiency, reducing long-term maintenance costs and minimizing the risk of operational delays during winter weather. The enhanced capabilities will likely attract more aircraft operations, as pilots prioritize airports with reliable snow removal services. Increased traffic can lead to higher fuel sales, parking fees, and other revenue-generating activities. Furthermore, having modern and efficient snow removal operations can enhance the airport's reputation, potentially attracting additional funding or partnerships with local businesses and stakeholders. Ultimately, by modernizing snow removal capabilities and improving overall airport reliability, the project will contribute to a more sustainable financial model, allowing the airport to better serve its community while generating consistent revenue.

• Does the project have local support? * *[X]* Yes *[ ]* No

Yes, this project has strong local support. Airport stakeholders have expressed their support due to the project's potential to enhance airport safety and operational efficiency. Local businesses and the hospital recognize that improved snow removal capabilities will ensure the airport remains accessible during winter months, directly benefiting their operations and customer access. Furthermore, pilots and aviation enthusiasts have voiced their commitment to supporting the project, highlighting the importance of reliable infrastructure for safe flying conditions. This collective support underscores the project's alignment with the community's interests and needs, reinforcing its viability and anticipated success.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *11/14/2024*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Yes, this project will reduce transportation costs for Oregon businesses and improve access to jobs and sources of labor. By enhancing the airport's ability to operate efficiently during winter weather, the project ensures that the ability to fly remains consistent and reliable. This reliability is crucial for businesses that rely on air transport for medical flights and shipping goods. As a result, companies can maintain their supply chains and access markets without incurring additional costs associated with delays or cancellations. Moreover, improved airport operations will facilitate greater access to employment opportunities, enabling local residents to reach jobs more easily. This increased connectivity not only supports existing businesses but also attracts new investments in the area, further bolstering the local economy. Overall, the project contributes to lowering transportation costs and enhancing access to labor, benefiting the region's economic landscape.

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

Yes, this project will result in significant economic benefits to the state of Oregon. By improving the airport's operational efficiency and safety during winter months, the project enhances the reliability of air travel for businesses and residents alike. This increased reliability can attract more aviation-related businesses to the area, fostering job creation and encouraging local investment. As businesses grow and new companies are established, there will be a direct impact on employment opportunities, contributing to the overall economic vitality of the region. Furthermore, a well-maintained and efficiently operated airport supports tourism and other industries that rely on air travel, generating additional revenue for local economies. The project also aligns with the state's goals for improving infrastructure, thereby enhancing the long-term economic sustainability of the region.

• 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. * [X] 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. Often times, 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 protected in a proper building 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 also an important part of the state's response plan during a potential Cascadia event.

• Is proposed project ready for construction or implementation within six months of grant execution? [X] Yes [ ] No *

Yes. The snow removal equipment building project is currently moving through the environmental approval process and will be 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 [X] No

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

Yes, the proposed project has a useful life expectancy that offers maximum benefit to the state. The snow removal equipment building is designed to meet modern standards and will be constructed using durable materials that ensure longevity. The minimum useful life expectancy of the facility is estimated to be more than 20 years. This longevity will allow the airport to maintain efficient operations and effective snow removal capabilities throughout its lifespan, ultimately benefiting the state's transportation infrastructure and contributing to economic stability in the region.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$730,995.00*	*82 %*
Sponsor Funds	*$165,000.00*	*18 %*
Total Project Cost	***$895,995.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$16,500.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$730,995.00*	*12/31/2025*
Funding other than Sponsors		
Sponsor Funds	*$16,500.00*	*07/01/2025*
		++
Total Match Funds:	***$747,495.00***	*83* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$148,500.00*	*17 %*

Project Budget Summary		
Total applicant matching funds:	*$747,495.00*	*83 %*

Funding request to ODAV:	*$148,500.00*	*17 %*
Total Project Cost:	***$895,995.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload

++

General Project Information

Applicant

Organization Name
Josephine County (Grants Pass Airport)

Address
1441 Brookside Blvd

City | State | Zip Code
Grants Pass | *Oregon* | *97526*

Contact Person *
Michael Crisafulli

Contact Person Title *
Josephine County Airports Manager

Phone Number *
(541) 955-4535

Email *
MCrisafulli@josephinecounty.gov

Project Name and Location

Project Name *

Runway 13 Extension: Phase 4 - Construction;
Taxiway A Extension: Phase 2 - Construction

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

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 grant match

Project Start Date: *07/01/2025*

Project End Date: *12/31/2027*

Project Summary*

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

FAA AIP funded portion of the construction phase of the 700-foot extension of Runway 13 and associated extension of Taxiway A to provide access to the new end of Runway 13.

Project Purpose and Description*

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

The project provides for the construction of the 700-foot runway extension, associated extension of Taxiway A to access the new end of Runway 13, and associated improvements that are much-needed and justified immediately by the 2020/2021 Master Plan Update and Airport Layout Plan. Specifically, this application is for the FAA AIP-funded portion of the project (The AIG portion of this project was included in a prior COAR grant).

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 *[X]* 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? * *[X]* Yes *[ ]* No

This project will continue to modernize the airport by completing the construction 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? * *[X]* Yes *[ ]* No

This project alleviates the existing deficiency in runway length and preserves existing facilities via the extension of Runway 13/31 to the FAA approved short-term length of 4,700 feet shown on the current Airport Layout Plan.

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

Larger aircraft present at the airport operate under weight-restrictions at present. The reduction of these restrictions will result in additional fuel sales. The additional length will also support an increase of existing 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? * *[X]* 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

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *10/18/2021*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Environmental assessment (EA)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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)	*09/27/2023*	*Completed*	*Required*
County Development Permit - Runway	*08/03/2025*	*Completed*	*Required*
County Development Permit - Taxiway	*04/01/2026*	*Underway*	*Required*
1200-CA Construction Stormwater Permit - Runway	*08/06/2025*	*Completed*	*Required*
1200-CA Construction Stormwater Permit - Taxiway	*04/01/2026*	*Underway*	*Required*

Statewide Impact

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * [X] Yes [ ] No

Currently, larger aircraft cannot depart at maximum gross takeoff weight due to runway length limitations during certain conditions. The current runway length also results in landing weight restrictions during certain conditions, which require aircraft to land at alternate airports and complete their travel by vehicle or operate at constrained weights. 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. * [X] Yes [ ] No

An increased runway length will result in greater access to Grants Pass and Josephine County. This will provide economic benefit to the state due to the increase in business activity, ease of access to business and recreational opportunities in the area, and an increase in the number of related jobs, which will all serve to increase economic benefit to the state, including an increase in 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. * [X] 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 areas.

• Is proposed project ready for construction or implementation within six months of grant execution? * [X] Yes [ ] No

Yes - The Environmental Assessment is complete. Runway construction is underway. Taxiway design will occur this winter, followed by construction in 2026.

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

The taxiway work in this application includes FAA AIP State Apportionment money. The project schedule and the discretionary funds needed for the taxiway project have been coordinated with the FAA but the possibility exists that the FAA will not have sufficient state apportionment funding in 2026 to include the taxiway work in the AIP grant. In the event this occurs, the taxiway portion of project would be delayed to a subsequent year with sufficient AIP state apportionment.

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Please include the minimum useful life expectancy in years in your answer. * [X] Yes [ ] No

The pavement constructed as part of this project will have a useful life expectancy of 20 years or more. The airfield electrical components constructed as part of this project will have a useful life that meets or exceeds the FAA requirements listed in FAA Order 5100.38D, Table 3-7.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$2,440,250.00*	*90 %*
Sponsor Funds	*$271,139.00*	*10 %*
Total Project Cost	***$2,711,389.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$27,113.90***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$2,440,250.00*	*05/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$121,139.00*	*01/01/2026*
		++
Total Match Funds:	***$2,561,389.00***	*94* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*6 %*

Project Budget Summary		
Total applicant matching funds:	*$2,561,389.00*	*94 %*

Funding request to ODAV:	*$150,000.00*	*6 %*
Total Project Cost:	***$2,711,389.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[X] Yes *[ ]* No

[X] **In accordance with **OAR 738-124-0080(3)(d)** "Only project costs incurred on or after the effective date of the Agreement are eligible for grant funds, with the exception of Priority 1 FAA grant match projects for which all other applicable FAA grant requirements have been met.*

Please describe those pre-agreement expenditures.

Construction costs associated with the Runway 13 extension portion of work (The construction contract for the runway extension was executed in August 2025, and construction on this project is underway).

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload	
CIP memo with runway extension	*OR 2023 5 Year CIP Memo - Grants Pass 3S8 wRW Ext Construction.pdf*	++
CIP memo with taxiway extension	*OR 26-30 CIP Memo - Grants Pass 3S8 wTW Ext Construction.pdf*	++

General Project Information

Applicant

Organization Name
Grant County

Contact Person *
Haley Walker

Address
72000 Airport Road

Contact Person Title *
Airport Manager

City	State	Zip Code
John Day	*Oregon*	*97845*

Phone Number *
(541) 620-2239

Email *
walkerh@grantcounty-or.gov

Project Name and Location

Project Name *

FAA Match for Helipads - Phase 1 Design

Project Location *

Grant County Regional Airport, Grant County, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

9510, 9516, 1209

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Grant County Regional Airport - GCD	*Category 3*	*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 grant match

Project Start Date: *10/01/2025*

Project End Date: *12/31/2026*

Project Summary*

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

Phase 1 designs concrete helipads at Grant County Regional Airport to replace gravel and grass/dirt surfaces. This critical upgrade supports safe, year-round operations for USFS, ODF, ODFW, and general aviation rotorcraft. The project enhances wildfire response, wildlife management access, and community safety while meeting FAA and state infrastructure standards.

Project Purpose and Description*

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

GCD seeks COAR funding to complete Phase 1 – Design of a concrete helipad project that will replace existing gravel and grass/dirt touchdown areas currently used by firefighting, wildlife management, and general aviation rotor-wing aircraft. The purpose of this project is to enhance safety, efficiency, and operational reliability for critical air missions that protect Oregon's natural resources and communities.
Each year, the airport supports essential helicopter operations from the USFS, Oregon Department of Forestry (ODF), Oregon Department of Fish and Wildlife (ODFW), and other public safety and private aviation partners. However, current helipad conditions limit safe operations, restrict aircraft weight capacity, and increase foreign object debris (FOD) risks. Designing modern, concrete-surfaced helipads will provide durable, all-weather landing zones that meet FAA Advisory Circular standards and align with state and federal aviation best practices.
The design phase will include site surveys, grading and drainage plans, pavement layouts, and coordination with aviation partners to ensure the pads meet mission requirements for Type I, II, III, and IV helicopters. The project will also evaluate the integration of access routes, fueling proximity, and safety setbacks to prepare for future construction (Phase 2).
This improvement is vital for emergency response readiness, wildfire suppression staging, and wildlife aircraft operations that directly benefit eastern Oregon and the broader state network. Once complete, the designed helipads will support faster deployment of firefighting resources, reduce maintenance and dust hazards, and strengthen the airport's role as a regional base for multi-agency aviation activity.
Through this design investment, Grant County Regional Airport will move toward a long-term infrastructure solution that ensures operational safety, economic resilience, and environmental stewardship across Oregon's rural aviation system.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
Yes. The project directly addresses deficiencies identified in the Oregon Aviation Plan (OAP) related to airside infrastructure, safety, and emergency response capability at rural airports. Grant County Regional Airport currently lacks a designated, hard-surfaced helipad, limiting safe helicopter operations and year-round usability. The OAP identifies the need for improved helicopter facilities, all-weather surfaces, and enhanced emergency access to support firefighting, resource management, and public safety missions. By designing concrete helipads that meet FAA and state standards, this project eliminates surface deficiencies, reduces FOD risk, and supports the OAP's statewide goal of strengthening Oregon's resiliency, safety, and multimodal emergency response network through modern 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? * [X] Yes [ ] No

Yes. The Phase 1 design project modernizes Grant County Regional Airport by creating plans that exceed state and federal minimum standards outlined in the Oregon Aviation Plan and FAA Advisory Circular 150/5390-2D for heliport design. The design will incorporate reinforced concrete surfaces, engineered drainage, proper safety setbacks, and lighting considerations that go beyond the minimum required specifications. By prioritizing long-term durability, sustainability, and safety for multiple agencies, this design phase establishes a forward-looking framework that elevates GCD's facilities above baseline compliance standards.

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

Yes. This project proactively prevents future deficiencies and preserves existing facilities by replacing gravel and grass/dirt helipads with engineered concrete surfaces designed for long-term durability and compliance with FAA and Oregon Aviation Plan standards. Upgrading to concrete pads will reduce erosion, dust, and foreign object debris (FOD), minimizing maintenance costs and safety risks over time. The new design will incorporate proper drainage, grading, and load-bearing specifications to sustain heavy rotorcraft operations for decades. By investing in high-quality design now, the airport ensures the continued reliability of its critical helicopter infrastructure for firefighting, wildlife management, and emergency response missions. This proactive approach extends facility lifespan, safeguards public investment, and supports the state's goal of maintaining a resilient, sustainable rural aviation system.

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

Yes. The helipad design project will increase the airport's long-term financial self-sufficiency by creating infrastructure that attracts and sustains expanded aviation activity and agency partnerships. Upgraded concrete helipads will support more consistent operations for the U.S. Forest Service, Oregon Department of Forestry, Oregon Department of Fish and Wildlife, and private rotorcraft users, generating additional fuel sales, leasing potential, and service revenues. The improved facilities will reduce recurring maintenance costs associated with gravel and dirt surfaces, freeing local resources for other airport priorities. By enhancing the airport's capacity for firefighting, emergency response, and general aviation operations, this project positions Grant County Regional Airport as a regional hub for helicopter activity, strengthening both economic resilience and operational reliability while aligning with ODA's objective of improving financial sustainability at rural airports.

• Does the project have local support? * [X] Yes [ ] No

Yes. The project has strong local and regional support from public agencies, emergency response partners, and the community. The Grant County Court and Grant County Regional Airport Commission have expressed commitment to improving aviation infrastructure that enhances safety and economic vitality. Operational partners including the U.S. Forest Service, Oregon Department of Forestry, and Oregon Department of Fish and Wildlife rely on the airport for firefighting, wildlife management, and emergency missions and have voiced strong support for the upgrade to concrete helipads. Local businesses and residents recognize the airport's vital role in sustaining year-round access, job support, and wildfire response readiness. This design phase demonstrates a collaborative community investment that aligns with both local priorities and statewide aviation goals to strengthen Oregon's emergency and economic infrastructure.

Project Documentation

Documentation and Permits

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

[X] Yes *[ ]* No *[ ]* Underway

Date of Completion: *02/12/2019*

Is a NEPA review required? *

[X] Yes *[ ]* No

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

[X] Yes *[ ]* No

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

Statewide Impact of Project

Per **ORS 319.023(3)(b)(A)**, 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. * *[X]* Yes *[ ]* No

Yes. The proposed helipad design project at Grant County Regional Airport (GCD) will reduce transportation costs for Oregon businesses and improve access to jobs and essential services across the region. By replacing gravel and grass/dirt helipads with concrete surfaces, the project enhances operational reliability, safety, and year-round usability for rotor-wing aircraft that support wildfire response, natural resource management, medical transport, and infrastructure projects.
The airport serves as a strategic base of operations for multiple state and federal agencies, including the U.S. Forest Service, Oregon Department of Forestry, and Oregon Department of Fish and Wildlife. Each of these partners depends on helicopter access for seasonal fire suppression, wildlife operations, and project coordination. Concrete helipads will allow more efficient staging and turnaround times, reducing costly delays caused by weather and surface degradation. This translates directly into lower operational expenses for these agencies and the private contractors that support them. In addition, reliable helipad access will strengthen the airport's ability to host firefighting crews, aviation mechanics, and support staff, improving regional workforce mobility and seasonal job creation.
By ensuring safe, dependable access for aviation partners, this project strengthens the economic resilience of eastern Oregon, helping rural businesses, agricultural producers, and contractors maintain vital air connectivity. The design phase lays the foundation for construction that will yield long-term savings, operational efficiency, and workforce support to advance the Oregon Department of Aviation's goal of a sustainable, accessible, and economically vibrant statewide aviation system.

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

Yes. The proposed helipad design project at Grant County Regional Airport (GCD) will generate clear economic benefits for the State of Oregon by strengthening aviation infrastructure that supports resource protection, emergency readiness, and regional economic activity.
By upgrading existing gravel and grass/dirt helipads to engineered concrete surfaces, this project will enhance reliability, safety, and operational efficiency for firefighting, natural resource management, and public safety aviation partners such as the U.S. Forest Service, Oregon Department of Forestry, and Oregon Department of Fish and Wildlife. These improvements will reduce costly delays caused by weather limitations and surface deterioration, improving mission turnaround times and decreasing maintenance expenses for both public agencies and private operators.
The improved facilities will also attract increased helicopter operations, including seasonal firefighting crews, contractors, and general aviation rotorcraft. This will result in higher fuel sales, service contracts, and potential lease revenues that directly contribute to the airport's financial sustainability and the local economy. Additionally, the project will help retain and create aviation-related jobs while increasing visitor spending in the region.
By investing in durable, all-weather helipads, the project ensures that GCD remains a reliable base for emergency response and aviation support, benefiting Oregon's forestry, agriculture, and transportation sectors. This design phase lays the foundation for construction that will strengthen rural economic resilience, enhance operational readiness, and advance the Oregon Department of Aviation's goal of promoting safe, efficient, and economically vibrant airports statewide.

• 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. * *[X]* Yes *[ ]* No

Yes. The proposed helipad design project at Grant County Regional Airport (GCD) is a critical link in Oregon's multimodal transportation system, improving statewide efficiency and emergency response capability. Located in eastern Oregon, GCD serves as a vital hub connecting air, ground, and emergency transport networks that support wildfire suppression, medical evacuation, resource management, and rural access to essential services.
Upgrading the existing gravel and grass/dirt helipads to concrete surfaces will ensure safe, all-weather helicopter operations that directly support the U.S. Forest Service, Oregon Department of Forestry, and Oregon Department of Fish and Wildlife, as well as general aviation users. These agencies depend on reliable aerial access to remote areas where roads are limited or impassable. By improving surface durability, drainage, and load-bearing design, the project enhances year-round usability and reduces downtime caused by adverse weather or maintenance needs.
This design phase strengthens the state's interconnected transportation network by enabling faster, safer coordination between air and ground operations during critical missions such as wildfire response, search and rescue, and resource monitoring. It also expands the airport's ability to serve as a forward base for emergency crews and supplies, improving regional readiness and response efficiency.
The project aligns with the Oregon Aviation Plan's goals of improving safety, system connectivity, and economic resilience. Once constructed, the concrete helipads will provide measurable improvements in operational reliability, reduce response times, and enhance coordination among agencies that depend on aviation to serve Oregon's communities. This investment ensures that GCD continues to function as a key transportation link supporting statewide mobility, safety, and infrastructure efficiency for years to come.

• Is proposed project ready for construction or implementation within six months of grant execution? *[X]* Yes *[ ]* No *

Yes. The project is ready to begin immediately upon grant execution. Preliminary planning and coordination are in progress, and design work can commence immediately to meet COAR program timelines.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? *[X]* Yes *[ ]* No
Please include the minimum useful life expectancy in years in your answer. *
Yes. The proposed helipad design project at Grant County Regional Airport (GCD) will have a long and sustainable useful life expectancy of at least 30 years, providing maximum benefit to the State of Oregon through durable, safe, and cost-efficient aviation infrastructure. The design will develop concrete helipads built to FAA Advisory Circular 150/5390-2D standards, ensuring a long service life even under frequent heavy-lift and wildfire support operations.
By transitioning from gravel and grass/dirt pads to reinforced concrete surfaces, the project will dramatically reduce erosion, dust, and foreign object debris (FOD), minimizing maintenance needs and prolonging structural integrity. The design will include proper subgrade preparation, drainage systems, and load-bearing specifications capable of supporting all rotor-wing aircraft. These features ensure that the completed helipads remain operational through Oregon's variable weather conditions, including freeze–thaw cycles common in eastern Oregon.
The project's useful life also extends beyond its physical infrastructure. The helipads will enhance the airport's long-term capacity to serve as a regional hub for emergency response, wildfire suppression, and natural resource management, strengthening statewide resilience and safety for decades. Reduced maintenance costs and improved reliability will yield consistent savings for local and state agencies, maximizing return on investment.
Overall, this project provides lasting value through sustainability, operational reliability, and fiscal responsibility, aligning with the Oregon Department of Aviation's mission to build and maintain infrastructure that delivers the highest long-term benefit to Oregon's aviation system and communities.

Budget

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

[X] Yes *[ ]* No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

Funding Breakdown		
Federal/State Grant Funds	*$80,000.00*	*90 %*
Sponsor Funds	*$8,800.00*	*10 %*
Total Project Cost	***$88,800.00***	**100 %**

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

		Percent of Project Cost
Minimum Program Match Requirement: ***$880.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$80,000.00*	*04/01/2026*
Funding other than Sponsors		
Sponsor Funds	*$880.00*	*07/01/2025*
		++
Total Match Funds:	***$80,880.00***	*91* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$7,920.00*	*9 %*

Project Budget Summary

Total applicant matching funds:	*$80,880.00*	*91 %*

Funding request to ODAV:	*$7,920.00*	*9 %*
Total Project Cost:	***$88,800.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[X]* No

Related Document Uploads

Please attach documents verifying source of sponsor match and other project funding.

Description	Upload
FAA CIP Memo	*OR 26-30 CIP Memo - John Day GCD.pdf*

++