



Oregon Department of Aviation (ODAV)
Attn: Board of Directors
COAR Administrators

February 2, 2025

SUBJECT: COAR Review and Approval Process

The following recommendations are provided for the ODAV Board of Directors to strongly consider during the COAR approval process:

- Limit the maximum amount to be approved at \$150,000 as noted in the grant application eligibility requirements. There is historical precedent of the Board to take this position.
- Consideration of limiting the number of grants per sponsor per grant cycle. It is unfair for one sponsor to receive as many as 4 grants while others receive only one or none at all.

These considerations would not be necessary if there were ample funds for all qualified COAR projects. During this cycle, that is not the case. Thus, by way of background for the above recommendations:

- 1) The Department of Aviation Website under COAR Applicant Eligibility clearly states, "The maximum grant request is \$150,000 per application". It is unclear how approximately 13 projects made it to the ARC review committee with grant requests exceeding \$150,000 for a potential excess totaling \$954,190.
- 2) Contrary to the ODAV application instructions for eligibility, The Department of Aviation itself applied for an amount exceeding the \$150,000 limit.
- 3) Several of the applications exceeding the \$150,000 limitation included projects sponsored by ARC Committee members who were allowed to vote and indiscreetly speak in support of their own projects while all other project sponsors were muted. Although there was an attempt to avoid this obvious Conflict of Interest during the project review, the simple ability to speak in favor, along with phrasing such as "These are all good projects to support the request for additional funds" is a concern.
- 4) The argument that many of the Priority 1 Projects would not proceed without COAR funding is inaccurate. Approved AIP Projects have committed match funds prior to the COAR process. The receipt of additional COAR Grant funds to help offset other FAA program funds, essentially gives the recipient a "General Fund" surplus. This was clearly stated as the intent by a few of the ARC members during the final review.
- 5) It cannot be ignored that the ARC Chair is also the sponsor that received approval for the most number of projects.
- 6) Support of the above recommendations would provide funding for an additional 25% of the Priority 3 projects. Many of the smaller airports do not have any other source of infrastructure funding besides COAR Grants.

Thank you for your consideration.

Sisters Eagle Airport (6K5)