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 *

Fuel System Repairs and Upgrades

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 Elements

Select the category of project for which you are requesting funding: *
Critical/essential services or equipment

Project Start Date: *02/28/2026*

Project End Date: *06/30/2027*

Project Summary*

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

Grant funds will support Burns Municipal Airport fuel system repairs, upgrades, and expansion, including a certified technician evaluation, Jet-A transfer pump, Automated Tank Gauging (ATG) system, new 500-gallon unleaded and diesel tanks, and replacement nozzles, valves, and hose reels for Jet-A and Avgas. These improvements enhance safety, capacity, compliance, and reliability for aviation and ground operations. This is BNO's top-ranked Priority 3 project.

Project Purpose and Description*

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

The purpose of this project is to modernize and expand Burns Municipal Airport's fueling infrastructure to meet current FAA and DEQ standards and to better serve both aviation and ground operations. The airport's existing system is aging, with several components in need of repair or replacement to ensure safety, compliance, and reliability. Additionally, the airport requires dedicated on-site storage for unleaded and diesel fuels to better support aviation partners, ground vehicles, maintenance equipment, and emergency response operations.

The project will begin with a full evaluation by a certified fuel system technician to assess existing infrastructure and identify necessary repairs. Key upgrades include installation of a Jet-A transfer pump for redundancy, ensuring uninterrupted fueling during maintenance or emergencies, and an Automated Tank Gauging (ATG) system for real-time monitoring of fuel levels, leak detection, and inventory accuracy.

A new 500-gallon unleaded fuel tank and 500-gallon diesel fuel tank will be installed to provide safe, compliant storage and distribution capacity for small aircraft, ground service vehicles, and maintenance equipment. This addition will enhance operational readiness, especially during wildfire season and emergency support events, and reduce dependency on off-site fuel sources. Both tanks will be double-walled, corrosion-resistant, and equipped with spill containment systems to meet or exceed EPA and DEQ requirements.

The project also includes replacing aging Jet-A and Avgas nozzles, pressure valves, and spring-loaded hose reels to improve efficiency, reduce vapor emissions, and minimize environmental risks. Collectively, these upgrades will extend the system's service life, improve environmental stewardship, and enhance the airport's ability to support regional transportation and emergency response operations.

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 proposed project directly addresses several deficiencies identified in the Oregon Aviation Plan related to airport infrastructure, safety, and environmental compliance. Burns Municipal Airport's existing fuel system lacks modern monitoring and transfer capabilities, creating risks for operational downtime, inaccurate fuel tracking, and potential environmental hazards. Installing an Automated Tank Gauging (ATG) system, replacing nozzles and valves, and adding a Jet-A transfer pump will resolve these deficiencies by improving safety, efficiency, and reliability. These upgrades align with statewide goals to modernize general aviation facilities, ensure regulatory compliance, and enhance emergency response readiness. The project will bring the airport's fueling infrastructure up to current standards, reduce risks of fuel contamination or spillage, and strengthen its ability to support aviation users across Eastern Oregon.

• 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 Burns Municipal Airport's fueling infrastructure by exceeding both state and federal minimum standards outlined in the Oregon Aviation Plan and FAA Advisory Circulars. The installation of an Automated Tank Gauging (ATG) system goes beyond basic compliance by providing continuous digital monitoring, early leak detection, and precise fuel inventory control. The addition of a certified transfer pump for Jet-A fuel ensures operational redundancy and safety beyond minimum requirements. Replacement of outdated nozzles and pressure valves with current FAA-compliant models enhances environmental protection and fueling efficiency. Collectively, these upgrades elevate the airport's safety, sustainability, and reliability to a level that meets or exceeds best practices for general aviation facilities, supporting future growth and regional emergency response capabilities.

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

Yes. The project proactively prevents future deficiencies and preserves Burns Municipal Airport's fueling infrastructure by replacing aging components with modern, reliable systems. The Automated Tank Gauging (ATG) system will provide continuous monitoring, allowing early detection of leaks, irregularities, or maintenance needs before they become costly failures. The new Jet-A transfer pump ensures system redundancy and operational continuity during maintenance or emergencies. Replacing worn nozzles and pressure valves with updated, FAA-compliant equipment will extend the service life of the fueling system, reduce wear on existing tanks and lines, and improve overall safety. These upgrades will minimize environmental risks, enhance regulatory compliance, and ensure the airport's long-term operational reliability. Together, they preserve critical infrastructure and safeguard the airport's ability to serve the community and regional aviation partners for years to come.

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

Yes. The project strengthens the financial self-sufficiency of Burns Municipal Airport by improving operational efficiency, reliability, and service capacity. Modernizing the fuel system with an Automated Tank Gauging (ATG) system will enhance inventory accuracy, reduce fuel loss, and minimize costly environmental risks. The new Jet-A transfer pump and replacement nozzles will improve fueling speed and reliability, attracting more aircraft operators who depend on consistent service. By reducing maintenance downtime and unplanned repairs, the airport will lower operational costs and increase revenue from fuel sales. These upgrades position the airport as a safer and more dependable fueling destination for general aviation, agricultural, and emergency response users across the region. Over time, the improved infrastructure will expand the airport's customer base, support economic growth, and ensure sustainable operations without additional reliance on external funding.

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

Yes. The project has strong local support from the City of Burns, Harney County, and the aviation community that relies on the airport for business, agriculture, emergency response, and recreation. Local pilots, agricultural operators, and public safety agencies have expressed the need for reliable and safe fueling operations to sustain essential services. The City recognizes that modernizing the fueling infrastructure will protect public investment, reduce environmental risk, and support economic development in the region. The Burns City Council and airport management have prioritized this project as part of ongoing infrastructure improvement efforts. Community members understand that maintaining a safe, efficient, and compliant airport benefits not only aviation users but also the broader local economy. This collaboration demonstrates strong commitment and readiness to ensure successful implementation and long-term maintenance of the upgraded fuel system.

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? *

[ ] 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. The proposed project will reduce transportation costs and improve access to jobs and labor by ensuring the Burns Municipal Airport remains a safe, efficient, and reliable fueling hub for Eastern Oregon. The airport serves as a critical gateway for business travel, agricultural operations, wildfire response, and medical transport—sectors that depend on consistent fuel availability to operate efficiently. By modernizing the fuel system, the airport will minimize downtime, prevent costly fuel disruptions, and support faster turnaround times for aircraft.

The installation of an Automated Tank Gauging (ATG) system and upgraded Jet-A transfer pump will improve reliability and reduce maintenance costs, enabling businesses that rely on air service to operate more efficiently. Agricultural aviation operators will benefit from dependable fueling to support crop management and wildfire suppression, lowering operational costs tied to delays or diversions. The improved infrastructure also enhances the airport's ability to support corporate, charter, and government flights, expanding regional access to workforce opportunities and business services that require fast, flexible transportation.

In rural communities like Burns, dependable air access is essential to connecting employers with skilled labor, delivering goods and services, and supporting industries that sustain local economies. By reducing operational risks and improving fuel service capacity, this project will make the airport a more attractive and cost-effective hub for aviation users across Eastern Oregon. Ultimately, the project promotes economic resilience, supports local businesses, and strengthens regional access to jobs, education, and emergency resources.

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

Yes. The project will generate economic benefit to Oregon by strengthening rural infrastructure, enhancing operational reliability, and supporting aviation-dependent industries. Upgraded fueling systems reduce risk, attract more flight activity, and lower operating costs—stimulating growth in business, agriculture, tourism, and emergency services. Airports statewide are recognized as vital contributors to Oregon's economy, supporting jobs, trade, and connectivity.

• 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. Burns Municipal Airport is a critical link in Oregon's multimodal transportation system, connecting rural Eastern Oregon to statewide and national networks for business, agriculture, and emergency response. The airport provides vital access for medical evacuation, firefighting aircraft, law enforcement, and freight transport—services that depend on reliable fuel availability. By upgrading the fueling infrastructure, the project will improve efficiency and reduce downtime, ensuring aircraft can operate safely and continuously without costly diversions to distant facilities.

The installation of an Automated Tank Gauging (ATG) system, new Jet-A transfer pump, and replacement nozzles will enhance operational reliability and environmental safety, minimizing disruptions and optimizing fuel management. These improvements will directly support more consistent and efficient aircraft turnaround, particularly during wildfire suppression, agricultural spraying, and emergency operations—activities that are essential to regional and state resilience.

Because Burns serves as one of few aviation access points in Eastern Oregon, the airport is a vital connector for goods, services, and workforce mobility across a geographically large and remote area. The project ensures continued integration between air, road, and ground transport networks, supporting Oregon's broader transportation goals of safety, sustainability, and economic growth. By modernizing this infrastructure, the airport will measurably improve system utilization, reduce operational risks, and strengthen the efficiency of the state's transportation network—linking rural communities more effectively with urban centers, resources, and opportunities.

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

Yes. The project is ready for implementation within six months of grant execution with contractor availability in place to begin certified evaluation and equipment installation promptly.

• 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 project has a long useful life expectancy that will deliver sustained benefits to the State of Oregon for decades. The upgrades— including the Automated Tank Gauging (ATG) system, Jet-A transfer pump, and replacement nozzles and pressure valves—are designed and manufactured to meet or exceed current FAA, DEQ, and industry standards, with a minimum useful life expectancy of 20 years when maintained according to recommended schedules.

These improvements will significantly enhance the reliability, safety, and environmental compliance of the Burns Municipal Airport's fueling system, reducing long-term maintenance costs and extending the operational life of the entire fuel infrastructure. The ATG system, in particular, provides modern, automated monitoring capabilities that will prevent costly repairs, reduce environmental risks, and improve efficiency over its service life. The transfer pump and replacement components will ensure consistent fuel availability, preventing service interruptions that could impact aviation users and emergency response operations.
Over the lifespan of these upgrades, the project will continue to support economic activity, agricultural aviation, wildfire suppression, and public safety missions throughout Eastern Oregon. It will also help preserve the airport's role as a key transportation and logistics hub, ensuring it remains a safe, dependable, and compliant facility that supports statewide aviation and community needs.

With a 20-year minimum life expectancy and an expected functional life well beyond that with proper maintenance, this project represents a high-value investment that will yield long-term operational, economic, and environmental benefits for the State of Oregon.

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	*$148,850.00*	*100 %*
Total Project Cost	***$148,850.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$14,885.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$14,885.00*	*07/01/2025*
		++
Total Match Funds:	***$14,885.00***	*10* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$133,965.00*	*90 %*

Project Budget Summary		
Total applicant matching funds:	*$14,885.00*	*10 %*

Funding request to ODAV:	*$133,965.00*	*90 %*
Total Project Cost:	***$148,850.00***	*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
George Felt Airport

Contact Person *
Katrina Gaeta

Address
415 Felt St

Contact Person Title *
Managing Member

City	State	Zip Code
Roseburg	*Oregon*	*97471*

Phone Number *
(707) 239-9457

Email *
mskgaeta@gmail.com

Project Name and Location

Project Name *

George Felt Airport Runway Surface & Drainage Upgrades

Project Location *

415 Felt Street ROSEBURG, Oregon 97470

ODOT Region:

Region 3

County tax parcel identification number(s): *

R15233, R15257, R16633, R16681

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
George Felt Airport	*Category 5*	*Non-NPIAS*

Project Overview

Select the type of project being proposed:*

Program Implementation

Select the category of project for which you are requesting funding: *
Aviation-related business development on airport

Project Start Date: *05/01/2026*

Project End Date: *09/25/2026*

Project Summary*

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

The ODAV COAR Grant funds will be used to upgrade the existing runway surface to exceed minimum standards outlined in the Oregon Aviation Plan (OAP). The project will transform the current dirt-turf surface into a compacted gravel base ready for paving. Combined with a new drainage system (see Plan), these improvements will enable safe, year-round takeoffs and landings, even in inclement weather.

Project Purpose and Description*

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

This initial ODAV COAR Grant will make George Felt Airport a reliable 365 day a year alternative to the Roseburg Regional Airport (RRA) and enhance regional emergency preparedness. The combination of the improved runway surface and fully equipped airport terminal that the Applicant completed over $100K in renovations and infrastructure improvements (water line-sewer systems) in 2025 (see pictures) will allow the facility to serve as a command post for emergency responders, offering meeting, dining, lodging, and shower facilities that can be deployed during large-scale disaster events. George Felt Airport honors its namesake, George Felt, a pioneer in Oregon aviation who began providing flight training and fueling services at the Roseburg Airport in 1945, the same year that gravel was first added there to allow safe landings during poor weather. That legacy of innovation and safety continues today, as this project modernizes the airport to ensure dependable operations in all conditions. The ownership group has already invested in critical infrastructure, including water, sewer, and electrical systems, to renovate an existing residential structure into a functional airport terminal with offices, a pilot lounge, restroom facilities, and meeting space. These upgrades enhance operational capacity beyond the OAP's minimum 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

The Runway, Drainage, and Terminal Improvement Project upgrades the airport's dirt runway and outdated drainage system, which currently cause standing water and limit use about 30% of the year. (see picture of standing water on runway last winter) The new compacted gravel surface and engineered drainage network will enable safe, year-round operations, allowing pilots to land and take off 365 days a year, even in adverse weather. A new terminal will include a pilot lounge, restrooms, meeting area, and guest accommodations, and can serve as a regional command post during disasters if Roseburg Regional Airport is disabled or requires support. These upgrades modernize airport infrastructure, expand operational capacity, enhance safety and accessibility, and exceed the minimum standards established in the Oregon Aviation Plan (OAP), strengthening the airport's role as a reliable and resilient regional asset.

• 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 Runway Improvement Project upgrades the existing dirt landing surface to a compacted gravel base, providing an all-weather operational surface that will be accessible prior to final paving. The project also replaces a 66-year-old single-ditch system with a comprehensive, engineered drainage network surrounding the runway. (see picture of drainage plan) This new system efficiently diverts stormwater to two riprap outfall sites at the west end of the runway and to a planned reservoir site to the east.

Together, these improvements modernize the airport's infrastructure, enhance year-round accessibility for emergency preparedness and strengthen operational safety under all weather conditions.

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

The improvements address over thirty years of deferred maintenance, stabilizing existing facilities and preventing further deterioration. They also enable future development opportunities, including paving, hangar construction, on-site fuel services, and taxiways within the next three to five years.

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

George Felt Airport is a Privately Owned, Public Use facility that operates without city, county or state funding to date. The Applicant has implemented a sustainable business model centered on the development of a Fly-In Resort that will generate ongoing revenues to support airport operations.

Phase 1, a five-suite lodge, is scheduled for completion by the end of 2025, prior to the runway upgrade, which will improve accessibility by 30 percent and allow safe operations 365 days a year.
Phase 2, pending Conditional Use Permit (CUP) approval, includes a new structure with a winery, restaurant, and flexible indoor and outdoor event areas, along with five additional suites. (see pictures of Resort Complex Rendering and progress to date). In total, these projects 11,000 square feet of new resort facilities and 6,000 square feet of renovated event hangars will attract aviation enthusiasts, expand tourism, and ensure the airport's financial self-sufficiency.

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

The project has widespread community and leadership support. Local residents and business owners are enthusiastic about the airport's revitalization and resort development, which will
create new jobs, enhance tourism, and provide a community gathering space.

Attached Letters of Support Include:

Mr. Jaime Yraguen – City Planning Commission Member and business owner, highlighting the project's role in expanding tourism and attracting new residents.
Mr. Chris Boice – Douglas County Commissioner, pilot, and business owner, emphasizing improved emergency preparedness and regional utility.
Mr. Jack Galpin – General Partner, Galpin Homes and owner of adjacent property with 40 acres in UGB expansion and future site of 150 new homes with direct connection to the airport.
Mr. Gil Peterson - Former Owner, provides historical insight

Project Documentation

Documentation and Permits

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

[ ] Yes [X] No [ ] Underway

Reason:
George Felt Airport's ODAV License was established in 1959 and has been continuously maintained in compliance with ODAV inspections. The airport is a grandfathered facility in Douglas County, and its layout plan has been established and unchanged for over 66 years.

Is a NEPA review required? *

[ ] Yes [X] No

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

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

Ongoing construction activities will be accelerated by the planned runway surface improvements, unlocking the full potential of George Felt Airport and positioning it for future ODAV COAR Grant funding. Planned upgrades include hangar development, on-site fuel services, taxiways, and eventual runway extension and paving, supporting additional construction and creating permanent jobs at both the airport and the adjacent resort. The ownership group is actively negotiating with neighboring property owners to acquire land for hangar development and a 700-foot runway extension (see 415 FELT Development Overview Document - UGB Expansion Map and City Street Plans) that together identifies the airports location as a catalytic property at the intersection of Roseburg's future residential expansion, transportation modernization and hospitality growth corridors.

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

The proposed project provides immediate and long-term economic benefits to the State and creates opportunities for rapid expansion. The airport's ownership group has been in discussions with Galpin Homes to integrate twelve acres of land directly adjacent to George Felt Airport. Market analysis indicates strong demand for Fly-In Communities and hangars, particularly among aviation enthusiasts seeking retirement or recreational homes. Galpin Homes' planned subdivision will include 150 homes, and the twelve-acre parcel can accommodate at least 75 hangars, creating a 2:1 ratio. This combination is expected to accelerate home sales and enhance financial outcomes, with estimated revenue from hangar construction totaling $22,400,000. These opportunities depend on a runway surface that allows safe, year-round operations. Over the next 2–3 years, plans include adding pavement over the new compacted gravel base and providing on-site fuel services to attract aviation-oriented homeownership and realize projected 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

The initial runway surface improvement funded at George Felt Airport will significantly enhance operational efficiency, increasing utilization by 30% or approximately three months by enabling year-round 365-day-a year use. Comprehensive emergency preparedness requires that alternative facilities, equipment, and data are available 24/7/365. Since its inception, George Felt Airport has served as a backup to Roseburg Regional Airport without receiving public funding. Over the past decade, the airport lost the majority of hangar occupants due to limited runway use during inclement weather. The previous owner, who will celebrate his 90th birthday on February 28, 2026, historically managed operations independently, but advanced age and revenue losses made it difficult to maintain facilities or implement significant improvements such as runway upgrades, hangars, and on-site fuel services.

The new ownership group recognized the need to invest in rehabilitating historic structures and initiating the construction of a Fly-In Resort Winery & Event Complex to generate revenue, stabilize operations, and provide a foundation for continued expansion. Combined with COAR Grant funding for critical infrastructure improvements, including the runway, these efforts will enhance operational capacity, support future hangar development and on-site fuel services, and position George Felt Airport as a key regional asset within Oregon's transportation system.

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

The project will commence immediately and be completed in the time set forth.

• 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. *
This initial project immediately enhances operational backup capabilities and strengthens emergency preparedness by providing a year round alternative airport to the region in the event of a disruption at Roseburg Regional Airport. Additionally, it will stimulate growth by attracting aviation enthusiasts to purchase and occupy hangars and new homes in the UGB expansion area. Funded through the ODAV COAR grand private investment, the development of a Fly-In Resort Winery and Event Complex will support a wide range of events, including weddings, corporate gatherings, agri events, music festivals, and car shows. These improvements will serve the community for more than 30 years, delivering long-term benefits to the State, local governments, residents, and tourists alike.

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	*$183,000.00*	*100 %*
Total Project Cost	***$183,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$9,150.00***		? *5 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$33,000.00*	
Owner Funds		++
Total Match Funds:	***$33,000.00***	*18* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*82 %*

Project Budget Summary		
Total applicant matching funds:	*$33,000.00*	*18 %*

Funding request to ODAV:	*$150,000.00*	*82 %*
Total Project Cost:	***$183,000.00***	*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 Seaside

Contact Person *
Hadley Jaeger

Address
989 Broadway

Contact Person Title *
Administrative Assistant

City	State	Zip Code
Seaside	*Oregon*	*97138*

Phone Number *
(503) 738-5112

Email *
hjaeger@cityofseaside.us

Project Name and Location

Project Name *

West Perimeter Security Fencing

Project Location *

Seaside Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

61010D002000

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Seaside Municipal	*Category 4a*	*Non-NPIAS*

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Project Start Date: *06/01/2026*

Project End Date: *06/12/2026*

Project Summary*

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

The northern half of the west perimeter of the airport backs up to an industrial and residential properties with no fencing that can allow pedestrian trespass of the airport. A cyclone security fence would enclose this gap in the security perimeter. The estimated length of the fence would be approximately 800-ft.

Project Purpose and Description*

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

The airport has experienced pedestrian trespass of the airport intermittently due to a gap in the perimeter fencing on the northern half of the west side of the airport. This would close the gap and help mitigate this safety and security issue. Trespass frequency has fluctuated over the years, and during a two-year period someone was using the airport as a driving range leaving hundreds of golf balls on the property until the police intervened. Other times people were regularly walking their dogs along the runway. Another factor that we foresee being an issue is the significant homeless camping population in Seaside. The fence is needed as a preventive measure before that becomes an additional issue.

56S is only one of two paved airports in Clatsop County with Astoria being the other which gets significant financial support from the US Coast Guard due to their air base for jets and helicopters.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
This project would eliminate current deficiencies such as lack of perimeter fencing, wildlife hazard management, and eliminating unauthorized foot traffic to the runway. This will enhance our airport grounds security and reduce any damage that unauthorized access may cause.

• 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 help protect our grounds, keep wildlife off of the runway, and reduce possible accidents cause by an unfenced airport.

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

• Does the project have local support? * *[X]* Yes *[ ]* No
Our city Airport Committee and local residents who use the airport regularly support this decision and believe it will help secure the area.

Project Documentation

Documentation and Permits

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

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

Reason:
Our ALP has not changed since the last one was completed in 2007. We are currently requesting FAA funding to update our plan.

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
Gearhart Flood Hazard Overlay (FHO) application (city says should be easy to acquire based on mapping)		*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. * [ ] 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

This project will take a couple of months to completed (construction/implementation). Permitting will be simple based on initial conversations with jurisdiction. Construction in early 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

Fence should last at least 20-25 years and provide needed perimeter security.

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	*$35,000.00*	*100 %*
Total Project Cost	***$35,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$3,500.00***		? *10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$5,000.00*	*07/01/2025*
		++
Total Match Funds:	***$5,000.00***	*14* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$30,000.00*	*86 %*

Project Budget Summary

Total applicant matching funds:	*$5,000.00*	*14 %*

Funding request to ODAV:	*$30,000.00*	*86 %*
Total Project Cost:	***$35,000.00***	*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
Email showing approved FY 2026 airport budget - see page 2 and notes	*FY 2026 Airport Approved Budget.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 *

Snow Removal Equipment

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 Elements

Select the category of project for which you are requesting funding: *
Critical/essential services or equipment

Project Start Date: *07/01/2026*

Project End Date: *10/31/2026*

Project Summary*

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

Acquisition of snow removal equipment for the Salem-Willamette Valley Airport.

Project Purpose and Description*

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

This project will procure equipment needed for removing snow in and around confined areas such as aircraft parking aprons, airfield lighting, taxi-lanes, fuel island, and passenger walk ways. The project will evaluate costs and capabilities of various carrier vehicles like skid steers, tractors, front-wheel loaders, etc., and accompanying attachments, that can plow, broom, and rotary plow snow in areas that are inaccessible by large city plows.

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

While Salem does meet the standards for snow removal capability outlined in the Oregon Aviation Plan, the work is performed by city crews who aren't able to dedicate time needed to clear areas outside of the priority surfaces. This project is intended to help meet the needs of airport users and tenants by focusing on lower priority surfaces to provide a safe operating environment around aprons, hangars, fuel island, etc.

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

Improving Salem's ability to efficiently remove snow ensures that the existing facilities remain useable to the aviation community during inclement weather.

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

A significant source of Salem's revenue are fees associated with aircraft operations (landing, fuel flowage, parking, etc.) This project helps maintain operational capacity of the airport during winter events.

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

Salem City Council unanimously approved the application for, and if awarded, the acceptance of this grant in support 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: *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

The procurement and implementation process can being in June, at the end of FY25/26.

• 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 of this equipment will meet or exceed the FAA minimum of 10 years. Salem has a dedicated fleet maintenance shop that is well versed in servicing and maintaining this type of equipment.

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	*$100,000.00*	*100 %*
Total Project Cost	***$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: ***$25,000.00***		? *25 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$25,000.00*	*07/01/2026*
		++
Total Match Funds:	***$25,000.00***	*25* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$75,000.00*	*75 %*

Project Budget Summary

Total applicant matching funds:	*$25,000.00*	*25 %*

Funding request to ODAV:	*$75,000.00*	*75 %*
Total Project Cost:	***$100,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[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
Twin Oaks Airpark, Inc.

Contact Person *
Emily Wiprud

Address
12405 SW River Rd

Contact Person Title *
Manager

City	State	Zip Code
Hillsboro	*Oregon*	*97123*

Phone Number *
(503) 502-2448

Email *
emilytwinoaks@gmail.com

Project Name and Location

Project Name *

Transient Parking Ramp Adjacent to C, D and E

Project Location *

Starks Twin Oaks Airparkt

ODOT Region:

Region 1

County tax parcel identification number(s): *

2S24-00400

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Twin Oaks Airpark	*Category 5*	*Non-NPIAS*

Project Overview

Select the type of project being proposed:*

Program Implementation

Select the category of project for which you are requesting funding: *
Aviation-related business development on airport

Project Start Date: *01/01/2026*

Project End Date: *11/30/2026*

Project Summary*

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

This project would allow improvements to airport transient parking by replacing grass tie down areas with pavement tie down areas improving the parking conditions for aircraft coming to and from Twin Oaks Airpark. These grass areas are depicted in the diagram in miscellaneous uploads adjacent to hangar C, D, and E.

This application would be Twin Oaks 3rd priority due to needs of our current tenants and the decaying infrastructure.

Project Purpose and Description*

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

Twin Oaks Airpark sees consistent daily traffic of aircraft not currently based or associated with the airport. To better facilitate and share Twin Oaks with general aviation statewide and beyond, replacing grass transient parking areas with pavement would ensure a better experience, safer parking conditions in all weather situations and safer ground operations with increasing traffic. With an already bustling flight school, consisting of eighteen aircraft flying every single day, the paved parking areas would better facilitate traffic management and airport safety. Furthermore, as we see increased rain fall into the fall, winter and spring, grass transient parking areas can be rendered unusable. Paved parking areas would help support general aviation aircraft from all over who intend to use these public spaces.

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 paving of transient parking locations would prevent future deficiencies of airport operations going forward by ensuring transient parking is available through all seasons of Pacific Northwest. Grass tie downs become wet, muddy and potentially unusable throughout the year. With this grant we can ensure that the transient parking at Twin Oaks Airpark is usable by all general aviation all throughout the year safely, efficiently and continuously.

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

Paving transient parking at Twin Oaks Airpark would greatly improve our ability to serve the general aviation public in all seasons. It is imperative for the general aviation public to come to Twin Oaks knowing they will have access to safe and effective paved tie down locations, increasing the publics willingness to use our facilities. Thus, will improve the amount of traffic coming through our airport, facilitating numerous business operations, to include but not limited to; fuel sales, pilot supplies sales, maintenance facility access, tie down fees and general awareness of the services that Twin oaks offers.

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

I have attached letters from the EAA and Reliant Aviation. Although these grass areas are not directly adjacent to them. Tie down parking is a constraint at Twin Oaks.

Project Documentation

Documentation and Permits

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

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

Date of Completion: *01/01/2016*

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

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

Paving transient parking areas at Twin Oaks airport will both reduce transportation costs and improve access to jobs in Oregon. Firstly, having improved parking areas will reduce maintenance stressors on aircraft by decreasing the wear and tear caused by grass parking areas. While the winter brings obvious stressors such as rain, mud and less safe tie downs, these effects carry through to the summer. As the poor weather changes the stability of the grass areas, the continued use during wet and muddy times will cause an increase in ruts and holes. When this grass dries out in the summer, these ruts and holes remain and will cause undo stressors on general aviation aircraft, thus increasing maintenance costs. This project will also help secure access to jobs and sources of labor in two distinct ways. First there will be immediate job creation in the construction of paving this area, in addition to continued maintenance on these areas. Secondly, paving the transient areas increases the general public's trust in using these areas year-round, allowing general aviation uses, either for fun or business, more consistent and safe use.

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

Transient parking improvements at Twin oaks Airpark directly provides economic support to the state of Oregon. Improved parking immediately increases the continued access to a multitude of local business in the area, including our own. Additionally, the general aviation public, whether Twin Oaks based or otherwise, increases their ability to move throughout the state in support of local businesses.

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

The paving of the current grass transient parking areas for general aviation will drastically improve Oregon transportation system. The new and improved transient parking areas will increase trust in the general aviation ramp, thereby increasing the use of these areas. With greater faith in the ability to safely and consistently park on the Twin Oaks ramp, Oregon's general aviation flying public will get more use of our facility, greatly improving Oregon's critical transportation links through aviation.

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

Twin Oaks is committed to beginning construction an this project as soon as the funds are available to do so. Awarding this grant to Twin Oaks Airpark will ensure immediate execution of this project.

• 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

Paving the grass tiedown locations at Twin Oaks will, in fact, greatly increase the life expectancy of public transient parking locations. Not only will paved areas be more accessible to all general aviation traffic, but the pavement will ensure continued year-round use. With proper care and maintenance, just as we already perform with the entirety of our paved areas, the useful life expectancy of new paved areas will be indefinite.

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: ***$7,500.00***		? *5 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$15,000.00*	
		++
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

++

General Project Information

Applicant

Organization Name
Twin Oaks Airpark, Inc.

Contact Person *
Emily Wiprud

Address
12405 SW River Rd

Contact Person Title *
Manager

City: *Hillsboro* | State: *Oregon* | Zip Code: *97123*

Phone Number *
(503) 502-2448

Email *
emilytwinoaks@gmail.com

Project Name and Location

Project Name *

Replace and Widen Failed Taxiway AB and BC

Project Location *

Twin Oaks Airpark

ODOT Region:

Region 1

County tax parcel identification number(s): *

2S24-00400

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Twin Oaks Airpark

Airport Category
Category 5

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

Select the category of project for which you are requesting funding: *
Aviation-related business development on airport

Project Start Date: *01/01/2026*

Project End Date: *09/30/2026*

Project Summary*

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

The purpose of this grant will be to widen and improve taxiways between hangar rows A and B and B and C.

This application would be Twin Oaks 2nd priority due to needs of our current tenants and the decaying infrastructure.

Project Purpose and Description*

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

Between hangar rows A and B and B and C are two of our most degraded and narrowest taxiways on the field. Throughout years of constant care and maintenance throughout the facility, these two taxiways are the only paved areas beyond repair. These two taxiways are crucial transportation throughways for airport access by thirteen hanger tenants, plus three hangers that are used by Twin Oaks for Aircraft maintenance and facilities storage. Improving these taxiways will greatly improve the hanger tenants and the Twin Oak's operational ability to move and taxi throughout the facility safely and efficiently.
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
Improving the most degraded and nearing unrepairable taxiways will prevent future deficiencies in two distinct ways. First, failing taxiways can cause long term wear and tear on aircraft and vehicles that access these areas. With repaving and widening we can ensure future use of these areas keeps the vehicles and aircraft that use it from any unnecessary degradation. Secondly, immediate improvement to these taxiways will prevent any further degradation to the existing pavement and surrounding grassy areas. With consistent winter rainfall, ice and snow, the surrounding areas degrade exponentially due to the exposure from lack of improved surfaces. Adding modern and wider taxiway surfaces would aid in preventing this degradation.

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

Repaving and improving these taxiways improves Twin Oaks self-sufficiency by improving access to the numerous tenants and our private use of maintenance and storage hangers. It is crucial to the airport operation that these taxiways are wider and consistently usable throughout the year. These access ways provide vital role in the wider movement area for the movement of aircraft, equipment and personnel on a day to day basis. With these taxiways improvements we can ensure continued safe and efficient use of these areas.

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

Project Documentation

Documentation and Permits

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

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

Date of Completion: *01/01/2016*

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

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

Improving the taxiways between these hangar rows will greatly reduce transportation costs. These two taxiways see not just hangar tenants' taxi in and out, but also Twin Oaks aircraft and maintenance vehicles. In the current condition of these taxiways, aircraft and vehicles are receiving unnecessary wear and tear on a daily basis. With improved pavement areas and wider lanes, aircraft and vehicles would see a substantial reduction in transportation costs.

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

Taxiway improvements at Twin oaks Airpark directly provides economic support to the state of Oregon. Improved facilities immediately increases the continued access to a multitude of local business in the area, including our own. Additionally, the general aviation public, whether Twin Oaks based or otherwise, increases their ability to move throughout the state in support of local businesses.

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

Oregon has a robust and critical transportation infrastructure throughout the state, Twin Oaks has served as a major hub connecting Washington county and Western Multnomah county through general aviation. Improving surface conditions at Twin Oaks will only serve to improve this critical transportation link, greatly improving the ability for local businesses and community outreach programs based in and around the field that benefit from this transportation hub.

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

This project is vital to our operation and Twin Oaks is committed to beginning work on this project immediately.

• 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

Based on the history of Twin Oaks personnel of upkeep and maintenance of the existing infrastructure at, paving these taxiways will have a long term life expectancy. Asphalt generally has a 20 year design life, a numeri which we are confident in exceeding through continued care.

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	*$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: ***$7,500.00***		? *5 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$15,000.00*	
		++
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

++

General Project Information

Applicant

Organization Name
City of Vale

Contact Person *
Todd Fuller

Address
150 Longfellow St. N

Contact Person Title *
City Manager

City	State	Zip Code
Vale	*Oregon*	*97918*

Phone Number *
(541) 473-3133

Email *
tfuller@cityofvale.com

Project Name and Location

Project Name *

Miller Memorial Airpark Hangar Site Construction

Project Location *

3800 Airport Rd. Vale, OR 97918

ODOT Region:

Region 5

County tax parcel identification number(s): *

4000

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Miller Memorial Airpark	*Category 5*	*Non-NPIAS*

Project Overview

Select the type of project being proposed:*

Program Implementation

Select the category of project for which you are requesting funding: *
Airport development for local economic benefit

Project Start Date: *07/01/2026*

Project End Date: *11/30/2026*

Project Summary*

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

This project is part of an ongoing effort to create leased hangar lots at the Miller Memorial Airpark. This phase includes earthwork, utility extensions, taxiway and alley development, and designated lots to lease for hangars.

Project Purpose and Description*

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

The purpose of this project is to increase aircraft storage opportunities and support local aviation activity at Miller Memorial Airpark (S49) by developing additional hangar lease sites. This initiative addresses the growing demand for aircraft storage identified through pilot inquiries and aligns with the Oregon Aviation Plan's objectives to expand airport capacity, enhance operational efficiency, and promote economic development within Oregon's general aviation system.
The City of Vale will prepare and designate new hangar lease areas on existing airport property. Work will include grading, drainage improvements, utility extensions (as needed), and pavement for access taxiways or aprons to serve the new sites. The city will then make these improved parcels available for long-term lease to private individuals or entities, who will construct and maintain their own hangars in accordance with airport design standards and lease agreements.
The city of Vale has a COAR grant currently with plans to use the funds by June 2026. If approved, this new grant will provide funds to continue construction of the hangar lot area.
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 partially addresses deficiencies identified in the current Oregon Aviation Plan. By creating new hangar lease sites, it reduces the shortage of available aircraft storage and supports airport growth and self-sufficiency. However, because it does not include actual hangar construction or other infrastructure improvements, it does not fully eliminate all existing 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
The project supports airport modernization by aligning with current state and federal standards. While it does not exceed minimum design or safety requirements, the creation of new hangar lease sites enhances airport functionality, promotes private investment, and positions Miller Memorial Airpark to accommodate future infrastructure improvements consistent with FAA and Oregon Aviation Plan modernization goals.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
The project helps prevent future deficiencies by providing additional hangar lease sites to meet growing demand for aircraft storage, reducing congestion and long-term space shortages. It also supports preservation of existing facilities by encouraging organized development and minimizing wear on current apron and tiedown areas.

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

The project increases the airport's financial self-sufficiency by creating new hangar lease sites that generate long-term lease revenue. Allowing private owners to lease land and build their own hangars promotes sustainable airport income without significant public construction costs.

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

The project has strong local support from the City of Vale, airport users, and the surrounding aviation community. Interest from private aircraft owners in leasing land for hangar development demonstrates community backing and demand for expanded airport facilities.

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 (ALP) for Miller Memorial Airpark was completed more than 10 years ago; however, the current ALP continues to provide the most effective and efficient layout for airport operations and future development. The existing plan accommodates the proposed hangar lease areas without requiring major modifications and remains consistent with the airport's long-term growth objectives.

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 enhances hangar access and taxiway infrastructure at Vale Airport, lowering operational costs for aviation-dependent businesses and improving workforce and service access across eastern Oregon.

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

The improvements will create long-term economic value through new hangar leases, increased airport activity, and reduced delays for aviation-related businesses. This growth supports jobs and strengthens the regional economy.

• 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

Upgraded taxiways and expanded hangar facilities will improve Vale Airport's operational capacity and link it more effectively with other Oregon airports, enhancing system efficiency and service reliability.

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

Planning and site preparation are complete, and the City of Vale is ready to begin construction once funding is approved.

• 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 proposed hangar lease site and taxiway improvements are designed and constructed to provide long-term service life, with pavement and infrastructure expected to remain functional for several decades under proper maintenance. These assets will continue to generate economic and operational benefits through increased airport capacity, long-term lease revenues, and reliable access for aviation users, maximizing value to the State of Oregon over the life of the facilities.

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	*$158,000.00*	*100 %*
Total Project Cost	***$158,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$7,900.00***		? *5 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$8,000.00*	*07/01/2026*
		++
Total Match Funds:	***$8,000.00***	*5* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*95 %*

Project Budget Summary

Total applicant matching funds:	*$8,000.00*	*5 %*

Funding request to ODAV:	*$150,000.00*	*95 %*
Total Project Cost:	***$158,000.00***	*100* **%**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.
[ ] Yes *[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 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 *

Apron FOD Control Project -Design and Construction

Project Location *

Madras Municipal Airport S33

ODOT Region:

Region 4

County tax parcel identification number(s): *

T10S R13E Sec 26 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: *
Other

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 is solely safety-oriented. A chip seal is proposed where Taxiway A2 connects to the Airport's main apron. The ground surface in this area currently consists of decomposed asphalt. The loose gravel in this area is a significant source of Foreign Object Debris (FOD).

This project includes engineering design and construction for application of a chip seal to the area surrounding Taxiway A2 where it intersects with Taxiway A.

Project Purpose and Description*

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

By applying a chip seal to this area, a major source of FOD in the vicinity of one of the heaviest travelled areas on the Airport will be eliminated. The presence of FOD poses serious hazards to aircraft, property, and individuals. It has a high potential for harm to people and equipment, up to and including catastrophic damage to equipment and loss of human 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 Oregon Aviation Plan v6.0 designates the Madras Municipal Airport as a local Category IV facility. Consequently, it must be maintained in safe operating condition.

• 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 is not mandated by the Federal Aviation Administration; however, the Airport has become aware of this potential risk and seeks to rectify it by upgrading the paved surfaces in the project area with funding assistance through this program.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Completing this project substantially diminishes the risk of Foreign Object Debris (FOD)-related damages to people and aircraft on one of the most heavily travelled portions to the Airport.

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

This project mitigates Airport's liability exposure to claims that might result from FOD in this area.

• Does the project have local support? * *[X]* Yes *[ ]* No
The City of Madras endorses this project. The City 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? *

[ ] 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

Cost resulting from FOD are a savings and benefit to the Airport and its users.

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

This project helps the Airport better function as part of the State's aviation system by improving safety for aircraft travelling to and from the Airport. It also safeguards the reputation of the Madras Municipal Airport as an operationally safe facility, thereby maintaining and attracting aviation users as well as based aircraft.

• 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, this project ensures the airport's aircraft parking apron areas remain operationally safe for aircraft, people, and property, allowing the airport to be better utilized by current and future users.

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

This project is ready for design and construction once funding is received.

• 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. * *[ ]* Yes *[X]* No

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	*$205,000.00*	*100 %*
Total Project Cost	***$205,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$20,500.00***		? *10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$55,000.00*	*07/01/2026*
		++
Total Match Funds:	***$55,000.00***	*27* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*73 %*

Project Budget Summary

Total applicant matching funds:	*$55,000.00*	*27 %*

Funding request to ODAV:	*$150,000.00*	*73 %*
Total Project Cost:	***$205,000.00***	*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
Funding Breakdown	*Madras -Apron FOD protection-FY26 Funds Breakdown.xlsx* ++

General Project Information

Applicant

Organization Name
Twin Oaks Airpark, Inc.

Contact Person *
Emily Wiprud

Address
12405 SW River Rd

Contact Person Title *
Manager

City: *Hillsboro* | State: *Oregon* | Zip Code: *97123*

Phone Number *
(503) 502-2448

Email *
emilytwinoaks@gmail.com

Project Name and Location

Project Name *

Transient Parking Ramp Adjacent to F and G

Project Location *

Twin Oaks Airpark

ODOT Region:

Region 1

County tax parcel identification number(s): *

2S24-00400

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Twin Oaks Airpark

Airport Category
Category 5

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

Select the category of project for which you are requesting funding: *
Airport development for local economic benefit

Project Start Date: *01/01/2026*

Project End Date: *10/31/2026*

Project Summary*

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

This project would allow improvements to airport transient parking by replacing grass tie down areas with pavement tie down areas improving the parking conditions for aircraft coming to and from Twin Oaks Airpark Transient Parking Ramp adjacent to F and G. These are vitally important due to businesses currently on the field.

This application would be Twin Oaks 1st priority due to needs of our current tenants and the decaying infrastructure.

Project Purpose and Description*

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

Twin Oaks Airpark sees consistent daily traffic of aircraft not currently based or associated with the airport. To better facilitate and share Twin Oaks with general aviation statewide and beyond, starting the process of replacing the 87 grass parking areas with pavement would ensure a better experience, safer parking conditions in all weather situations and safer ground operations with increasing traffic. With an already bustling flight school, consisting of eighteen aircraft flying every single day, the paved parking areas would better facilitate traffic management and airport safety. Furthermore, as we see increased rain into the fall, winter and spring, grass transient parking areas can be rendered unusable. Paved parking areas would help support general aviation aircraft from all over who intend to use these public spaces.

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 paving of transient parking locations would prevent future deficiencies of airport operations going forward by ensuring transient parking is available through all seasons of Pacific Northwest. Grass tie downs become wet, muddy and potentially unusable throughout the year. With this grant we can ensure that the transient parking at Twin Oaks Airpark is usable by all general aviation all throughout the year safely, efficiently and continuously.

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

Paving transient parking at Twin Oaks Airpark would greatly improve our ability to serve the general aviation public in all seasons. It is imperative for the general aviation public to come to Twin Oaks knowing they will have access to safe and effective paved tie down locations, increasing the public's willingness to use our facilities. Thus, will improve the amount of traffic coming through our airport, facilitating numerous business operations, to include but not limited to; fuel sales, pilot supplies sales, maintenance facility access, tie down fees and general awareness of the services that Twin Oaks offers.

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

Attached in the miscellaneous uploads are support from the Reliant Aviation and EAA Chapter 105. These business' is adjacent to the transient parking F and G.

Project Documentation

Documentation and Permits

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

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

Date of Completion: *01/01/2016*

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

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

Paving transient parking areas at Twin Oaks airport will both reduce transportation costs and improve access to jobs in Oregon. Firstly, having improved parking areas will reduce maintenance stressors on aircraft by decreasing the wear and tear caused by grass parking areas. While the winter brings obvious stressors such as rain, mud and less safe tie downs, these effects carry through to the summer. As the poor weather changes the stability of the grass areas, the continued use during wet and muddy times will cause an increase in ruts and holes. When this grass dries out in the summer, these ruts and holes remain and will cause undo stressors on general aviation aircraft, thus increasing maintenance costs. This project will also help secure access to jobs and sources of labor in two distinct ways. First there will be immediate job creation in the construction of paving this area, in addition to continued maintenance on these areas. Secondly, paving the transient areas increases the general public's trust in using these areas year-round, allowing general aviation uses, either for pleasure or business, more consistent and safe use.

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

Transient parking improvements at Twin Oaks Airpark directly provides economic support to the state of Oregon. Improved parking immediately increases the continued access to a multitude of local business in the area, including our own. Additionally, the general aviation public, whether Twin Oaks based or otherwise, increases their ability to move throughout the state in support of local businesses

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

The paving of the current grass transient parking areas for general aviation will drastically improve Oregon transportation system. The new and improved transient parking areas will increase trust in the general aviation ramp, thereby increasing the use of these areas. With greater faith in the ability to safety and consistently park on the Twin Oaks ramp, Oregon's general aviation flying public will get more use of our facility, greatly improving Oregon's critical transportation links through aviation.

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

Twin Oaks is committed to beginning construction an this project as soon as the funds are available to do so. Awarding this grant to Twin Oaks Airpark will ensure immediate execution of this project

• 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. *
Paving the grass tiedown locations at Twin Oaks will, in fact, greatly increase the life expectancy of public transient parking locations. Not only will paved areas be more accessible to all general aviation traffic, but the pavement will ensure continued year-round use. With proper care and maintenance, just as we already perform with the entirety of our paved areas, the useful life expectancy of new paved areas will be indefinite.

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: ***$7,500.00***		? *5 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$15,000.00*	
		++
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

++

General Project Information

Applicant

Organization Name
Twin Oaks Airpark, Inc.

Address
12405 SW River Rd

City | State | Zip Code
Hillsboro | *Oregon* | *97123*

Contact Person *
Emily Wiprud

Contact Person Title *
Manager

Phone Number *
(503) 502-2448

Email *
emilytwinoaks@gmail.com

Project Name and Location

Project Name *

Tree Trim and Removal on Approach Ends to Runways

Project Location *

Twin Oaks Airpark

ODOT Region:

Region 1

County tax parcel identification number(s): *

2S24-00400

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Twin Oaks Airpark

Airport Category
Category 5

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Project Start Date: *07/01/2026*

Project End Date: *11/30/2026*

Project Summary*

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

The purpose of these funds would be to clear trees from the approach corridor to runway 20 and the departure corridor taking off from runway 02.

This application would be Twin Oaks 4th priority for Twin Oaks.

Project Purpose and Description*

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

Twin Oaks Airpark operates a North South runway with a standard left hand traffic pattern to both runway 20 and 02. The approach corridor to Runway 20, landing south, is notoriously a difficult approach due to the trees, to the extent that we only recommend experienced pilots use this approach especially at night. Similarly, taking off to the North from runway 02 can be a difficult departure due to the trees, especially in the summer month when density altitude degrades aircraft performance. Clearing more trees from the north end of the airport will greatly improve approach and departure corridor safety, efficiency, and effectiveness of airport operations.

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 could eliminate the trees that are encroaching on the approach end on 20.

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

Removing trees from the north end of the airport will greatly reduce future deficiencies in two ways. Firstly, removing the trees will improve safety while aircraft are on approach landing to the South and departing to the North. This will help ensure aircraft operating in this manner reduce risk. Secondly, while on approach to 20, landing to the south, aircraft tend to approach high and fast due to the trees on the approach. Increase speed and altitude on approach will increase wear and tear on aircraft using this approach. Removing trees from the North end will allow pilots to fly more standard approaches, reducing aircraft ware and tare.

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

Removing trees from the North end of the airport will increase traffic and use of the airport during such times that departures and arrivals require use of the North end of the field, i.e. takeoff to the North or landing to the South. Removing the trees will allow for more accessibility by a wider range of pilot skill levels throughout the year as weather patterns dictate traffic flow. With the increase of traffic flow to the airport, Twin Oaks is afforded financial gain to services offered on the field; flight training, maintenance, pilot supplies and fuel. Increase in general aviation traffic due to to improved traffic pattern will allow more local businesses such as ourselves and those co-located on the field to render more services to the community.

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

Project Documentation

Documentation and Permits

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

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

Date of Completion: *01/01/2016*

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

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

Removing trees from the north end of the airfield will both reduce costs and improve job sourcing. Firstly, the removal of trees from the North side of the field will allow for a normalization of approach and departure corriders. Improving the efeciency of these corridors will greatly reduce ware and tare on aircraft therby reducing cost of general aviation owners based on the field and otherwise and Twin Oaks rental aircraft maintnenance cost. Secondly, local job sourcing will be improved in two distinct facets. Tree romval will create immediate local job sourcing in the cutting of said trees, along with continued maintenacne to ensure the area remains clear. Removing those trees will increase traffic to the airport, which will ensure local businesses based on the field see higher volumes of traffic throughout the year.

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

Twin Oaks serves as a crucial link to a multitude of local businesses and community programs to include, but not limited to; Twin Oaks flight school, Reliant Aviation Maintenance, Twin Oaks Maintenance, Chapter 105 EAA, and 138 hangar tenants who routinely fly in support of local business or for their own local business. Increasing the traffic flow and safety to Twin Oaks Airpark will have an immediate and continued economic growth stimulus effect to the State of Oregon and the many businesses that rely on Twin Oaks.

• 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

Twin Oaks already serves as critical infastructure to Oregon's transportation link through general aviation, serving Washington County and Western Multomah County. Removing the trees from the North end of the airport will further improve the airports traffic pattern by increasing safety and making this departure and arrival corrider available to a wider variety of pilots. Many local businesses and community outreach programs rely on Twin Oaks as thier hub, improving traffic pattern saftey and effeciency will be crucial for these institutuons to remain and thrive.

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

Twin Oaks is committed to executing this project immediately upon funds becoming available. We are prepared to begin this project as soon as possible.

• 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

Removing the trees from the North end of the airport has an indefinite life expectancy. Once these trees are removed, with continued low cost maintenance, we can ensure the approach and departure corridor remains clear of trees. This project has a 25 plus year life expectancy, and much longer with continued maintenance, i.e. stooping any new tree growth.

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	*$65,000.00*	*100 %*
Total Project Cost	***$65,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$3,250.00***		? *5 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds		
Twin Oaks Airpark	*$5,000.00*	++
Total Match Funds:	***$5,000.00***	*8* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$60,000.00*	*92 %*

Project Budget Summary

Total applicant matching funds:	*$5,000.00*	*8 %*

Funding request to ODAV:	*$60,000.00*	*92 %*
Total Project Cost:	***$65,000.00***	*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
Port of Hood River

Contact Person *
Jeff A 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 *

FOD Removal Equipment

Project Location *

Ken Jerstedt Airfield

ODOT Region:

Region 1

County tax parcel identification number(s): *

MAP 1234

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: *
Critical/essential services or equipment

Project Start Date: *12/01/2025*

Project End Date: *03/31/2026*

Project Summary*

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

The Airport is in need of a FOD control device, The FODBOSS to be used on the ramp's taxiways and runway at the Hood River airport to keep the critical surfaces free from debris.

Project Purpose and Description*

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

The present process at the airport is a manual FOD walk with the little bit of staff we have available. This tool will provide s time and cost savings to the airport while ensuring that the critical surfaces of the aiport are clear and clean.
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 need to have all of the operational areas of the airport clear and free of FOD ensures the safe travels of all of the users of the airport. The present process is a manual FOD walk and a backpack blower, which is very time consuming and not always as thorough as we desire.

• 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
OTP Goal 5 – Safety and Security
To plan, build, operate and maintain the transportation system so that it is safe and secure.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
The acquisition of this piece of equipment helps to safeguard the stakeholders and users of the airport by ensuring a safe surface environment.

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

The financial self-sufficiency of the airport is further enhanced by the efficiency of this tool with less man hours required for the necessary safety checks and FOD walks. This tool also will help ensure that we do not have claims for rock damage from not having a thorough and efficient process for FOD.

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes, the stakeholders have requested this tool, and the sponsor supports the acquisition, with the needed matching funds.

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. * [ ] Yes [X] No

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

Yes, the more desirable and safe our airports are increases the likelihood of increased travel.

• 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

Yes, The product is in the shopping cart ready for purchase

• 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 the size of our airport the product will have a lifespan of 7-10 years.

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	*$8,000.00*	*100 %*
Total Project Cost	***$8,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$800.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors		
Sponsor Funds	*$1,000.00*	*01/01/2026*
		++
Total Match Funds:	***$1,000.00***	*13* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$7,000.00*	*88 %*

Project Budget Summary		
Total applicant matching funds:	*$1,000.00*	*13 %*

Funding request to ODAV:	*$7,000.00*	*88 %*
Total Project Cost:	***$8,000.00***	*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
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 Hangar & Terminal Parking

Project Location *

Ken Jerstedt Airfield

ODOT Region:

Region 1

County tax parcel identification number(s): *

1234

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 Implementation

Select the category of project for which you are requesting funding: *
Aviation-related business development on airport

Project Start Date: *03/16/2026*

Project End Date: *08/31/2026*

Project Summary*

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

The airport has a major terminal building project underway along with the development of the north apron box hangar sites, this area has additional parking, and access needs to meet the requirements for occupancy of both the future box hangars and the terminal building. This project will facilitate the continuation of this development.

Project Purpose and Description*

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

The attached documents and renderings will depict the planned changes and needs to satisfy the local agencies and provide the additional parking needed to complete the development. The area to be paved has already had the rock base work completed as well as the infrastructure in the ground. The project will require 700 feet of chain-link fence and 2 gates (both manual operation) The Hangar development area has private developers desiring to build hangars when some of these barriers have been overcome.

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 does eliminate current deficiencies listed in the current Oregon Aviation Plan by providing access to the additional hangar and terminal space being created through private investment and the EDA and local funding for the terminal building.

• 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 does modernize the airport by increasing the capacity of access to hangars and public space to do aviation business.

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

Yes, by increasing the availability to affordable hangar space for business development.

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

Yes, by providing access to the public space of the airport with the commercial amenities along side the commercial box hangars

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

Yes, the airport does have local support from many different stakeholders in the development of the North apron and terminal building. This portion of the project does have budgeted funds, as well as local developers who desire to build hangars after the access to the sites are completed.

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

Yes the project will provide direct access to future commercial hangar sites as well as the commercial space within the new terminal building. With the numerous UAS startups and small tech companies in the gorge, the need for space at the airport has great desirability. This project will give the needed access to the future tenant base to occupy hangar and office space in the terminal building.

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

Yes, by providing the access to the commercial space for business development and incubator space.

• 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

Yes, the project is ready to be done with the underlying base rock surface having already been completed, along with the water sewer and power infrastructure already in place.

• 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 does have a useful life span of greater than 20 years.

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	*$140,000.00*	*100 %*
Total Project Cost	***$140,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$14,000.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors		
Sponsor Funds	*$15,000.00*	*04/01/2026*
		++
Total Match Funds:	***$15,000.00***	*11* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$125,000.00*	*89 %*

Project Budget Summary

Total applicant matching funds:	*$15,000.00*	*11 %*

Funding request to ODAV:	*$125,000.00*	*89 %*
Total Project Cost:	***$140,000.00***	*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	
Exhibit North Apron Development	*4S2-North_Apron_New_Terminal__Hangars-EXHBT.pdf*	++
Terminal Building Plans	*4S2 Terminal Building .pdf*	++

General Project Information

Applicant

Organization Name
Columbia Gorge Regional Airport

Contact Person *
Jeff Renard

Address
313 Court Street

Contact Person Title *
Airport Manager

City	State	Zip Code
The Dalles	*Oregon*	*97058*

Phone Number *
(541) 288-6766

Email *
manager@flycgra.com

Project Name and Location

Project Name *

SRE Building

Project Location *

Columbia Gorge Regional Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

02133400001200

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Columbia Gorge Regional 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: *
Critical/essential services or equipment

Project Start Date: *01/01/2026*

Project End Date: *06/30/2026*

Project Summary*

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

the project is to build a 100' x 50' pole building to store our newly acquired snow removal equipment and grounds keeping equipment.

Project Purpose and Description*

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

This project is to build a pole building to protect the airports grounds keeping and SRE equipment from the elements.
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 acquisition of the SRE dramatically eliminates the deficiency that the airport had previous to having the equipment, to open the airport with a 6 inch snowfall previously took about 8 hours of plowing, now we will have a partial opening for emergency services in less than 1 hour. The need to protect this valuable equipment is critical to its longevity as well as the airports.

• 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 does modernize the airport by allowing us to have our snow removal equipment undercover and plugged in, ready to immediately open the airport for flight operations.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes, the project will prolong the life of the equipment by not having it exposed to the elements and having it plugged into battery tenders and block heaters. Which will allow for the expeditious reopening of the airport during and after a snow event.

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

Yes, this project will eliminate the additional time required to clear and warm up equipment when needed, as well as not having the summer sun destroying the tires and paint.

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes, the airport commission, county commission, city council, Life Flight and local pilots fully support the project and the readiness of our equipment.

Project Documentation

Documentation and Permits

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

[ ] Yes [X] No [ ] Underway

Reason:
We are presently in process of our Masterplan/ALP with narrative.

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, by having the equipment ready for immediate use the airport can be fully accessible in the fastest time possible, this allows fire life and safety to have quicker response times. By having the equipment in a readiness state the airport becomes far more efficient and effective.

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

Yes, by prolonging the wear and deterioration of the equipment by from the elements.

• 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, by having the equipment ready for immediate use the airport can be fully accessible in the fastest time possible, this allows fire life and safety to have quicker response times. By having the equipment in a readiness state the airport becomes far more efficient and effective. By having our equipment readily available we will not have aircraft diverting to other airports due to not having ours open in a reasonable time.

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

Yes, the project has been vetted by the local planning department, yet still needs to go through the formal process.

• 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 should have an expected life of well beyond 20 years, we have other wood hangars on the field that are 40-50 years old.

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	*$138,000.00*	*100 %*
Total Project Cost	***$138,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$13,800.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors		
Sponsor Funds	*$14,000.00*	*01/01/2026*
		++
Total Match Funds:	***$14,000.00***	*10* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$124,000.00*	*90 %*

Project Budget Summary

Total applicant matching funds:	*$14,000.00*	*10 %*

Funding request to ODAV:	*$124,000.00*	*90 %*
Total Project Cost:	***$138,000.00***	*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
Columbia Gorge Regional Airport

Contact Person *
Jeff A Renard

Address
313 Court Street

Contact Person Title *
Airport Manager

City	State	Zip Code
The Dalles	*Oregon*	*97058*

Phone Number *
(541) 288-6766

Email *
jrenard@aviationmanagementservice.com

Project Name and Location

Project Name *

FOD Removal Equipment

Project Location *

Columbia Gorge Regional Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

MAP 02133400001200

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Columbia Gorge Regional 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: *
Critical/essential services or equipment

Project Start Date: *12/01/2025*

Project End Date: *03/31/2026*

Project Summary*

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

The project is to purchase a FODBOSS for the airport FOD removal.

Project Purpose and Description*

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

CGRA has nearly 1,000,000 sq ft of runway surface and approximately 750,000 sq ft of ramp and taxiways. The present process for FOD removal is a manually walking and blowing the reported areas of concern. the lack of an efficient way to accomplish an entire sweep does cause for a much less efficient process and leaves a margin of error that is unacceptable.

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 deficiency that is overcome with this tool is that the critical surfaces will have a more frequent cleaning and clearing of debris with a much greater efficiency.
Making and keeping the airport as safe as possible.

• 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, by having modern technology to perform these tasks we are able to more efficiently perform the safety related tasks, allowing staff to focus on other details of the airport.

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

Yes, the project does eliminate much of the risk associated with possible FOD related claims from aircraft using our surfaces.

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

Yes, by reducing man hours associated with FOD removal and reducing the risk of FOD related claims.

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

Yes, the project does have the local support of both the city and the county officials as well as the pilot community, not to mention the staff who presently does the FOD walks.

Project Documentation

Documentation and Permits

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

[ ] Yes [X] No [ ] Underway

Reason:
The masterplan was last completed in 2010, we are presently in the process of our new masterplan / ALP with narrative.

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, by ensuring that we always have the safest possible surface conditions to accommodate the GA pilots as well as the corporate business travelers.

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

Yes, the desirability to use specific airports due to proximity is complemented by having the most desirable facility to land at, thus bringing more economic benefit to the entire 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

The utilization and efficiency comes through the reduced number of hours needed to perform these tasks.

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

The quote has been received and ready for purchase.

• 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, 5–7-year lifespan

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	*$7,312.63*	*100 %*
Total Project Cost	***$7,312.63***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$731.26***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$1,000.00*	
		++
Total Match Funds:	***$1,000.00***	*14* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$6,312.63*	*86 %*

Project Budget Summary

Total applicant matching funds:	*$1,000.00*	*14 %*

Funding request to ODAV:	*$6,312.63*	*86 %*
Total Project Cost:	***$7,312.63***	*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
Fod Boss Quote	*Sales Quote_SQ-00012333AVIATIONMANAGEMENTSERVICE.pdf* ++

General Project Information

Applicant

Organization Name
Columbia Gorge Regional Airport

Contact Person *
Jeff Renard

Address
313 Court Street

Contact Person Title *
Airport Manager

City	State	Zip Code
The Dalles	*Oregon*	*97058*

Phone Number *
(541) 288-6766

Email *
jrenard@aviationmanagementservice.com

Project Name and Location

Project Name *
Security Cameras

Project Location *
Columbia Gorge Regional Airport

ODOT Region:
Region 4

County tax parcel identification number(s): *
Parcel #02133400001200

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Columbia Gorge Regional 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: *
Critical/essential services or equipment

Project Start Date: *01/01/2026*

Project End Date: *04/30/2026*

Project Summary*

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

The project is to replace the failed Camera system at CGRA.

Project Purpose and Description*

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

The camera system that has been in use for nearly 20 years and has finally failed, this has left the airport unable to monitor the activities, the camera system also provided the access through the website to a weather camera for 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? * *[ ]* 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, it will modernize the airport with ability to monitor activities around the terminal area.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
The project adds a layer of protection to the airport.

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

From a risk mitigation standpoint and accountability should there be an incident.

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes the City and County Officials along with the pilot community 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: *06/30/2027*

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

The new system has been designed and is ready to be implemented.

• 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 last system lasted nearly 20 years, one can hope the new technology will do the same.

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	*$12,283.88*	*100 %*
Total Project Cost	***$12,283.88***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$1,228.39***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$2,000.00*	
		++
Total Match Funds:	***$2,000.00***	*16* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$10,283.88*	*84 %*

Project Budget Summary

Total applicant matching funds:	*$2,000.00*	*16 %*

Funding request to ODAV:	*$10,283.88*	*84 %*
Total Project Cost:	***$12,283.88***	*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
Camera system quote	*CGRA 4k option.pdf*

++

General Project Information

Applicant

Organization Name
Columbia Gorge Regional Airport

Contact Person *
Jeff A Renard

Address
313 Court Street

Contact Person Title *
Airport Manager

City	State	Zip Code
The Dalles	*Oregon*	*97058*

Phone Number *
(541) 288-6766

Email *
jrenard@aviationmanagementservice.com

Project Name and Location

Project Name *

UST Decommission

Project Location *

Columbia Gorge Regional Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

Parcel #02133400001200

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Columbia Gorge Regional 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: *
Critical/essential services or equipment

Project Start Date: *04/01/2026*

Project End Date: *09/30/2026*

Project Summary*

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

The project is to decommission and remove the existing UST fuel system located in the middle of the FBO apron.

Project Purpose and Description*

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

The UST fuel system at CGRA is a 27 year old system that with favorable testing results, so far. CGRA put in a new fuel apron and above ground 100LL fuel system that is also prepped for a self sever above ground Jet system (when funds allow) By removing the existing UST it will eliminate the risk of failure of an aging system as well as allow for the reconfiguration of the ramp space to accommodate an ever increasing number of corporate jets and large firefighting aircraft using CGRA.

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 deficiency overcome is the needed ramp space being available to use, the removal of these aged UST systems does eliminate costly testing and reporting as well as eliminating the chance of having a contamination issue.

• 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 does modernize CGRA by eliminating an antiquated system and the associated risks.

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

Yes, the project preserves the existing facility by eliminating the risks associated with a potential UST failure.

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

Yes, by eliminating the UST we will not have the costs associated with testing and compliance reporting.

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

Yes, the City and County officials fully support this risk mitigation as well as the local pilot community to have access to additional ramp space.

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: *03/31/2027*

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

The benefit comes in the form of less expenditures on UST testing and compliance fees.

• 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 above ground fuel system is online and has left this system in a unusable state awaiting removal.

• 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

Removing the UST will have a life expectancy that is endless by not having the fuel stored underground.

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	*$175,000.00*	*100 %*
Total Project Cost	***$175,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$17,500.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors		
Sponsor Funds	*$25,000.00*	
		++
Total Match Funds:	***$25,000.00***	*14* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$150,000.00*	*86 %*

Project Budget Summary

Total applicant matching funds:	*$25,000.00*	*14 %*

Funding request to ODAV:	*$150,000.00*	*86* %
Total Project Cost:	***$175,000.00***	*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
UST removal proposal	*Proposal for Funding_ Removal of 27-Year-Old Underground Storage Tank (UST) Fuel System at Columbia Gorge Regional Airport.pdf*

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General Project Information

Applicant

Organization Name
Columbia Gorge Regional Airport

Contact Person *
Jeff Renard

Address
313 Court Street

Contact Person Title *
Airport Manager

City	State	Zip Code
The Dalles	*Oregon*	*97058*

Phone Number *
(541) 288-6766

Email *
jrenard@aviationmanagementservice.com

Project Name and Location

Project Name *
Perimeter Fence

Project Location *
Columbia Gorge Regional Airport

ODOT Region:
Region 4

County tax parcel identification number(s): *
Parcel #02133400001200

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Columbia Gorge Regional 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: *
Critical/essential services or equipment

Project Start Date: *03/01/2026*

Project End Date: *08/31/2026*

Project Summary*

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

The project will consist of 2300 feet of chain link fence to secure the area from the bulk fuel farm along the south west side of the airport. This are a has become troublesome with the easy access to walk onto the airport into critical area with fuel and taxiways.

Project Purpose and Description*

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

CGRA needs to address critical security deficiencies identified in the Oregon Aviation System Plan (OASP) and aligned airport master plans, specifically through the installation of 2,300 feet of 6-foot chain link fencing along the southwest perimeter from the bulk fuel farm. This project directly mitigates unauthorized access risks to high-hazard areas, enhancing overall airport safety and operational integrity in line with state and federal aviation 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
The OASP emphasizes the need for robust perimeter security to protect Oregon's aviation infrastructure, particularly at general aviation airports where vulnerabilities in access control can compromise safety around fuel storage, taxiways, and aircraft 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
The fence installation aligns with the OASP system wide deficiencies statement and FAA guidelines that highlight the priority for upgrading existing or installing new secure fencing to prevent easy entry into restricted zones.

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes, this project will mitigate security deficiencies and control unauthorized access to critical areas of the airport.

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

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes, the local agency's and pilot community fully support the enhanced security measures.

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: *04/30/2027*

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

The project can happen almost immediately upon funding, this area of the airport is continually monitored for trespass.

• 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 life of the fencing will be well beyond the 20 year point.

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	*$166,000.00*	*100 %*
Total Project Cost	***$166,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$16,600.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$16,600.00*	
		++
Total Match Funds:	***$16,600.00***	*10* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$149,400.00*	*90 %*

Project Budget Summary		
Total applicant matching funds:	*$16,600.00*	*10 %*

Funding request to ODAV:	*$149,400.00*	*90 %*
Total Project Cost:	***$166,000.00***	*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
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 *

Pavement Maintenance

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 Elements

Select the category of project for which you are requesting funding: *
Critical/essential services or equipment

Project Start Date: *03/01/2026*

Project End Date: *06/30/2027*

Project Summary*

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

Grant funding will support pavement maintenance at Burns Municipal Airport, including crack sealing, joint repair, and repainting all airfield lines and markings. The project includes purchasing a paint machine and glass-beaded paint to sustain ongoing maintenance and ensure long-term safety and visibility of airfield operations. This is BNO's second-ranked Priority 3 project.

Project Purpose and Description*

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

The purpose of this project is to preserve and enhance the safety, functionality, and longevity of the airfield pavement system at Burns Municipal Airport. Routine maintenance of airport pavement and markings is critical to ensuring safe aircraft operations and compliance with FAA standards. Over time, exposure to extreme weather conditions, UV degradation, and regular aircraft use have caused cracking, joint separation, and fading of pavement markings throughout the airfield.

This project will address these issues through a comprehensive pavement maintenance program that includes crack sealing, joint repair, and repainting of all runway, taxiway, and apron markings. The work will restore the pavement surface integrity, extend the service life of the existing infrastructure, and improve pilot visibility during takeoffs, landings, and taxiing operations.

In addition to immediate repairs and restriping, the airport seeks to purchase a paint machine and supply of glass-beaded airfield paint. These resources will allow airport staff to conduct ongoing maintenance and periodic remarking in-house, ensuring long-term cost efficiency and the ability to promptly address fading or damaged markings as they occur.

By completing this project, Burns Municipal Airport will proactively maintain a safe, reliable, and visually clear operating environment for all users. The investment supports continued compliance with FAA pavement maintenance best practices, preserves the community's transportation asset, and enhances operational readiness for general aviation, emergency response, and economic development activities that rely on 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

Yes. This project directly addresses pavement condition and marking deficiencies identified in the current Oregon Aviation Plan for Burns Municipal Airport. The Plan notes the need for regular maintenance to prevent further deterioration of pavement surfaces and to ensure clear, compliant airfield markings. Through crack sealing, joint repair, and full repainting of all runway, taxiway, and apron lines, this project restores pavement integrity, enhances visibility, and extends the service life of existing infrastructure. The purchase of a paint machine and glass-beaded paint also ensures ongoing compliance by allowing timely, cost-effective maintenance. Together, these improvements eliminate current deficiencies, align the airport with OAP-recommended preservation practices, and improve safety and operational reliability for all users.

• 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 Burns Municipal Airport by exceeding state and federal minimum standards through the implementation of proactive, sustainable maintenance practices. In addition to completing essential crack sealing, joint repair, and full airfield restriping, the project includes the purchase of a professional-grade paint machine and glass-beaded reflective paint, which surpasses basic marking requirements outlined in FAA Advisory Circular 150/5340-1M. The use of high-visibility, glass-beaded materials enhances pilot situational awareness during both day and night operations, improving safety and efficiency beyond minimum compliance. By building in long-term maintenance capacity and adopting advanced materials and techniques, the project positions the airport to maintain FAA-recommended pavement and marking conditions for years to come, reflecting best practices identified in the Oregon Aviation Plan.

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

Yes. This project is designed to proactively prevent future pavement and marking deficiencies while preserving existing airport infrastructure. Regular crack sealing and joint repair will protect the pavement from water infiltration and freeze-thaw damage, significantly slowing deterioration and extending its service life. Repainting all runway, taxiway, and apron markings will restore visibility, safety, and compliance with FAA standards. The inclusion of a paint machine and supply of glass-beaded paint provides the airport with the tools and materials needed for ongoing, in-house maintenance—allowing staff to address wear and fading promptly. This forward-thinking approach ensures consistent upkeep, reduces long-term repair costs, and maintains the overall quality and safety of the airfield for years to come. By investing in preventive care, Burns Municipal Airport will sustain its facilities in good condition and avoid costly reconstruction needs in the future.

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

Yes. This project strengthens the financial self-sufficiency of Burns Municipal Airport by reducing long-term maintenance costs and reliance on external contractors. The purchase of a paint machine and supply of glass-beaded paint equips airport staff to perform routine airfield marking maintenance in-house, minimizing future expenditures and allowing for timely upkeep without additional service contracts. Regular crack sealing and joint repair extend the life of existing pavement, deferring costly reconstruction and preserving prior capital investments. Improved pavement and marking conditions also enhance safety and operational reliability, making the airport more attractive to users, tenants, and potential aviation-related businesses. By investing in preventive maintenance and self-maintenance capacity, the airport creates a sustainable model that maximizes available resources, supports ongoing operations, and contributes to long-term financial stability.

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

Yes. The project has strong local support from the City of Burns, airport users, and community stakeholders who recognize the importance of maintaining safe and reliable airport infrastructure. The Burns Municipal Airport serves as a vital transportation and economic resource for the region, supporting general aviation, agricultural operations, emergency medical services, and firefighting activities. Local officials and airport users have expressed consistent support for pavement maintenance and marking improvements to ensure safety, operational readiness, and compliance with state and federal standards. The city's commitment to invest in long-term maintenance capacity—through the purchase of a paint machine and materials—demonstrates fiscal responsibility and proactive stewardship of public assets. This project aligns with local priorities for economic development, safety, and sustainability, reinforcing the community's shared investment in the airport's future 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? *

[ ] 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. The proposed project will indirectly reduce transportation costs for Oregon businesses and improve access to jobs and labor by ensuring the continued safe, efficient operation of Burns Municipal Airport—a key transportation asset for Harney County and surrounding rural regions. The airport serves as a critical link for general aviation, agricultural operations, emergency response, and freight logistics that support local industries. By maintaining high-quality pavement and markings, the airport minimizes disruptions, reduces wear on aircraft, and ensures consistent access for pilots and business operators who depend on reliable air service.

Improved airfield safety and visibility enhance the airport's usability year-round, and the project's preventive approach—crack sealing, joint repair, and repainting—extends the life of existing infrastructure and avoids costly future closures that could interrupt air service or increase travel time for regional operations.

In addition, maintaining a safe and accessible airport supports workforce mobility and economic growth. The Burns Municipal Airport provides access for contractors, state agencies, and visiting professionals involved in natural resource management, education, and infrastructure projects across Eastern Oregon. Reliable airfield operations allow these organizations to reach remote worksites more efficiently, lowering travel costs and increasing productivity.

By investing in long-term pavement preservation and self-sustaining maintenance capacity through the purchase of a paint machine and materials, the City of Burns ensures the airport remains a dependable hub for economic activity. This project supports business continuity, job access, and economic resilience for the broader region, contributing to Oregon's transportation network and rural vitality.

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

Yes. The project will deliver economic benefits to Oregon. Burns Municipal Airport is part of Oregon's aviation network, which contributes $28.5 billion in statewide economic impact and supports over 213,000 jobs. (Alliance for Aviation Across America)
By preserving safe, efficient operations at Burns, this project will:
• Safeguard aviation-dependent commerce (agribusiness, natural resource sectors, local industries) whose supply chains rely on air access.
• Strengthen tourism, emergency services, and interregional connectivity in rural Eastern Oregon.
• Leverage local dollars into state-level returns through preserved infrastructure, avoided costly replacement, and sustained airport activity.
In summary, maintaining a well-functioning airport in Burns helps protect Oregon's broader aviation economy, supports rural economic vitality, and ensures continued multiplier effects of aviation investment across 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

Yes. The Burns Municipal Airport serves as a critical link within Oregon's multimodal transportation system, connecting rural Eastern Oregon to statewide and interstate networks. The airport supports general aviation, medical evacuation, wildfire suppression, agricultural operations, and other essential services that cannot be efficiently provided through surface transportation alone. Given the region's geographic isolation and distance from major commercial hubs, maintaining a safe and operational airport directly improves the accessibility and efficiency of Oregon's overall transportation system.

This project—focused on pavement crack sealing, joint repair, and repainting all airfield markings—ensures the continued safety, functionality, and reliability of the airport. Deteriorated pavement and faded markings reduce operational efficiency and increase risks during takeoffs, landings, and taxiing. By restoring pavement integrity and using high-visibility glass-beaded markings, the airport will enhance safety and usability for pilots, particularly during night and low-visibility operations.
In addition, the inclusion of a paint machine and materials for ongoing maintenance allows for sustained upkeep, reducing downtime and preventing operational interruptions. This proactive approach ensures the airport remains a dependable node in Oregon's transportation infrastructure—one that supports aviation-dependent industries, connects residents and businesses to statewide opportunities, and enhances emergency response coordination across rural regions.

By preserving the airport's operational standards and long-term reliability, this project will measurably improve transportation system utilization, regional access, and statewide efficiency. It reinforces Oregon's commitment to maintaining vital rural infrastructure that links communities, fosters commerce, and sustains economic and emergency resilience.

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

The project is in preliminary planning and can move toward implementation within six months of grant execution. Scope, cost estimates, and approvals will be finalized promptly upon award.

• 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 project has a useful life expectancy that offers long-term value and maximum benefit to the State of Oregon. The planned pavement maintenance and marking improvements will extend the service life of the airfield pavement by an estimated 7 to 10 years, depending on environmental conditions and ongoing maintenance practices. By addressing cracking, sealing joints, and restoring markings now, the project prevents water intrusion and surface degradation that would otherwise shorten pavement life and lead to costly future rehabilitation.

The purchase of a paint machine and glass-beaded paint supplies will further enhance the airport's long-term maintenance capacity. The equipment itself has a useful life of approximately 10 to 15 years and will enable airport staff to regularly maintain markings in compliance with FAA standards, improving both safety and cost efficiency. This investment reduces future maintenance costs and preserves the airport's ability to sustain safe operations well beyond the life of the initial project work.

The combination of infrastructure preservation and self-sufficiency ensures that the benefits of this project extend throughout the coming decade. It supports the Oregon Aviation Plan's objectives of maximizing the life of existing airport assets, maintaining statewide aviation system reliability, and strengthening rural access. The resulting improvements will contribute to a stable and safe airfield environment that serves general aviation, business, emergency response, and agricultural operations—maximizing value to the state through improved safety, cost savings, and economic resilience for at least the next 10 years.

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	*$166,000.00*	*100 %*
Total Project Cost	***$166,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$16,600.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$16,600.00*	*07/01/2025*
		++
Total Match Funds:	***$16,600.00***	*10* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$149,400.00*	*90 %*

Project Budget Summary

Total applicant matching funds:	*$16,600.00*	*10 %*

Funding request to ODAV:	*$149,400.00*	*90 %*
Total Project Cost:	***$166,000.00***	*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 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 *

Airport Maintenance Equipment Storage Building – Phase 1

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 Elements

Select the category of project for which you are requesting funding: *
Critical/essential services or equipment

Project Start Date: *03/01/2026*

Project End Date: *06/30/2027*

Project Summary*

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

Burns Municipal Airport seeks funding for Phase 1 of an equipment storage building project to complete design, engineering, permitting, and site preparation for a 40×40 facility that will protect airport maintenance assets and improve year-round operations. This is BNO's second-ranked Priority 3 project.

Project Purpose and Description*

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

Phase 1 of the Burns Municipal Airport Equipment Storage Building project will complete design, engineering, permitting, and site preparation for a 40×40 facility to house essential airport maintenance assets. Recent investments include a skid steer with multiple attachments, a utility vehicle, and airfield lighting tools, all of which currently lack enclosed protection. The Phase 1 work will provide a fully engineered, shovel-ready project ready for construction in Phase 2.

This phase includes surveying, grading, drainage planning, foundation design, and utility layout to ensure compliance with FAA and Oregon Department of Aviation standards. Completing these elements first ensures accurate cost estimates, minimizes construction delays, and positions the airport to move quickly once Phase 2 funding is secured.

By advancing the design and preparation phase now, the City of Burns strengthens the airport's long-term operational capacity and stewardship of public investments. This approach ensures responsible project phasing while addressing the need for weather-protected storage that supports efficient, safe airport operations and compliance with statewide aviation goals.

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

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

Yes. Phase 1 eliminates planning and infrastructure deficiencies identified in the Oregon Aviation Plan by preparing a shovel-ready solution for the airport's lack of dedicated maintenance equipment storage. Completing design and site development addresses safety and asset-protection gaps, ensuring the next construction phase can proceed without delay. This proactive step directly supports recommended facility improvements for rural general aviation airports.

• 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. Phase 1 modernizes Burns Municipal Airport by advancing engineered design and permitting for a maintenance facility that will exceed minimum FAA and state standards once built. Through detailed planning, utility coordination, and compliance reviews, the project ensures future construction aligns with modern safety, efficiency, and sustainability guidelines outlined in FAA Advisory Circulars and the Oregon Aviation Plan.

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

Yes. By designing and preparing the site for a purpose-built storage facility, Phase 1 prevents future operational and maintenance deficiencies. It establishes proper grading, drainage, and utility systems that will protect both existing airfield infrastructure and future building investments, ensuring the airport remains resilient and operationally efficient.

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

Yes. Phase 1 supports long-term financial self-sufficiency by developing a well-planned, cost-controlled project that reduces future capital uncertainty. Investing in design and permitting now prevents costly redesigns later and ensures the Phase 2 construction will extend the life of airport assets, reducing replacement and maintenance costs over time.

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

Yes. The City of Burns, Harney County, and local aviation stakeholders strongly support this project. Community leaders view Phase 1 as an essential step toward protecting recent equipment investments and maintaining safe airport operations. The City Council has prioritized the planning and design phase to ensure long-term sustainability and to position the project for future construction 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: *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. Phase 1 supports regional economic efficiency by ensuring the airport remains a dependable transportation hub. Completing the design and site preparation for the new maintenance facility strengthens future airfield reliability, allowing Burns Municipal Airport to serve businesses, freight carriers, and emergency responders more efficiently. Well-planned infrastructure reduces future maintenance disruptions, keeping the airfield accessible year-round and helping local industries manage transportation costs. Once Phase 2 construction is complete, this early investment will yield long-term benefits in operational readiness and economic connectivity for Eastern Oregon.

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

Yes. The Phase 1 project benefits Oregon by advancing shovel-ready infrastructure that will preserve state and local investments and support future economic growth. Completing design and engineering ensures that construction can proceed efficiently, avoiding cost escalations and protecting state funding allocations. A functional maintenance facility ultimately supports safe, reliable airport operations and are vital for commerce, emergency response, and tourism—helping sustain economic activity across rural 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

Yes. Phase 1 strengthens Oregon's transportation network by ensuring that Burns Municipal Airport can continue connecting rural communities to statewide systems. Completing the design and site development lays the groundwork for a facility that will safeguard maintenance equipment essential for keeping the airport operational during weather events. This preparation directly improves long-term system reliability and efficiency.

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

Yes. Phase 1 is ready for implementation within six months, with site location identified, engineering support secured, and the City of Burns prepared to initiate design and permitting immediately.

• 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 Phase 1 work creates the foundation for a building with a minimum useful life expectancy of 40 years. Proper site engineering, grading, and utility design ensure long-term durability and reduced maintenance costs once construction is complete. This planning phase maximizes the value of state and local investments by ensuring that all future construction meets modern standards and supports decades of operational benefit for Oregon's aviation system.

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	*$166,000.00*	*100 %*
Total Project Cost	***$166,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$16,600.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$16,600.00*	
		++
Total Match Funds:	***$16,600.00***	*10* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$149,400.00*	*90 %*

Project Budget Summary

Total applicant matching funds:	*$16,600.00*	*10 %*

Funding request to ODAV:	*$149,400.00*	*90 %*
Total Project Cost:	***$166,000.00***	*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 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 *

Security & Safety (perimeter fencing & access gates) – Phase I

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 Elements

Select the category of project for which you are requesting funding: *
Critical/essential services or equipment

Project Start Date: *03/01/2026*

Project End Date: *06/30/2027*

Project Summary*

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

The Burns Municipal Airport will enhance safety and security by installing 24,000 feet of perimeter fencing and three access gates in three phases over three years. This project will protect airport operations, deter wildlife and trespassing, and ensure compliance with FAA safety standards while strengthening the airport's role as a secure, accessible hub for Eastern Oregon. This is BNO's fourth-ranked Priority 3 project.

Project Purpose and Description*

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

The Burns Municipal Airport seeks funding to enhance security and safety through the phased installation of approximately 24,000 feet of perimeter fencing and three controlled access gates. The project will be completed in three stages over three years, aligning with available funding while steadily improving airport operations and compliance.

Currently, the airport lacks perimeter protection, exposing it to trespassing, vandalism, and wildlife hazards that jeopardize safety and increase maintenance costs. This project addresses these deficiencies by creating a secure boundary that protects aircraft, infrastructure, and personnel.

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 phased project addresses deficiencies identified in the Oregon Aviation Plan related to airport perimeter security and wildlife hazard mitigation. The Burns Municipal Airport currently lacks a full, secure perimeter. Through three annual phases, installing 8,000 feet of fencing and one gate per year, the project will close existing gaps and achieve compliance with FAA safety standards. Each phase improves safety, reduces operational risks, and protects airport infrastructure until the full system is completed in Year 3.

• 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 modernizes the airport beyond minimum standards through a phased approach that installs durable, FAA-compliant fencing and access gates using modern materials and security technology. Each phase enhances safety, reduces wildlife hazards, and integrates potential for future electronic access control. This structured investment ensures consistent progress toward a fully modernized perimeter while maintaining fiscal responsibility. Once complete, the system will exceed basic compliance and reflect best practices for rural airport security in Oregon.

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

Yes. Each phase of this project prevents future deficiencies by progressively securing critical airport areas. Initial fencing around operational zones will immediately reduce unauthorized access and wildlife intrusion. Subsequent phases will extend protection to the entire perimeter and add controlled gates, ensuring long-term preservation of runways, lighting, and infrastructure. The phased plan also prevents deferred maintenance issues, allowing the airport to maintain FAA and Oregon Aviation Plan standards over time while staying within annual budget limits.

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

Yes. By phasing construction over three years, the airport strengthens financial self-sufficiency while avoiding large, one-time costs. Each completed phase reduces damage from wildlife and unauthorized access, lowering maintenance and liability expenses. A more secure airport will attract aviation tenants, service providers, and future funding opportunities. The phased approach balances immediate safety improvements with long-term financial sustainability, ensuring the airport remains an efficient, revenue-supporting asset for the City of Burns and Harney County.

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

Yes. The phased plan has strong support from the City of Burns, Harney County, airport tenants, and emergency services. Local partners recognize that securing the airport's perimeter will enhance community safety and economic growth. By phasing the project, the city can demonstrate visible progress each year while responsibly managing limited funds. Stakeholders support this approach as a practical path to long-term safety compliance and operational excellence at the Burns Municipal 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: *11/14/2024*

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. The phased fencing and gate project will reduce transportation costs and improve access to jobs by strengthening operational reliability at the Burns Municipal Airport. Each phase enhances safety and reduces disruptions for businesses relying on aviation for agriculture, firefighting, and logistics.
Phase 1 secures primary operational areas, minimizing wildlife incursions and reducing costly flight delays. Phase 2 extends fencing around the runway, improving safety for cargo and medical flights. Phase 3 completes full perimeter protection and integrates secure gate access, ensuring uninterrupted operations.
The project supports statewide mobility by connecting Eastern Oregon's workforce and industries to broader markets. By completing improvements in stages, the airport remains fully operational, continues supporting life-flight, firefighting, and business services, and provides steady progress toward long-term cost savings and workforce accessibility.

• 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 generate sustained economic benefits for Oregon by strengthening airport safety, operational reliability, and regional connectivity.

Each phase contributes to the state's aviation network, which supports over 213,000 jobs and $28 billion in annual economic activity. Phase 1 improves conditions for hangar tenants and aviation services, Phase 2 enhances runway safety for agricultural and emergency operations, and Phase 3 completes secure access that enables long-term growth and investment.

The phased approach keeps construction costs manageable while delivering measurable benefits each year—reducing service interruptions, encouraging aviation-based business activity, and supporting essential operations like medical transport and wildfire response. This incremental investment ensures the Burns Municipal Airport remains a vital, secure economic link in Oregon's transportation 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. Burns Municipal Airport is a critical link connecting rural Oregon to the state's broader transportation network. The phased fencing and gate project enhances safety, reliability, and efficiency by securing vital aviation infrastructure.

Each phase strengthens the airport's ability to support medical flights, firefighting, agricultural operations, and state agency travel. As security improves, operational disruptions decline, allowing faster emergency response and more consistent business access. The airport's connection to highway and freight routes ensures its improvements benefit multiple modes of transport.

Through phased implementation, the project ensures progress each year toward a fully secure, integrated, and efficient transportation hub that supports Oregon's mobility and public safety goals.

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

Yes. The project is ready to begin within six months of grant execution, including design, permitting, ordering materials, and securing a contractor to start Phase 1 immediately upon 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? *[X]* Yes *[ ]* No
Please include the minimum useful life expectancy in years in your answer. *
Yes. The fencing and gate system will have a minimum useful life expectancy of 25 years, with proper maintenance likely extending it to 30 years or more.

By phasing installation, each completed section provides immediate and lasting benefit. High-quality, corrosion-resistant fencing materials and secure gate systems will withstand Harney County's weather conditions. The phased approach ensures each section is properly maintained and inspected annually as new phases are added.

This long-term investment preserves airport assets, reduces maintenance costs, and ensures continuous compliance with FAA and Oregon Aviation Plan safety goals—offering enduring value to both the City of Burns and the State of Oregon.

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	*$166,670.00*	*100 %*
Total Project Cost	***$166,670.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$16,667.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds	*$0.00*	
Funding other than Sponsors	*$0.00*	
Sponsor Funds	*$16,670.00*	*07/01/2025*
		++
Total Match Funds:	***$16,670.00***	*10* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*90 %*

Project Budget Summary		
Total applicant matching funds:	*$16,670.00*	*10 %*

Funding request to ODAV:	*$150,000.00*	*90 %*
Total Project Cost:	***$166,670.00***	*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
Sportsman Airpark

Address
PO Box 248

City | State | Zip Code
Newberg | *Oregon* | *97132-0248*

Contact Person *
Jason E Dale

Contact Person Title *
Airport Manager

Phone Number *
(503) 550-0852

Email *
jason1@sportsmanairpark.com

Project Name and Location

Project Name *

SAI PAPI, Fencing, and Signage Project

Project Location *

Sportsman Airpark - 2S6, Newberg Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

R3200-00300

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Sportsman Airpark

Airport Category
Category 4a

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

Select the category of project for which you are requesting funding: *
Airport development for local economic benefit

Project Start Date: *03/16/2026*

Project End Date: *10/16/2026*

Project Summary*

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

Installation of a PAPI system for Runway 17 and 35, installation of security fencing around the airport perimeter, and the installation of Airport signage at the various airport entrances and exits.

Project Purpose and Description*

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

This project is planned to occur in 2026. We have identified 3 areas where funding would be useful to enhance Sportsman Airpark's safety and security and ongoing business viability:

-Runway 17 has a displaced threshold to account for the proximity of the roads and buildings that are north of the airport within the approach path. Students and other pilots have found this situation to be a worry, so we have decided the best way to alleviate that concern and greatly enhance the safety of pilots landing over the structures in this area is to construct a PAPI light system. Runway 35 is less of a concern, but there is the issue of the river and the 219 bypass to contend with, so another PAPI on Runway 35 will also be installed.

-Security is always an ongoing concern with the nation's airports, and Sportsman Airpark is no different. In the interest of enhancing the security situation, we have decided to construct a fence around the airport perimeter where there are currently no fences from bordering properties and which are not covered by 'natural' barriers such as streams and vegetation nearby.

-Signage is something that can fall by the wayside, but promotion of our great Oregon Airports is something that needs to receive its fair due in order for airports to thrive. In that interest, we have decided to construct at least 4 new signs for Sportsman Airpark at the various entrances to 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? * *[ ]* 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 a PAPI system will modernize and improve the safety of the approaches to both Runways 17 and 35. Installation of security fencing will enhance the safety and security of the airport and modernize the facility in regards to airport access and the prevention of runway incursions from unauthorized personnel.

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

By installing a perimeter fence it serves to preserve the existing facilities from potential security threats and unauthorized access to the airport.

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

The PAPI system is expected to increase aircraft traffic at Sportsman Airpark by a significant amount due the increased confidence that students and other pilots will get from being assured of being on the correct glide path for runways 17 and 35. Increased traffic and increased confidence and modernized equipment will increase the revenue streams available to Sportsman Airpark.

New signage will also greatly enhance the visibility of Sportsman Airpark as an ongoing business concern and location that is available for aircraft services and maintenance and flight training.

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

Sportsman Airpark has the full support of the City of Newberg and Yamhill County for ongoing operations and is a proud contributor to the local community.

Project Documentation

Documentation and Permits

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

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

Reason:
The Sportsman Airpark Airport Layout Plan hasn't changed significantly enough in the last 10 years to warrant an update.

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. By increasing the accessibility of the airport via a PAPI system, it increases the amount and types of aircraft that can safely land at Sportsman Airpark. This increases the amount of business conducted at Sportsman Airpark and the potential business that can be conducted there.

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

Yes. By enhancing the security of the airport via fencing and gates, it will increase the amount of business that Sportsman Airpark sees by precluding unwanted personnel from airport access, thereby freeing airport personnel to focus more on business efforts rather than security. Fencing is a security force multiplier.

• 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

Yes. Sportsman Airpark is ready to hire out or perform this work ourselves in a short time frame. Only material like fencing and lighting and signage needs to be ordered then installed.

• 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

A PAPI, fencing, and signage should have a long life. Fencing should last at least 20 years if not longer, PAPI systems should last 15-20 years with regular maintenance, and signage should last 10-15 years with regular maintenance.

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	*$166,000.00*	*100 %*
Total Project Cost	***$166,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$16,600.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$16,600.00*	*03/01/2026*
		++
Total Match Funds:	***$16,600.00***	*10* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$149,400.00*	*90 %*

Project Budget Summary

Total applicant matching funds:	*$16,600.00*	*10 %*

Funding request to ODAV:	*$149,400.00*	*90 %*
Total Project Cost:	***$166,000.00***	*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

++

Does the project have local support?

Staff Entry *	Review Score
1	*5*

Sportsman Airpark has the full support of the City of Newberg and Yamhill County for ongoing operations and is a proud contributor to the local community.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
185		*185*		

General Project Information

Applicant

Organization Name
City of Seaside

Contact Person *
Hadley Jaeger

Address
989 Broadway

Contact Person Title *
Administrative Assistant

City | State | Zip Code
Seaside | *Oregon* | *97138*

Phone Number *
(503) 738-5112

Email *
hjaeger@cityofseaside.us

Project Name and Location

Project Name *

Runway Lighting

Project Location *

Seaside Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

61010D002000

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Seaside Municipal

Airport Category
Category 4a

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Project Start Date: *01/01/2026*

Project End Date: *06/30/2026*

Project Summary*

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

We are requesting funds to assist with the purchase and installation of approximately 20 light fixtures along our runway to replace the existing ones. The project will also include installing concrete bases around each of the airport runway lights to help mitigate damage from maintenance operations and water intrusion (pads will have very gentle slope away from base of light to shed water).

Project Purpose and Description*

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

Some of the lighting along our runway is outdated and/or damaged and in need of repairs with current models. We will be replacing up to 20 light fixtures to update and ensure our runway is well lit for the safety of planes flying in and out of our airport. Flush concrete bases will be installed as part of this work to help protect the lights and mitigate damage associated with maintenance activities.

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 would eliminate safety hazards associated with poor runway lighting and extend the airports usefulness at night and/or during poor visibility weather conditions.

• 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 improve the safe use of our runway and will attract aviators to our airport thus preserving the city's need to further maintain and improve the airport. It will also provide additional protection for the lighting system that does not currently exist.

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

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes, our city Airport Committee and local residents who use the airport regularly support our efforts to improve visibility and reduce hazards.

Project Documentation

Documentation and Permits

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

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

Reason:
Our ALP has not changed since the last one was completed in 2007. We are currently requesting FAA funding to update our plan.

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

This project will take a few weeks to complete (ordering and installation of parts). Ordering will be placed early in the year with construction in early summer (dry weather needed).

• 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 lighting should last us around 5-10 years. Currently that lift expectancy is much lower. The requested grant will help extend the life span of the new lights.

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	*$28,000.00*	*100 %*
Total Project Cost	***$28,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$2,800.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors	*$4,000.00*	*07/01/2025*
Sponsor Funds		
		++
Total Match Funds:	***$4,000.00***	*14* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$24,000.00*	*86 %*

Project Budget Summary

Total applicant matching funds:	*$4,000.00*	*14 %*

Funding request to ODAV:	*$24,000.00*	*86* %
Total Project Cost:	***$28,000.00***	*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
FY 2026 Approved airport budget on page 2	*FY 2026 Airport Approved Budget.pdf*

++

General Project Information

Applicant

Organization Name
City of Seaside

Contact Person *
Hadley Jaeger

Address
989 Broadway

Contact Person Title *
Administrative Assistant

City	State	Zip Code
Seaside	*Oregon*	*97138*

Phone Number *
(503) 738-5112

Email *
hjaeger@cityofseaside.us

Project Name and Location

Project Name *

South Perimeter Low Berm

Project Location *

Seaside Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

61010D002000

If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
Seaside Municipal	*Category 4a*	*Non-NPIAS*

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Project Start Date: *01/01/2026*

Project End Date: *07/06/2026*

Project Summary*

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

A low perimeter berm will be constructed along the southwest, south, and southeastern perimeter of the airport. This berm will be an earthen berm constructed to rise approximately 12-inches above the elevation of the south taxiway and runway. The berm will be approximately 30-36 inches in width and eventually be covered in grass to maintain the berm. Estimated length of the berm is about 850-ft.

Project Purpose and Description*

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

The airport is located along Miller Creek and Lake Stanley (along the southern perimeter area) which are both significantly tidally influenced. During periods of high precipitation and "king tides", the water level can rise a few inches above the elevation of the south end of the runway and taxiway. When the water level rises, it can float woody debris up and onto the taxiway, runway, and adjacent areas. A 12-inch+ berm would mitigate the floating debris issue and help keep it out using a passive/low maintenance option. A complete berm is not necessary due to existing fences and brush that keep the debris out in the other areas.

56S is only one of two paved airports in Clatsop County with Astoria being the other which gets significant financial support from the US Coast Guard due to their air base for jets and helicopters.
Clearly define the proposed project in each of the following areas:

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
This project would help mitigate the risk of foreign debris floating up onto the runway and taxiway during periods of high-water levels that encroach upon the runway and taxiway.

• 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 reduce foreign debris intrusion onto the runway and taxiway during periods of high water (high tides and high precipitation). The project will also improve safety and lessening the labor involved in having to clean up said areas after a major precipitation event, which occurs frequently in our area.

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

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes, our city Airport Committee and local residents who use the airport regularly support our efforts to reduce safely hazards that may impede the airport runway for incoming and outgoing aircraft.

Project Documentation

Documentation and Permits

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

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

Reason:
Our ALP has not changed since the last one was completed in 2007. We are currently requesting FAA funding to update our plan.

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

This project will take a couple of months to complete (Planning and Construction). Construction will need to occur in early summer for dry weather.

• 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 life expectancy of this project should last us approximately 20-30 years with maintenance. A major tidal event (tsunami) could damage the project but it would impact the entire region too.

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	*$45,000.00*	*100 %*
Total Project Cost	***$45,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$4,500.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors	*$5,000.00*	*07/01/2025*
Sponsor Funds		
		++
Total Match Funds:	***$5,000.00***	*11* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$40,000.00*	*89 %*

Project Budget Summary

Total applicant matching funds:	*$5,000.00*	*11 %*

Funding request to ODAV:	*$40,000.00*	*89 %*
Total Project Cost:	***$45,000.00***	*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
Email showing approved FY 2026 airport budget - see page 2 and notes	*FY 2026 Airport Approved Budget.pdf*

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General Project Information

Applicant

Organization Name
Sisters Eagle Airport

Address
15820 Barclay Dr.

City | State | Zip Code
Sisters | *Oregon* | *97759*

Contact Person *
Julie Benson

Contact Person Title *
Airport Manager

Phone Number *
(541) 390-7407

Email *
Julie@SistersAirport.com

Project Name and Location

Project Name *

Airport Pavement Infrastructure, Repair, Replacement, & Improvement

Project Location *

Sisters Airport 6K5

ODOT Region:

Region 4

County tax parcel identification number(s): *

Deschutes County: 151004A001100, 141033D001300, 151004A000800, 151004A001000, 151004A090000, 151004A080000

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Sisters Eagle Airport

Airport Category
Category 4a

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

Select the category of project for which you are requesting funding: *
Critical/essential services or equipment

Project Start Date: *03/01/2026*

Project End Date: *12/31/2027*

Project Summary*

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

Critical airport pavement infrastructure repair of extensive cracking, replacement and installation where required, and surface seal coat and restripe. Priority surface areas include; runway, taxiway, access, and ramp. The project is necessary to preserve the life expectancy of the the existing aviation infrastructure and continued utilization of the Sisters Airport for Economic Development, Recreation, and Life Safety.

Project Purpose and Description*

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

Due to Central Oregon climate weather cycles and the associated impact on paved surfaces, the Sisters Airport requires ongoing maintenance and repair to stay ahead of critical pavement infrastructure undermining, lifting, and cracking. Funding from the ODAV PMP (Pavement Maintenance Program) has not been accessible to 6K5, thus this Grant request for extensive repair is necessary to preserve the existing aviation pavement infrastructure.

Sisters Airport is the first airport east of the Cascades that has emergency resources of fuel and air response capabilities. This project is intended to maintain previous State of Oregon investment in pavement infrastructure, and protect the continued safe usability of 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 basis of the COAR Grant Program is to provide funds to mitigate and minimize aviation infrastructure deficiencies. Program priority is to support pavement as a primary aviation infrastructure, including runway, taxiway, ramp, and drive surfaces.

• 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

Pavement integrity of aviation utilized surfaces is core to maintaining and exceeding both OAP and FAA standards. Repair of extensive pavement cracking, resealing pavement surface, and refreshing airport paint striping all support modernization of a rural airport. Utilizing COAR funding to protect the airport pavement infrastructure would also provide future PMP relief for use at other Oregon airports.

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

Due to the freeze-thaw cycles of a rural airport located in Central Oregon, ongoing pavement repair and replacement will minimize future deficiency that can be exasperated with pavement base support expansion and contraction. Early and ongoing repair enhances the ability to preserve existing infrastructure.

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

The Sisters Airport, as a non-Npias and non-municipally owned airport, only receives infrastructure funding through private sponsor, PMP, and Grant funded programs. Protecting the airport pavement infrastructure increases the airport self-sufficiency by mitigating portions of the ongoing pavement maintenance cost. Any and all assistance through programs such as COAR are critical to the financial self-sufficiency and longevity of a smaller rural airport.

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

Sustainability and longevity of the Sisters Airport is locally supported from the realization of local Economic, Life Safety, and Fire support benefits. The City, County, and surrounding airparks have endorsed and approved a specific Airport Zone, Master Plan, and Infrastructure growth. The support was returned through the local utilization of Fire Aviation Assets to suppress a significant and nearby fire risk.

Project Documentation

Documentation and Permits

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

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

Reason:
An FAA ALP is not required of a Non-NPIAS Airport which can not access FAA AIP Funding. The Sisters Airport does have a current and approved Airport Master Plan.

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
No Permit Required. Aviation Infrastructure is outright permitted within the Airport Zone.	*02/25/2014*	*Completed*	*Not 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

Following the pandemic, there has been a significant increase in the rural and remote workforce. Many business owners have realized this benefit because the general aviation infrastructure is easily accessible. The Sisters Airport has had a significant increase in commuter and remote business owner traffic. Sisters economic development data also indicates the increase starting or relocating businesses due to the regional access. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts by providing jobs closer to where people desire to live. Also, the Sisters area continues to experience an increase in recreational travel. Direct access to the Sisters area through aviation reduces the congestion at other regional airports and the associated road traffic to the area.

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

The growth realized in Central Oregon has increased the pressure on rural air transportation to support economic benefits of business attraction and growth along with the ability to support a mobile and remote workforce. Also, due to recreational and transient travel, a modern airport increases business, commuter, and charter traffic. Businesses that typically support aviation transportation tend to employ a higher wage worker, and thus higher income housing, local food and recreational business, school options, and strengthens the overall tax base. Additionally, a locally accessed Life Safety, and Fire Support airfield provides the secondary economic benefit through timely responsiveness and emergency mitigation.

• 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

Sisters Airport is currently used as a base for several companies that commute using general aviation. Repair and maintenance of the Airport Pavement Infrastructure supports the existing critical link in the aviation transportation network. A safe and modern airport facility will continue to improve and increase the utilization and efficiency supporting this transportation link.

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

Grant execution timing will allow for immediate construction implementation. The extent of pavement work has already been evaluated to support this grant request.

• 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 proposed pavement repair and replacement project will maximize the benefit to the state by maintaining and increasing the longevity of the State of Oregon's investment in primary aviation infrastructure. Minimum pavement infrastructure life expectancy is expected to exceed 20-years with on-going maintenance, such as this grant request.

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	*$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	*$0.00*	
Funding other than Sponsors	*$0.00*	
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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General Project Information

Applicant

Organization Name
City of Seaside

Contact Person *
Hadley Jaeger

Address
989 Broadway

Contact Person Title *
Administrative Assistant

City | State | Zip Code
Seaside | *Oregon* | *97138*

Phone Number *
(503) 738-5112

Email *
hjaeger@cityofseaside.us

Project Name and Location

Project Name *

New Helipad

Project Location *

Seaside Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

61010D002000

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Seaside Municipal

Airport Category
Category 4a

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Project Start Date: *01/01/2026*

Project End Date: *06/30/2026*

Project Summary*

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

A new helipad (we don't have one now) would be installed with ground lighting. This work would also include the relocation of the center windsock. This location is good since we have existing power at this location to provide the needed ground lighting for both the helipad and windsock pole. The helipad would be a concrete structure with associated circular paint marks and lighting to provide proper landing infrastructure for LifeFlight, US Coast Guard, National Guard, and private/commercial.

Project Purpose and Description*

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

The airport does not have a formal helipad and only has an informal "heli-parking" spot next to the tie down area. LifeFlight and other organizations have requested a formal helipad location at the airport since the Seaside Hospital helipad can be closed due to extremely poor visibility. This would be the fourth formal helipad in Clatsop County with the other two at the Astoria hospital and airport.

56S is only one of two paved airports in Clatsop County with Astoria being the other which gets significant financial support from the US Coast Guard due to their air base for jets and helicopters. Astoria airport is more than 20 minutes away from Providence - Seaside hospital while Seaside municipal airport is only 5 minutes from the hospital.

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 would provide an additional location for LifeFlight and other organizations to land as well as creating an official and secure place for helicopters using our airport. It would provide additional training location for Oregon Air Guard/USAF Reserve.

• 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 encourage safe use of the airport for helicopter landings, which will potentially increase the amount of people utilizing the airport.

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

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

Yes, our city Airport Committee, local residents who use the airport regularly, and LifeFlight support our efforts to install this Helipad.

Project Documentation

Documentation and Permits

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

[ ] Yes [X] No [ ] Underway

Reason:
Our ALP has not changed since the last one was completed in 2007. We are currently requesting FAA funding to update our plan

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
Building and electrical permits through City of Seaside and Clatsop County		*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. * [ ] 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 provides an additional Helipad in the area for emergency use if the one at our local hospital is unusable due to inclement weather. The helipad at the Providence - Seaside hospital can experience frequent fog requiring a local alternate location.

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

This project will be started with design and permitting in early 2026 and construction completed in a couple of months during the summer when weather is better.

• 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 helipad, with regular maintenance, can serve our airport and community for the next 20-30 years.

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	*$225,000.00*	*100 %*
Total Project Cost	***$225,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$22,500.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors	*$75,000.00*	*07/01/2025*
Sponsor Funds		
		++
Total Match Funds:	***$75,000.00***	*33* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$150,000.00*	*67 %*

Project Budget Summary		
Total applicant matching funds:	*$75,000.00*	*33 %*

Funding request to ODAV:	*$150,000.00*	*67 %*
Total Project Cost:	***$225,000.00***	*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
FY 2026 Approved airport budget on page 2	*FY 2026 Airport Approved Budget.pdf*

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General Project Information

Applicant

Organization Name
City of Seaside

Contact Person *
Hadley Jaeger

Address
989 Broadway

Contact Person Title *
Administrative Assistant

City | State | Zip Code
Seaside | *Oregon* | *97138*

Phone Number *
(503) 738-5112

Email *
hjaeger@cityofseaside.us

Project Name and Location

Project Name *

ALP Update

Project Location *

Seaside Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

61010D002000

If you have these compiled, please upload them here:

Airport Information

Airport Name: *
Seaside Municipal

Airport Category
Category 4a

NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Project Start Date: *01/01/2026*

Project End Date: *06/30/2026*

Project Summary*

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

This grant will help fund the update to the formal Airport Layout Plan (ALP). The last official update was conducted in 2007.

Project Purpose and Description*

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

The last formal update to the ALP was in 2007. If we are able to conduct some of our requested projects, we will need to update the ALP again to remain current. There have been changes since the last ALP update that are not shown, and we are anticipating other projects such as hangars where they are not currently shown. Since future project planning could be affected by these changes, it is important that we maintain a current ALP.

56S is only one of two paved airports in Clatsop County with Astoria being the other which gets significant financial support from the US Coast Guard due to their air base for jets and helicopters.

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

• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? * *[X]* Yes *[ ]* No
Yes, this would provide a much-needed update to our airport layout plan which will include all upcoming and ongoing projects we plan to perform at the airport.

• Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? * *[ ]* Yes *[X]* No

• Does the project prevent future deficiencies and preserve the existing facilities? * *[X]* Yes *[ ]* No
Yes, this will give us the ability to update the ALP to a current version, which will help us continue to modernize our airport and the amenities it offers.

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

• Does the project have local support? * *[X]* Yes *[ ]* No
Yes, our city Airport Committee and local residents who use the airport regularly support our need for an updated ALP.

Project Documentation

Documentation and Permits

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

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

Reason:
No, this has not been updated since 2007. We are currently asking for funding from the FAA and ODAV to facilitate an updated ALP.

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

This will take approximately 3 to 6 months to complete this ALP update for 56S.

• 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, an updated ALP will last us another 10 years.

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	*$25,000.00*	*100 %*
Total Project Cost	***$25,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$2,500.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors	*$5,000.00*	*07/01/2025*
Sponsor Funds		
		++
Total Match Funds:	***$5,000.00***	*20* **%**

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	*$20,000.00*	*80 %*

Project Budget Summary

Total applicant matching funds:	*$5,000.00*	*20 %*

Funding request to ODAV:	*$20,000.00*	*80 %*
Total Project Cost:	***$25,000.00***	*100* **%**

Pre-Agreement Expenditures *

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

Related Document Uploads

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

Description	Upload
FY 2026 Approved airport budget on page 2	*FY 2026 Approved Budget for Airport Work.pdf*

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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 *

Acquire Two Airport Maintenance Vehicles

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: * | Airport Category | NPIAS or Non-NPIAS

Grants Pass Airport (3S8) | *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: *
Critical/essential services or equipment

Project Start Date: *04/01/2026*

Project End Date: *02/28/2027*

Project Summary*

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

The project will purchase two utility terrain vehicles (UTVs) with snow plows to support critical airport maintenance, safety inspections, and emergency response. The UTVs will improve access across the airfield, enhance operational efficiency, and ensure reliable support for essential airport functions.

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 the airport's capacity to perform essential maintenance, safety, and operational activities through the purchase of two utility terrain vehicles (UTVs) with snow plows. The UTVs will provide dependable, all-terrain access across the airfield, including unpaved areas, perimeter fencing, lighting systems, and other locations inaccessible to standard vehicles. They will be used for daily safety inspections, airfield lighting and signage maintenance, wildlife hazard management, snow removal, and to support quick response during emergencies or operational disruptions. Having two UTVs allows airport staff to safely conduct concurrent maintenance and inspection activities, improving efficiency and readiness. The equipment will reduce wear on larger vehicles, lower maintenance costs, and ensure continued functionality of critical airport infrastructure. This project aligns with Oregon Aviation Plan objectives to enhance safety, operational effectiveness, and maintenance capability at general aviation airports.

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 lacks suitable equipment for efficient access and airfield maintenance to all portions of the airport. The addition of two UTVs eliminates this deficiency by providing reliable, all-terrain mobility for multiple staff members performing inspections and safety operations identified in the Oregon Aviation 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? * *[X]* Yes *[ ]* No

The UTVs modernize airfield operations by improving compliance with FAA Advisory Circulars for safety area maintenance, wildlife hazard management, and operational inspections, exceeding the minimum standards outlined in the Oregon Aviation Plan.

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

Two UTVs will prevent future deficiencies by ensuring timely inspection and maintenance coverage across the airfield, reducing deferred maintenance risks. They also preserve existing facilities by enabling preventive maintenance and minimizing damage from delayed repairs.

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

Acquiring these UTVs reduces the usage of existing larger airfield vehicles and the need for rental vehicles to access remote locations of the airport, lowering operating costs and improving maintenance efficiency. Enhanced response capability extends the lifespan of airport assets and supports long-term financial sustainability.

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

The project is supported by the Airport Sponsor. The County has committed the required matching funds for the purchase of this equipment.

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

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 UTVs improve the airport's ability to maintain safe and continuous operations, supporting businesses that rely on air access for transporting staff and other business operations. By ensuring reliable airport functionality, the project helps reduce transportation disruptions and supports consistent access to jobs and labor within the region.

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

Yes. By improving airport maintenance and operational efficiency, the UTVs help minimize airfield closures and delays, supporting uninterrupted aviation activity and related business operations. This contributes to economic stability and growth by keeping goods, services, and workers moving efficiently across 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

Yes. The airport is a key component of Oregon's multimodal transportation system, providing vital air access the community. The UTVs enhance the airport's operational reliability, ensuring it remains a dependable link for emergency response, business travel, and recreational operations, thereby improving overall system efficiency and utilization.

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

The purchase of these vehicles 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? Please include the minimum useful life expectancy in years in your answer. * *[X]* Yes *[ ]* No

This equipment will have a useful life of 10 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 %*
Sponsor Funds	*$65,000.00*	*100 %*
Total Project Cost	***$65,000.00***	**100 %**

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: ***$6,500.00***		*10 %*
Source of Match Funds *	**Amount**	**Date Available**
FAA grant funds		
Funding other than Sponsors		
Sponsor Funds	*$6,500.00*	
		++
Total Match Funds:	***$6,500.00***	*10* **%**

Aviation Project Funding Request to ODAV *		
Amount requested from ODAV:	*$58,500.00*	*90 %*

Project Budget Summary		
Total applicant matching funds:	*$6,500.00*	*10 %*

Funding request to ODAV:	*$58,500.00*	*90 %*
Total Project Cost:	***$65,000.00***	*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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