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 *
EOC Recovery Equipment

Project Location *
83501 Melton Rd., Creswell, OR 97426

ODOT Region:
Region 2

County tax parcel identification number(s): *
Map # 19-03-11, Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600 and 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 Airport (77S)	*Category 4a*	*NPIAS*

Project Overview

Select the type of project being proposed:*
Program Elements

Select the category of project for which you are requesting funding: *
Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan

Project Start Date: *07/01/2026*

Project End Date: *12/31/2027*

Project Summary*

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

Creswell Hobby Field Airport (77S) Emergency Operation Center (EOC) Recovery Equipment. The City will utilize the requested funds to procure specific Emergency Recovery equipment and attachments capable of clearing grounds, removing debris, loading and unloading emergency supplies, etc. that would need to be completed should the Cascadia Subduction Zone (CSZ) Earthquake emergency happen and the EOC is activated at the Creswell Hobby Field Airport (77S).

Project Purpose and Description*

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

Continued preparation for the Creswell Airport EOC (Emergency Operating Center) for a natural disaster is top priority for the City of Creswell. As revealed during October 30, 2024, Tabletop Exercise that was prepared by Training Solutions International (see attached exercise power point). The exercise scenario was a flooding event and during the entire exercise, the Creswell Airport Airport/EOC was above ground and operational - the only local airport, and affirms the benefit of the Airport EOC for Creswell and surrounding areas for multiple disasters. This project requests funds to procure specific Emergency Recovery (EOC) equipment and attachments that will be capable of clearing airport grounds, removing debris, loading and unloading emergency supplies, etc. Creswell is identified as a Tier 3 Federal Staging Area with airport facility in the OAP v6.0 and would operate as a Responder Base Camp (RBC) and Joint Reception, Staging,Onward movement, and Integration (JRSOI/Relief in Place (RIP)) capacity. The airport would provide a vital link in the economic and commercial restoration for the region, serving as a logistical base.

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

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

The Creswell Airport (77S) EOC is currently hindered/unable to quickly assist emergency rescue crews as described in the OAP 6.2.1, Airport Roles in the 2013 Oregon Resilience Plan due to the lack of appropriate onsite equipment that would be used to remove obstacles, road blockages, clearing of grounds. etc. The procurement of the Emergency Recovery equipment and attachments will aid in allowing our airport to remain open for flight operations during a CSZ or other natural disaster event by providing additional tools to keep our critical pavement areas open.

• 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 procurement of this type of Emergency Recovery (EOC) equipment and attachments, we believe, raises the modernization of the airport by enhancing the ability to meet and/or exceed the airport's role in the 2013 Oregon Resilience Plan. This equipment purchase will allow the airport to be activated and open for an emergency earlier than if the equipment was not available or needed to be trucked to the airport for use.

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

Yes, this equipment will complement our current emergency equipment and will allow us to clear pavement/debris more efficiently resulting in our ability to keep our airport open for all flight operations during the Cascadia or other disaster event. The purchase of this emergency equipment and attachments will be utilized for loading and unloading of emergency equipment, a current deficiency of this airport as well as assisting in the preservation of the existing facilities.

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

Yes, the airport currently does not own adequate equipment to maintain the grounds and must rely on borrowing other agency equipment each year. During the Cascadia or similar event, the necessary equipment may not be available either due to inability to get the equipment or use by another department. The purchase of this Emergency Recovery (EOC) equipment and attachments will allow the staff to utilize the equipment when needed without scheduling delays; which is the equivalent to better time management of staff time and resources.

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

Yes, the City Council, Airport Commission, Airport Users, the South Lane Rural Fire District, and Oregon ODART (Oregon Disaster Airlift Response Team).

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: *02/26/2027*

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. * *[X]* Yes *[ ]* No

Providing the airport with this additional Emergency Recovery equipment and attachments will allow for continued airport operations during a CSZ like event. The Oregon Resilience plan calls for the airport to be operational within 1-3 days of a Cascadia Earthquake. Having the ability to clear any obstructions/debris and/or load and unload emergency equipment/supplies will assist the airport to reduce transportation costs, improving access to jobs and sources of labor for Oregon businesses by creating access to Creswell during a CSZ event.

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

Providing the airport with the Emergency Recovery (EOC) equipment and attachments allows for continued airport operations during a CSZ event. The procurement of this equipment would assist to increase the resilience of the local, regional, and statewide populations and assist in a concerted recovery effort north to Eugene or south to Cottage Grove and other cities to the south. Increasing the speed of recovery by using the Creswell airport as a staging arena provides an economic benefit to the surrounding communities and to State resources.
The Oregon Resilience plan calls for the airport to be operational within 1-3 days of a Cascadia Earthquake. Having the EOC equipment and accessories will help the airport meet this goal.

• Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * *[X]* Yes *[ ]* No

The airport will be the northern most airport along the Interstate 5 Corridor to the south o the Interstate 5 Bridge over the McKenzie River. If the I5 bridge or the McKenzie river fails in the Cascadia Earthquake, this airport will be a key resource servicing people living on the south side of Eugene, including the University of Oregon. Having the necessary Emergency Recovery (EOC) equipment and attachments will allow the airport to remain open for emergency air operations that will link the areas north, south, east and west of the airport.

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

If funded, the City is prepared to request bids for the Emergency Recovery (EOC) equipment and attachments, with the intent to purchase the first month of the City's new fiscal year (July 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

With proper maintenance, the Emergency Recovery (EOC) equipment and attachments could last 20 plus years. Since the timing of an event like the CSZ natural disaster is unknown, waiting until the event occurs is too late. The benefit is being prepared and when the event occurs the Emergency Recovery (EOC) Equipment and attachments provide the City with the ability to efficiently respond in a manner that benefits the general population. Recent research has indicated that the probability of such an event is increasing every year.

Budget

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

[ ] Yes *[X]* No

Federally Funded Projects *

Funding Breakdown		
Federal/State Grant Funds		*0 %*
Sponsor Funds	*$150,000.00*	*100 %*
Total Project Cost	***$150,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$15,000.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$15,000.00*	*07/01/2026*
		++
Total Match Funds:	***$15,000.00***	*10* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$135,000.00*	*90 %*

Project Budget Summary

Total applicant matching funds:	*$15,000.00*	*10 %*

Funding request to ODAV:	*$135,000.00*	*90 %*
Total Project Cost:	***$150,000.00***	*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

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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 *

Airport Access Improvements

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

Project Start Date: *06/01/2026*

Project End Date: *03/31/2027*

Project Summary*

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

The project installs an automated vehicle access gate with backup power and improves the access drive to support larger emergency response vehicles. These upgrades enhance secure, reliable access during power outages and emergencies, strengthening the airport's role as a resilient hub for response and recovery in alignment with the Oregon Resilience Plan and Oregon Aviation Plan.

Project Purpose and Description*

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

The purpose of this project is to improve emergency preparedness, access, and operational resilience at the airport through installation of an automated vehicle access gate and associated infrastructure to replace an existing manual gate. The new gate will provide secure, reliable access for emergency response vehicles including fire, medical, and law enforcement units, allowing faster and safer entry during critical events. To ensure continued operation during utility power outages, the gate will include a secondary power source. The project also includes improvements to the existing access drive to accommodate larger emergency response vehicles and equipment, enhancing ground mobility and safety. Together, these improvements align with the Oregon Resilience Plan and Oregon Aviation Plan by strengthening the airport's capacity to support community response and recovery operations during natural disasters, utility disruptions, and other emergencies.

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 currently has limited secure access for emergency response vehicles and equipment, restricting its ability to support coordinated response and recovery operations following a major event such as a Cascadia Subduction Zone earthquake. The existing vehicle gate is manually operated, which limits its utility during normal and emergency conditions. Installation of an automated gate with backup power and improved access drive directly addresses Oregon Aviation Plan–identified deficiencies related to emergency access, continuity of operations, and infrastructure resilience, ensuring the airport can function as a dependable Tier 3 facility for post-event response, staging, and recovery 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

As a Tier 3, Category III airport under the Oregon Resilience Plan, the airport is expected to provide reliable access for emergency response, recovery staging, and continuity of operations following a major event. The proposed automated vehicle gate with secondary power supply exceeds the minimum standards for airport access control by ensuring secure, powered operation during utility outages, addressing airport safety, security, and emergency preparedness. By improving access for emergency vehicles and enhancing operational reliability, the project modernizes the airport's infrastructure in alignment with both the Oregon Aviation Plan and the Oregon Resilience Plan.

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

The installation of an automated vehicle gate with secondary power will prevent future deficiencies by ensuring reliable, secure access for airport operations and emergency response vehicles during normal conditions and during power outages and other disruptive events. The project also preserves existing facilities by replacing an aging gate and by improving the access drive to safely accommodate larger response equipment. These enhancements maintain the airport's operational readiness and long-term functionality in accordance with the Oregon Resilience Plan and the Oregon Aviation Plan.

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

The project increases the airport's financial self-sufficiency by reducing airfield access time and emergency response access during normal and utility outages or disaster events. Installing an automated gate with backup power reduces airport staff time required for access control and ensures uninterrupted operations for airport operations, contractors, airport users, emergency responders, and support agencies. The improved access drive also reduces long-term maintenance and damage costs associated with oversized emergency vehicles using inadequate routes. Together, these improvements enhance operational efficiency, reduce operating costs, and preserve infrastructure, contributing to the airport's long-term financial sustainability.

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

The project is supported by the Airport Sponsor and local emergency response agencies, which recognize the importance of improved access for fire, medical, and law enforcement vehicles. The County has committed the required matching funds for the project and supports the installation of an automated gate with backup power as a key component of community preparedness and airport resilience.

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? *

[ ] 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
Right of way access permit	*06/01/2026*	*Don't Know*	*Required*
Electrical permit	*06/01/2026*	*Don't Know*	*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. * [ ] Yes [X] No

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

The project will enhance the airport's ability to support emergency response, recovery, and continuity of operations following a Cascadia Subduction Zone event or similar emergency. By ensuring reliable access for emergency vehicles and equipment during power outages, the project strengthens the airport's capacity to serve as a logistics and staging hub for response operations. This improved readiness will reduce downtime, support faster restoration of transportation and commerce, and contribute to a quicker return to normal economic activity, providing a direct economic benefit to the state.

• Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * [ ] Yes [X] No

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

The design and subsequent construction of these improvements can begin shortly after the funds are made available.

• 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 access and fencing components constructed as part of this project will have a useful life of 20 years, which meets the FAA requirements listed in FAA Order 5100.38D, Table 3-7.

Budget

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

[ ] Yes *[X]* No

Federally Funded Projects *

Funding Breakdown		
Federal/State Grant Funds	*$0.00*	*0 %*
Sponsor Funds	*$166,667.00*	*100 %*
Total Project Cost	***$166,667.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$16,666.70***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$16,667.00*	*01/01/2026*
		++
Total Match Funds:	***$16,667.00***	*10* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*90 %*

Project Budget Summary

Total applicant matching funds:	*$16,667.00*	*10 %*

Funding request to ODAV:	*$150,000.00*	*90 %*
Total Project Cost:	***$166,667.00***	*100* **%**

Pre-Agreement Expenditures *

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

Related Document Uploads

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

Description	Upload

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