

General Project Information

Applicant

Organization Name

City of Albany

Contact Person *

Robb Romeo

Address

310 NE Waverly Drive

Contact Person Title *

Transportation Manager

City

Albany

State

Oregon

Zip Code

97321

Phone Number *

(541) 917-7605

Email *

robb.romeo@cityofalbany.net

Project Name and Location

Project Name *

*Install TW A Lighting, Install 16/34 PAPI;
Rehabilitate TW A (Phase I and Phase II
combined)*

Project Location *

Albany, OR

ODOT Region:

Region 2

County tax parcel identification number(s): *

11S03W04D00100

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Albany Municipal Airport

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

3/1/2024

Project End Date:

9/30/2025

Project Summary*

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

Installation of medium intensity taxiway lighting, replace existing Runway 16/34 VASI systems with PAPI systems, crack seal, sealcoat TWA and connectors and pavement marking.

Project Purpose and Description*

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

This construction project is planned to occur in 2024. The existing parallel taxiway and connectors are not currently equipped with edge lighting. The project would install medium intensity taxiway lighting and replace the existing Runway 16/34 VASI systems with PAPI systems increasing safety at the airfield. In addition, the project would crack and sealcoat the parallel taxiway and connectors to enhance pavement longevity. Following the sealcoat the pavement will require remarking.

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 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 No

As the taxiway is not currently lit, installation of lighting would increase modernization of the airport. In addition, the outdated VASI systems will be replaced with modern PAPI systems. Construction of the taxiway edge lighting and PAPI systems will increase safety at the airport for the users which include the on-airport flight school.

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

The sealing of Taxiway A and its connectors will prevent future deficiencies by protecting and improving the longevity of the pavement. In addition, the existing VASI systems have reached the end of their design life and will be replaced by new PAPI systems. Properly timed maintenance of existing infrastructure will allow the facilities to achieve their maximum useful life.

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

Installation of taxiway edge lighting and rehabilitation of taxiway pavement will increase the self sufficiency of the airport by improvement of the existing pavement. The project will increase the attractiveness of the airfield to new users of the airfield which will generate new revenue.

• **Does the project have local support? *** Yes No

Replacing the aging NAVAIDS and installation of the taxiway edge lighting system was identified as a need in the current Airport Master Plan, which was supported by the City of Albany, and approved by the FAA. The local pilot community has voiced support of improvements proposed in the project.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 7/22/2016

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

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
DEQ 1200C Construction Stormwater	3/15/2024	Underway	Required

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

As noted in the Oregon Aviation Plan (chapter 8) which describes regarding the economic impacts of airports in Oregon, the Albany Municipal Airport is associated with 29 jobs regionally with wages totaling approximately \$1.3 million. The Project improvements will improve functionality of the airport. Installation of the PAPIs and edge lighting systems will improve efficiency of businesses and organizations using the airport that are located in and around Albany. Rehabilitation of the taxiway pavement will ensure continued use by airport users.

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

The project will support both aviation and non-aviation local jobs that are a direct result of this airport. Safe and uninterrupted operations at the airport are important for continued growth. This project will also add several short-term jobs during construction.

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

The project will improve operations for business aircraft and cargo connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

- Is the proposed project ready for construction or implementation? * Yes No

An approved NEPA finding is scheduled to occur at the end of 2023. Design and construction is anticipated to occur in 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The PAPIs and taxiway edge lighting system will have a design life of 15-20 years with recommended maintenance, as noted in the FAA AIP handbook The sealcoat of the Taxiway pavement will prevent accelerated deterioration of the pavement and reduce the need for excessive maintenance until the next major rehabilitation of the pavement is necessary.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$2,000,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$222,222.22	10 %
Total Project Cost	\$2,222,222.22	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$22,222.22		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$2,000,000.00	6/3/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$22,222.22	6/3/2024
	\$	++
Total Match Funds:	\$2,022,222.22	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$200,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$2,022,222.22	91 %
Funding request to ODAV:	\$200,000.00	9 %
Total Project Cost:	\$2,222,222.22	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
FAA CIP Memo	OR 2023 5 Year CIP BIL Memo - Albany S12.pdf

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General Project Information

Applicant

Organization Name*Port of Astoria***Contact Person ****Shane Jensen***Address***422 Gateway Ave.
Suite 100***Contact Person Title ****Grant & Project Consultant***City***Astoria***State***Oregon***Zip Code***97103***Phone Number ****(208) 260-1592***Email ****shane@grantwriter.us*

Project Name and Location

Project Name **AST Terminal Improvements***Project Location ****Warrenton, OR***ODOT Region:***Region 2***County tax parcel identification number(s): ****810260000500*

For convenience, if you have these compiled, please upload them here:

Airport Information**Airport Name: ****Warrenton-Astoria Regional
Airport (AST)***Airport Category***Category 2***NPIAS or Non-NPIAS***NPIAS*

Project Overview

Select the type of project being proposed:**Program Implementation***Select the category of project for which you are requesting funding:****Airport development for local economic benefit***Project Start Date:***10/1/2024***Project End Date:***9/30/2025*

Project Summary*

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

The project purpose is to rehabilitate the interior of the airport terminal building.

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 the airport terminal building. No interior improvements have been completed since its original construction about fifty years ago. In its current condition, the Terminal falls well below user and community expectations and significantly reduces the marketability of the airport to the wider region. The new AST Master Plan (to be completed in 2024) provides the following: "Due to aging of the building, which was built in 1972, the current building requires upgrades and renovation to meet the current needs and forecasted future demands of the Port of Astoria and airfield users" (p. 5-21). Inability to meet upcoming demand will hamper efforts to develop the airport into a fully self-sustaining business concern. Aside from the airport users and the Port, the primary beneficiaries of this project are the Oregonians on the receiving end of the economic benefits that result from various airport operations at AST, which are detailed in Tables 8-3, 8-4, and 8-5 of the Oregon Aviation Plan v6.0. In all three, AST is in the top 8 (out of over 90) Oregon airports. These include annual payroll benefits, total number of jobs, and annual sales associated with on-airport business activity. A modernized terminal building is essential infrastructure to the continuation of these benefits.

The scope of this project is to replace two of the most visibly market-detering elements of the interior of the Terminal: flooring (throughout the Terminal – combination of industrial carpet and linoleum) and restrooms (along with necessary re-framing, rough plumbing, drywall, etc.). A small shower facility will also be added. In addition, the existing wheelchair ramp will be upgraded to an ADA-compliant ramp.

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 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 No

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

The project preserves existing facilities by preventing further degradation of the interior components, described above, of the existing Terminal. The Port has already completed rehabilitation of the roof, exterior siding, and exterior paint. This project will rehabilitate several more building components, thereby building upon the progress already made and ensuring the endurance of the building as a whole. As a consequence, this project will prevent the terminal building from becoming an official deficiency in the future.

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

By enhancing the marketability and appeal of the airport through this modernization project, the financial self-sufficiency of AST will increase through the consequent increase in aviation-related business activities (see economic benefits below). In addition, the funds that the Port would otherwise have spent on this project will be re-directed to other urgent needs (repairs and rehabilitation to hangars, fuel farm enhancements, etc.) that will also improve the marketability of AST by enhancing the Port's ability to provide basic, revenue-generating services to airport users.

• Does the project have local support? * Yes No

This project enjoys strong local support from airport users and pilots, the flight training school based at AST, the local community, as well as the military. The Coast Guard, Army, and Air Force regularly use AST for trainings and the Terminal is the only building available to hold briefings out of the weather. Finally, this project enjoys strong support from local jurisdictions (Warrenton, Astoria, and Clatsop County).

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 3/15/2024

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
City Building Permit (to be submitted after hiring contractor)		Underway	Required

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

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

An airport's contribution to the economic output of the state, as per the OR Aviation Plan, was determined by three primary metrics: employment, payroll, and sales output. On all three metrics, AST ranked in the top 8 out of ~90 Oregon airports. Also, AST ranked # 1 among all Category 2 airports for the per capita sales output (total sales output / 30-minute drive time population) – coming in at almost 2x the 2nd ranked airport. Investment in basic infrastructure, as this project proposes, will support and maintain these economic benefits by increasing the marketability and appeal of AST. Further, as a coastal airport, this project will benefit the state by supporting coastal tourism: the recent Travel OR report indicated a 24% jump in visitor spending for the Oregon coast (\$2.4 billion) over 2022, a 16.4% increase in employment, and a 14.7% increase in tax revenue. Along with Aviation, Defense, and Food Processing, this project will support the coastal tourism industry as well.

- 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 No

This project will substantially improve the terminal building (which also serves as the office space for the FBO), which is critical infrastructure to an airport that connects air travel to regional and local highway travel. Improvements to the terminal building will support a continued upward trend in the coastal tourism industry in Oregon (see economic benefits response) and associated increase in visitors to Oregon by improving AST customer satisfaction, thereby increasing utilization of the terminal building.

- Is the proposed project ready for construction or implementation? * Yes No

It is anticipated that the project will be ready for construction by the time of [potential] award in mid-2024. The permitting requirements are minimal. A Warrenton city building permit is the only permit required; no environmental permit applies to this project. There are no technical, technological, or construction-readiness challenges anticipated. The required match is within the Port's financial capacity. There is no requirement for this project to be instantiated within any non-Port planning documents in order to proceed (although it will be included within the updated AST Master Plan, to be completed in March 2024). As this is an interior project only, it does not depend on any land use planning decisions to implement. Finally, the existing Port staff members have sufficient experience and capacity to successfully implement and manage the project to completion.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The estimated useful life expectancy of this project is 40 years. This estimate is based in part on the length of time the existing components and materials in the terminal building have lasted. Considering the ordinary nature of the building components and construction methods for this project, as well as the Port's long experience with this and other real estate holdings, reasonably accurate estimates for the estimated service life of this project are well within the knowledge and experience of Port staff.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$188,400.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$47,100.00		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$47,100.00	3/4/2024
	\$	++
Total Match Funds:	\$47,100.00	25 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$141,300.00	75 %
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Project Budget Summary

Total applicant matching funds:	\$47,100.00	25 %
Funding request to ODAV:	\$141,300.00	75 %
Total Project Cost:	\$188,400.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name

Port of Astoria

Contact Person *

Shane Jensen

Address

*422 Gateway Ave.
Suite 100*

Contact Person Title *

Grant & Project Consultant

City

Astoria

State

Oregon

Zip Code

97103

Phone Number *

(208) 260-1592

Email *

shane@grantwriter.us

Project Name and Location

Project Name *

AST T-Hangar Rehabilitation

Project Location *

Warrenton, OR

ODOT Region:

Region 2

County tax parcel identification number(s): *

810260000500

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

*Warrenton-Astoria Regional
Airport (AST)*

Airport Category

Category 2

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

3/4/2024

Project End Date:

9/5/2025

Project Summary*

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

The project purpose is to rehabilitate an airside T-Hangar at the airport.

Project Purpose and Description*

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

The purpose of this project is to rehabilitate a T-Hangar at the airport (RowA) that is in very poor condition. The T-Hangar is currently leased by aircraft tenants; the hangar must be repaired in order to maintain the viability of the structure and thereby maintain the revenue to the Port that is generated by the hangar. The scope of work includes roof repair and rehabilitation, structural repair to hangar doors and door guides, concrete repair, and floor drainage improvements.

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

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

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

This project prevents a future deficiency (in-operable hangar doors) from becoming a bona fide deficiency in the near future. The doors and door guides are worn and very near the end of their useful service life. So too with the roof: it is near the end of its useful service life. This project will preserve the T-Hangar by repairing and rehabilitating the roof, thereby providing protection to the remainder of the hangar from the elements and preventing those portions from any further degradation. It will also preserve the hangar by preventing further degradation of those structural members exposed to the undue stress caused by the failing doors and door tracks/runners that are in poor condition.

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

By enhancing the marketability of the airport through this rehabilitation project, the financial self-sufficiency of AST will increase through the consequent increase in aviation-related business activities. A rehabilitated T-Hangar will allow the Port to increase hangar fees, thus contributing to the financial bottom line and consequent self-sufficiency. In addition, the limited funds that the Port would otherwise have spent on this project will be re-directed to other urgent needs (repairs and rehabilitation to other hangars, fuel farm enhancements, etc.); these other needed projects will improve the marketability of AST and the ability to provide revenue-generating services to airport users.

• Does the project have local support? * Yes No

This project enjoys strong local support from airport users and pilots, the flight training school based at AST, and the local community. The strongest supporters, of course, will be the existing tenants of the T-Hangar, who will pay increased hangar fees as a result of the improvements. Finally, this project enjoys strong support from local jurisdictions (Warrenton, Astoria, Clatsop County).

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 3/15/2024

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>City of Warrenton Building Permit (to be applied for after retaining contractor)</i>		<i>Underway</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

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

An airport's contribution to the economic output of the state, as per the OR Aviation Plan, was determined by three primary metrics: employment, payroll, and sales output. On all three metrics, AST ranked in the top 8 out of ~90 Oregon airports. Also, AST ranked # 1 among Category 2 airports for the per capita sales output (total sales output / 30-minute drive time population) – coming in at almost 2x the 2nd ranked airport. Investment in basic infrastructure, as this project proposes, will support and maintain these economic benefits by increasing the marketability and appeal of AST. Further, as a coastal airport that supports the OR coastal travel industry, this project will benefit the state by supporting coastal tourism: the recent Travel OR report indicated a 24% jump in visitor spending for the Oregon coast (\$2.4 billion) over 2022, a 16.4% increase in employment, and a 14.7% increase in tax revenue. Hangar space for aircraft on the Oregon coast directly supports this industry.

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

This project will substantially improve the terminal building (which also serves as the office space for the FBO), which is critical infrastructure to an airport that connects air travel to regional and local highway travel. Improvements to the terminal building will support a continued upward trend in the coastal tourism industry in Oregon (see economic benefits response) and associated increase in visitors to Oregon by improving AST customer satisfaction.

- Is the proposed project ready for construction or implementation? * Yes No

It is anticipated that the project will be ready for construction by the time of [potential] award in mid-2024. The permitting requirements are minimal (Warrenton city building permit is the only permit requirement anticipated). There are no technical, technological, or construction-readiness challenges anticipated. The required match is within the Port's financial capacity. This project has already been added to the FAA-approved AST Capital Improvement Plan with the additional funds made available under the BIL. As this is a rehabilitation project to an existing structure, it does not depend on any land use planning decisions to implement. Finally, the Port has sufficient staff capacity to implement and manage the project to completion.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The estimated useful life expectancy of this project is 40 years. This estimate is based on the length of time the existing components and materials of the T-hangar have lasted. The T-hangars were originally built in 1980. It is not uncommon for metal roof and siding materials to last this long.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$304,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$33,778.00	10 %
Total Project Cost	\$337,778.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$8,444.50		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$304,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$8,444.50	
	\$	++
Total Match Funds:	\$312,444.50	92 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$25,333.50	8 %
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Project Budget Summary

Total applicant matching funds:	\$312,444.50	92 %
Funding request to ODAV:	\$25,333.50	8 %
Total Project Cost:	\$337,778.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name

City of Baker City

Contact Person *

Joyce Bornstedt

Address

PO Box 650

Contact Person Title *

Public Works Director

City

Baker City

State

Oregon

Zip Code

97814

Phone Number *

(541) 524-2031

Email *

bcpwdirector@bakercity.gov

Project Name and Location

Project Name *

*Rehabilitate North General Aviation Apron and
Taxiways*

Project Location *

Baker City Municipal Airport (BKE)

ODOT Region:

Region 5

County tax parcel identification number(s): *

Map 08S40E Tax Lot 4500

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

*Baker City Municipal Airport
(BKE)*

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

11/15/2023

Project End Date:

10/31/2024

Project Summary*

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

This project will perform necessary pavement maintenance on the North General Aviation Apron and associated taxiways at the Baker City Municipal Airport. This project is included in the FAA Capital Improvement Plan for the airport and this grant will provide the City of Baker City funding to match the FAA grant.

Project Purpose and Description*

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

The North General Aviation Apron and associated taxiways are in need of pavement maintenance to protect the investment the State of Oregon, the FAA, and the City of Baker City have made in the airport. This project will correct pavement distresses including cracking, oxidation, and faded pavement markings and prolong the life of the apron and taxiways.

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 No

Yes. This project is shown in the most recent Oregon Department of Aviation Pavement Evaluation/Maintenance Management Program. This plan indicates that the General Aviation Apron and associated taxiways are overdue for maintenance including crack fill, seal coat, and refreshed paint markings.

- **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 No

Yes, this project will modernize the airport, exceed Oregon Aviation Plan and FAA advisory circulars related to the project.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Yes. This project will prolong the life of the pavement thus preserving existing facilities. This project will extend the life of the pavement by several years and protect the investment the State of Oregon, FAA, and the City of Baker City have made in the facility.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Yes. Preservation of the North General Aviation Apron and associated taxiways is very important to businesses and agencies that use the airport. The apron and taxiways are centrally located on the airfield and serve the Fixed Based Operator (FBO), refueling area, and aircraft tie-downs. These facilities attract businesses and users to the airport that are crucial to the financial self-sufficiency of the airport. Users of these facilities include many on-airport businesses including; aerial firefighting and agricultural spray operations, air ambulance services, the Oregon State Police, and the general flying public.

- **Does the project have local support? *** Yes No

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

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 2/28/2024

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

Keeping the North General Aviation Apron and associated taxiways in good condition is very important to the Oregon transportation system. The airport is regularly used by Oregon businesses traveling from western to eastern Oregon. Without the airport, business owners would be required to drive to Baker City. Many cross-country flights also use the airport as a re-fueling point when traveling across Oregon.

The airport is an important source of Oregon based jobs. Several businesses and agencies have a presence at the airport. These include Baker Aircraft, Oregon State Police, Baker Valley Vector Control, itinerant agricultural spray operators, and others. According to the ongoing Airport Master Plan, Baker City Municipal Airport supports 42 job with a annual payroll of \$1.1 million.

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

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

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

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

- Is the proposed project ready for construction or implementation? Yes No *

The project is in progress and has been programmed by the FAA for design and construction in the 2024 Federal Fiscal Year. The FAA pre-design conference has been held and project design is ready to commence. Bidding and construction are scheduled for early spring and summer of 2024.

The FAA will provide a 90% grant match for this project.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

The FAA recommends that pavement maintenance be performed on all airfield pavements about every five years. Following this recommended schedule preserves and extends the life of pavements dramatically and delays the need for full pavement reconstruction. Preserving airfield pavements for as long as possible is a considerable cost savings for the State of Oregon.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$899,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$99,888.00	10 %
Total Project Cost	\$998,888.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$9,988.80		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$450,000.00	6/3/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$9,988.00	1/2/2024
FAA BIL funds	\$449,000.00	1/2/2024
Total Match Funds:		\$908,988.00 91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$89,900.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$908,988.00	91 %
Funding request to ODAV:	\$89,900.00	9 %
Total Project Cost:	\$998,888.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
2023 FAA CIP Memo for Baker City (BKE)	OR 2023 5 Year CIP BIL Memo - Baker City BKE with BIL Notes.pdf ++

General Project Information

Applicant

Organization Name*City of Bend***Contact Person ****Tracy Williams***Address***PO Box 431***Contact Person Title ****Airport Manager***City***Bend***State***Oregon***Zip Code***97709***Phone Number ****(541) 693-2168***Email ****trwilliams@bendoregon.gov*

Project Name and Location

Project Name **Taxiway A and B Surface Seal and Lighting: Phase I - Design***Project Location ****Bend, Oregon***ODOT Region:***Region 4***County tax parcel identification number(s): ****Tax account: 151469, 194969, 199896, 272428, 285442, 285465***For convenience, if you have these compiled, please upload them here:***Bend Airport Tax Maps Combined.pdf*

Airport Information

Airport Name: **Bend Municipal Airport***Airport Category***Category 2***NPIAS or Non-NPIAS***NPIAS*

Project Overview

Select the type of project being proposed:**Program Implementation***Select the category of project for which you are requesting funding:****Assistance with FAA AIP grant match***Project Start Date:***4/1/2024***Project End Date:***9/30/2025*

Project Summary*

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

As identified in the ALP, the project includes the design of:

- Taxiway A and B crack seal and seal coat;
- Taxiway A & B MITL; and
- Runway Magnetic variation change from 16-34 to 17-35

Project Purpose and Description*

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

- The 2022 PEP report predicts the Taxiway A and B PCI values to be between 56 and 85 (fair and satisfactory) by 2027 and requires a seal coat. The seal coat will extend the useful life of the pavement. Users will benefit from a rehabilitated pavement and will extend the useful life of the pavement.
- The 2022 Bend Municipal Airport Master Plan lists the installation of Medium Intensity Taxiway Lights (MITL) as a facility requirement. (see BDN Taxiway Seal, MITL, and MagVar Justification Complied)
- The magnetic variation will change from 16-34 to 17-35. The Airport Master Plan recommends that the runway designations to be updated after 2021. (see BDN Taxiway Seal, MITL, and MagVar Justification Complied)

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 No

The OAP has an airside facility goal for category II and FAA - ARC B-II airports to have Medium Intensity Taxiway Lights. (See Airside Facility Objectives_Bend)

- **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 No

The project will be designed to rehabilitate only the FAA and State minimum design standards and provide taxiway lighting which will be useful for directing traffic when the Air Traffic Control Tower is completed in October 2025.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

- The seal coat project of the taxiways will extend the useful life of the pavement and will prevent future deficiencies in the immediate term.
- The installation of the medium intensity taxiway lights will prevent future deficiencies by constructing equipment as identified on the ALP.
- The redesignation of the runway numerals will prevent future deficiencies by updating to the most accurate designation.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

By installing the visual approach aids, such as MITL, the Airport will be more marketable to attract more based aircraft. Additional based aircraft will translate to more revenue for the Airport to operate.

- **Does the project have local support? *** Yes No

The Project is supported by the City of Bend.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/1/2022

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Bend Municipal Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements in visual approach aids for pilots to utilize will increase access to the Bend Municipal Airport for businesses and tourists. Per the Oregon Aviation Plan v6.0 regarding the economic impact of airports in Oregon, the Bend Municipal Airport is associated with a labor force of 80,246 within a 30-min drive of the airport. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport.

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

Bend Municipal Airport regularly serves aircraft that bring tourists to the region. These activities promote tourist spending in the Bend area that support local commercial and state-wide businesses. The direct and indirect total of sales and output from aviation visitors from the Bend Municipal Airport is \$6,409,990 (OAP v6.0 Statistic).

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

The largest hospital in Central Oregon is located less than 5 miles from the Bend Municipal Airport. As a result, the Airport serves as medical transport link from local facilities to other facilities in the Central Oregon area by way of air ambulance. Maintaining airfield pavement allows for critical safety links for the community.

- Is the proposed project ready for construction or implementation? * Yes No
- Design will begin in mid-2024 with construction scheduled for summer 2025 or 2026.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

*-The seal coat of the taxiways will extend the useful life of the pavement by 3 years, standard with FAA requirements.
-Installation of MITLs will have a design life of 10 years, standard with FAA requirements.*

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$300,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$33,333.00	10 %
Total Project Cost	\$333,333.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$8,333.25		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$300,000.00	4/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$8,333.25	1/1/2024
	\$	++
Total Match Funds:	\$308,333.25	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$24,999.75	7 %
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Project Budget Summary

Total applicant matching funds:	\$308,333.25	93 %
Funding request to ODAV:	\$24,999.75	7 %
Total Project Cost:	\$333,333.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
<i>CIP Letter</i>	<i>OR 2023 5 Year CIP BIL Memo - Bend BDN.pdf</i> ++

General Project Information

Applicant

Organization Name
City of Bend
Contact Person *
Tracy Williams
Address
PO Box 431
Contact Person Title *
Airport Manager
City
Bend
State
Oregon
Zip Code
97709
Phone Number *
(541) 693-2168
Email *
trwilliams@bendoregon.gov

Project Name and Location

Project Name *
Pavement Rehabilitation: Phase I - Design
Project Location *
Bend, Oregon
ODOT Region:
Region 4
County tax parcel identification number(s): *
Tax account: 151469, 194969, 199896, 272428, 285442, 285465
For convenience, if you have these compiled, please upload them here:
Bend Airport Tax Maps Combined.pdf

Airport Information

Airport Name: *
Bend Municipal Airport
Airport Category
Category 2
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
1/1/2024
Project End Date:
9/30/2025

Project Summary*

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

Project involves the design for rehabilitating the Southwest Taxilane, Mid-west Taxilane, Northwest Taxilane and Mid-east Taxilane surfaces to extend the useful life of the existing pavements.

Project Purpose and Description*

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

The 2022 PEP report predicts the following PCI values by 2027:

- Southwest Taxilanes: between 0-55 (failed to poor)*
- Mid-west Taxilanes: between 11-40 (serious to very poor)*
- Northwest Taxilanes: between 0-55 (failed to poor)*
- Mid-east Taxilanes: between 41-70 (poor to fair)*

The pavement maintenance work will extend the useful life of the pavement. Users will benefit from a rehabilitated pavement and will extend the useful life of the pavement.

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 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 No

The project will be designed to rehabilitate only the FAA and State minimum design standards.

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

The seal coat and rehabilitation of the taxilanes will extend the useful life of the pavement and will prevent future deficiencies in the immediate term.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

• **Does the project have local support? *** Yes No

The Project is supported by the City of Bend.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/1/2022

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Bend Municipal Airport is part of a state system of airports that provide access for business and tourism throughout the state. Per the Oregon Aviation Plan v6.0 regarding the economic impact of airports in Oregon, the Bend Municipal Airport is associated with a labor force of 80,246 within a 30-min drive of the airport. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport.

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

Bend Municipal Airport regularly serves aircraft that bring tourists to the region. These activities promote tourist spending in the Bend area that support local commercial and state-wide businesses. The direct and indirect total of sales and output from aviation visitors from the Bend Municipal Airport is \$6,409,990 (OAP v6.0 Statistic).

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

The largest hospital in Central Oregon is located less than 5 miles from the Bend Municipal Airport. As a result, the Airport serves as medical transport link from local facilities to other facilities in the Central Oregon area by way of air ambulance. Maintaining airfield pavement allows for critical safety links for the community.

- Is the proposed project ready for construction or implementation? * Yes No
Design will begin in early 2024 with construction scheduled for summer 2025.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

*-The seal coat of the taxilanes will extend the useful life of the pavement by 3 years, standard with FAA requirements.
-Other means of rehabilitating the taxilanes will extend the useful life of the pavement by 10 years, standard with FAA requirements.*

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$315,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$35,000.00	10 %
Total Project Cost	\$350,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$8,750.00		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$315,000.00	4/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$8,750.00	1/1/2024
	\$	++
Total Match Funds:	\$323,750.00	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$26,250.00	8 %
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Project Budget Summary

Total applicant matching funds:	\$323,750.00	93 %
Funding request to ODAV:	\$26,250.00	8 %
Total Project Cost:	\$350,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
CIP Letter	OR 2023 5 Year CIP BIL Memo - Bend BDN.pdf

++

General Project Information

Applicant

Organization Name
City of Brookings
Contact Person *
Janell Howard
Address
898 Elk Drive
Contact Person Title *
City Manager
City
Brookings
State
Oregon
Zip Code
97415
Phone Number *
(541) 469-1102
Email *
jhoward@brookings.or.us

Project Name and Location

Project Name *
Taxiway and Apron Surface Sealants – Phase II – Construction
Project Location *
Brookings, Oregon
ODOT Region:
Region 3
County tax parcel identification number(s): *
Taxlot 200 (4013-31-200)
For convenience, if you have these compiled, please upload them here:
Tax Account R24746 Taxlot 200 (4013-31-200).pdf

Airport Information

Airport Name: *
Brookings Airport
Airport Category
Category 4a
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
8/27/2023
Project End Date:
5/15/2024

Project Summary*

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

Project involves crack seal and slurry seal, of Taxiway and Apron airport surfaces to extend the useful life of the existing pavements. Work was completed in October 2023, and the Sponsor is seeking retroactive reimbursement for the work performed.

Project Purpose and Description*

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

The 2019 PEP report predicted the taxiways, aprons and taxilanes to have PCI values between 55 and 85 by 2029 and requires a slurry seal. The pavement last received pavement maintenance in 2008 and, and the seal coat will extend the useful life of the pavement. The apron will have PCI values between 70 and 85 by 2029 and requires a slurry seal. Users will benefit from a rehabilitated pavement and will extend the useful life of the pavement.

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 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 No

• **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No
As the 2019 PCI report recommends, a seal coat would extend the life of the existing taxiway and apron pavement. Doing so will prevent the pavement from deteriorating further, forcing the pavement to be reconstructed before it is necessary.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

• **Does the project have local support? *** Yes No
The project has local support from the City of Brookings.

Project Documentation

Documentation and Permits

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

No Underway
 Yes

Date of Completion: 2/28/2022

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
 Yes

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
<i>None Anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Brookings Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Oregon coast.

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

Brookings Airport regularly serves aircraft that bring tourists to the region. These activities promote tourist spending in the Brookings area that support local commercial and state-wide businesses. The direct and indirect total of sales and output from aviation visitors from the Brookings Airport is \$1,195,221 (OAP v6.0 Statistic).

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

The Brookings Airport has a Cal-Ore Life Flight base and is frequently used by emergency services. The US forest service uses the Brookings airport to stage out of during wildfire season. There is also frequently used by Ameriflight and coast guard as needed. Maintaining airfield pavement allows for critical safety links for the community.

- Is the proposed project ready for construction or implementation? Yes No *
- Construction was completed in October 2023, and the Airport is seeking retroactive reimbursement for the work.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Surface seals have a 3-year useful life as defined by the Airport Improvement Program Handbook Change 1. The seal coat of the taxiways, taxilanes, and apron will extend the useful life of the pavement. The seal coat will prolong the useful life of all pavement.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$594,077.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$66,008.00	10 %
Total Project Cost	\$660,085.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$6,600.80		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$594,077.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$6,600.80	
	\$	++
Total Match Funds:	\$600,677.80	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$59,407.20	9 %
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Project Budget Summary

Total applicant matching funds:	\$600,677.80	91 %
Funding request to ODAV:	\$59,407.20	9 %
Total Project Cost:	\$660,085.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Per the recent update to OAR 738-124-0045(3)(b), project costs have been incurred prior to the effective date of the agreement but are eligible for grant funds as grant funds will reimburse an eligible Priority 1 FAA grant match and all other applicable FAA grant requirements have been met. Construction and construction management costs are the expenditure prior to this agreement.

Related Document Uploads

Description	Upload
CIP Data Sheet	Brookings - 2023 CIP Taxiway and Apron Surface Sealants - Phase II Construction.pdf ++

General Project Information

Applicant

Organization Name
City of Brookings
Contact Person *
Janell Howard
Address
898 Elk Drive
Contact Person Title *
City Manager
City
Brookings
State
Oregon
Zip Code
97415
Phone Number *
(541) 469-1102
Email *
jhoward@brookings.or.us

Project Name and Location

Project Name *
Runway Lighting Replacement Project – Phase I – Design
Project Location *
Brookings, Oregon
ODOT Region:
Region 3
County tax parcel identification number(s): *
Taxlot 200 (4013-31-200)
For convenience, if you have these compiled, please upload them here:
Tax Account R24746 Taxlot 200 (4013-31-200).pdf

Airport Information

Airport Name: *
Brookings Airport
Airport Category
Category 4a
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
5/15/2024
Project End Date:
3/15/2025

Project Summary*

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

The project including design of electrical equipment identified on the Airport Layout Plan:

- Install Runway 12 & Runway 30 Runway End Identifier Lights (REILs);
- Replace Medium Intensity Runway Lights (MIRLs);
- Replace Runway 12 Precision Approach Path Indicator (PAPI);
- Replace Runway 30 PAPI; and
- Replace Airport Beacon; and
- Replace and install accompanying control and regulation equipment.

Project Purpose and Description*

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

- The Runway 12 & Runway 30 REILs will be designed per the recommendation of the ALP. REILs assist pilots to identify the runway end in inclement weather.
- The Runway 12 PAPI is over 20 years old and has reached the end of its design life. The Runway 12 PAPI needs to be replaced. A PAPI provides pilots with vertical guidance to the touchdown point on the runway to help avoid obstructions during landing.
- The Runway 30 PAPI is over 20 years old and has reached the end of its design life. The Runway 30 PAPI needs to be replaced. A PAPI provides pilots with vertical guidance to the touchdown point on the runway to help avoid obstructions during landing.
- The Medium Intensity Runway Lights (MIRLs) are over 20 years old and have reached the end of their design life. The MIRLs need to be replaced.
- The Airport beacon was built in 1995 and has reached the end of its design life. The beacon needs to be replaced.

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 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 No

The project will modernize the airport by exceeding the state minimum standards as identified in the Oregon Aviation Plan (OAP). The OAP does not list visual approach aids as minimum criteria, but the desired criteria includes a visual approach aid on both runway ends. Installing PAPIs and REILs at both runway ends exceeds this standard.

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

- The installation of the Runway 12 and Runway 30 REILs will prevent future deficiencies by constructing equipment as identified on the ALP.
- The reconstruction of the Runway 12 PAPI will prevent future deficiencies by replacing an aging system that has reached its design life.
- The reconstruction of the Runway 30 PAPI will prevent future deficiencies by replacing an aging system that has reached its design life.
- The reconstruction of the MIRLs will prevent future deficiencies by replacing an aging system that has reached its design life.
- The reconstruction of the Beacon will prevent future deficiencies by replacing an aging system that has reached its design life.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

By installing or replacing the visual approach aids, the Airport will be more marketable to attract more based aircraft. Additional based aircraft will translate to more revenue for the Airport to operate.

- **Does the project have local support? *** Yes No

The project has local support from the City of Brookings.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/28/2022

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None Anticipated (Design Only)</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

Brookings Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements in visual approach aids for pilots to utilize will increase access to the Brookings airport in Oregon coast environment for businesses and tourists. Per the Oregon Aviation Plan v6.0 regarding the economic impact of airports in Oregon, the Brookings Airport is associated with a labor force of 5,355 within a 30-min drive of the airport.

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

Brookings Airport regularly serves aircraft that bring tourists to the region. These activities promote tourist spending in the Brookings area that support local commercial and state-wide businesses. The direct and indirect total of sales and output from aviation visitors from the Brookings Airport is \$1,195,221 (OAP v6.0 Statistic).

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

The Brookings Airport has a Cal-Ore Life Flight base and is frequently used by emergency services. The US forest service uses the Brookings Airport to stage out of during wildfire season. There is also frequently used by Ameriflight and coast gaurd as needed. Maintaining airfield pavement allows for critical safety links for the community.

- Is the proposed project ready for construction or implementation? Yes No *
- Project design will be completed in 2024.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

-Reconstruction and installation of PAPIs, Beacon and REILs will have a design life of 15 years, standard with FAA requirements.

-Reconstruction of MIRLs will have a design life of 10 years, standard with FAA requirements.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$207,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$23,000.00	10 %
Total Project Cost	\$230,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$2,300.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$207,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$2,300.00	
	\$	++
Total Match Funds:	\$209,300.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$20,700.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$209,300.00	91 %
Funding request to ODAV:	\$20,700.00	9 %
Total Project Cost:	\$230,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
CIP Letter	OR 2023 5 Year CIP BIL Memo - Brookings BOK.pdf

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General Project Information

Applicant

Organization Name
City of Burns
Contact Person *
Judy Erwin
Address
242 South Broadway
Contact Person Title *
City Manager
City
Burns
State
Oregon
Zip Code
97720-2205
Phone Number *
(541) 573-5255
Email *
jerwin@cityofburnsor.gov

Project Name and Location

Project Name *
Airport Critical Support Equipment
Project Location *
Burns Municipal Airport. Burns, Oregon
ODOT Region:
Region 5
County tax parcel identification number(s): *
0120-6002

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
Burns Municipal Airport
Airport Category
Category 3
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Elements
Select the category of project for which you are requesting funding:*
Critical/essential services or equipment
Project Start Date:
12/1/2023
Project End Date:
10/31/2024

Project Summary*

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

This project is to procure critical/essential airport equipment required to safely maintain airport grounds in all seasons as well as providing general aviation pilots safe and reliable transportation to support the local economy. The 2019 Oregon Aviation Plan indicates sales/output from general aviation visitor spending totals \$294,447 annually, so having a safely maintained airfield and transportation available is a direct contributor.

Project Purpose and Description*

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

This project acquisition will procure specific equipment and attachments capable of clearing grounds and mowing in rough terrain near runways, airport lighting systems, taxiways, and general airport property. The equipment and attachments will aid in allowing our airport to remain open for flight operations during winter months by providing additional tools to keep our critical pavement areas open. Additionally, safe and reliable pilot courtesy cars make the airport more attractive to transient pilots resulting in increased flight activity and local economy boosts.

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 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 No

Yes, per FAA - AC No: 150/5220-33C. Turf grass areas on airports have the potential to be highly attractive to a variety of hazardous wildlife species. The composition and height of airfield grasslands should be properly managed to reduce their attractiveness to hazardous wildlife. Currently our airport does not have equipment to adequately manage the abundance of grasses and weeds on the property, specifically in close proximity to runways, taxiways, and other aircraft movement areas. Additionally, equipment attachments will be highly effective in maintaining critical pavement areas during the winter months to allow the airport to remain open for flight operations.

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

Yes. The project will avoid deficiencies as documented in chapter 5 of the OAP. BNO is in an area of snow and requires our operation to clear runways, taxiways, and ramp parking aprons to stay operational. This equipment will complement our incoming snow removal equipment to allow us to clear pavement more efficiently resulting in our ability to keep our airport open for all flight operations during winter storm events. We are also in an area of extreme wildland fire danger and need to keep the airport grounds safe during the fire suppression season. The ability to mow the grounds in a timely manner reduces the potential wildlife dangers on aircraft.

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

Yes, the airport currently does not own adequate equipment to maintain the grounds and resorts to relying on rentals or borrowing other agency equipment for a large sum each year. Owning our own equipment will allow us to use funds to continue airport improvements rather than using them for renting equipment. The current courtesy cars spend more time inoperable than in a condition that pilots can confidently use the cars to travel. The maintenance costs of the vehicles rises each year with a quickly approaching point of non-repair because they are well beyond their life cycle.

• **Does the project have local support? *** Yes No

Yes, the City of Burns, the Airport Committee, local pilots, transient pilots, and fire aviators are in full support.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 1/31/2024

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Procuring adequate and proper equipment we will be able to keep our runways and critical pavement surfaces open for flight activity as well as ensuring safety of aircraft from wildlife hazards created by lengthy turf conditions. This reduces transportation costs because of the efficient travel time for Oregon businesses. When businesses are unable to fly into our airport the alternative is an increase in travel time. The ability to travel by air allows businesses to conduct their business more timely thereby saving costs. Courtesy cars that do require constant maintenance increase total transportation costs for aviators, so having cars that are reliable and only have basic maintenance costs will contribute toward reducing transportation costs.

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

The ability for our runways and critical pavement surfaces to remain open and having transportation available to pilots benefits the state by more flight operations into our airport resulting in selling more fuel and generating more aviation fuel tax revenue to the state.

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

Improving efficiency is accomplished by having airport runways and critical pavement surfaces that remain open for flight operations. Proper airport maintenance equipment allows airports to remain open and safe. Having the recommended snowremoval equipment, adequate mowing equipment, and cars will improve the utilization and efficiency of our air transportation system because flight operations will be able to continue safely with little to no interruption.

- Is the proposed project ready for construction or implementation? * Yes No

Entering into a purchase agreement will take approximately 60-90 days, but the end date for the project is extended due to known lead times for equipment delivery.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

15+ years for the equipmen, attachments, and cars.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$250,000.00

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		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$25,000.00	1/31/2024
	\$	++
Total Match Funds:	\$25,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$225,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$25,000.00	10 %
Funding request to ODAV:	\$225,000.00	90 %
Total Project Cost:	\$250,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name
City of Burns
Contact Person *
Judy Erwin
Address
242 South Broadway
Contact Person Title *
City Manager
City
Burns
State
Oregon
Zip Code
97720-2205
Phone Number *
(541) 573-5255
Email *
jerwin@cityofburnsor.gov

Project Name and Location

Project Name *
UAS Range Development
Project Location *
Burns, Oregon
ODOT Region:
Region 5
County tax parcel identification number(s): *
0120-6002

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
Burns Municipal Airport
Airport Category
Category 3
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Aviation-related business development on airport
Project Start Date:
11/30/2023
Project End Date:
6/30/2026

Project Summary*

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

The objective of the UAS Range Development Project is to create a controlled safe testing environment for Unmanned Aerial Systems (UAS) to advance research, development, and training in the field of unmanned aviation. This project will fund the Range infrastructure needed such as launch pads, power, internet, HVAC, and safety systems. Additionally, personnel training and costs for two years for the Burns UAS Range Manager will aid in the implementation of the Burns UAS development.

Project Purpose and Description*

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

Our airport already has a FAA approved COA (Certificate of Authorization) to operate a UAS Range. We are in the phase of implementing the Range operation which includes ensuring proper infrastructure is in place; range standard operating procedures are developed; services agreements are created; liability insurance is added; and onboarding and training a UAS Range Manager. This program implementation requires significant start-up costs which will result in positive revenue return on investment after the initial two years.

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 No

While this project does not eliminate current deficiencies listed in the OAP it will provide a revenue stream for the airport to begin eliminating the deficiencies identified in the OAP. Examples include having revenue to fund vertical guideline approaches, match capital improvement projects to meet the ARC B-II objective, and install MITL (Medium Intensity Taxiway Lighting).

- **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 No

This UAS Range Development project will implement critical needs to meet the FAA Unmanned Aircraft Systems minimum standards program requirements.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

UAS ranges play a significant role in preventing deficiencies by providing a controlled and safe environment for testing, research, training, and development. By addressing infrastructure needs and training a UAS Range Manager, this will help preserve existing UAS facilities, reduce the risk of accidents, and contribute to the continuous improvement of UAS technologies and operations. UAS ranges contribute to preventing future deficiencies and preserving existing facilities in the following ways: controlled testing environment, research and development, training and certification, safety measures, regulatory compliance, as well as collaboration and standards development.

UAS ranges provide a dedicated and controlled testing environment for unmanned aircraft. This controlled environment allows for comprehensive testing and validation of UAS systems and technologies. By conducting rigorous testing in a controlled environment, it is possible to identify and address deficiencies.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Establishing a UAS range at our airport will increase the financial self-sufficiency of the airport. By offering UAS range services, we can diversify our revenue streams beyond traditional aviation activities. This includes charging fees for UAS testing, training, and related services, which can generate additional income. UAS ranges attract business and research partnerships. Academic institutions, government agencies, and private companies may choose to collaborate with our airport on UAS-related research and development projects, which can bring in research funding and grants. UAS-related activities stimulate economic development in the region around the airport. This can lead to job creation, increased local economic activity, and tax revenue, which can indirectly benefit the airport. The presence of a UAS range can promote our airport as a hub for aviation and technology, potentially attracting more businesses. This increased visibility has positive financial implications.

• Does the project have local support? *

Yes No

The local Airport Committee, Burns City Council, and airport users fully support the UAS Development Project allowing us to improve our airport uses, safety, and financial stability.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 1/31/2024

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

UAS can be employed for search and rescue missions, making it easier to reach remote or inaccessible areas in Oregon. This capability can save lives and reduce the costs associated with traditional search and rescue operations. Oregon has a significant agricultural industry. UAS can be used for crop monitoring, pesticide spraying, and other agricultural tasks. This not only reduces labor costs but also improves access to jobs in the agricultural sector, as skilled workers are needed to operate and maintain these systems. UAS technology can improve access to jobs in remote areas of Oregon, particularly in fields such as environmental monitoring, forestry, and wildlife management. By utilizing UAS, employers can access and manage remote job sites more efficiently. UAS ranges provide a platform for businesses and researchers to develop and test new UAS technologies. This research and development can lead to cost-effective and innovative solutions for transportation and other industries.

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

UAS ranges require personnel to operate and maintain the facilities, as well as professionals with expertise in UAS technology, data analysis, and support services. This can lead to the creation of new jobs and support local employment. UAS ranges often offer training and certification programs for UAS operators and pilots. This can attract students, researchers, and professionals seeking education and training opportunities, contributing to the local education sector. UAS ranges can serve as hubs for research and development in UAS technology. This can foster innovation and attract businesses and research institutions, resulting in economic growth and investment in the technology sector. The presence of a UAS range can attract businesses and startups in the UAS industry, including manufacturers, software developers, and service providers. This can stimulate economic development and investment.

- 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 No

A UAS range is considered a valuable component of Oregon's transportation system, particularly when integrated effectively with other elements. It may not be the only critical link, but it can be an important one in the broader ecosystem of transportation infrastructure and services.

- Is the proposed project ready for construction or implementation? * Yes No

The airport already has a COA issued by the FAA. The next step is securing funding to implement the Range operation and personnel. We are ready to implement immediately and prepared to begin our job search for the UAS Range Manager, construct launch pads, install utilities, and begin marketing to attract UAS operators.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

To maximize the benefits to Oregon, the UAS range can be designed and managed with adaptability and sustainability in mind. It will stay current with technology, regulations, and industry demands, and it will continue to serve as a valuable resource for research, education, and economic development. Careful planning, ongoing investment, and adaptability are key factors in ensuring our UAS range's useful life offers maximum benefit to the state.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$250,000.00

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		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$25,000.00	1/31/2023
	\$	
Total Match Funds:		10 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$225,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$25,000.00	10 %
Funding request to ODAV:	\$225,000.00	90 %
Total Project Cost:	\$250,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload	
<i>Burns Certificate of Authorization</i>	<i>FAA FORM 7711-1 UAS COA.pdf</i>	++

General Project Information

Applicant

Organization Name

City of Burns

Contact Person *

Judy Erwin

Address

242 South Broadway

Contact Person Title *

City Manager

City

Burns

State

Oregon

Zip Code

97720-2205

Phone Number *

(541) 573-5255

Email *

jerwin@cityofburnsor.gov

Project Name and Location

Project Name *

Water System & Fire Suppression Infrastructure

Project Location *

Burns, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

0120-6002

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Burns Municipal Airport

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Critical/essential services or equipment

Project Start Date:

11/30/2023

Project End Date:

6/30/2025

Project Summary*

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

This project is phase 2 of an ongoing water supply and distribution project at the Burns Municipal Airport. A water study was recently completed through a COAR grant, and this project will be the design, procurement, and construction/installation of the selected water supply and distribution option to meet the fire suppression requirements for current and future structures at the airport.

Project Purpose and Description*

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

The airport is not served by a municipal water source, rather wells and a water supply tank which do not meet the minimum fire suppression requirements. At a minimum, a properly sized water tank with increased capacity and a booster pump station needs to be identified, location designed, procured, and installed. This will allow the airport to build future hangars to meet current and future aviation customer needs and install infrastructure for projects related to UAS and NASA. The water study indicates the need for a 300,000 gallon tank and a booster pump station allowing a minimum of 2,000 gpm for 2 hours.

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 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 No

This project will modernize the airport by meeting and exceeding the state fire marshal fire flow requirements which is a critical component to provide for fire suppression. As a result, the airport can develop infrastructure which has been in hiatus for the last several years.

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

This water system and fire suppression project allows for the full utilization of the airport ensuring that hangar and aviation infrastructure development can occur without the current restrictions due to the lack of proper fire flows for fire suppression.

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

Yes, this project will most definitely increase the financial self-sufficiency of the airport by allowing development of hangars, development of UAS sites and storage, and needed NASA infrastructure development. All will generate additional lease revenue and airport usage fees resulting in the airport's increased financial self-sufficiency.

• **Does the project have local support? *** Yes No

The local Airport Committee, Burns City Council, BLM, pilots, and airport users fully support the water system and fire suppression project allowing us to improve our ability to support airport users while keeping safety as our first priority.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 1/31/2024

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

The ability to develop hangars and aviation infrastructure is dependent upon the ability to provide fire suppression. Businesses will be able to operate locally improving their job access as well as reducing their transportation costs traveling to and from our airport.

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

The Burns Municipal Airport has a waiting list for hangar development, and if developed will result in additional fuel sales and an economic benefit to the state. Operating businesses at our airport will also result in a tax benefit to the state because some of these businesses are currently operating out of state.

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

Meeting fire flow and suppression requirements will allow development at our airport drastically improving efficiency of our aviation system across the state. Aviation businesses will have less travel time because they can operate directly from our airport.

- Is the proposed project ready for construction or implementation? * Yes No

The water study is complete, and we are immediately ready for implementation of the selected option to bring the fire flow up to minimum requirements.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

This project will have beyond a 20-year minimum useful life.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$150,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$15,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$15,000.00	1/31/2023
	\$	
		++
Total Match Funds:	\$15,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$135,000.00	90 %
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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 No

Related Document Uploads

Description	Upload

 ++

General Project Information

Applicant

Organization Name
City of Burns
Contact Person *
Judy Erwin
Address
242 South Broadway
Contact Person Title *
City Manager
City
Burns
State
Oregon
Zip Code
97720-2205
Phone Number *
(541) 573-5255
Email *
jerwin@cityofburnsor.gov

Project Name and Location

Project Name *
Backup Generator Installation
Project Location *
Burns, Oregon
ODOT Region:
Region 5
County tax parcel identification number(s): *
0120-6002

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
Burns Municipal Airport
Airport Category
Category 3
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Critical/essential services or equipment
Project Start Date:
11/30/2023
Project End Date:
6/30/2024

Project Summary*

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

This project will fund the installation of a backup generator and automatic power transfer switch to provide backup power to critical airport operations during an airport power outage.

Project Purpose and Description*

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

Rural Eastern Oregon airports are a critical link in the transportation system by providing emergency related services such as fire suppression support and medical transportation. It is essential that the Burns Municipal Airport have power at all times to support these emergency services. Providing backup power via a generator will keep the runway, PAPI, and beacon lights functioning; fuel flowing; weather reporting; and internet available. All these systems are critical during emergencies, and our airport is identified as an airport supporting emergency services in the 2019 OAP.

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 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 No

While the backup generator project is not identified by the FAA or State as a minimum standard it does, however, modernize the airport to meet the needs of local and surrounding communities to support emergencies and medical transportation critical needs. Having an uninterrupted power supply will modernize the airport and provide the ability to have air service and operate during inclement weather and when time is of the essence in emergencies and critical medical situations.

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

When an airport does not have a power supply it results in a deficient and unusable airport. This backup generator eliminates that deficiency and provides uninterrupted power which will preserve the use of the airport in all situations.

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

Being able to have flight operations at the airport at all times will absolutely increase the financial self-sufficiency of the airport by being able to sell fuel and offer services for those flying in and out of Burns. These fuel sales and services generate revenue thus increasing the financial bottom line for the airport.

• **Does the project have local support? *** Yes No

The local Airport Committee, Burns City Council, BLM, pilots, and airport users fully support the backup generator project allowing us to improve our ability to support emergency services during power outages.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 1/31/2024

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

The ability to provide airfield lighting, fuel services, weather reporting, and pilot services at all times results in the ability for pilots to use our airport rather than flying to a farther destination or driving. This directly reduces transportation costs for Oregon businesses and improves access to jobs. Our airport will be more attractive to businesses and provide easier and more efficient access to jobs and labor sources.

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

The state will see an economic benefit because flights will be able to operate in and out of Burns at all times versus flying over our airport to a neighboring state, and this results in increased aviation fuel tax revenue. Additionally, the ability to have reliable constant power attracts businesses to our airport resulting in an overall increase in business tax revenue to the state.

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

This project provides a critical link and improves utilization and efficiency of Oregon's transportation system by allowing aviation during all times. Historically, flights have been unable to utilize the airport during power outages resulting in no utilization of our airport and ground transportation which is highly inefficient during medical and fire emergencies.

- Is the proposed project ready for construction or implementation? Yes No *

Currently, the airport has a backup generator, but this needs installed by a certified electrician. We will work with our consulting engineer to identify any needs that could impact aviators followed by bidding and installation of the generator. This project is ready for immediate implementation.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

This backup generator system could last over 20 years with regular maintenance.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$25,000.00

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	\$	
Sponsor Funds	\$2,500.00	1/31/2024
	\$	
Total Match Funds:	\$2,500.00	10 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$22,500.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$2,500.00	10 %
Funding request to ODAV:	\$22,500.00	90 %
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 No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name
City of Burns
Contact Person *
Judy Erwin
Address
242 South Broadway
Contact Person Title *
City Manager
City
Burns
State
Oregon
Zip Code
97720-2205
Phone Number *
(541) 573-5255
Email *
jerwin@cityofburnsor.gov

Project Name and Location

Project Name *
Front End Loader Acquisition
Project Location *
Burns, Oregon
ODOT Region:
Region 5
County tax parcel identification number(s): *
0120-6002

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
Burns Municipal Airport
Airport Category
Category 3
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Critical/essential services or equipment
Project Start Date:
1/31/2023
Project End Date:
10/31/2024

Project Summary*

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

The objective of this acquisition project is to procure a front-end loader equipped for efficient and effective snow removal operations during winter weather events.

Project Purpose and Description*

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

The acquisition of the front-end loader for snowremoval is expected to result in the following benefits increased efficiency in snowremoval and pavement clearing operations during winter weather events, improved safety and accessibility on all pavement reducing the risk of accidents and injuries, enhanced responsiveness to severe weather conditions and the ability to meet snowremoval needs promptly, potential cost savings compared to outsourcing snowremoval services to contractors. The acquisition of the front-end loader for snow removal aligns with our goal to provide efficient and safe snowmanagement services at our airport during winter months, ensuring the well-being and mobility of our aviation community.

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 No

While not listed in the current OAP, our existing snowremoval equipment is insufficient for effectively managing heavy snowfall and ensuring the safety and accessibility of our pavement during winter storms. The deficiencies include slower snowremoval, limited snowcapacity, and increased maintenance requirements for older equipment. The acquisition of the front-end loader for snowremoval is expected to eliminate the current deficiencies by increasing the efficiency and speed of snowremoval operations, expanding snowcapacity and reducing the need for multiple passes, improving overall safety and accessibility during and after winter storms, lowering maintenance costs and prolonging equipment life. The acquisition of the front-end loader for snow removal is a strategic response to address our current snowmanagement deficiencies. By doing so, we aim to provide enhanced snowremoval services and ensure the safety and mobility of our during winter weather events.

- **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 No

The modernization of our snowremoval equipment at the airport is in direct alignment with the objectives outlined in the OAP and the requirements established by FAA Advisory Circulars and regulations. This acquisition aims to enhance our ability to clear snow and maintain safe and operational airside areas, ensuring compliance with state and federal standards. The acquisition will result in several benefits including compliance with and, in many aspects, exceeding state and federal standards for aviation snowremoval; enhanced safety for aircraft operations and airside facilities; increased efficiency in snowremoval operations, minimizing runway and taxiway downtime; reduced maintenance costs and downtime due to the use of modern, reliable equipment. This acquisition is a significant step towards modernizing our airport's snowremoval capabilities and ensuring compliance with the OAP, FAA Advisory Circulars, and other relevant regulations.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

A front-end loader acquisition can help prevent future deficiencies and preserve existing facilities. Timely response to snow and ice events, compliance with safety regulations, and efficient snowremoval are key components of this preventive approach. A front-end loader is designed for efficient snowremoval, ensuring that snow and ice do not accumulate excessively on runways, taxiways, and other critical areas. This efficiency helps prevent disruptions and damage to infrastructure caused by heavy snowfall and faulty equipment. With a front-end loader, snowremoval personnel can respond promptly to winter weather events, reducing the likelihood of snow-related deficiencies. Timely snowremoval helps maintain clear, safe, and accessible pathways for aircraft and vehicles. Adequate snowremoval contributes to the safety of aviation operations. Ensuring compliance with aviation safety standards helps prevent deficiencies that could result in accidents, damage, or disruptions.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

A properly equipped front-end loader can enhance the efficiency of snowremoval operations. This efficiency can lead to quicker turnaround times for snowclearing, minimizing disruptions to flights. In turn, improved operational efficiency can translate into cost savings and increased revenue for the airport. Rather than relying on outsourcing snowremoval services and having our own snowremoval equipment, we can reduce or eliminate the need to contract with external service providers, saving on outsourcing costs. Timely and effective snowremoval can help preserve airport infrastructure, reducing the need for costly repairs and maintenance. This, in turn, lowers maintenance expenses. The ability to efficiently manage winter weather conditions and maintain operational continuity can enhance the airport's reputation and attract more aviation customers, leading to increased revenue.

- **Does the project have local support? *** Yes No

The local Airport Committee, Burns City Council, BLM, pilots, and airport users fully support the front-end loader acquisition project allowing us to improve our ability to clear pavement during winter storms and support airport users while keeping safety as our first priority.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 1/31/2024

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

While it may indirectly benefit Oregon businesses and jobs, the primary goal is to maintain the functionality of the airport. There are indirect effects such as: A properly functioning airport is essential for the continuity of air travel. Businesses and medical flights that rely on air transportation in and out of the airport benefit from minimized disruptions and delays, reducing potential transportation-related costs and logistic complications; Airports are significant employers in many regions. A well-maintained airport that can continue its operations in inclement weather contributes to job stability and employment opportunities, which, in turn, benefits the local labor force; A functioning airport contributes to the broader regional economy. It attracts businesses, tourism, and commerce, which can indirectly lead to increased economic activity, more job opportunities, and better access to labor.

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

Indirectly the benefits of a front-end loader are: An efficiently functioning airport is vital for the state's transportation and connectivity. A well-maintained airport ensures uninterrupted air travel which can have positive economic impacts on various sectors, including tourism, business, and trade; Businesses that rely on air transportation, such as cargo (UPS) benefit from reduced disruptions and delays during winter weather events. This can lower costs and improve the reliability of their operations; Airports often act as economic drivers for the regions in which they are located. They attract businesses, tourism, and commercial activity. A thriving airport contributes to the growth of the regional economy, creating job opportunities and generating revenue; Airports are significant employers, and the stable and efficient operation of an airport can contribute to local employment opportunities and support the labor force.

- 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 No *

This acquisition project primarily focus on airport operations and may not directly impact the broader transportation infrastructure across the state. However, it's essential to consider the interconnectivity of different elements within Oregon's transportation system. While a front-end loader at an airport is specific to aviation operations, efficient airport operations do indirectly contribute to the overall transportation network by ensuring that air travel remains reliable and safe, which can impact various sectors of the state's economy. Efficient airport operations are essential for air travel and cargo services, which can influence businesses, trade, tourism, and regional connectivity. The reliable operation of airports is a crucial component of Oregon's transportation network, even though it is just one part of the larger system. It ensures the state's ability to connect with other regions and plays a role in the broader transportation ecosystem.

- Is the proposed project ready for construction or implementation? Yes No *

We are ready to implement immediately once funding is secured and prepared to issue an RFQ for procurement.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

The useful life expectancy of a front-end loader is a critical factor in determining the maximum benefit it can offer to the state. Proper maintenance practices are essential for extending the useful life of a front-end loader. Regular maintenance, servicing, and timely repairs can help keep the equipment operational for a longer period. The way the equipment is used can affect its lifespan. Proper operation techniques and adherence to recommended guidelines can help prevent premature wear and tear. To maximize the benefit to the state, it's essential to balance the initial acquisition cost with the long-term benefits and costs of the equipment. In summary, the useful life expectancy of a front-end loader plays a significant role in offering maximum benefit to the state. Regular maintenance and adherence to best practices can help extend its useful life and ensure it continues to provide valuable service.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$250,000.00

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		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$25,000.00	1/31/2024
	\$	
		++
Total Match Funds:	\$25,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$225,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$25,000.00	10 %
Funding request to ODAV:	\$225,000.00	90 %
Total Project Cost:	\$250,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name

Christmas Valley Parks and Recreation District

Contact Person *

Karen Morgan

Address

PO Box 181

Contact Person Title *

Office Manager

City

Christmas Valley

State

Oregon

Zip Code

97638

Phone Number *

(541) 576-2216

Email *

cvparkrec@yahoo.com

Project Name and Location

Project Name *

Runway Reconstruction & Associated Improvements: Phase 1 - Design

Project Location *

Christmas Valley, Oregon

ODOT Region:

Region 4

County tax parcel identification number(s): *

Taxlot 27S17E110001300

For convenience, if you have these compiled, please upload them here:

Christmas Valley Tax Maps Combined.pdf

Airport Information

Airport Name: *

Christmas Valley Airport

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

4/1/2024

Project End Date:

6/30/2026

Project Summary*

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

This project includes the design of:

- Approximately 5,200 linear feet of Runway 7-25 reconstruction.
- Replace Medium Intensity Runway Lights (MIRLs);
- Replace Runway 25 Precision Approach Path Indicator (PAPI); and
- Crack seal and fog seal of Taxiway A and apron pavement.

Project Purpose and Description*

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

The project will be comprised of designing approximately 34,667 SY of Runway 7-25 reconstruction designed to current FAA standards. The 2022 PEP report shows existing Pavement Condition Index (PCI) for Runway 7-25 is between 56-70 (fair) and is projected to fall to between 26-40 (very poor) by 2027. The runway was originally constructed in 1985 and pavement has reached the end of its useful life and is in need of reconstruction. The project will also include design for pavement markings, crack seal and fog seal on taxiway and apron pavement. The 2022 PEP report shows existing Pavement Condition Index (PCI) for Taxiway A is between 86-100 (Good) and is projected to fall to between 71-85 (satisfactory) by 2027. The 2022 PEP report shows existing Pavement Condition Index (PCI) for apron is between 71-85 (satisfactory) and is projected to fall to between 56-70 (fair) by 2032. The apron and taxiway are in need of a seal coat rehabilitation. The MIRLs were originally constructed in 1985 and have reached the end of its useful life and are in need of replacement. The Runway 25 PAPI was originally constructed in 2005 and has reached the end of its useful life.

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

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

The project will be designed to meet FAA and State minimum design standards.

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

The project will prevent future deficiencies by protecting and improving the longevity of the runway, taxiway and apron surfaces, as well as the MIRL and Runway 25 PAPI.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the runway, taxiway and apron surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

• Does the project have local support? * Yes No

The project has local support from the local community and Christmas Valley Park and Recreation District (Owner).

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

No, the last ALP was completed in June 2003. There has not been a new or updated version due to lack of funds.

Is a NEPA review required? *

No
Yes

Please select the applicable:

Other

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

Undocumented CatEx--completed in June 2022.

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
1200c		Underway	Required

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Christmas valley Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements in visual approach aids for pilots to utilize will increase access to the Christmas Valley airport for businesses and tourists. Improvements such as reconstructing runway 7-25 will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of the runway, taxiway and apron, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Christmas Valley.

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

The project will increase the longevity of the runway, taxiway and apron surfaces and enhance the safety of air traffic utilizing the airport for access to Christmas Valley and surrounding areas. This could result in expansion of jobs or products at the airport with increased business activity in the area from the current direct and indirect total of sales and output from aviation visitors from \$84,818 at the Christmas Valley Airport (OAP v6.0 Statistic).

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

The project is a critical link connecting elements of Oregon's transportation system by improving the runway surface conditions and increasing its longevity. Reconstructing the pavement could result in increased utilization of the Airport due to increased safety. Due to its rural location, the airport serves as a critical link for both fixed wing and helicopter air ambulance services. Reconstructing Runway 7-25 and seal coating the taxiway and apron will reduce FOD, increase safety, and not hinder air ambulance operations. The replacement of the MIRL system will also increase safety for tourists, businesses and air ambulance operations.

- Is the proposed project ready for construction or implementation? * Yes No

The project design will begin in Spring 2024 and be completed by Spring 2026. Depending on FAA grant funding timelines, construction is anticipated to occur in 2027.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The project will be designed to FAA and State design standards with a design life cycle of 20 years for reconstruction, 3 years for seal coat, 15 years for the PAPI and 10 years for the MIRLs as stated in the Airport Improvement Program Handbook Change 1.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$550,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$61,111.00	10 %
Total Project Cost	\$611,111.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$6,111.10		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$550,000.00	4/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$6,111.10	1/1/2024
	\$	++
Total Match Funds:	\$556,111.10	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$54,999.90	9 %
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Project Budget Summary

Total applicant matching funds:	\$556,111.10	91 %
Funding request to ODAV:	\$54,999.90	9 %
Total Project Cost:	\$611,111.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload	
CIP Letter	OR 2023 5 Year CIP BIL Memo - Christmas Valley 62S.pdf	++
CIP Data Sheet	2024 - Christmas Valley - Runway Reconstruction Design.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***The Dalles***State***Oregon***Zip Code***97058***Phone Number ****(541) 288-6766***Email ****manager@flycgra.com*

Project Name and Location

Project Name **NewGA Aircraft Fueling Apron: Construction***Project Location ****DLS***ODOT Region:***Region 4***County tax parcel identification number(s): ****02133400001200*

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: **Columbia Gorge Regional
Airport***Airport Category***Category 3***NPIAS or Non-NPIAS***NPIAS*

Project Overview

Select the type of project being proposed:**Program Implementation***Select the category of project for which you are requesting funding:****Assistance with FAA AIP grant match***Project Start Date:***5/1/2023***Project End Date:***12/31/2024*

Project Summary*

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

NewGA Fueling Apron: Construction

This project will construct approx. 23,000 sf of new asphalt apron pavement, new fuel apron pavement marking, and associated Storm Drainage improvements.

This project was approved with COAR Cycle 7-COAR-2023-DLS-00029, however bids came in higher than anticipated and the airport will be utilizing an additional yr (FY 2024) of FAA BIL funding to complete the project. Therefore, the airport doesn't plan to execute the Cycle 7 grant, and is re-applying for Cycle 8

Project Purpose and Description*

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

This project will construct a new GA Aircraft Fueling Apron adjacent to the airports General Aviation (GA) south apron, and will ultimately facilitate relocating the airports current GA self serve fueling operations that are currently in the middle of the main apron in front of the the airports terminal building. This current GA fueling location is creating significant aircraft congestion and operational safety issues between smaller GA aircraft, and larger jet aircraft. Currently the airport is experiencing a significant increase in large jet traffic operating at DLS and these larger jets are parking on the main apron in front of the terminal. Additionally, the airports existing self serve fueling system is aging (approaching 25 yrs), includes underground storage tanks (USTs), and is creating significant monitoring, maintenance and repair issues for the airport.

Construction of this new GA fueling apron will ultimately allow the airport to complete the following projects to mitigate the items discussed above:

- Install a new GA self serve fueling system (including new above ground tank(s)) at the new GA fueling apron - completion anticipated in 2024*
- Relocate all GA fueling operations to the new GA fueling apron - completion anticipated in 2024*
- Decommission & remove the existing, out dated aircraft fueling system (including removal of the existing USTs) - completion anticipated in 2024*
- Establish additional aircraft parking for larger jets on the main apron near the terminal building - completion anticipated in 2024*

The airport previously designed and bid this new GA Fueling Apron with the South Apron Rehabilitation & New Taxiways project (FAA AIP project) and scheduled for construction late in 2023 and spring of 2024

The Fueling Apron project has been determined by FAA to be eligible for AIP-BIL funding, and the project has recently been coordinated with FAA and approved for 2024 BIL eligible funding.

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 No

The project combined with the airports plan to remove the underground fuel tanks in 2024 addresses the future risks identified in the OEM / FEMA hazard mitigation process by removing the underground tanks. KDLS currently has a grant application in with OEM/FEMA to remove the existing 25+ year old underground system. The fuel apron will allow for the airport to have multiple above ground current fueling sources available upon completion.

- 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 No

Yes, the project does modernize the airport by separating the GA traffic and the Jet traffic eliminating the congestion and hazards associated with mixing these aircraft types.

- Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Yes, the project does prevent future deficiencies and preserve the existing facility. By relocating the fuel apron to the North side of the taxiway (an area already called out in our masterplan to be ramp space) it will allow us to preserve the concrete apron in front of the FBO and add additional ramp space for the increasing number of Jets needing space, this will also move the helicopters using self serve away from the busy apron. The apron design has the future in mind by having the infrastructure in the ground for any future additional fuel tank needs.

• Does the project increase the financial self-sufficiency of the airport? *

Yes **No**

Yes the project will increase the airport self sufficiency goals by creating the solution for the removal of the underground fuel tanks and thus eliminating the financial burden of the monitoring and UST insurance. By creating an easier fueling solution we project some increase in indecisive potential fuel sales.

• Does the project have local support? *

Yes **No**

Yes, the project does have local sponsor support from the City of The Dalles and Klickitat County with budgeted funds in the airport budget. With use of our 2024 BIL Funds due to our cost estimates coming in higher than planned, we are looking to increase our match money ask.

This project was approved for funding with COAR Cycle 7: 2022-2023 (COAR-2023-DLS-00029), however projects bids came in higher than anticipated and the airport will be utilizing an additional year (FY 2024) of FAA funding to complete the construction of the project. Therefore, the airport does not plan to execute the Cycle 7 COAR grant, and is re-applying for Cycle 8.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

The Airport currently has a Masterplan/ALP updated programmed with FAA for 2025

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No Yes

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
<i>NPDES Construction Stormwater General Permit</i>	<i>11/13/2023</i>	<i>Underway</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

Yes the project has the possible impact of reducing the transportation costs for Oregon business by providing a self serve option to fuel to the many commercial operators using our airport. The access to jobs has become more apparent with the number of companies choosing to fly their employees to our region rather than have them drive or use other means of transportation.

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

Yes, the project does have a direct impact thru easier access to fuel purchased.

- 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 No

Yes, the project will improve the utilization of the airport and create the efficiency needed in separating the GA and Jet traffic which will allow for the additional ramp space for added Jets and easier access to the self serve fueling.

- Is the proposed project ready for construction or implementation? * Yes No
- Construction Contract has been awarded and construction is anticipated to be completed prior to June 2024*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

This project was designed, and will be constructed, to meet FAA AIP useful life standards of a minimum of 20 years. However, with the regular pavement maintenance being completed at the airport, it is anticipated that the useful life of this project will last well beyond the 20 year minimum useful life standard.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$442,667.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$49,186.00	10 %
Total Project Cost	\$491,853.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$4,918.60		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$442,667.00	1/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$4,919.00	10/24/2023
	\$	++
Total Match Funds:	\$447,586.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$44,267.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$447,586.00	91 %
Funding request to ODAV:	\$44,267.00	9 %
Total Project Cost:	\$491,853.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Design expenses = \$38,750

Related Document Uploads

Description	Upload
2023 FAA CIP/BIL Memo & Fuel Apron CIP Datasheet	DLS-OR 2023 5 Year CIP BIL Memo Fuel Apron CIP Datasheetx.pdf ++

General Project Information

Applicant

Organization Name

Coos County Airport District

Contact Person *

Robert Brittsan

Address

1100 Airport Lane

Contact Person Title *

Deputy Director

City

North Bend

State

Oregon

Zip Code

97459

Phone Number *

(541) 756-8531

Email *

robert@flyoth.com

Project Name and Location

Project Name *

Runway Safety Area Bulkhead Design

Project Location *

North Bend, Oregon

ODOT Region:

Region 3

County tax parcel identification number(s): *

25S13W09 - 100

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Southwest Oregon Regional
Airport

Airport Category

Category 1b

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date:

11/1/2023

Project End Date:

2/29/2024

Project Summary*

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

The FAA requires that our Runway Safety Area (RSA) have a width of 500' and extend 1000' beyond the ends of the runway. Currently, the northeast portion of Runway 5/23 is approximately 60-feet short of compliance. The District intends to proceed with project tasks related to the design of an 89' X 67' bulkhead at the northeast end of Runway 5/23 and the restoration of approximately 0.18 acres of intertidal habitat. The construction phase is anticipated to occur in October 2024.

Project Purpose and Description*

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

The purpose is to design a triangular-shaped RSA Non-Compliant Fill area, which is bounded on two sides with a bulkhead and approximately 0.18 acres of intertidal habitat adjacent to the bulkhead location as a mitigation action to restore function losses of critical habitat for fish species protected by the Endangered Species Act and to enhance the shoreline to improve habitat for benthic organisms. Work will take place at the northeastern corner of the Airport property adjacent to and within Coos Bay. The Project Area includes areas of OTH and the Coos Bay estuary directly or indirectly affected by the proposed project which include: 1) a 60-foot buffer on land for vehicle support and construction staging, 2) an in-water construction buffer of 100 feet for proposed fill activities, 3) the RSA, 4) a 10-foot road buffer for emergency vehicles, and 5) a 10-foot perimeter of rip-rap toe armoring at the base of the bulkhead.

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 No

The existing Runway 23 RSA does not meet design standards for C-III airports. The 2021 Critical Aircraft Assessment established the appropriate ARC for OTH as ARC C-II. Runway 5/23 does not meet the ARC C-II design standards for the RSA. The RSA extends into Coos Bay and is approximately 79 feet short for length compliance and 57 feet short of width compliance. Therefore, the Runway 23 end has a non-standard RSA. Design standards for a C-III RSA for Runway 5/23 are the same as C-II standards. If the likely future critical aircraft for OTH, the E-175 (ARC C-III), surpasses 500 annual operations, the RSA will continue to be non-standard by the same dimensions if no action is taken to correct the current RSA and FAA design standards do not change.

- **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 No

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No
- Deficiencies already exist due to the classification of the Airport. Larger aircraft (E175) now servicing OTH altered the RSA requirement. Correction of the Runway 23 RSA would prevent future deficiencies from occurring.*

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

- **Does the project have local support? *** Yes No

The City of North Bend and Coos County residents support the additional safety that would be provided by extending the RSA. No commitment, monetary or otherwise, has been offered by any local agencies.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 12/31/2013

Is a NEPA review required? *

No
Yes

Please select the applicable:

Environmental assessment (EA)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

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

• Is the proposed project ready for construction or implementation? * Yes No
The FAA issued a grant, dated August 25, 2023, for the design phase of the RSA bulkhead project. The District's architect engineer of record has a pending Scope of Work work order that

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$500,000.00	94 %
FAA AIP Grant Match Requirement from Sponsor	\$33,333.00	6 %
Total Project Cost	\$533,333.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$16,666.50		50 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$500,000.00	8/25/2023
Funding other than Sponsors	\$	
Sponsor Funds	\$16,667.00	10/13/2023
	\$	++
Total Match Funds:	\$516,667.00	97 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$16,666.00	3 %
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Project Budget Summary

Total applicant matching funds:	\$516,667.00	97 %
Funding request to ODAV:	\$16,666.00	3 %
Total Project Cost:	\$533,333.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
AIP #55	OTH-NMG-3-41-0041-055-2023-Grant Agreement (part 1) - signed.pdf ++

General Project Information

Applicant

Organization Name

Corvallis Municipal Airport

Contact Person *

Paul Yager

Address

1245 NE 3rd Street

Contact Person Title *

Airport Coordinator

City

Corvallis

State

Oregon

Zip Code

97330

Phone Number *

(541) 766-6783

Email *

paul.yager@corvallisoregon.gov

Project Name and Location

Project Name *

Construct Hangar Taxilanes, Seal Coat Taxiways A and B, Seal Coat Hangar Taxilanes

Project Location *

Corvallis Municipal Airport

ODOT Region:

Region 2

County tax parcel identification number(s): *

125270000300, 125330000100, 125280000100, 125280000100

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Corvallis Municipal Airport

Airport Category

Category 2

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date:

2/1/2024

Project End Date:

3/31/2025

Project Summary*

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

Environmental and design for the following proposed project: Construct hangar taxilanes, construct associated stormwater facility, and pavement maintenance on airfield pavements.

Project Purpose and Description*

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

A newhangar location for small, general aviation aircraft is needed at CVO. CVO is attempting to keep up with the demand for development. Currently, the T-hangars on the airfield are 100% occupied, and the airport holds a waiting list of 31 aircraft owners wanting a hangar to store their personal property and assets. CVO has been at full capacity for T-hangar positions for several years. The current wait list contains 31 aircraft owners that are able to utilize a T-hangar. All privately owned hangars are also full and maintain a waiting list independent of the City list. This project will construct newasphalt taxilanes to allowprivate developers to construct two T-hangar buildings. The buildings would be capable of housing up to 12 aircraft each, which will not fully satisfy the existing demand, however, it will make significant strides in the right direction.

In addition to newtaxilane construction, maintenance on several existing airfield pavements has been deferred for several years. A Pavement Condition Index (PCI) was evaluated on Taxiways A and B, and the hangar taxilane areas in 2018. The PCI survey resulted in a range of 49 (poor) to 77 (Satisfactory) for asphalt areas. Most of the pavement distress can be attributed to weathering, the pavement has displayed oxidation and block cracking typical of environmental effects on pavement condition. the purpose of pavement maintenance is to prolong the life of the pavement structure and continue serviceability to the traveling public.

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 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 No

• Does the project prevent future deficiencies and preserve the existing facilities? * Yes No
The project prevents future deficiencies by restoring pavement areas that are daily-used assets to the aviation community.

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

Construction of newhangar taxilanes provides opportunity for the airport to lease land to hangar developers. Revenue generated from the additional lease areas goes directly into the airport fund and increases the airport's self-sufficiency.

• Does the project have local support? * Yes No
CVO continues to enjoy the full support of the City of Corvallis and Benton County.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 9/20/2013

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>SHPO excavation Permit</i>	<i>12/14/2023</i>	<i>Underway</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

Business owners that are based in Corvallis but are unable to store their aircraft at CVO will have an opportunity to lower their travel costs by moving their assets to a hangar at CVO.

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

The economic benefit to the state is the addition of based aircraft within the state, resulting in increased tax revenue. Additionally, the project creates jobs, both locally and externally, which will help generate revenue through local and state taxes.

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

- Is the proposed project ready for construction or implementation? * Yes No

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

Newpavement sections will have a minimum 20-year useful life

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$353,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$39,222.00	10 %
Total Project Cost	\$392,222.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$9,805.50		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$353,000.00	9/27/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$9,805.50	7/1/2024
	\$	++
Total Match Funds:	\$362,805.50	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$29,416.50	7 %
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Project Budget Summary

Total applicant matching funds:	\$362,805.50	93 %
Funding request to ODAV:	\$29,416.50	7 %
Total Project Cost:	\$392,222.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
FAA CIP Letter	OR 2023 5 Year CIP BIL Memo - Corvallis CVO.pdf

++

General Project Information

Applicant

Organization Name
City of Klamath Falls - Airport Department
Contact Person *
Linda Tepper
Address
3000 Airport Way, Ste. 300
Contact Person Title *
Business Manager
City
Klamath Falls
State
Oregon
Zip Code
97603
Phone Number *
(541) 883-5371
Email *
ltepper@klamathfalls.city

Project Name and Location

Project Name *
Taxiway F Reconstruction
Project Location *
Crater Lake - Klamath Regional Airport
ODOT Region:
Region 4
County tax parcel identification number(s): *
39S09E-15D0 / 39S09E-2200 / 39S093E-2300 / 39S09E-2600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
*Crater Lake - Klamath
Regional Airport*
Airport Category
Category 1a
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
5/1/2024
Project End Date:
11/30/2024

Project Summary*

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

Taxiway F is a parallel taxiway to Runway 8/26, a crosswind runway primarily serving General Aviation (GA) traffic. Taxiway F west of Runway 14/32 is classified as TDG V and is used by aircraft accessing both Runway 8/26 and Runway 14/32. The project will involve the full reconstruction of Taxiway F to include updated pavement fillet geometry, storm drain improvements, installation of airfield lighting and signs plus new Constant Current Regulator for Taxiway F circuit.

Project Purpose and Description*

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

The purpose of the project is the full reconstruction of Taxiway F which is the parallel taxiway to Runway 8/26. Taxiway F west of Runway 14/32 is classified as TDG V and is used by aircraft accessing both Runway 8/26 and Runway 14/32. Taxiway F east of Runway 14/32 is used as the primary access to the Agricultural Spray Operators Facility. The 2021 LMT Pavement Management Plan (PMP) (Attachment A) indicates a 55 Rating (PCR) of failed to fair on Taxiway F with Pavement Condition Indices (PCI) between 9 and 100. The 2026 projected PCR is failed to fair for the length of the taxiway, with projected PCIs of 7 to 62 throughout.

This Project is anticipated to include:

- (1) Reconstruction of Taxiway F: between Runway 14/32 and Taxiway F1, the width of Taxiway F will be 35'; between Runway 14/32 and Taxiway D the width will be 75'*
- (2) Updated pavement fillet geometry at Runway 14/32, Taxiway G, and Taxiway D intersections*
- (3) Installation of airfield lighting and signage and associated cable and conduit*
- (4) Installation of new Constant Current Regulator for Taxiway F circuit as needed*
- (5) Installation of pavement underdrain*
- (6) Storm drain improvements*
- (7) Pavement markings*

A documented Categorical Exclusion (CATEX) (Attachment B) was performed in conjunction with the Runway 8/26 Reconstruction project in December 2020 to meet the requirements of National Environmental Policy Act (NEPA). The project will be designed in accordance with FAA Advisory Circulars per versions current as of the time of design. A design contract with Mead & Hunt has been executed by the City of Klamath Falls and the project is scheduled to be bid in March 2025.

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 No

The Oregon Aviation Plan v6.0 does not specifically list the reconstruction of Taxiway F at the Crater Lake - Klamath Regional Airport as a deficiency. It does however note that the objective for pavement condition is for Category I airports to maintain a pavement condition index (PCI) of 65 or greater. The 2021 LMT Pavement Management Plan (PMP) indicates a Pavement Condition Rating (PCR) of failed to fair on Taxiway F with Pavement Condition Indices (PCI) between 9 and 100. The 2026 projected PCR is failed to fair for the length of the taxiway, with projected PCIs of 7 to 62 throughout. The reconstruction of Taxiway F will restore its PCI to a rating that is well above the desired rating listed in the OAP.

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

Yes, the reconstruction of Taxiway F will incorporate the latest federal minimum standards per FAA Advisory Circulars. Specifically, the project will include updated pavement fillet geometry at Runway 14/32, Taxiway G, and Taxiway D intersections.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes **No**

Yes, the reconstruction of Taxiway F in 2024 will ensure that the taxiway remains a viable and functioning piece of pavement available for all airport users. The pavement has degraded to the point where the Airport has had to close that portion of the taxiway east of Runway 14/32 due to severe cracks in the surface. The reconstruction of Taxiway F will restore full functionality of all the airfield's movement areas and enhance capacity and efficiency.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes **No**

Yes, the funding of the project through a FAA AIP grant, and potentially a COAR grant, allows Airport funds to be dedicated to other projects and initiatives that may not be grant eligible. Examples would be economic development projects that would also facilitate the self-sufficiency of the airport.

- **Does the project have local support? *** Yes **No**

Yes, Klamath Falls City Council approved the submittal of the grant application at their October 16, 2023 meeting (Attachment C).

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/1/2021

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.

Click the "**SAVE**" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
None			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

It is anticipated that the Taxiway F Reconstruction Project, when complete, will provide improved infrastructure and thereby reduce transportation costs for Oregon aviation businesses. Taxiway F is a critical piece of infrastructure on the airport that allows the airport to maximize the use of its crosswind Runway 8-26. Runway 8/26 is utilized not only as the primary access to the agricultural spray operator facility but as a means of deconflicting with the heavy use by the Air National Guard of the primary Runway 14/32.

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

Yes, the total cost of this project is estimated at \$10.7 million, the majority of which is expected to be spent with Oregon based firms and contractors.

- 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 No *

Yes, this project maintains an integral piece of the Airport's infrastructure thus allowing for the full utilization of the airport and its use as part of the Oregon transportation system.

- Is the proposed project ready for construction or implementation? Yes No *

Yes, the environmental review of the project was submitted to the FAA in December 2020 as part of the Runway 7-25 Reconstruction project and a CATEX determination for the project has already been made (Attachment B). A contract with Mead & Hunt for the design of the project has been executed with the goal of bidding the project in March 2024. The project is programmed for a FAA Airport Improvement Program Grant in FY24 and award of a grant is expected in June 2024 at which time construction will begin immediately (Attachment D).

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

Yes, reconstruction of Taxiway F will extend its useful life at least 20 years. Delaying reconstruction will result in increasingly rapid deterioration of the taxiway and make more of it completely unusable until reconstruction can occur. At this time, that portion of Taxiway F east of Runway 14/32 has been closed to aircraft due to pavement failure.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$10,062,187.00	94 %
FAA AIP Grant Match Requirement from Sponsor	\$670,813.00	6 %
Total Project Cost	\$10,733,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$234,784.55		35 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$10,062,187.00	6/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$420,813.00	6/1/2024
	\$	++
Total Match Funds:	\$10,483,000.00	98 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	2 %
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Project Budget Summary

Total applicant matching funds:	\$10,483,000.00	98 %
Funding request to ODAV:	\$250,000.00	2 %
Total Project Cost:	\$10,733,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

Please describe those pre-agreement expenditures.

Environmental and design costs for the reconstruction of Taxiway F are being paid up front by the Airport and will be reimbursed by the FAA AIP grant when issued.

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name
City of Klamath Falls - Airport Department

Contact Person *
Linda Tepper

Address
3000 Airport Way, Ste. 300

Contact Person Title *
Airport Business Manager

City **State** **Zip Code**
Klamath Falls *Oregon* *97603*

Phone Number * **Email ***
(541) 883-5371 *ltepper@klamathfalls.city*

Project Name and Location

Project Name *
LMT - FBO Roof Replacement

Project Location *
Crater Lake - Klamath Regional Airport

ODOT Region:
Region 4

County tax parcel identification number(s): *
39S09E-15D0 / 39S09E-2200 / 39S093E / 39S09E-2600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category	NPIAS or Non-NPIAS
<i>Crater Lake - Klamath Regional Airport</i>	<i>Category 1a</i>	<i>NPIAS</i>

Project Overview

Select the type of project being proposed:*
Program Implementation

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

Project Start Date: *6/1/2024*

Project End Date: *11/30/2024*

Project Summary*

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

The fixed base operator (FBO) hangar, owned by the City, is approximately 80 years old and is in need of a new roof. Replacement of the approximately 50,000 sq ft roof is necessary to maintain facility integrity, continue to provide critical aviation services and meet resiliency objectives locally and regionally.

Project Purpose and Description*

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

The fixed base operator (FBO) hangar, owned by the City, is over 80 years old and is in need of a new roof to maintain building integrity. Various sections of the roof have been repaired over the years but as a whole, it has deteriorated to the point that it needs complete replacement. The roof system is no longer providing an effective barrier against the elements resulting in interior water leaks and increasing damage to the roof structure from high winds. (Attachment A).

The approximately 55,000 sq ft facility is the only large, general-purpose hangar owned by the City that has the ability to accommodate and provide a safe environment for recovery in the aftermath of large-scale disaster. The Crater Lake - Klamath Regional Airport is classified as a Tier 1 essential airport under the Oregon Resilience Plan designated for a full spectrum of response operations to aid in a statewide response.

To maintain the ability of the FBO to continue to operate and provide services out of the hangar, the roof replacement project has been split into two phases. Phase 1 in FY 2024 would replace the west half of the upper 50,000 sq ft roof which shows the greatest amount of deterioration. Phase 2 would replace the east half of the roof and would likely be scheduled for FY2025.

The estimate for replacement of the entire 50,000 sq ft roof, which was obtained from a local roofing contractor familiar with the building, is approximately \$500,000. The Airport has \$600,000 in capital funding for roofing projects in the FY 24 & 25 budgets of which \$500,000 has already been dedicated to the terminal roof replacement project (Attachment B). If the COAR grant application is successful, the \$150,000 in COAR grant funds would be matched with the \$100,000 in remaining Airport capital funding for total funds of \$250,000 for the project.

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 No

Yes, under the Oregon Aviation Plan the Crater Lake - Klamath Regional Airport is listed as a Tier 1 essential airport that will allow "access to major population centers and areas considered vital for both rescue operations and economic restoration". As a Tier 1 airport, it is critical that the Airport maintain those facilities that would be integral in recovery efforts locally, regionally or statewide.

- **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 No

Yes, replacement of the roof on the FBO facility will allow the Crater Lake - Klamath Regional Airport to maintain it's only full-service FBO. A full-service FBO is considered vital for maintaining an airport that meets the needs of based and transient aircraft plus be a part of a comprehensive statewide aviation system. The roof replacement would meet or exceed all, local, state and federal minimum standards.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Yes, a new roof for the FBO facility is necessary to maintain the building's integrity and preserve its future use and role in the statewide aviation system. Currently, the west half of the roof has deteriorated to the point where significant leaks are impacting the use of the facility. If not corrected soon, there is the potential for water damage to the interior of the building that would also need to be addressed expanding the scope and expense of the project. Beginning the process of replacing the roof now will prevent further deterioration and preserve the facility as an integral service component for aviation users and as a resiliency resource if needed.

• Does the project increase the financial self-sufficiency of the airport? *

Yes **No**

Yes, the FBO facility is the sole source of commercially available aviation fuel on the airport and on average pumps over 587,000 gallons of fuel annually. That generates approximately \$46,500 in fuel flowage fees to the Airport or about 8% of the revenues generated on airport. Maintaining the FBO facility so that it can continue to provide fueling and other services on the airport is critical to maintaining fuel flowage revenue to the Airport. The Airport relies on allocations from the City's general fund to fully fund its annual operating budget. The more revenue that can be generated on the airport to increase its self-sufficiency, the less need there is for the airport to compete for money from the general fund.

• Does the project have local support? *

Yes **No**

Yes, the City Council approved submission of this grant application at their October 16, 2023 meeting (Attachment C).

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/1/2021

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>Building Permit</i>			<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Yes, this project reduces transportation costs for Oregon businesses by maintaining a facility for FBO services at the Crater Lake - Klamath Regional Airport. Maintaining the FBO facility allows for the continued availability of commercial aviation fueling on the airport which is necessary for continued based and transient aircraft operations. As the Crater Lake - Klamath Regional Airport does not currently have commercial air service, some businesses are relying on private aviation as a means of transportation to and from the area. Having a FBO that can provide a reliable, local source of fuel on the airport is critical to reducing transportation costs for users of the Airport and maintaining access to the greater business community.

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

Yes, the state taxes aviation gas at 11 cents per gallon and Jet fuel at 3 cents per gallon so maintaining a FBO facility capable of dispensing fuel at the Crater Lake - Klamath Regional Airport benefits the state by providing revenue and thus an economic benefit. In addition, maintaining the FBO facility at the Crater Lake - Klamath Regional Airport helps preserve aviation services which is integral to having a robust statewide aviation 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. * Yes No

Yes, in order for a network of airports across the state to be both an effective and efficient part of the transportation system, they need to have FBO facilities that can provide fuel. This project maintains the FBO facility on the Crater Lake - Klamath Regional Airport so that it can continue to provide an integral service that will improve utilization and efficiency of the system.

- Is the proposed project ready for construction or implementation? * Yes No

Yes, the project is ready for implementation. If a COAR grant is received, the City/Airport would proceed with obtaining bids for the project with the roof replacement scheduled to occur in the summer of 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Yes, a new roof comes with a 20-year warranty which will extend the life expectancy of the FBO facility benefiting both local and transient aviation users. Maintaining FBO services at the Crater Lake - Klamath Regional Airport is essential for the airport remaining an integral part of the State's aviation system of airports.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$250,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$87,500.00		35 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$100,000.00	7/1/2024
	\$	
Total Match Funds:	\$100,000.00	40 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$150,000.00	60 %
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Project Budget Summary

Total applicant matching funds:	\$100,000.00	40 %
Funding request to ODAV:	\$150,000.00	60 %
Total Project Cost:	\$250,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

City of Klamath Falls - Airport Department

Contact Person *

Linda Tepper

Address

3000 Airport Way, Ste. 300

Contact Person Title *

Business Manager

City

Klamath Falls

State

Oregon

Zip Code

97603

Phone Number *

(541) 883-5371

Email *

ltepper@klamathfalls.city

Project Name and Location

Project Name *

Phase I Design - Caro Facility Parking Lot Rehabilitation

Project Location *

Crater Lake - Klamath Regional Airport

ODOT Region:

Region 4

County tax parcel identification number(s): *

39S09E-15D0 / 39S09E-2200 / 39S093E-2300 / 39S09E-2600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Crater Lake - Klamath Regional Airport

Airport Category

Category 1a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Aviation-related business development on airport

Project Start Date:

1/15/2024

Project End Date:

3/31/2024

Project Summary*

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

Design work for the complete rehabilitation of the parking lot/access drive that serves the cargo facility and west general aviation area of the Crater Lake - Klamath Regional Airport.

Project Purpose and Description*

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

The landside parking lot associated with the cargo facility/hangar used by FedEx on the westside of the airport also serves as the primary access point for the westside general aviation area on the Crater Lake - Klamath Regional Airport (Attachment A). The parking lot is estimated to have been constructed in the late 1980s and has had past overlays but no significant rehabilitations since its construction. A number of development projects have occurred in the nearby vicinity including the construction of an aircraft wash rack, rental car wash facility and general aviation hangars, which have impacted the drainage profile for the parking lot.

In light of the drainage issues, plus the asphalt reaching the end of its useful life, the Airport proposes a full reconstruction of the parking lot/access drive to include pavement demo, asphalt paving, storm drain improvements and enhanced lighting. The Airport proposes to break the project into two phases, design and construction. The cost estimate for design is \$120,000 for which the Airport is seeking a COAR grant in the amount of \$78,000 with the remaining \$42,000 coming from the Airport's FY25 budget (Attachment B).

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

- **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *** Yes No

Yes, one of the deficiencies addressed in the Oregon Aviation Plan is pavement maintenance. While the primary focus is on airside pavement, landside pavement maintenance such as those for access roads and parking lots are also noted as they are important pieces of infrastructure needed to support airside facilities. The movement of cargo throughout the state is in itself and important strategic objective for a robust statewide aviation system.

- **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 No

Yes, this project will modernize the airport by reconstructing the cargo parking lot/access road to current local, state and federal standards. A reconstructed parking lot/access road will enable the Airport to meet desired minimum standards for facilities supporting aviation purposes on the airport.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Yes, the cargo parking lot and access road for the westside general aviation area has significant deterioration and a full reconstruction is necessary to preserve access and use of the facilities in the immediate area.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Yes, reconstruction of the cargo parking lot and access road allows the continued use of the area for its current purposes and maintain a source of revenue for the Airport that is generated from lease and landing fees by cargo operators at the Airport.

- **Does the project have local support? *** Yes No

Yes, the Klamath Falls City Council approved the submittal of the grant application at their October 16, 2023 meeting (Attachment C).

Project Documentation

Documentation and Permits

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

No Underway
 Yes

Date of Completion: 2/1/2021

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
 Yes

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.

Click the "**SAVE**" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
None			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Yes, the reconstruction of the cargo facility parking lot allows for the continued use of the cargo facility and maintains access to the westside general aviation area. The ability to ship cargo to and from Klamath Falls by air is a more cost-effective alternative for some businesses than relying on shipment via roadways.

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

Yes, the movement of goods throughout the state via air cargo is an integral part of a robust statewide aviation system and contributes to the overall economic vitality of the state. The ability to move cargo efficiently throughout the state allows for connectivity across regions and the leveraging of resources.

- 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 No

Yes, the movement of cargo throughout the state is a critical element in economic viability both locally, regionally and statewide. Maintaining cargo facilities on airports such as the Crater Lake - Klamath Regional Airport is necessary to help maintain and improve the efficiency and connectivity of the overall system.

- Is the proposed project ready for construction or implementation? * Yes No

Yes, if awarded a COAR grant to assist with funding, the Crater Lake - Klamath Regional Airport would be able to move forward immediately with the design phase of the project. Completing the design of the project would allow for the preparation of a cost estimate for construction and for the project to be including in a future budget.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Yes, full reconstruction would extend the life expectancy of the cargo parking lot and access road for at least another 20 years.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$120,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$42,000.00		35 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$42,000.00	
	\$	++
Total Match Funds:	\$42,000.00	35 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$78,000.00	65 %
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Project Budget Summary

Total applicant matching funds:	\$42,000.00	35 %
Funding request to ODAV:	\$78,000.00	65 %
Total Project Cost:	\$120,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

PO Box 276

83501 Melton Rd

Contact Person Title *

Airport Manager

City

Creswell

State

Oregon

Zip Code

97426

Phone Number *

(541) 895-2913

Email *

shumble@creswell-or.us

Project Name and Location

Project Name *

EOC Equipment

Project Location *

83501 Melton Rd, Creswell, OR 97426

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map #19-03-11-00, Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600 and Map #19-03-12-00, Lot #s 0501, 0704, 0705

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Creswell Airport (77S)

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Elements

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

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

Project Start Date:

6/1/2024

Project End Date:

12/31/2025

Project Summary*

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

Creswell Hobby Field Airport (77S) Emergency Operation Center Equipment Improvements. The City will utilize the requested funds to purchase two illuminated Runway Closure Crosses (pamphlet attached), two Portable Light Towers (pamphlet attached), 5 airport traffic barricades with lights (pamphlet attached) and a Connex Container for storage of the newly purchased EOC supplies. This grant also includes the purchase and installation of one Automatic Full Cantilever Gate.

Project Purpose and Description*

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

Continued preparation for the Creswell Airport EOC (Emergency Operating Center) for a natural disaster is top priority for the City of Creswell. On October 30th, the City took part in a Tabletop Exercise that was prepared by Training Solutions International (see attached exercise power point). The exercise scenario was a flooding event and during the entire exercise, the Creswell Airport Airport/EOC was above ground and operational - the only local airport, and affirms the benefit of the Airport EOC for Creswell and surrounding areas for multiple disasters. This project requests funds to purchase 2 (each) X-Marker L-893 (L) Runway Closure Markers, 2 (each) Portable Light Towers (see example), 4 (each) airport traffic barricades with lights, 1 (each) Automatic Full Cantilever Gates and a Connex Container. The crosses will be utilized in the event of an emergency. Currently the airport has two incredibly old and weathered canvas crosses that do not illuminate to notify aircraft or emergency personnel of the potential hazards. The tarps require constant maintenance due to dislocation from wind even when weighted down. The five airport traffic barricades with lights and the generator powered portable light towers will aid with securing and illumination of the airport during an emergency. The installation of the automated cantilever gate will provide EOC personnel the ability to open/close the critical access gate to the EOC during a natural disaster or an emergency. Lastly, the purchase of a secure container to store the equipment so that it is protected from the environment and theft.

Creswell is identified as a Tier 3 Federal Staging Area with airport facility in the OAP v6.0 and would operate as a Responder Base Camp (RBC) and Joint Reception, Staging, Onward movement, and Integration (JRSOI/Relief in Place (RIP)) capacity. The airport would provide a vital link in the economic and commercial restoration for the region, serving as a logistical base.

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

- **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *** Yes No

The Creswell Airport 77S EOC is currently hindered/unable to quickly assist emergency rescue crews as described in the OAP 6.2.1, Airport Roles in the 2013 Oregon Resilience Plan due to the lack of immediate access to the EOC and the EOC emergency safety equipment. The LED portable runway crosses will be used during an emergency to aide in alerting emergency rescue crews to any dangers in specific areas on the airport as a result of the earthquake or for EOC operations. Purchasing the generator operated portable lighting and lighted barricades will ensure the EOC emergency personnel have the ability to isolate and illuminate essential areas thus increasing safety for the EOC Personnel and rescue crews. The purchase and installation of the fully automated cantilever gate will allow EOC and emergency personnel immediate access to the airport EOC while also ensuring a secure airfield via multiple code gate access control without having to physically staff opening or closing the gate.

- **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 No

Yes, purchasing the LED runway crosses, generator operated portable lighting systems, and the lighted barricades will continue to improve the airport's minimum standards as well as increasing the operations efficiency of the airport during an emergency. Upgrading the airport from the current canvas unlighted crosses will allow the airport to provide additional visual confirmation of danger areas on the airport. Having additional safety illumination equipment will enhance the airport's capabilities during an event. The purchase and installation of the automated gate will increase the airport's ability to respond in case of an emergency more quickly, should an event such as the Cascadia happen. The automated gate will allow the rescue workers to open/close the gate via keypad entry with multiple codes to control user access and duration of use to the airport to provide a controlled area during operations and to protect the equipment from the environment and theft.

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

Yes, purchasing the LED runway crosses, generator operated portable lighting systems, and the lighted barricades will enhance the existing facilities and with proper maintenance will prevent future deficiencies. The ability to visually notify aircraft or emergency personnel of the potential hazards or hazardous areas would enhance the safe operation of the airport, EOC and rescue personnel during an emergency. The purchase and installation of the fully automated cantilever gate will, with proper maintenance preserve the secured access by the EOC and emergency personnel to the airport's EOC. The Connex container will help preserve the equipment with protection from the weather and theft.

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

Award of this grant will allow the airport to realize increased financial self-sufficiency in several ways, first, the enhanced security on the airport, secondly, this project will enhance the airport's ability to illuminate the property as needed during an emergency at no additional cost, and lastly, this project will decrease the number of personnel needed during a crisis or emergency. The closure crosses reduce the staff hours needed to install and maintain during use. Allows for a rapid response to a runway closure, and provides a stronger visual indication of closure of the runway if needed during EOC operations and safety issues in the runway environment without the higher staffing needed to maintain with the current tarps.

• Does the project have local support? * Yes No

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

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

Last ALP update was completed in 2007. The Airport and FAA will be completing a Master Plan Update and AGIS Survey in 2024/2025.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No Yes

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
<i>Electrical Permit</i>		<i>Don't Know</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Yes, the acquisition of the EOC safety/emergency equipment and EOC gate upgrade will allow the airport to modernize the functionality of operations which will create an improved Oregon Business friendly atmosphere. Instilling a modern and safe business culture will invite new business growth to the airport thus reducing the transportation costs for future aviation businesses relocating to Creswell. Also, the modernization of Creswell airport will retain the confidence of the current aviation businesses operating in the field that currently improve access to jobs and sources of labor at the airport.

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

Yes, the equipment and security updates in this project will provide an economic benefit to the State of Oregon by improving the infrastructure and longevity of the airport. Providing the airport with additional equipment will allow for continued airport operations during an emergency event. The procurement of this equipment would assist to increase the resilience of the local, regional, and statewide populations and assist in a concerted recovery effort north to Eugene or south to Cottage Grove as well as other cities to the south. Increasing the speed of recovery by using Creswell Airport as a staging arena provides an economic benefit to the surrounding communities and to State resources.

The Oregon Resilience plan calls for the airport to be operational within 1-3 days of a Cascadia Earthquake. Having the ability to illuminate and secure the airport will meet this goal.

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

Yes, continued build out/development of the Airport's EOC will continue to facilitate connectivity between the Airport's EOC, emergency personnel, local responders, sheriff, fire and rescue as well as city, and state agencies linking ground and air transportation during an emergency.

- Is the proposed project ready for construction or implementation? Yes No *

If funded, the City is prepared to bid the project to procure the LED Runway Crosses, Portable generated LED lighting, airport traffic barricades with lights and the Connex Container for storage. The City will expediently bid and complete the purchase and installation of the EOC fully Automated Gate.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

With proper maintenance, the LED runway crosses, LED portable lights, airport traffic barricades with lights, connex container and fully automated gate should last 20 plus years. Since the timing of an event like the Cascadia natural disaster is unknown, waiting until the event occurs is too late. The benefit is being prepared and when the event occurs, the additional equipment provides the City with the ability to efficiently respond in a manner that increases the resilience of local, regional, and statewide populations. Recent research has indicated that the probability of such an event is increasing every year.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$175,000.00

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	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$17,500.00	
	\$	
Total Match Funds:		10 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$157,500.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$17,500.00	10 %
Funding request to ODAV:	\$157,500.00	90 %
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 No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

*PO Box 276
83501 Melton Rd*

Contact Person Title *

Airport Manager

City

Creswell

State

Oregon

Zip Code

97426

Phone Number *

(541) 895-2913

Email *

shumble@creswell-or.us

Project Name and Location

Project Name *

Master Plan Update/AGIS Survey AIP Match

Project Location *

*Creswell Airport - 83501 Melton Rd., Creswell, OR
97426*

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map# 19-03-11-00 Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600. Map # 19-03-12-00 Lot #s 0501, 0704, 0705

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Creswell Airport

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date:

10/1/2024

Project End Date:

9/30/2026

Project Summary*

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

The City of Creswell needs an updated Airport Master Plan that reflects the current role of the airport within the community and outlines projects that will prepare the airport to respond to aviation trends in the years ahead. In addition the Airport Geographic Information System (AGIS) survey work will provide accurate details of the airport and making sharing those details more efficient and accurate.

Project Purpose and Description*

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

The last Airport Master Plan was completed in 2007. There is a need to prepare a modern update to the Master Plan which will include an AGIS survey. The AGIS data will be Creswell Airport's first Opportunity to truly evaluate the airport's airspace, ground space and underground space in one survey. In addition to gaining new AGIS data, a new Capital Improvement Plan list is needed to maintain our community's assets. There has been some recent infrastructure development at the airport and the City wants to be able to have development areas identified for future growth. The Airport Master Plan will act as a guiding document to allow the City to fully capitalize on funding needed upgrades.

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 No

The last Master Plan Update was completed in 2007, since the completion, the Airport has completed several rehabilitation and infrastructure upgrades which have not been incorporated into the Oregon Aviation Plan. The FAA and Oregon Aviation Plan encourage up-to-date Master Plans with a general guidance of updates every 10 years.

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

Once this project is complete, the updated Master Plan and AGIS system will define the current, short-term and long term needs of the airport through a comprehensive evaluation of conditions and Federal Aviation Administration (FAA) airport planning and design standards. The Master Plan Update/AGIS Survey will be used to develop an updated ALP to reflect current conditions, changes in activity, utilization and plan for facility development to accommodate future demand for aviation facilities. The AGIS Survey will assist in all future development and will provide data required to meet FAA requirements per FAA Policy Guidance dated Sept. 22, 2022, "Updated Guidance for Airports Geographic Information System (AGIS) Survey Program."

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Completing the Master Plan Update/AGIS Survey is a thorough comprehensive evaluation of current and future conditions for the airport. This update will provide a road map that will preserve and improve the existing facilities as well as assist with the development of new infrastructure to ensure the longevity of the Creswell Hobby Field (77S) Airport.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

The Master Plan will identify areas for aviation related development. With these areas fully defined it will allow for future hangar and other development that will provide lease income to the city to fund operations at the airport making the airport more self-sufficient. The updated Capital Improvement Program developed in the Master Plan process will assist the City in the development of project priorities, which will be highly efficient in the use of limited funding.

• Does the project have local support? * **Yes** **No**

The Airport Commission is a group of local volunteers and they are excited to be part of this planning project. The scope of work for the Master Plan will include a robust public involvement program in order to bring awareness to the community of the benefits of the airport and to get their input on the future of the airport. The Airport also has the support of the Creswell City Council, FAA and Airport Users.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

The last ALP was completed in 2007, hence the need for this project.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

A well thought out Airport Master Plan Update will provide a tremendous amount of information. This information about the airport can be used by Oregon businesses with aviation needs to make smart business decisions related to transportation costs. The Airport Master Plan Update will identify development areas on airport that could provide opportunities for Oregon business development. An FAA complaint airport will continue to receive federal funding for maintenance and remain open and available to Oregon businesses and the work force. Having available, up-to-date and useful airport data compiled during this update, will reveal strategies for the airport to reduce the transportation costs for Oregon businesses and will improve access to jobs and sources of labor.

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

The Airport Master Plan Update and AGIS survey will provide an opportunity for an engineering consulting firm to work in Oregon thereby providing an economic benefit to the State. The projects identified through this project will be future construction projects within Oregon. Having an updated MLP and AGIS Survey data for the airport will assist with streamline data for the airport and future businesses locating to the airport because it may/will result in less manual surveys to be completed prior to infrastructure projects which equates to an economic benefit to the state.

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

Current outdated information from the 2007 MLP hinders the Airports ability to efficiently complete infrastructure projects on the airport, however, the completion of the Master Plan Update/AGIS Survey will identify areas for development that will measurably improve utilization and efficiency on the system.

- Is the proposed project ready for construction or implementation? * Yes No

The project will be ready to proceed upon a positive outcome to this COAR grant and the issuance of the FAA AIP grant. The Master Plan Update/AGIS Survey is on the approved FAA AIP SCIP.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

This planning document update and AGIS survey will be used for future development and infrastructure. All future development and infrastructure will use the MLP Update/AGIS Survey data to ensure that the maximum benefit to the state is achieved.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$450,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$50,000.00	10 %
Total Project Cost	\$500,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$5,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$450,000.00	10/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$5,000.00	
	\$	++
Total Match Funds:	\$455,000.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$45,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$455,000.00	91 %
Funding request to ODAV:	\$45,000.00	9 %
Total Project Cost:	\$500,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
77S FAA CIP Summary Tool	Copy of Copy of Creswell 77S Summary Tool (003).xlsx ++

General Project Information

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

PO Box 276

83501 Melton Rd

Contact Person Title *

Airport Manager

City

Creswell

State

Oregon

Zip Code

97426

Phone Number *

(541) 895-2913

Email *

shumble@creswell-or.us

Project Name and Location

Project Name *

Airport Security Improvements

Project Location *

83501 Melton Rd., Creswell, OR

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map #19-03-11-00, Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600 and Map #19-03-12-00 Lot #s 0501, 0704, 0705.

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

*Creswell Hobby Field
Airport*

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Elements

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

Critical/essential services or equipment

Project Start Date:

7/1/2023

Project End Date:

12/31/2024

Project Summary*

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

Airport Security Improvements - Purchase and install 2 (each) Automated Gates at main entrances to the airport.

Project Purpose and Description*

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

The Creswell Hobby Field Airport consists of 102 acres of property adjacent to the busiest freeway in Oregon, interstate 5. While most would believe that this location is PERFECT, we don't disagree however, it does create security concerns due to the closeness of the highway, especially in today's world. The airport has security fencing surrounding approximately 30% of the property, installed with funding from FAA AIP grants in the early 2000's. This project will continue to enhance security at the Creswell Airport. Currently the airport has two (2) entrance gates that are over 20 years old, one an old farm style gate that offers no security and one manually operated gate with a padlock. Each year the airport seems to see more and more instances of people or animals getting through the entrances and onto the airport, in fact, this past September, we had an EMU visitor! This project will add another layer of security to the airport protecting the Airport infrastructure (AWOS, EOC, Generators, etc.), Aircraft and Businesses 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? *** Yes No

Yes. The installation of the fully automated cantilever entrance gates will assist the Creswell Airport to meet OTP Goal 2, Management of the System. Goal 2 - To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management. The purchase and installation of the automated security entrance gates will improve the current operations and improve management, and reduce staff time that would normally be required to open/close the gates. Staff time is required to manage redirect misguided individuals and/or capture and release errant animals who enter the airport due to the current need to keep gates open during business operations. Automated gates with security key pads allows for keeping gates closed during the day while allowing individuals with assigned codes to access airside facilities.

Reduction of these tasks will free up staff to manage other time/safety sensitive responsibilities.

- **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 No

Yes, the installation of the two automated security gates at the entrances of the airport will modernize the airport and exceed the state and federal minimum standards as stated in the current Oregon Aviation Plan and as identified by the Federal Aviation Administration Advisory Circulars. These improvements will elevate the security of the airport property while reducing the staffing necessary to manage the manual gates which also allows the airport to comply with OTP Goals 5- Safety and Security. Goal 5 states, "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? *** Yes No

Although, there is no 100 percent guarantee, and with the trends of the current population and their actions, the installation of the two fully automated cantilever gates will/could prevent possible breaches to the airport that could cause theft or destruction of airport infrastructure and property, hence preserving the future and existing facilities. Newer units allow for wi-fi control of the gates with some including control from mobile phone applications which allows staff to check gate status to respond to open gates, remotely close gates from possible intrusions, or other security notifications from tenants or businesses without first having to drive to the airport to respond.

- **Does the project increase the financial self-sufficiency of the airport? *** **Yes** **No**

Indirectly yes, this project increases the safety and security on the airport which effectively promotes confidence in the airport from the businesses and aircraft owners on the field. The reduction in staffing needed to open/close the current gates will increase the financial self-sufficiency of the airport. The project will reduce the financial risk of unauthorized persons or animals from accessing airport property - who may negligently or intentionally damage airport property.

- **Does the project have local support? *** **Yes** **No**

Yes, the Airport Security Improvements has City Council, Airport Commission, current airport businesses and airport users. Please see the attached letters of support from Viper Aviation and About Time Aviation CFI Pilot, Mark Stroble.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

The current ALP was completed in 2007. A master plan update is in the FAA approved CIP and is planned to begin in 2024.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No Yes

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
<i>Electrical permits</i>		<i>Don't Know</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

Yes, investing in the safety and security of the airport with the installation of the two fully automated entrance gates will bring reassurance to the current Oregon Businesses located on the airfield and entice other area businesses to relocate to the airport. This project will significantly reduce the risk of incidents involving animals and/or persons that access the airport sensitive areas which could easily result in injury and/or loss of life. Such an incident could easily exceed the ability of the City to pay and result in the need for increased airport fees; either as a result of direct payments or increased liability insurance coverage imposed because of the lack of secure gates.

Many Eugene businesses/hangar owners have spoken with management about the possibility of relocating to the Creswell Airport; these additional security measures will let them know that security of assets is a high priority with the City and aid them in their final relocation decision.

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

Yes, this project will result in an economic benefit to the state by reducing the additional staff patrols needed at the entrances thus freeing up personnel to spend time on more critical events. And for the same reason as outlined above, an indirect benefit is provided by this project in its ability to reduce liability exposure for the City, and, by extension, the state. Further, increased security at the airport will increase the marketability of the airport to users who may, as a result of the increased safety and security provided by the secure entrance gates, be more inclined to hangar their aircraft at 77S.

- 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 No *

Yes, in an indirect fashion, the Creswell Airport is a critical link connecting transportation elements (vehicles, services and air) to the Oregon's Transportation System. The safety and security enhancements will improve access, utilization and efficiency of the system.

- Is the proposed project ready for construction or implementation? Yes No *
- Once a favorable response is received from the Oregon Department of Aviation Board, the city will work with the Airport's engineer to design, bid and install the entrance gates.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

With completion of the Manufacturers maintenance recommendations, the fully automated cantilever gates will have a useful life expectancy that offers maximum benefit to the state, at minimum 20+ years.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$250,000.00

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		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$25,000.00	
Sponsor Funds	\$	
	\$	++
Total Match Funds:	\$25,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$225,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$25,000.00	10 %
Funding request to ODAV:	\$225,000.00	90 %
Total Project Cost:	\$250,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

*PO Box 276
83501 Melton Rd*

Contact Person Title *

Airport Manager

City

Creswell

State

Oregon

Zip Code

97426

Phone Number *

(541) 895-2913

Email *

shumble@creswell-or.us

Project Name and Location

Project Name *

Airport Signage Improvements

Project Location *

83501 Melton Rd., Creswell, OR

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map #19-03-11-00, Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600 and Map # 19-03-12-00 Lot #s 0501, 0704, 0705

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

*Creswell Hobby Field
Airport*

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Elements

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

Aviation-related business development on airport

Project Start Date:

7/1/2023

Project End Date:

7/1/2024

Project Summary*

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

Airport Signage Improvements - this project involves replacement of two separate sign elements; first, the replacement of the LED reader board sign located at the airport entrance, and secondly, a Creswell Airport rebrand/update to the current on airport directional signage.

Project Purpose and Description*

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

Element One - The electronic entrance sign was designed and installed in 2017, while that doesn't seem to be old, it is in the technological arena. The entrance LED sign has been showing signs of deterioration, breakdowns, fatigue and the parts are becoming hard to find. This electronic sign will be replaced with the latest state-of-the-art sign that will showcase the Creswell Hobby Field Airport and the businesses located within. The sign faces I-5 traffic and will be utilized to disseminate information to the general public during an emergency event.

Element Two - The airport will design/rebrand a modern Creswell Airport directional signage package that will elevate the airport and enhance the businesses located on the field. The current airport directory signage was created and installed in the early 2000s' - these signs are out of date, archaic, and deteriorating beyond the ability to repair.

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 No

The update to the LED Airport entrance sign will add another level of communication to the general public during an emergency. The directional signage is outdated/confusing, archaic, deteriorated and in irreparable state, similar to that of the airport LED entrance sign. The directional signage at Creswell Airport is deficient according to the information detailed in Chapter 8, Economic Impact of Oregon Airports of The Oregon Aviation Plan. And the lack of current informational and directional signage has strained the airport's ability to be compliant under Chapter 8.4, Centers of Economic Activity. Receipt of this grant award will allow the airport to correct all signage deficiencies that will have, I believe, both direct and indirect positive impacts to the current and future airport businesses.

• 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 No

Yes, completion of this project will allow the airport to upgrade the airport LED entrance display and directional signage with the latest technological and energy efficient infrastructure. At project completion the Creswell Airport, Airport Businesses and users will realize modern infrastructure that will reduce airport operating expenses and energy use. The current and future businesses on the field would be showcased in a modern technological style.

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

Yes, completion of this project will allow the airport to upgrade the deficient airport entrance and directional signage with the latest technological and energy efficient signage. Currently the directional signage and electrical sign is outdated/confusing, archaic, deteriorated and irreparable. Completion of this project will correct current deficiencies which will update and preserve the existing facilities.

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

Yes, upgrading the current signage at the airport will positively enhance the face of the airport and the current airport businesses. The installation of the new LED entrance sign will reduce operating costs (electrical and maintenance) for the airport that will contribute to the financial self-sufficiency of the airport.

• Does the project have local support? *

Yes **No**

Yes, this project has the City Council, Airport Commission, Airport Businesses and Users, and the Chamber of Commerce support. Please see the attached letters of support from the Creswell Chamber of Commerce, and Viper Aviation.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

The ALP was completed in 2007. The FAA and Airport will be completing a Master Plan Update/CGIS Survey in 2025.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No Yes

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
<i>Sign Permit</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Yes, this project will improve/modernize current infrastructure on the airport. Increasing the visibility of the airport and the amenities available at the airport will increase awareness and air/foot traffic to the airport. The modernized LED entrance and directional signage, will allow current businesses located on the field the ability to grow their businesses with the additional traffic which will require the hiring of additional specialized aviation labor. The airport's ability to entice businesses to relocate to the airport will also be amplified with the airport signage modernization. Airport users have stated that they would like to see an Avionics or Paint Shop on the field, at present time, the users need to travel hours to the north or south for these aviation services, the infrastructure upgrades from this grant will increase the visibility for new businesses such as these.

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

Yes, this project will modernize current infrastructure on the airport and update/modernize the Creswell Airport branding. When the project is complete, an increase of air and foot traffic will be realized which breaks down into addition money spent at the airport, local restaurants, hotels, etc; this in turn creates an economic benefit to the state. The update to the LED Airport entrance sign will also add another level of communication to the general public during an emergency.

- 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 No

Yes, the installation of the modernized, energy efficient signage at the airport will increase airport and business visibility and in turn viability. The LED and directional signage updates will improve utilization and efficiency of the current system by improving/streamlining/simplifying the current signage and visibility of the airport. The update to the LED Airport entrance sign will also add another level of communication to the general public during an emergency. The rebranding/updating of the Creswell directional signage will create critical links for the current and future businesses as well as access to the Oregon transportation system.

- Is the proposed project ready for construction or implementation? * Yes No

Yes, once the grant award is received, staff will work to design, purchase and install the modernized, energy efficient signage.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

With completion of Manufacturers maintenance recommendations, the LED and directional signage will have a useful life expectancy that offers maximum benefit to the state.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$40,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$4,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$4,000.00	7/1/2023
	\$	++
Total Match Funds:	\$4,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$36,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$4,000.00	10 %
Funding request to ODAV:	\$36,000.00	90 %
Total Project Cost:	\$40,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

*PO Box 276
83501 Melton Rd*

Contact Person Title *

Airport Manager

City

Creswell

State

Oregon

Zip Code

97426

Phone Number *

(541) 895-2913

Email *

shumble@creswell-or.us

Project Name and Location

Project Name *

Obstruction Removal

Project Location *

83501 Melton Rd, Creswell Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map #19-03-11-00 Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600 and Map #19-03-12-00 Lot #s 0501, 0704, 0705.

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

*City of Creswell Hobby Field
Airport (77S)*

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Other

Project Start Date:

7/1/2024

Project End Date:

6/30/2025

Project Summary*

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

Removal of controlling obstructions for Runway 34, a grove of oak trees that are 64' tall and 546' from runway end creating an obstruction clearance slope of 5:1. The FAA recommended slope is 20:1.

Project Purpose and Description*

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

As detailed in the Airport Safety and Data Inspection of the airport dated July 19, 2023, there is a grove of oak trees that are 64' tall and 546' from runway end that are creating an obstruction clearance slope of 5:1. These obstructions are within the Part 77, TERPS, and PAPI OCS surfaces, the removal of the oak trees would improve safety for aircraft during the approach and departure phase of flight, and allow reduced approach minimums back to the lower published minimums, and also ensure the Sponsor is in compliance with grant assurances and FAR Part 77 requirements. Tree removal does not occur under FAA-NPEP for several years due to higher priority projects. The next project in the CIP for the airport is the Master Plan which is needed with the last one done in 2007. The following project is reconstruction of the taxiway which is projected to have a PCI less than 55 by 2029 as noted in the Pavement Evaluation Report, dated 2019 by ODA.

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 No

Yes, currently the Creswell Airport is deficient according to the Oregon Aviation Plan Chapter 9.3. Chapter 9.3 of the OAP requires local jurisdictions to adopt regulations that protect public-us airports by controlling land uses within noise corridors and imaginary surfaces and limit physical hazards to air navigation, current clearance slope if 5:1 is not the FAA preferred 20:1.

- **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 No

Yes, receiving this grant will allow the City of Creswell the funding needed to remove/cut down the obstructions so that the 20:1 slope can be realized to meet standards. Completion of this project will modernize/protect the airport for the foreseeable future. Elimination of the trees will allow the airport to exceed state OAP, Chapter 9.3, and FAA minimum standards and maintain a safe operating environment for aircraft operations.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Yes, the elimination or removal of the obstructions is a finite solution, one that will preserve the existing facilities and prevent future tree obstructions as notated in the drawings.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Yes, the removal of the obstructions detailed on the NV5 Geospatial map will increase Runway 34's airspace safety for all aviators wishing to land at 77S. The forethought of the City to remove these obstructions assist with eliminating possible accidents/incidents that would increase safety and attractiveness for businesses and aircraft to operate out of Hobby Field while reducing the liability exposure for the City and airport. Being proactive, the City could also realize a decrease in insurance rates.

- **Does the project have local support? *** Yes No

Yes, the Creswell City Council, Airport Commission, Oregon Department of Aviation (Inspection letter) and airport businesses and users.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

The last ALP was completed in 2007. The FAA and City have scheduled a Master Plan Update/AGIS Survey in 2024.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No Yes

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
<i>tree removal permit</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Yes, if these obstructions are not removed, the Creswell Airport could be forced to limit the takeoff and approach end of Runway 34 due to these hazards at night. Continuing to control the airspace obstructions will allow the ability to grow the businesses currently on the field and also to entice other area businesses to relocate to Creswell - several businesses and aviators in recent months have inquired about relocating to Creswell. The expansion of the current businesses (2 flight schools, 4 maintenance shops, a skydiving company, an aerobatic company and a FAA Part 135) will continue to improve access to jobs and sources of labor.

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

Yes, the Creswell Airport acting proactive to remove the obstructions detailed in the NV5 Geospatial mapping will increase the safe operations of the airport for all aviators as well as reduce the liability risks for the City which equates to an economic benefit to both the City and the State.

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

The Creswell Airport is a critical link that connects elements of the Oregon's transportation system as referenced in OAP v6.0. The airport must remain vigilant in regard to the safety of the airport and this obstruction removal will be realized with the reduction of staff time and management of the obstructions. Removal of the obstructions will also measurably improve the airport's utilization and efficiency for all aviators.

- Is the proposed project ready for construction or implementation? * Yes No

The project is somewhat simple in nature. Upon receipt of this grant, the City will work with the neighbors and arborists to plot the best course of action to safely remove the obstructions. The Airport has easement agreements for the neighboring property.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Yes, removal of the obstructions will offer the maximum benefit to the state by realizing the continued safety of the airspace surrounding Creswell and the state of Oregon.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$50,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$5,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$5,000.00	
	\$	++
Total Match Funds:	\$5,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$45,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$5,000.00	10 %
Funding request to ODAV:	\$45,000.00	90 %
Total Project Cost:	\$50,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

City of Enterprise

Contact Person *

Lacey McQuead

Address

108 NE 1st Street

Contact Person Title *

City Administrator

City

Enterprise

State

Oregon

Zip Code

97828

Phone Number *

*(541) 426-4196 ext.
3*

Email *

lmcquead@enterpriseoregon.gov

Project Name and Location

Project Name *

Enterprise Municipal Airport Safety Project - 2024

Project Location *

Enterprise Municipal Airport - 807 E. Greenwood Street, Enterprise, Oregon 97828

ODOT Region:

Region 5

County tax parcel identification number(s): *

For convenience, if you have these compiled, please upload them here:

02s44e01.pdf

Airport Information

Airport Name: *

Enterprise Municipal Airport - 8S4

Airport Category

Category 5

NPIAS or Non-NPIAS

Non-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:

3/1/2024

Project End Date:

10/1/2024

Project Summary*

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

The Enterprise Municipal Airport Committee meets periodically to discuss issues and opportunities at the airport. From the discussions, we prioritized projects that will most benefit airport users, the City of Enterprise, and the safety of the airport, and ultimately decided to focus on improving the safety of the airport itself.

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 safety features for the airport by updating the lighting system currently in use and installing a second windsock.

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 No

Goal 5 of the Oregon Aviation Plan is to plan, build, operate, and maintain the transportation system so that it is safe and secure. Safety is a key priority for the City of Enterprise and adding a windsock and improving the lighting system to allow for a pilot's control, is the next step in making those improvements.

- **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 No

We currently meet the standards, as described in the Aviation Plan, but improving standards beyond the minimum required is a necessary step for the City.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

This project will help us maintain the current use and will hopefully open the door for more aircraft to be able to use the facility.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

The more aircraft that visit the airport, the better the airport is able to sustain financial sufficiency. However, the City of Enterprise maintains and manages the budget annually, to ensure sustainability.

- **Does the project have local support? *** Yes No

Yes, the Enterprise City Council unanimously voted to approve applying for this grant, and look forward to the completion of the projects.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

Not Needed

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Improves labor opportunities during the duration of the project.

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

If we can improve the number of aircraft that visit the area, then it will result in an economic benefit for the community. Anytime we can introduce more visitors to the county, we see the benefit financially. This will hopefully provide more updated amenities to the existing airport and promote more aircraft to stop.

- 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 No *

This project will result in improved utilization and efficiency of the system, especially if we can have a pilot controlled lighting system and a secondary windsock for added safety features.

- Is the proposed project ready for construction or implementation? Yes No *
- We can begin this project in the spring, after the snowmelts and the weather improves.*

- Does the project have any unique construction-readiness, project implementation issues, or Yes No possible delays? *
- No delays, but we will follow the contracting guidelines and obtain required bids where necessary.*

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Any improvements made to an existing airport is a benefit to the state and something that aids in longevity of the facility.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$17,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$850.00		5 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$	
<i>Airport Capital Improvement Funds</i>	<i>\$850.00</i>	<i>10/30/2023</i> ++
Total Match Funds:	\$850.00	5 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$16,150.00	95 %
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Project Budget Summary

Total applicant matching funds:	\$850.00	5 %
Funding request to ODAV:	\$16,150.00	95 %
Total Project Cost:	\$17,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
<i>Capital Improvement Fund</i>	<i>Capital Improvement - Airport.pdf</i>

++

General Project Information

Applicant

Organization Name
City of Enterprise
Contact Person *
Lacey McQuead
Address
108 NE 1st Street
Contact Person Title *
City Administrator
City
Enterprise
State
Oregon
Zip Code
97828
Phone Number *
*(541) 426-4196 ext.
3*
Email *
lmcquead@enterpriseoregon.gov

Project Name and Location

Project Name *
Improvements 2024
Project Location *
Enterprise Municipal Airport
ODOT Region:
Region 5
County tax parcel identification number(s): *
02S44E01 Tax Lot No. 107

For convenience, if you have these compiled, please upload them here:

02s44e01.pdf

Airport Information

Airport Name: *
*Enterprise Municipal Airport -
8S4*
Airport Category
Category 5
NPIAS or Non-NPIAS
Non-NPIAS

Project Overview

Select the type of project being proposed:*
Program Elements
Select the category of project for which you are requesting funding:*
Other
Project Start Date:
3/1/2024
Project End Date:
10/31/2024

Project Summary*

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

There are two projects in this request, one for the taxiway and the other for the parking area. The proposed improvements include widening the taxiway and shifting the taxiway centerline to provide adequate clearance. The parking improvements would include installing parking bumpers to help protect the newly constructed fence we installed with the last grant received. Approximately 25 parking bumpers will be installed.

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 usability for the airport and protect the airport security. Specifically, by widening the taxiway, it will improve the size of aircraft that can use the airport. By protecting the security fence by installing the bumpers, it reduces the risk of the security parameter being breached by a vehicle.

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 No

The taxiway improvements project would provide increased safety throughout the airport. By widening the runway, pilots are less likely to have an accident that results in damage to their plane or hangar. It will also help the pilot remain on an adequate surface while taxiing. It is anticipated that approximately 4,220 square feet of asphalt would be placed for widening the taxiway and nearly 50 reflectors installed to help with visibility.

The airport completed an airport safety improvement projects in 2022 that included the construction of a new perimeter fence. A section of the new fence separates the parking area from the airport grounds. There is currently no barrier to protect that fence. Installation of the parking bumpers will help protect the newly constructed fence from damage by vehicles.

• 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 No

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

The parking improvements helps protect the current security fence we installed in 2022. The widening of the taxiway helps protect the current structures that are at the airport and improves usability for the pilots.

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

The more people who are able to use the airport, the better self sufficient the airport will become.

• Does the project have local support? * Yes No

The Enterprise City Council reached a full consensus to support this grant application, in hopes of seeing improvements completed at the airport.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

Not Required

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

It will provide jobs for those completing the project and does allow more use of the airport for larger aircraft by increasing the taxiway and protecting the structures along the taxiway.

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

We see a lot of tourists using the airport. Tourist activity is a huge revenue for small local governments and one we depend on. All improvements done to the airport add to the sustainability and help promote future use.

- 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 No

Keeping the airport open is crucial for the transportation system. Our airport is used for medical emergencies, supplies, tourist related activities, etc.

- Is the proposed project ready for construction or implementation? * Yes No

Once funds are awarded, we can begin the planning process, with the majority of the work taking place in the summer of 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The improvements we are doing will be long term improvements that help us keep the airport open and functioning.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$53,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$2,650.00		5 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$	
<i>Enterprise Airport Capital Improvement Fund</i>	<i>\$2,650.00</i>	<i>11/1/2023</i> ++
Total Match Funds:	\$2,650.00	5 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$50,350.00	95 %
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Project Budget Summary

Total applicant matching funds:	\$2,650.00	5 %
Funding request to ODAV:	\$50,350.00	95 %
Total Project Cost:	\$53,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
<i>Capital Improvement Fund</i>	<i>Capital Improvement - Airport.pdf</i>

++

General Project Information

Applicant

Organization Name
City of Eugene
Contact Person *
Cathryn Stephens
Address
28855 Lockheed Dr.
Contact Person Title *
Airport Director
City
Eugene
State
Oregon
Zip Code
97402
Phone Number *
(541) 682-5430
Email *
CStephens@eugene-or.gov

Project Name and Location

Project Name *
Design of New Airfield Maintenance Facility
Project Location *
Eugene, Oregon
ODOT Region:
Region 2
County tax parcel identification number(s): *

999951; 350098; 350148; 349959; 349967; 111937; 349975; 1317237; 1317229; 1317211; 489078; 4890003; 1258829; 349736; 349512; 349736; 1317625; 1286242; 54252; 54161; 1495298; 1296910; 54153; 54245; 349512; 1586666; 1625324; 1625316; 1625316; 1621752; 1661766; 4123772; 54112; 54138; 350254; 54120; 1586666; 1132198

For convenience, if you have these compiled, please upload them here:
10454_1099172-TaxLotMap.pdf

Airport Information

Airport Name: *
*Eugene Mahlon Sweet
Airport*
Airport Category
Category 1b
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Planning
Select the category of project for which you are requesting funding:*
Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan
Project Start Date:
4/1/2024
Project End Date:
9/30/2024

Project Summary*

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

This project is for planning and design of an estimated 10,000 square foot single story pre-engineered metal building that will include open equipment storage, maintenance bays, new fuel tanks, and supply storage areas.

Project Purpose and Description*

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

The current Airfield Maintenance Facility is past its useful life and no longer reasonable to maintain. In addition, the existing facility's location is in the footprint of the site identified for the new proposed passenger terminal Concourse C. A new airfield maintenance facility must be constructed prior to the construction of the new Concourse C, which is anticipated in 2026. The design of the airfield maintenance facility will pave the way for the construction of this facility, as outlined in our approved PFC Application #14. Construction of the New Airfield Maintenance Facility is scheduled for 2025.

The facility is an estimated 10,000 square foot single story pre-engineered metal building that will include open equipment storage, maintenance bays, new fuel tanks, and supply storage areas. The civil site improvements include site and utility design, parking lot area lighting, asphalt paving, storm drainage design, and landscaping. The new asphalt paving will tie into the existing asphalt paving.

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 No

Oregon Aviation Plan determines some of the major improvements needed at Oregon Airports are Airfield Pavements, Runway Markings, Runway/Taxiway Lighting. A well-designed and well-equipped Airfield Maintenance Facility ensures that the airfield receives the necessary upkeep, contributing to its long-term durability.

- **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 No

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No
- A well-designed Airfield Maintenance Facility plays a crucial role in preventing future deficiencies and preserving existing aviation facilities. These facilities are responsible for the upkeep and maintenance of runways, taxiways, lighting, and other infrastructure critical to aviation operations. By conducting regular maintenance and repairs, they can extend the lifespan of existing facilities and ensure they meet safety and operational standards, helping to prevent future deficiencies. The effectiveness of such a facility depends on its design, which must align with the specific needs of the aviation infrastructure it serves.*

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

An Airfield Maintenance Facility primarily serves the purpose of maintaining and servicing airport infrastructures such as runways, taxiways, and aprons. It is a crucial component for ensuring the safety and efficiency of an airport. Although an Airfield Maintenance Facility does not directly generate revenue, having a well-maintained airfield contribute to an airport's financial self-sufficiency by reducing operational disruptions and maintenance costs in the long run. It can help attract more airlines, passengers, and cargo operations, which can boost an airport's overall revenue.

• **Does the project have local support? ***

Yes **No**

We have attached letters of support from our airline partners.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 11/26/2018

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

A well-designed Airfield Maintenance Facility can help reduce transportation costs for Oregon businesses and improve access to jobs and sources of labor.

- 1) *Transportation Efficiency: Airfield Maintenance Facilities ensure that airports are properly maintained, which can lead to smoother and more efficient air transportation. This can reduce shipping and transportation costs for businesses that rely on air freight.*
- 2) *Job Access: Airports are often major employment centers. The presence of a well-maintained airport and its related facilities can create job opportunities and improve access to a skilled labor force for businesses in the vicinity.*
- 3) *Economic Development: Well-maintained airports can attract new businesses and industries to the area, further contributing to economic growth and employment opportunities.*

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

An Airfield Maintenance Facility can result in economic benefits to Oregon.

- 1) *Infrastructure Development: The construction & maintenance of the facility involve contracts with local construction companies & suppliers, leading to increased business locally.*
- 2) *Increase Air Traffic: Airports with excellent maintenance facilities attract more airlines, cargo operators, and passengers. This increased air traffic can stimulate economic activity by fostering tourism, trade, and businesses.*
- 3) *Revenue Generation: A reliable airfield maintenance facility ensures the smooth functioning of the airport, which in turn, boost revenue-generating activities.*
- 4) *Agricultural and Cargo Transportation: A well-maintained airfield can reduce the likelihood of spoilage or delays, benefiting agricultural & cargo industries in the state.*

Having a well-equipped Airfield Maintenance Facility is crucial for the overall economic well-being of a state, as it supports a wide range of industries and services.

- 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 No

A well-designed and well-equipped maintenance facility can improve the efficiency of airport operations, leading to better transportation system performance. It plays a critical role in ensuring the airport's smooth operation and contribute to the safety of aviation operations. Additionally, Eugene Airport support regularly scheduled air cargo service that are critical links in connecting communities with the national and global economy.

- Is the proposed project ready for construction or implementation? * Yes No

The Airfield Maintenance Facility has been designated as a CATEX, and we anticipate receiving the official CATEX approval by December 2023. Additionally, the construction of the project is included in our approved PFC Application #14. Once we secure the grant agreement, we will be ready to proceed with implementing the project's design.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

The design of the Airfield Maintenance Facility often have a useful life expectancy of 30 years or more. Regular maintenance and upgrades can extend the facility's useful life further. Periodic renovations and modernization efforts can ensure these facilities remain functional and efficient over the long term. Eugene Airport is dedicated to the continuous maintenance and enhancement of this facility.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$750,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$375,000.00		50 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$500,000.00	7/1/2023
	\$	
Total Match Funds:	\$500,000.00	67 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	33 %
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Project Budget Summary

Total applicant matching funds:	\$500,000.00	67 %
Funding request to ODAV:	\$250,000.00	33 %
Total Project Cost:	\$750,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

 ++

General Project Information

Applicant

Organization Name
Port of Gold Beach
Contact Person *
Andy Wright
Address
29891 Harbor Way
Contact Person Title *
Port Consultant
City
Gold Beach
State
Oregon
Zip Code
97444
Phone Number *
(541) 373-3296
Email *
portmanager@portofgoldbeach.com

Project Name and Location

Project Name *
AWOS Replacement Project - Phase I - Design
Project Location *
Gold Beach Airport - 4S1 - Gold Beach, OR 97444
ODOT Region:
Region 3
County tax parcel identification number(s): *
R22895, R27130, R27209, R22896, R35336, R25632, R36896, R19751, R36897, R19443, R25629, R25628, R25627, R11904, R23126, R35336, R39638
For convenience, if you have these compiled, please upload them here:
Gold Beach Airport Map.pdf

Airport Information

Airport Name: *
Gold Beach Airport - 4S1
Airport Category
Category 4a
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
10/1/2023
Project End Date:
2/1/2024

Project Summary*

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

Design of the replacement of the automated weather observation system (AWOS).

Project Purpose and Description*

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

The existing AWOS was constructed in 2008 and has encountered significant maintenance issues in recent years due to the coastal environment. The AWOS has reached the end of its design life cycle and is in need of replacement.

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 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 No

The project will modernize the airport by exceeding the state minimum standards as identified in the Oregon Aviation Plan (OAP). The OAP does not list weather reporting aids as minimum criteria, but the FAA approved airport layout plan shows an existing and future AWOS at the airport.

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

The project includes the design for reconstructing an existing AWOS facility that has reached the end of its design life cycle and deteriorated due to coastal conditions. This future phases of this project will preserve the airports current weather reporting capabilities with the reconstruction.

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

By designing for the installing of the AWOS, the Airport will be more marketable to attract more based aircraft. Additional based aircraft will translate to more revenue for the Airport to operate.

• Does the project have local support? * Yes No

The project is supported by the Port of Gold Beach.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 12/31/2017

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None anticipated.</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

The proposed project will potentially reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor by providing reliable and robust weather reporting capabilities. This project will provide pilots with valuable weather related data that will give them more opportunities to use the airport facilities for business and pleasure.

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

This project will provide pilots with valuable weather related data that will give them more opportunities to use the airport facilities for business and pleasure. This project could increase the direct and indirect total of sales and output from aviation visitors from the Gold Beach Municipal Airport from \$289,746 per the Oregon Aviation Plan v6.0.

- 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 No

The local community uses the Gold Beach Municipal airport with occasional emergency medical services. This project will provide pilots with valuable weather related data that will give them more opportunities to use the airport as a critical link in Oregon's transportation system.

- Is the proposed project ready for construction or implementation? * Yes No

The project will be designed Winter 2023/24 and construction will commence Summer 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The proposed project will replace the existing AWOS that has reached the end of it's design life cycle. The new AWOS will have a minimum design life of 15 years per Change 1 to FAA order 5100.38D AIP Handbook. See attached table 3-7 from the AIP Handbook.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$72,080.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$8,009.00	10 %
Total Project Cost	\$80,089.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$800.90		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$72,080.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$800.90	
	\$	++
Total Match Funds:	\$72,880.90	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$7,208.10	9 %
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Project Budget Summary

Total applicant matching funds:	\$72,880.90	91 %
Funding request to ODAV:	\$7,208.10	9 %
Total Project Cost:	\$80,089.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
CIP Letter	OR-2022-5 Year CIP Memo to Gold Beach (4S1).pdf ++
CIP Data Sheet	4S1 - CIP Data Sheet - 2023 - AWOS Replacement - Phase I - Design.pdf ++

General Project Information

Applicant

Organization Name

Port of Gold Beach

Contact Person *

Andy Wright

Address

29891 Harbor Way

Contact Person Title *

Port Consultant

City

Gold Beach

State

Oregon

Zip Code

97444

Phone Number *

(541) 373-3296

Email *

portmanager@portofgoldbeach.com

Project Name and Location

Project Name *

AWOS Replacement Project - Phase II - Construction

Project Location *

Gold Beach Airport - 4S1 - Gold Beach, OR 97444

ODOT Region:

Region 3

County tax parcel identification number(s): *

R22895, R27130, R27209, R22896, R35336, R25632, R36896, R19751, R36897, R19443, R25629, R25628, R25627, R11904, R23126, R35336, R39638

For convenience, if you have these compiled, please upload them here:

Gold Beach Airport Map.pdf

Airport Information

Airport Name: *

Gold Beach Municipal Airport

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

5/1/2024

Project End Date:

10/1/2024

Project Summary*

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

Construction of the replacement of the automated weather observation system (AWOS).

Project Purpose and Description*

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

The existing AWOS was constructed in 2008 and has encountered significant maintenance issues in recent years due to the coastal environment. The AWOS has reached the end of its design life cycle and is in need of replacement.

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 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 No

The project will modernize the airport by exceeding the state minimum standards as identified in the Oregon Aviation Plan (OAP). The OAP does not list weather reporting aids as minimum criteria, but the FAA approved airport layout plan shows an existing and future AWOS at the airport.

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

The project includes the reconstruction an existing AWOS facility that has reached the end of its design life cycle and deteriorated due to coastal conditions. This project will preserve the airports current weather reporting capabilities with the reconstruction.

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

By installing of the AWOS, the Airport will be more marketable to attract more based aircraft. Additional based aircraft will translate to more revenue for the Airport to operate.

• Does the project have local support? * Yes No

The project is supported by the Port of Gold Beach.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 12/31/2017

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>Building</i>		<i>Underway</i>	<i>Required</i>
<i>Electrical</i>		<i>Underway</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

The proposed project will potentially reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor by providing reliable and robust weather reporting capabilities. This project will provide pilots with valuable weather related data that will give them more opportunities to use the airport facilities for business and pleasure.

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

This project will provide pilots with valuable weather related data that will give them more opportunities to use the airport facilities for business and pleasure. This project could increase the direct and indirect total of sales and output from aviation visitors from the Gold Beach Municipal Airport from \$289,746 per the Oregon Aviation Plan v6.0.

- 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 No

The local community uses the Gold Beach Municipal airport with occasional emergency medical services. This project will provide pilots with valuable weather related data that will give them more opportunities to use the airport as a critical link in Oregon's transportation system.

- Is the proposed project ready for construction or implementation? * Yes No

The project will be designed Winter 2023/24 and construction will commence Summer 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The proposed project will replace the existing AWOS that has reached the end of it's design life cycle. The new AWOS will have a minimum design life of 15 years per Change 1 to FAA order 5100.38D AIP Handbook. See attached table 3-7 from the AIP Handbook.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$274,500.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$30,500.00	10 %
Total Project Cost	\$305,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$3,050.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$274,500.00	4/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$3,050.00	1/1/2024
	\$	++
Total Match Funds:	\$277,550.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$27,450.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$277,550.00	91 %
Funding request to ODAV:	\$27,450.00	9 %
Total Project Cost:	\$305,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
CIP Letter	OR-2022-5 Year CIP Memo to Gold Beach (4S1).pdf ++
CIP Data Sheet	4S1 - CIP Data Sheet - 2024 - AWOS Replacement - Phase II - Construction.pdf ++

General Project Information

Applicant

Organization Name*Grant County***Contact Person ****Haley Walker***Address***72000 Airport Road***Contact Person Title ****Airport Manager***City***John Day***State***Oregon***Zip Code***97845***Phone Number ****(530) 567-5987***Email ****walkerh@grantcounty-or.gov*

Project Name and Location

Project Name **FAA Match for RPZ Land Acquisition***Project Location ****Grant County***ODOT Region:***Region 5***County tax parcel identification number(s): ****9510, 9516, 1209*

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: **Grant County Regional
Airport***Airport Category***Category 3***NPIAS or Non-NPIAS***NPIAS*

Project Overview

Select the type of project being proposed:**Program Implementation***Select the category of project for which you are requesting funding:****Assistance with FAA AIP grant match***Project Start Date:***11/6/2023***Project End Date:***12/31/2024*

Project Summary*

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

The RPZ Land Acquisition project was identified in our 2019 Airport Master Plan and has been an ongoing initiative aimed at acquiring a parcel of land adjacent to our airport to support our focus on expanding safety. The project involves the purchase of private property for Runway 17 Airspace/Runway Protection Zone (RPZ) preservation. This purchase will protect the airport from encroachment of incompatible land uses. The project will consist of surveying, appraisals, and purchasing 9.34 acres.

Project Purpose and Description*

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

The primary purpose of the Airport Land Acquisition Project is Safety and Compliance, specifically, ensuring the safety and compliance of the airport with regulatory standards, especially regarding runway protection zones, obstacle limitation surfaces, and airspace protection. The 2019 Airport Master Plan recommended acquisition of Parcel B (total 13 acres) as shown on the Airport Property Map. The project involves acquisition of 9.34 acres which consists of the majority of the Runway 17 RPZ outside of the airport property boundary. Project work will include surveys, appraisal, review appraisal, generation of a purchase and sale agreement and purchase of the parcel.

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 No

Safety Enhancements: The Oregon Aviation Plan identifies safety deficiencies, such as insufficient runway protection zones or obstacle limitation surfaces. Our Airport Land Acquisition Project will help address these by acquiring land to expand safety zones that pose a risk to aviation.

- **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 No

The acquisition of additional land can contribute to modernization and compliance with standards because it aligns with the Airport's Master Plan and broader development goals. This Land Acquisition Project is related to modernization and compliance through Compliance with Safety Standards. The land acquisition is aimed at improving safety zones and bringing the airport into compliance with federal and state safety standards and Advisory Circulars. This is considered a step toward modernization in terms of safety. In summary, while an Airport Land Acquisition Project is not a direct modernization effort, it is a critical component of an airport's modernization strategy because it aligns with the airport's overall goals and objectives, including compliance with state and federal standards and Advisory Circulars. The project, in conjunction with other development efforts, will contribute to the modernization of our airport's infrastructure and operations.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

This Land Acquisition Project indirectly addresses future deficiencies and facility preservation by

- 1. Preventing Future Deficiencies through safety enhancements: Acquiring land for safety zones, obstacle limitation surfaces, and other safety-related purposes will aid in preventing future safety deficiencies. By extending safety areas, our airport will meet and exceed safety standards, reducing the risk of accidents or incidents.*
- 2. Preserving Existing Facilities through infrastructure protection: Acquiring land for buffer zones or protection areas around existing facilities will help preserve them by preventing encroachments or potential disruptions caused by neighboring development.*
- 3. Integrating land acquisition into our airport's master plan ensures a coordinated approach to future development, which will help prevent deficiencies and promote efficient land use.*

- **Does the project increase the financial self-sufficiency of the airport? *** **Yes** **No**

This project will indirectly contribute to financial self-sufficiency through Economic Development. The acquisition of land to protect the airport will encourage additional aviation activity that can stimulate economic development at the airport. The airport has the potential to generate additional revenue through leases, fees, and taxes. This economic activity can enhance the financial self-sufficiency of the airport.

- **Does the project have local support? *** **Yes** **No**

The local Airport Commission, County Court, hospital, county sheriff, Air Search, United States Forest Service, pilots, and airport users fully support the Land Acquisition Project to increase safety for all aviation users as well as adjacent landowners. Most importantly, the landowner of the subject property parcel is a willing seller who approached the airport and asking for the County to purchase her property to help increase safety.

Project Documentation

Documentation and Permits

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

No Underway
 Yes

Date of Completion: 2/12/2019

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
 Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

This Land Acquisition Project has indirect effects on transportation costs, job access, and labor sources in the following ways by increasing Air Transportation Functionality and Safety. A safe, well-functioning airport benefits various industries, including tourism, trade, and business operations.

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

Our Land Acquisition Project contributes to economic benefits for the state by increasing tourism. Airports are often gateways for tourism. Increasing the safety of our airport and surrounding properties will attract more visitors, leading to increased spending on accommodations, dining, and local attractions. This boost in tourism will have a positive impact on the state's 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. * Yes No

The economic development stimulated by airport expansion can result in increased trade, business activities, and tourism. This growth can have positive ripple effects on the transportation system leading to increased movement of goods and people. This accessibility will lead to better utilization of the transportation system, including road networks, to reach and connect with the airport. While the project itself may not be a direct transportation link, it often necessitates complementary infrastructure, such as road improvements to serve the area. These infrastructure enhancements will improve overall transportation efficiency. In summary, this project can indirectly contribute to improving the utilization and efficiency of Oregon's transportation system by stimulating economic growth and necessitating complementary transportation infrastructure.

- Is the proposed project ready for construction or implementation? * Yes No
- We have FAA support, a willing seller, and BIL funding is in place to move this project forward immediately.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

This project is part of our Airport's Master Plan, which outlines the long-term vision for airport development, including land acquisition, and aligns with the airport's future needs by providing a maximum benefit over time. Additionally, safety enhancements resulting from this project, such as extended safety zones, will provide long-term safety benefits by reducing the risk of accidents and incidents. Compliance with safety standards remains essential for our airport's continued, long-term operation.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$80,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$8,889.00	10 %
Total Project Cost	\$88,889.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$888.90		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$80,000.00	6/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$889.00	11/6/2023
	\$	++
Total Match Funds:	\$80,889.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$8,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$80,889.00	91 %
Funding request to ODAV:	\$8,000.00	9 %
Total Project Cost:	\$88,889.00	100 %

Pre-Agreement Expenditures *

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

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

Please describe those pre-agreement expenditures.

Seller incurred survey costs to partition her property clearly indicating the RPZ portion. She did this to determine the exact acreage so we would know the purchase price as she offered a per acre price.

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name
Grant County
Contact Person *
Haley Walker
Address
72000 Airport Road
Contact Person Title *
Airport Manager
City
John Day
State
Oregon
Zip Code
97845
Phone Number *
(541) 575-1151
Email *
walkerh@grantcounty-or.gov

Project Name and Location

Project Name *
FAA Match for Runway 17/35 Widen & Reconstruction Project
Project Location *
Grant County
ODOT Region:
Region 5
County tax parcel identification number(s): *
9510, 9516

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
Grant County Regional Airport
Airport Category
Category 3
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
1/1/2024
Project End Date:
1/31/2025

Project Summary*

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

Reconstruct and Widen Runway 17/35, Reconstruct Runway 17/35 MIRLS and Runway 17/35 REILs, and Replace airfield guidance signs and Replace Runway 17 PAPI; all Phase II – Construction. This project will be completed under the FAA Airport Improvement Program.

Project Purpose and Description*

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

Initially, we were not planning on applying for a COAR grant because we had 100% funding secured through the FAA and Connect Oregon based on the project cost estimate. However, the bids came back higher than the cost estimate and the FAA later determined an AGIS Survey was required, both increasing the cost of this project. The FAA secured their portion (90%) of the project, and we requested an increase in funding from Connect Oregon, but we were denied the increase. This leaves a very small remaining percentage of the project to be funded (less than 1%). However, even at approximately .835% remaining, this is still too much for our small rural airport to fund at \$66,232. We are now seeking COAR funding to ensure this project has the funding needed to complete the project. Runway 17-35 at Grant County Regional Airport is currently 60 feet wide. The 2019 Airport Master Plan recommends that Runway 17-35 be reconstructed to a width of 75 feet to meet FAA design criteria for an ADG II airport. The pavement section will also be reconstructed to correct surface deficiencies and increase the load bearing capacity to accommodate aircraft that are currently using the runway. New MIRLS, PAPI, REILS and Destination Signs will be installed. The airport electrical system for Runway 17-35 will be replaced including PAPI and REIL's. Phase I was the design phase of the project completed under AIP 3-41-0028-018-2022. This is Phase II construction and scheduled for 2024.

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 No

In the OAP, GCD is identified as an airport supporting emergency services, specifically firefighting. Runway 17/35 pavement maintenance index is listed as 76 in the 2019 OAP with a 5-year PCI continuing to deteriorate to 69. OAP current ARC is B-I with an objective of B-II which requires widening the runway 15 feet from 60 feet to 75 feet, installation of MITL (Medium Intensity Taxiway Lighting) to meet the taxiway lighting objective. Regular pavement maintenance is important to prolonging the life of the Airport's pavements and a key component of the overall airport long term plan.

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

This project will provide a safe operating environment for aircraft using Runway 17-35 by reconstructing the runway width and strength to meet FAA design standards for B-II airports.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

The reconstruction of Runway 17-35 will ensure that the runway pavement remains viable and functioning for all airport users, particularly supporting aircraft already using our airport for fire and medical emergency services.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Funding this project through a FAA AIP grant, Connect Oregon grant, and potentially a COAR grant, allows our Airport funds to be dedicated to other improvement projects, services, initiatives that are not grant eligible. Examples would be airfield maintenance and improvement and fuel upgrade and expansion projects that would also facilitate the self-sufficiency of the airport.

• Does the project have local support? * **Yes** **No**

The local Airport Commission, County Court, hospital, county sheriff, air search, United States Forest Service, pilots, and airport users fully support widening and strengthening the runway allowing us to bring our runway up to standards for aircraft already flying into our airport.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/12/2019

Is a NEPA review required? *

No
Yes

Please select the applicable:

Environmental assessment (EA)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

Grant County Regional Airport serves a vast range of Eastern Oregon and industries such as agriculture, firefighting, emergency medical as well as regular visiting medical specialists, tourist aircraft traffic, outfitter guides, government, and land management are served by this project. By completing this project, the Airport will be able to improve its pavement and maintain a safe and reliable operating surface for all aviation users.

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

Total cost of this project is \$7.94 million with the majority being paid to Oregon based contractors. Additionally, improvement to the runway attracts and allows larger, heavier aircraft to utilize our airport rather than flying over to an airport out of state which results in an economic benefit to the local and state economies.

- 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 No *

This project improves an integral part of the airport's infrastructure allowing for continued and increased flight activity and utilization as part of the Oregon transportation system. As a result, our airport will continue to be a critical link connecting transportation via air travel in Oregon.

- Is the proposed project ready for construction or implementation? Yes No *

99.165% of this project is funded with FAA and Connect Oregon grant agreements already in place and executed. This project has already been bid, a Notice of Award has been issued, and agreements executed with the construction contractor and construction engineer. The next steps are pre-construction meetings and issuing a Notice to Proceed in the Spring of 2024. We are shovel ready and only waiting for appropriate construction weather.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

According to the FAA AIP Handbook, asphalt pavements have a minimum useful life of 20 years. This project will extend our runway 17-35 pavement surface at least 20 years.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$7,146,097.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$794,011.00	10 %
Total Project Cost	\$7,940,108.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$79,401.10		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$7,146,097.00	8/3/2023
Funding other than Sponsors	\$727,778.00	7/12/2022
Sponsor Funds	\$	
	\$	++
Total Match Funds:	\$7,873,875.00	99 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$66,233.00	1 %
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Project Budget Summary

Total applicant matching funds:	\$7,873,875.00	99 %
Funding request to ODAV:	\$66,233.00	1 %
Total Project Cost:	\$7,940,108.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

The only costs incurred thus far have been the Independent Fee Estimate in the amount of \$3,500. This is an eligible expense to be reimbursed through the grants.

Related Document Uploads

Description	Upload	
CIP Letter indicating project	2021 CIP Letter - GCD - John Day.pdf	++
FONSI letter satisfying NEPA	GCD 17-35_FONSI Letter to Sponsor_Jan2022.pdf	++

General Project Information

Applicant

Organization Name

City of Hermiston

Contact Person *

Mark Morgan

Address

180 NE 2nd St.

Contact Person Title *

Assistant City Manager

City

Hermiston

State

Oregon

Zip Code

97838

Phone Number *

(541) 567-5521

Email *

Mmorgan@hermiston.gov

Project Name and Location

Project Name *

Taxilane Reconstruction: Design and Construction

Project Location *

KHRI- Hermiston Municipal Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

4N28130000600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Hermiston Municipal Airport (HRI)

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

6/30/2025

Project Summary*

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

This Taxilane Reconstruction project will include the design and construction, for the reconstruction, full depth and full width of two (2) existing asphalt taxilanes at the airport. These taxilanes provide access to existing aircraft hangars. In addition, this project will include associated Storm Drainage & site grading improvements. This project will also relocate (shift) the taxilanes to meet current FAA standards and facilitate construction of a new aviation t-hangar at the airport.

Project Purpose and Description*

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

Project purpose: Reconstruction of aging and deteriorating asphalt taxilane pavements at the airport. A 2017 Pavement Evaluation/Maintenance Management Program report of the pavement(s) at the airport, identified aging taxilane pavements that are well beyond their original pavement design life. The report identifies the taxilane pavements are 40-60 years old and are deteriorating.

The report identified that the Taxilane Pavement Condition Index (PCI) rating for these taxilanes in 2017, ranged from 16 ("serious or failed") to 43 ("poor"). By 2027, the reports PCI projections for the same pavements range from 0 ("failed") to 22 ("serious").

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 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 No
- Does the project prevent future deficiencies and preserve the existing facilities? * [X] Yes No
The project preserves access to hangar space for 10 aircraft.
- Does the project increase the financial self-sufficiency of the airport? * Yes No
- Does the project have local support? * [X] Yes No
The project is identified on the 2020 Airport Master Plan.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 1/1/2020

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

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

This project is necessary infrastructure supporting hangar space for Oregon-based aircraft. The vacancy rate for enclosed hangars at HRI remains 0%, despite the addition of 4 private T-Hangars in 2018. This project will facilitate the construction of 10 new enclosed T-Hangars at HRI, which have a long waiting-list. The Greater-Hermiston area has doubled in population over the past 30 years, and is now the largest residential, employment, and commercial services hub in Eastern Oregon. As this growth continues, ensuring adequate aircraft hangar space will be necessary to maximize this economic growth by serving new residents and businesses alike.

- 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 No

This project provides the link from hangar space to the runway. The region is still feeling the effects of the closure of Vista Field in Kennewick, WA (27mi.) in 2014. That closure was the result of pressure from significant commercial/residential development surrounding the airfield, and a desire to develop the land for other uses. Demand for GA hangar space has only increased as the population of the Kennewick-Richland-Pasco MSA (Tri-Cities) has continued to see strong growth. Meanwhile, that growth has driven up commercial usage of the Pasco airfield, which has pushed more strain on GA capacity at the Richland airport. There are many businesses in the Hermiston Area with extensive ties to Tri-Cities, and further development of hangar space at HRI can help accommodate basing aircraft in Hermiston which may have previously located in Kennewick.

- Is the proposed project ready for construction or implementation? * Yes No

This project has long been planned for, including the systematic raising of hangar rental rates over the past 4 years to make hangar expansion financially viable long-term.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

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

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$300,000.00	44 %
FAA AIP Grant Match Requirement from Sponsor	\$375,000.00	56 %
Total Project Cost	\$675,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$37,500.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$300,000.00	2/15/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$125,000.00	10/26/2023
	\$	++
Total Match Funds:	\$425,000.00	63 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	37 %
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Project Budget Summary

Total applicant matching funds:	\$425,000.00	63 %
Funding request to ODAV:	\$250,000.00	37 %
Total Project Cost:	\$675,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Design Expenses ~ \$38,000

Related Document Uploads

Description	Upload
2023 FAA AIP/BIL Memo & Taxilane CIP Datasheet	HRI-2024 FAA AIP-BIL Memo Taxilane Reconstruction CIP Datasheetx.pdf ++

General Project Information

Applicant

Organization Name

City of Hermiston

Contact Person *

Mark Morgan

Address

180 NE 2nd St.

Contact Person Title *

Assistant City Manager

City

Hermiston

State

Oregon

Zip Code

97838

Phone Number *

(541) 567-5521

Email *

Mmorgan@hermiston.or.us

Project Name and Location

Project Name *

NewAviation T-Hangar: Design and Construction

Project Location *

Hermiston, Oregon

ODOT Region:

Region 5

County tax parcel identification number(s): *

4N2813 Tax Lot 100 & 600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Hermiston Municipal Airport (HRI)

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

5/1/2023

Project End Date:

6/30/2025

Project Summary*

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

This New T-Hangar project will include design and construction of a new 10-unit aviation T-hangar building at the airport, along with associated electrical, storm drainage and site improvements.

Project Purpose and Description*

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

This project will replace an existing 10 unit, open faced, T-hangar unit at the airport with a new, up to 10 unit closed T-hangar. The existing open faced T-hangar is aging, provides no protection against Hermiston's notorious wind-blown sand, and will need increasing maintenance and repairs. This has resulted in <50% occupancy rate of the Open-T's, while a wait-list between 5 and 10 people has persisted for at least the past 10 years for the enclosed hangars which carry monthly rents more than 4X higher than the open hangars. Clearly the aviation community would rather pay more for an enclosed hangar than pay less for what amounts to a shade-structure for their aircrafts. Therefore, it is anticipated that even if the new enclosed hangars keep occupancy even, it will result in a net increase in airport revenue of more than \$9,000 per year, or roughly 5% of the entire annual airport budget. If things go according to plan, the facility could be fully leased and result in \$18,000 more per year, and make the Airport more self-sufficient.

This New T-hangar project has been determined by FAA to be eligible for FAA Bipartisan Infrastructure Law (BIL) funding, and the project has previously been coordinated with FAA and approved for construction in 2024. The airport will utilize its eligible 2024 BIL funds (\$585K) during construction in 2024, then request and receive reimburse of the airports remaining 2025 and 2026 BIL funds when they become eligible from FAA in FY 2026.

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

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

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

This project adds capacity for aircraft storage. The project is replacing an existing 10-unit "Open T" hangar, which has seen declining interest from the aviation community over the years. It is clear that the pilots would rather pay more for an enclosed hangar than pay less for the current facility which amounts to a shade-structure. Therefore, while this replacement of 10 spaces may be viewed as "preserving" existing facilities, it really is doing that and making them much more usable by fully replacing them with an amenity which is actually desirable to modern pilots.

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

It is projected that this project will increase annual airport revenue by between 4.7% and 9.4% from hangar rents alone. The increase in based-aircraft is also anticipated to drive additional fuel sales, of which the City of Hermiston owns and maintains all profit for the operation of the airport.

• Does the project have local support? * Yes No

Yes, In addition to the FAA coordination and approval, the City of Hermiston and the Airport Advisory Committee all support and approve this project, including the matching funds required for the FAA BIL funds. Additionally, The Airport Advisory Committee, made up of members of the local aviation community, approved an increase of roughly 30% to their annual T-Hangar rents for enclosed T-Hangars in 2020, specifically for the purposes of diverting the new marginal revenue in to a reserve account for developing more new enclosed T-Hangar Space. With the resulting BIL Funding from the Federal Government (FAA), it was resoundingly recommended to use the BIL funds, along with the new local revenue stream, to develop new enclosed T-Hangars.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 1/1/2020

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Hermiston, like all communities, has seen an increase in the ability of it's residents to work remotely; which often-times comes with an expectation of some occasional in-person visits to the corporate office. Providing additional hangar space for aircraft increases the ability for local residents to make use of a private aircraft in making periodic trips in to regional offices of their employer in places like Portland, Salem, Seattle, Spokane, and Boise.

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

The vacancy rate for enclosed hangars at HRI remains 0%, despite the addition of 4 private T-Hangars in 2018. This project will facilitate the construction of 10 new enclosed T-Hangars at HRI, which have a long waiting-list. The Greater-Hermiston area has doubled in population over the past 30 years, and is now the largest residential, employment, and commercial services hub in Eastern Oregon. As this growth continues, ensuring adequate aircraft hangar space will be necessary to maximize this economic growth by serving new residents and businesses alike.

- 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 No *

This project provides the link from hangar space to the runway. The region is still feeling the effects of the closure of Vista Field in Kennewick, WA (27mi.) in 2014. That closure was the result of pressure from significant commercial/residential development surrounding the airfield, and a desire to develop the land for other uses. Demand for GA hangar space has only increased as the population of the Kennewick-Richland-Pasco MSA (Tri-Cities) has continued to see strong growth. Meanwhile, that growth has driven up commercial usage of the Pasco airfield, which has pushed more strain on GA capacity at the Richland airport. There are many businesses in the Hermiston Area with extensive ties to Tri-Cities, and further development of hangar space at HRI can help accommodate basing aircraft in Hermiston which may have previously located in Kennewick.

- Is the proposed project ready for construction or implementation? Yes No *

The City and Airport community have been planning and preparing for this project for several years.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

It is anticipated that with regular maintenance by the City/Airport, this new steel structured T-hangar building will have a useful life expectancy of well over 50 years.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$875,000.00	64 %
FAA AIP Grant Match Requirement from Sponsor	\$490,000.00	36 %
Total Project Cost	\$1,365,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$49,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$875,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$240,000.00	
	\$	++
Total Match Funds:	\$1,115,000.00	82 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	18 %
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Project Budget Summary

Total applicant matching funds:	\$1,115,000.00	82 %
Funding request to ODAV:	\$250,000.00	18 %
Total Project Cost:	\$1,365,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Design Expenses ~ \$37,000

Related Document Uploads

Description	Upload
HRI-2023 FAA AIP-BIL Memo & New_T-Hangar Datasheet	HRI-2024 FAA AIP-BIL Memo New_T-Hangar CIP Datasheetx.pdf ++

General Project Information

Applicant

Organization Name

Port of Hood River

Contact Person *

Gregory Hagbery

Address

1000 E. Port Marine Drive

Contact Person Title *

Airport Manager

City

Hood River

State

Oregon

Zip Code

97031

Phone Number *

(541) 386-5116

Email *

ghagbery@portofhoodriver.com

Project Name and Location

Project Name *

New T-Hangar: Phase I - Design and Bidding

Project Location *

Ken Jemstedt Airfield

ODOT Region:

Region 1

County tax parcel identification number(s): *

02N10E11B02600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Ken Jemstedt Airfield (4S2)

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Other

Project Start Date:

1/1/2024

Project End Date:

12/31/2025

Project Summary*

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

This New T-Hangar: Phase I - Design and Bidding project is being completed as the 1st phase of a 2 phase project that will ultimately complete the construction of a new 10-unit T-Hangar at the airport.

Project Purpose and Description*

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

This New T-Hangar project has been broken into two (2) phases:

Phase I: Design & Bidding - scheduled for completion in 2024 (this COAR application)

Phase II: Construction - scheduled for construction summer of 2025

Both Phases (I and II) have been determined by FAA to be eligible for FAA BIL funding, and both phases have been coordinated with FAA for funding in 2024 (Phase I: Design & Bidding), and 2025 (Phase II: Construction).

The current hangar waitlist at the Airport currently has 32 perspective hangar tenants on it with the oldest applicant waiting since 2018. This FAA BIL funded T-Hangar project will help address the current demand for hangars at the airport.

This New T-hangar project has been coordinated with FAA for funding with 2022-2026 BIL funds with Design scheduled in 2024, and construction scheduled in 2025 after the completion of the New Taxilanes project.

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 No

This project provides design for additional hangared space to aircraft at 4S2. 4S2 currently has 36 applicants on the hangar waitlist, many of which are regulated to use the limited number of tie-downs on the airfield. The additional aircraft storage space provided via this project will help increase the based number of aircraft at 4S2.

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

This project provides design for newly constructed hangar space for 4S2. 4S2 has a published Minimum Standards that promotes renting hangars for aircraft storage.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

This project provides design for newly constructed T-hangars for 4S2 users. 4S2 has 36 T-hangars. The current waitlist for T-hangar space has 36 individuals on it. The additional revenue from leasing more T-Hangars will help 4S2 move towards self sustainability.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

This project provides design for newly constructed T-hangars. Additional T-Hangar spaces will provide much needed additional revenue for 4S2.

- **Does the project have local support? *** Yes No

This project provides design for constructed T-hangars. 4S2 currently has 36 T-Hangars with 36 additional individuals on the waitlist. Additional hangar space is a primary request from 4S2 users.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 5/11/2018

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

This project provides design for newly constructed T-hangars. Many of our T-Hangar lessees use their aircraft to commute. The opportunity to provide additional hangar spaces will increase the attractiveness for 4S2 users

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

This project provides design for newly constructed T-hangars. With additional hangar space the based aircraft numbers can increase. Additional aircraft based at 4S2 will utilize more fuel. Taxes from fuel sales will benefit the state.

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

This project provides design for newly constructed T-hangars. New T-Hangars will provide more opportunity for local citizens to store their aircraft at 4S2 rather than out of state or in other cities. This will reduce the necessity to travel to a remotely stored aircraft prior to use.

- Is the proposed project ready for construction or implementation? Yes No *

The proposed project is scheduled for design in 2024 and construction in 2025.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

Yes, it is anticipated that with regular maintenance by the Port/Airport, this new steel structured T-hangar building will have a useful life expectancy of well over 50 years.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$76,000.00	89 %
FAA AIP Grant Match Requirement from Sponsor	\$9,000.00	11 %
Total Project Cost	\$85,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$900.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$76,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$1,000.00	
	\$	++
Total Match Funds:	\$77,000.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$8,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$77,000.00	91 %
Funding request to ODAV:	\$8,000.00	9 %
Total Project Cost:	\$85,000.00	100 %

Pre-Agreement Expenditures *

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

Related Document Uploads

Description	Upload
4S2-FAA CIP/BIL Memo w/ Notes & 2024 New T-Hangar-Design CIP Datasheet	4S2-2023 FAA CIP-BIL MEMO 2024 New T-Hangar-Design CIP Datasheetx.pdf

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General Project Information

Applicant

Organization Name

Port of Hood River

Contact Person *

Gregory Hagbery

Address

1000 E. Port Marine Drive

Contact Person Title *

Airport Manager

City

Hood River

State

Oregon

Zip Code

97031

Phone Number *

(541) 386-5116

Email *

ghagbery@portofhoodriver.com

Project Name and Location

Project Name *

New Taxilanes: Phase I - Design and Bidding

Project Location *

Ken Jemstedt Airfield

ODOT Region:

Region 1

County tax parcel identification number(s): *

02N10E11B02600

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Ken Jemstedt Airfield (4S2)

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date:

1/1/2024

Project End Date:

12/31/2025

Project Summary*

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

This New Taxilane: Phase I - Design and Bidding project is being completed as the 1st phase of a 2 phase project that will ultimately complete the construction of approximately 400 ft of new taxilane pavement at the airport. This project will be designed and constructed to meet current FAA standards, and will facilitate safe access to newly constructed 10-unit T-hangar at the airport.

Project Purpose and Description*

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

This New Taxilane project has been broken into two (2) phases:

Phase I: Design & Bidding scheduled for completion in 2024 (this COAR application)

Phase II: Construction scheduled for construction summer of 2025

Both Phases (I and II) have been determined by FAA to be eligible for AIP funding, and both phases have been coordinated with FAA for funding with AIP funds in 2024 (Phase I: Design & Bidding), and 2025 (Phase II: Construction).

The current hangar waitlist at the Airport currently has 32 perspective hangar tenants on it with the oldest applicant waiting since 2018. This FAA AIP funded Taxilane project will facilitate the construction of the new FAA BIL funded T-hangar project that will help address the current demand for hangars at the airport.

This New Taxilane project will facilitate the New T-hangar project previously mentioned. This New T-hangar project has been determined by FAA to be eligible for AIP (BIL) funding, and both phases have been coordinated with FAA for funding with 2022-2026 BIL funds with Design scheduled in 2024, and construction scheduled in 2025 after the completion of the New Taxilanes.

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 No

This project provides the design for access to additional hangared space at 4S2. 4S2 currently has 36 applicants on the hangar waitlist, many of which are regulated to use the limited number of tie-downs on the airfield. The access to additional aircraft storage space provided through this project will help increase the based aircraft numbers at 4S2.

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

This project provides the design for access to newly constructed hangar space for 4S2. 4S2 has a published Minimum Standards that promotes renting hangars for aircraft storage.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

This project provides the design for access to newly constructed T-hangars for 4S2 users. 4S2 has 36 T-hangars. The current waitlist for T-hangar space has 36 individuals on it.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

This project provides the design for access to newly constructed T-hangars. Additional T-Hangar spaces will provide much needed additional revenue for 4S2.

- **Does the project have local support? *** Yes No

This project provides the design for access to newly constructed T-hangars. 4S2 currently has 36 T-Hangars with 36 additional individuals on the waitlist. Additional hangar space is a primary request from 4S2 users.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 5/11/2018

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

This project provides the design for access to newly constructed T-hangars. Many of our T-Hangar lessees use their aircraft to commute. The opportunity to provide additional hangar spaces will increase the attractiveness for 4S2 users.

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

This project provides the design for access to newly constructed T-hangars. With additional hangar space the based aircraft numbers can grow. Additional aircraft at 4S2 will utilize more fuel. Taxes from fuel sales will benefit the state.

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

This project provides the design for access to newly constructed T-hangars. New T-Hangars will provide more opportunity for local citizens to store their aircraft at 4S2 rather than out of state or in other cities. This will reduce the necessity to travel to a distant aircraft prior to use.

- Is the proposed project ready for construction or implementation? Yes No *

The proposed project is scheduled for design in 2024 and construction in 2025.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

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

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$76,000.00	89 %
FAA AIP Grant Match Requirement from Sponsor	\$9,000.00	11 %
Total Project Cost	\$85,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$900.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$76,000.00	2/15/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$1,000.00	10/1/2023
	\$	
Total Match Funds:	\$77,000.00	91 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$8,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$77,000.00	91 %
Funding request to ODAV:	\$8,000.00	9 %
Total Project Cost:	\$85,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
4S2-FAA CIP/BIL Memo w/ notes & 2024 Taxilane CIP Datasheet	4S2-2023 FAA CIP-BIL MEMO 2024 New Taxilane-Design CIP Datasheetx.pdf

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General Project Information

Applicant

Organization Name
Jackson County
Contact Person *
Traci Carrier
Address
1000 Terminal Loop Parkway Suite 201
Contact Person Title *
Director of Finance and Administration
City
Medford
State
Oregon
Zip Code
97504
Phone Number *
(541) 776-7222
Email *
CarrieCD@jacksoncountyOR.gov

Project Name and Location

Project Name *
Taxiway B2 and B3 Construction, GA Apron Reconstruction and Expansion
Project Location *
KMFR- Rogue Valley International-Medford Airport
ODOT Region:
Region 3
County tax parcel identification number(s): *
37 2W 01D TL 100

For convenience, if you have these compiled, please upload them here:

Airport Information

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

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
11/15/2023
Project End Date:
12/31/2025

Project Summary*

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

Construct Taxiways B2 and B3, Reconstruct GA apron adjacent to Taxiways B2 and B3, expand GA apron.

Project Purpose and Description*

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

This project aims to relieve aircraft parking congestion and complete the second phase of expansion. The Airport Master Plan identifies the forecast-based aircraft at MFR to grow from 199 in 2018 to 253 in 2040. MFR is attempting to keep up with the demand for development. The Airport is seeing an uptick in the mobilization of personal property assets from California to Oregon. Currently, MFR has a waiting list of sixteen individuals, nine of whom are not currently at the airport and seven who want hangar upgrades. This does not include the majority of hangar vacancy inquiries who call to inquire but do not have the luxury of waiting for a hangar to become available. The project will develop 10 acres for aviation use, creating over 4 acres of revenue-generating land.

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 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 No

• **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No
MFR currently has a waiting list of 16 individuals for hangar space. This project will build the infrastructure to allow for the development of the hangars. The FAA accepted Master Plan shows the based aircraft to increase by 27 percent through 2040. This anticipated growth has the potential to increase the hangar wait list or prevent tenants from basing their aircraft at MFR.

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

The Airport provides access to all businesses in the area and is key to the economic vitality and health of the region. The project will provide the infrastructure necessary to build hangars, thus increasing tax revenue, fuel sales, and the economic self-sufficiency of the airport. Phase I of the project will support up to nine (9) new hangars, and Phase II is anticipated to add an additional twenty-two (22) hangars for a total of thirty-one (31). The project will develop 11 acres of the airport with approximately 4 acres of land available for leases to private hangar developers. Land leases are a primary contributor to MFR's ability to maintain financial self-sufficiency.

• **Does the project have local support? *** Yes No

Yes. The Airport continues to enjoy tremendous support from the County Commissioners, surrounding cities, the Chamber of Commerce, our FBOs, local businesses and other partners throughout the region.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 11/30/2018

Is a NEPA review required? *

No
Yes

Please select the applicable:

Environmental assessment (EA)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>FONSI</i>	<i>6/29/2020</i>	<i>Completed</i>	<i>Required</i>
<i>DEQ 1200-CA</i>	<i>9/15/2022</i>	<i>Completed</i>	<i>Required</i>
<i>City Building Permit</i>	<i>5/31/2024</i>	<i>Underway</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

The infrastructure built with this project will support new hangar facilities, allowing Oregon business owners to travel more freely throughout the state. The project will result in additional land available for corporate hangar development. The land opportunity draws corporations to the state. New corporate tenants at MFR will bring new jobs to the region.

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

The economic benefit to the state is the addition of based aircraft within the state, resulting in increased tax revenue. Additionally, the project creates jobs, both locally and statewide, which will help generate revenue through local and state taxes.

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

- Is the proposed project ready for construction or implementation? Yes No *

The project design is anticipated to be completed in spring 2024 to receive a 2024 FAA discretionary grant. The project is listed on MFR's CIP letter and is planned for 2024 construction.

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

NEPA is complete. Phase 1 of the project was constructed in 2023, a stormwater facility to accommodate the improvements was constructed in 2021, and utilities to support the development are planned to be built in the 4th quarter of 2023.

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

The useful life expectancy of the newly constructed pavement will be a minimum of 20 years.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$6,416,871.00	93 %
FAA AIP Grant Match Requirement from Sponsor	\$500,000.00	7 %
Total Project Cost	\$6,916,871.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$250,000.00		50 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$6,416,871.00	9/10/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$250,000.00	10/20/2023
	\$	++
Total Match Funds:	\$6,666,871.00	96 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	4 %
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Project Budget Summary

Total applicant matching funds:	\$6,666,871.00	96 %
Funding request to ODAV:	\$250,000.00	4 %
Total Project Cost:	\$6,916,871.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload	
FAA CIP Letter	OR 2023 5 Year CIP BIL Memo - Medford MFR.pdf	++
Additional Funding Request	ODA COAR Match Increase Request.pdf	++

General Project Information

Applicant

Organization Name

Josephine County (Grants Pass Airport)

Contact Person *

Steve Dobbs

Address

1441 Brookside Blvd

Contact Person Title *

Airports Director

City

Grants Pass

State

Oregon

Zip Code

97526

Phone Number *

(541) 955-4535 ext. 2

Email *

sdobbs@josephinecounty.gov

Project Name and Location

Project Name *

Runway 13 Extension: Phase 2 - Construction

Project Location *

Grants Pass Airport (3S8)

ODOT Region:

Region 3

County tax parcel identification number(s): *

35061500001504, -1600; 350622B0000100, -700, -801; 350622A0000200, -300, -400; 350622D0000200; 350626B0000300, -301; 350623C0001900

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Grants Pass Airport (3S8)

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

2/1/2024

Project End Date:

8/31/2025

Project Summary*

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

Construction Phase of the 700-foot extension of Runway 13

Project Purpose and Description*

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

Project provides for the construction of the 700-foot runway extension and associated improvements that is much-needed and justified immediately by the 2020/2021 Master Plan Update and Airport Layout Plan.

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 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 No

This project will continue to modernize the airport by completing the construction necessary to extend the length of the runway beyond the 4,000 feet primary runway length objective listed in the OAP.

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

This project alleviates the existing deficiency in runway length and preserves existing facilities via the extension of runway 13/31 to the ALP-approved short-term length of 4,700 feet.

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

Aircraft operate under weight-restricted departures at present. The reduction of these restricted departures will result in additional fuel sales. The additional length will also support an increase of based and itinerant operations of larger aircraft by reducing the number of current diversions. Both of these measures will result in additional revenue for the airport.

• **Does the project have local support? *** Yes No

The Josephine County Commissioners, the Grants Pass business aviation community and the Grants Pass Airport Advisory Board strongly support the proposed runway extension. The extension was viewed favorably by the community during the 2020 airport master plan update process.

Project Documentation

Documentation and Permits

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

No Underway
 Yes

Date of Completion: 10/18/2021

Is a NEPA review required? *

No
 Yes

Please select the applicable:

Environmental assessment (EA)

Airport Capacity

Is there an existence of Airport Zoning? *

No
 Yes

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
<i>FAA NEPA Determination (Environmental Assessment)</i>	<i>9/27/2023</i>	<i>Completed</i>	<i>Required</i>
<i>County Development Permit</i>	<i>5/1/2024</i>	<i>Underway</i>	<i>Required</i>
<i>Electrical Permit</i>	<i>5/31/2024</i>	<i>Don't Know</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Currently, larger aircraft cannot depart at maximum gross takeoff weight due to runway length limitations during certain conditions. One operator in particular is required to take two aircraft or depart with a reduced fuel load which results in a required fuel stop prior to their intended destination for certain operations. Landing weight restrictions are also present during certain conditions that require aircraft to land at alternate airports and complete their travel by vehicle. Upon completion of the runway extension, the occurrence of these events will be reduced, thereby reducing transportation costs.

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

An increased runway length will result in greater access to Grants Pass and Josephine County and will prove to be of economic benefit to the state due to the increase in business activity, ease of access to business and recreational facilities in the area, and an increase in the number of related jobs, which will all serve to increase tax revenues.

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

Allowing existing aircraft utilizing the airport to operate under a wider variety of conditions will reduce the number of diversions to alternate airports which requires completion of travel by vehicle. This will improve the efficiency of the air-to-roadway connection for trips to Josephine County and the surrounding areas.

- Is the proposed project ready for construction or implementation? * Yes No

Yes, the Environmental Assessment Finding of No Significant Impact determination was issued by the FAA recently. The project schedule is coordinated with the FAA, and the construction funding is planned for 2024 on the FAA's CIP letter for the Airport.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The pavement constructed as part of this project will have a useful life expectancy of 20 years or more. The airfield electrical components constructed as part of this project will have a useful life that meets or exceeds the FAA requirements listed in FAA Order 5100.38D, Table 3-7.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$2,550,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$283,333.33	10 %
Total Project Cost	\$2,833,333.33	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$28,333.33		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$2,550,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$33,333.33	2/1/2023
	\$	++
Total Match Funds:	\$2,583,333.33	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$2,583,333.33	91 %
Funding request to ODAV:	\$250,000.00	9 %
Total Project Cost:	\$2,833,333.33	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
FAA Capital Improvement Plan Memo Including Project	OR 2023 5 Year CIP BIL Memo - Grants Pass 3S8 wRW Ext Construction.pdf

++

General Project Information

Applicant

Organization Name

Lake County

Contact Person *

David Berman

Address

513 Center Street

Contact Person Title *

Property Manager

City

Lake View

State

Oregon

Zip Code

97630

Phone Number *

(541) 947-6071

Email *

dberman@co.lake.or.us

Project Name and Location

Project Name *

Taxiway B Rehabilitation (Design & Construction)

Project Location *

Lake County Airport, Lakeview, OR

ODOT Region:

Region 4

County tax parcel identification number(s): *

39S20E00-00-05500

For convenience, if you have these compiled, please upload them here:

13018_1100013-taxmap.pdf

Airport Information

Airport Name: *

Lake County Airport

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

1/2/2024

Project End Date:

6/30/2025

Project Summary*

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

Design and construction of approximately 4,730 linear feet of Taxiway B Rehabilitation.

Project Purpose and Description*

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

The project will be comprised of approximately 4,730 LF of Taxiway B rehabilitation via crack seal and/or surface seal. The existing Pavement Condition Index (PCI) for Taxiway B is below 55 (poor) and is projected to fall to below 40 (very poor) by 2032. The pavement has reached the end of its useful life and is in need of rehabilitation to extend its useful life. FAA has indicated pavement maintenance only can be performed until the Airport completes a revised Master Plan, anticipated to start in 2024.

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 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 No

The project will be designed to rehabilitate only the FAA and State minimum design standards. The existing pavement width is approximately 40', but the rehabilitation width will only be 35' to meet width required by FAA design standards for aircraft utilizing the Airport.

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

The project will prevent future deficiencies by protecting and improving the longevity of the Taxiway B surface. The project will minimize impacts to existing pavement, particularly the Taxiway A pavement project that was completed within the last two years.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the taxiway surface. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

• **Does the project have local support? *** Yes No

The project has local support from Lake County.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 12/1/2013

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Lake County Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating Taxiway B will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of the taxiway, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport and Lake County.

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

The project will increase the longevity of the taxiway surface and enhance the safety of air traffic utilizing the airport for access to Lake County and surrounding areas. This could result in expansion of jobs or products at the airport with increased business activity in the area.

- 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 No

The project is a critical link connecting elements of Oregon's transportation system by improving the taxiway surface conditions and increasing its longevity. Rehabilitating the pavement could result in increased utilization of the Airport due to increased safety. Due to its rural location, the airport serves as a critical link for air ambulance and fire fighting services. Rehabilitating Taxiway B will reduce FOD, increase safety, and not hinder air ambulance or fire fighting operations.

- Is the proposed project ready for construction or implementation? * Yes No

The project design will be completed by Spring 2024. Depending on FAA grant funding timelines, construction will occur in Summer 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The project will be designed to FAA and State design standards with a design life cycle of 3 years that matches the Airport Improvement Program Handbook Change 1 for crack seal/slurry seal rehabilitation.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$450,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$50,000.00	10 %
Total Project Cost	\$500,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$5,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$450,000.00	5/31/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$5,000.00	1/1/2024
	\$	++
Total Match Funds:	\$455,000.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$45,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$455,000.00	91 %
Funding request to ODAV:	\$45,000.00	9 %
Total Project Cost:	\$500,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
FAA 2023 CIP Letter	OR 2023 5 Year CIP BIL Memo - Lakeview- LKV.pdf

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General Project Information

Applicant

Organization Name

Lake County

Contact Person *

David Berman

Address

513 Center Street

Contact Person Title *

Property Manager

City

Lake View

State

Oregon

Zip Code

97630

Phone Number *

(541) 947-6071

Email *

dberman@co.lake.or.us

Project Name and Location

Project Name *

Airport Master Plan Update

Project Location *

Lake County Airport, Lakeview, OR

ODOT Region:

Region 4

County tax parcel identification number(s): *

39S20E00-00-05500

For convenience, if you have these compiled, please upload them here:

13018_1100013-taxmap.pdf

Airport Information

Airport Name: *

Lake County Airport

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date:

6/1/2024

Project End Date:

9/30/2026

Project Summary*

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

Update of the 2013 Airport Master Plan to reflect changes that have occurred since that time and review Airport and user priorities and preferences for development. An AGIS survey will also be performed, per recommendation from FAA.

Project Purpose and Description*

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

Purpose: In the years since 2013 the 2013 Master Plan goals are no longer in line with the goals of the FAA, airport, and county. The need for a master plan update has been approved by the FAA. The update will capture the changes that impact the airport and allow for proper planning to address any needs that are identified.

Description: The Master Plan Update will include an AGIS study that will create more accurate survey data on which to base future construction and the associated costs. Included in the plan are processes to determine long term growth, identify the necessary projects to address that growth and an overall plan, both textual and in schematic form, that will guide the processes to achieve the long term 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? *** Yes No

The Master Plan will help identify deficiencies at the Airport that could be corrected in future projects.

- **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 No

Leaders in operations at the airport seek a new direction of growth with a more efficient use of resources and existing conditions than the 2013 Master Plan. The Airport Master Plan is essential both to identify the general patterns and specific needs and to formulate the correct actions that will continue to meet the demands on the Airport infrastructure.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Without an up-to-date Master Plan decisions would be made based on old data. This can lead to a lack of capacity and deterioration of existing facilities. This includes higher levels of demand for hangar development and future devolvement of facilities in optimized locations.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

If airport planning is not done the airport may not meet the needs of the industry as it continues to change. Without the proper infrastructure, such as what Unmanned Aerial Systems may require, the airport could fail to attract or retain future business opportunities. Future development will bring in additional funds to the airport bringing it closer to self sufficiency.

- **Does the project have local support? *** Yes No

The project has local support from Lake County.

Project Documentation

Documentation and Permits

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

No Underway
 Yes

Date of Completion: 12/1/2013

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
 Yes

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.

Click the "**SAVE**" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
None			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Per the Oregon Aviation Plan v6.0 regarding the economic impact of airports in Oregon, the Lake County Airport is associated with a labor force of 2,673 within a 30-min drive of the airport. The direct and indirect total of sales and output from aviation visitors from the Lake County Airport is \$242,541 (OAP v6.0 Statistic). Having an up-to-date Master Plan is crucial to the continued growth and success of the Airport.

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

Lake County Airport occasionally serves aircraft that bring tourists to the area. Aircraft range from single engine aircraft to small business jets. These activities promote tourist spending in the region that support local commercial and state-wide businesses. Having an up-to-date Master Plan is crucial to the continued growth and success of the Airport.

- 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 No

- Is the proposed project ready for construction or implementation? * Yes No

The project will begin scoping after selection of a consultant, anticipated by Spring 2024. FAA funds are anticipated in Summer 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Master Plans typically cover a 20-year planning horizon. However, the need to update Master Plans is dependent on constructed infrastructure at the Airport or at the discretion of the FAA. In this project's case, FAA is directing the need for a Master Plan Update approximately 10 years after the last Master Plan.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$449,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$49,889.00	10 %
Total Project Cost	\$498,889.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$4,988.90		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$449,000.00	6/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$4,989.00	1/1/2024
	\$	++
Total Match Funds:	\$453,989.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$44,900.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$453,989.00	91 %
Funding request to ODAV:	\$44,900.00	9 %
Total Project Cost:	\$498,889.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
FAA 2023 CIP Letter	OR 2023 5 Year CIP BIL Memo - Lakeview- LKV.pdf

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General Project Information

Applicant

Organization Name

City of Madras

Contact Person *

Will Ibershof

Address

125 SWE Street

Contact Person Title *

City Administrator

City

Madras

State

Oregon

Zip Code

97741

Phone Number *

(541) 475-2344

Email *

wibershof@cityofmadras.us

Project Name and Location

Project Name *

Apron Reconstruction/Fencing Improvements

Project Location *

Madras Municipal Airport (S33)

ODOT Region:

Region 4

County tax parcel identification number(s): *

T10S-R13E-Section 35 TL 100 / T10S-R13E-Section 26 TL 500

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Madras Municipal Airport (S33)

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

1/1/2024

Project End Date:

6/28/2024

Project Summary*

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

This project includes reconstruction of the Airport's main apron and fencing improvements to close access to airfield facilities and improve Airport security.

Project Purpose and Description*

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

Pavement for the existing asphalt apron and two concrete hardstands (base bid) have reached the ends of their service lives. Existing asphalt pavement was placed in 1990 and has a PCI value of 40-55. It is in poor condition. Existing concrete pavement for the hardstands was placed in 1943 and has a PCI value of 0-10. This pavement has failed.

Fencing of key areas is also included and is needed to close access to fuel facilities and improve airfield security and safety.

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 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 No

Newpavement will be constructed that will ensure continued function of the apron. The existing apron pavement has reached the end of its service life. This is resulting in increasing levels of Foreign Object Damange (FOD) and decreasing usability of apron by aircraft.

• Does the project prevent future deficiencies and preserve the existing facilities? * Yes No
If continued deterioration of existing pavement is allowed to continue, the apron will eventually become unusable. This project will ensure continued long-term operation of the pavement.

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

Reconstruction of the apron to current standards ensure the apron will ensure continued service for the range of aircraft that use the apron. This increases opportunity for fuel sales, aircraft maintenance, and commercial activity which will increase the demand for services provided by the Airport.

• Does the project have local support? * Yes No
The project has been bid and awarded with the support of the local community.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 7/25/2022

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
		<i>Completed</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Maintaining the apron makes the Madras more usable to a broader range of aircraft, particularly larger business aircraft. The allows these aircraft to fly directly into Madras rather than flying to a nearby airport and then driving to Madras.

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

Improving the apron as proposed makes the airport accessible to a broader range of aircraft including larger business aircraft including:

1. Business access related to the buying and selling of the states agricultural products
2. Truck sales and research (Daimler)
3. Flight training (Leading Edge Aviation)
4. Agri-aviation
5. Aircraft maintenance
6. Tourism (Airshow of the Cascades, Erickson Collection)

All of these businesses activity contribute to both the regional and state economy and benefits both. Proximity to the Airport is a factor in many of these businesses decision to be located near the Airport. A well maintained Airport is also a factor in their continued presence.

- 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 No *

The Airport is located in close proximity to both road and rail service. Madras is also at a unique crossroad in the State's highway infrastructure where Highway 26 (from Portland) connects to Highway 97 (a key North-South corridor). Maintaining a high level of functionality at the Airport will contribute to a smooth interchange between various modes of transportation for the region.

- Is the proposed project ready for construction or implementation? Yes No *
- The project is shovel ready. It has been designed and bid. All contracts are in place and it is poised to go to construction.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No *
- If yes, provide a short explanation. *

The project was designed following FAA standards. A service life of 20 years may be reasonably expected.

Budget

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

Yes No

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$1,319,653.00	88 %
FAA AIP Grant Match Requirement from Sponsor	\$180,000.00	12 %
Total Project Cost	\$1,499,653.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$18,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$1,015,653.00	7/18/2023
Funding other than Sponsors	\$	
Sponsor Funds	\$30,000.00	7/18/2023
<i>BIL Grant</i>	\$304,000.00	7/18/2023
Total Match Funds:		90 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$150,000.00	10 %
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Project Budget Summary

Total applicant matching funds:	\$1,349,653.00	90 %
Funding request to ODAV:	\$150,000.00	10 %
Total Project Cost:	\$1,499,653.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
Capital Improvement Plan (BIL funding not included)	OR-2022-5 Year CIP Memo to Madras (S33).pdf ++

General Project Information

Applicant

Organization Name

City of Madras

Contact Person *

Will Ibershof

Address

125 SWE Street

Contact Person Title *

City Administrator

City

Madras

State

Oregon

Zip Code

97741

Phone Number *

(541) 475-2344

Email *

wibershof@cityofmadras.us

Project Name and Location

Project Name *

Madras Airport Helibase: Phase 4

Project Location *

Madras Municipal Airport (S33)

ODOT Region:

Region 4

County tax parcel identification number(s): *

Jefferson County Assessor Maps 10-13-35 TL 100

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Madras Municipal Airport

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Critical/essential services or equipment

Project Start Date:

12/4/2023

Project End Date:

4/28/2024

Project Summary*

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

This is the fourth phase of development of a helicopter operations area at the Airport. Phase 3 began asphalt placement for the Touchdown and Liftoff (TLOF), taxi route, and parking areas. Phase 4 will complete asphalt placement for these areas.

Project Purpose and Description*

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

Operations by large helicopters during fire seasons are a significant source of Foreign Object Damage (FOD) to other aircraft operating at the Airport. The addition of helicopter operations during fire season also interferes with fixed wing operations. The result is that operations for both are frequently delayed. While this may be tolerable for fixed wing operators that normally operate at the Airport on an intermittent basis, delays in firefighting operations, where time is of the essence, is much less tolerable for helicopters used in the effort. Given the number of wildfires in recent years, the Airport has seen frequent use by heavy helicopters during fire season. Due to large acreages of existing forest lands with an overabundance of fuels, and exacerbating influences such as climate change and drought, the need to accommodate heavy helicopters is expected to increase in the foreseeable future.

The City has identified a location on the Airport for development of a dedicated area for helicopter operations. This separate area for helicopter operations is included in the Airport's current Airport Master Plan which was approved on 7/8/22. The improvements proposed for Phase 4 are part of a multi-phased project. The phase approach was conceived as a means of staging construction as funding was available. Phase 4 will expand on Phase 3 by completing paving of the remainder of traffic areas.

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 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 No

The facility was developed in a manner that is consistent with federal standards as given in AC 150/5390-2 (latest edition).

• Does the project prevent future deficiencies and preserve the existing facilities? * Yes No
Separating fixed and rotary wing aircraft operations will reduce FOD potential and help reduce future damage to aircraft and airport facilities.

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

Improved facilities make the Airport more attractive as a base of operations for fire suppression from both an operational standpoint and a strategic one. This will lead to increased revenue from user fees/charges, lease agreement payments, and fuel sales.

• Does the project have local support? * Yes No
The project continues to have the support of the Madras City Council.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 7/8/2022

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Because of the proximity the Madras Airport to the Mt. Hood and Willamette National Forests, and to forest lands on the Warm Springs Indian Reservation, the Airport is frequently used as a staging area for fighting wildfires in these areas. The addition of a dedicated area for helicopter operations will improve access and response times for fighting forest fires.

Improving the helicopter operations area will allow helicopters to move about more efficiently and will aid movement of support personnel and equipment to and from the site.

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

Timber is a significant renewable resource used for a wide assortment of products and is an important part of Oregon 's economic base. Improving the ability to protect this resource benefits the State.

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

The Airport is located near existing rail service and near US Highways 26 and 97. It is located at a node where goods and services may be easily transferred from one mode of transportation to another.

Intermingling helicopter operations with fixed wing air traffic disrupts the flow of normal traffic during fire events . Separating helicopter traffic from fixed wing operations allows routine air traffic to continue uninterrupted during periods of heavy helicopter use for firefighting. Improving airport operations during fire events allows for more efficient transfers of goods from one transportation mode to another.

- Is the proposed project ready for construction or implementation? * Yes No

Design is anticipated to be complete in time for springtime construction.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The helicopter operations area improvements can be created and maintained at minimal cost. Given the overall cost for personnel and equipment for firefighting, there is a high potential for the project to pay for itself many times over in savings in equipment wear and tear, reduced FOD, fuel, and time. The proposed Phase 4 improvements are intended to improve access to the Westside area already utilized by heavy lift helicopters.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$95,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$9,500.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$9,500.00	
	\$	++
Total Match Funds:	\$9,500.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$85,500.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$9,500.00	10 %
Funding request to ODAV:	\$85,500.00	90 %
Total Project Cost:	\$95,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

City of Malin

Contact Person *

Stephen Royd Smith

Address

PO Box 61

Contact Person Title *

private citizen - auth by AP manager

City

Malin

State

Oregon

Zip Code

97632

Phone Number *

(707) 481-1367

Email *

sroydsmith@hotmail.com

Project Name and Location

Project Name *

Aviation Fuel Self-service Credit Card Terminal Upgrade

Project Location *

Malin Airport (4S7) 32123 STATELINE RD, Malin OR

ODOT Region:

Region 4

County tax parcel identification number(s): *

Property ID: 742959; Map Tax Lot Number: 4112-02200-00300

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Malin Airport

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:*

Critical/essential services or equipment

Project Start Date:

2/1/2024

Project End Date:

3/31/2024

Project Summary*

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

Restore operation of the self-serve 100LL aviation fuel system by installing a modern credit card terminal to replace the currently installed, obsolete and unsupported credit card terminal.

Project Purpose and Description*

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

The Malin airport has an existing fuel system which was funded by a Connect Oregon grant from the 2011-2012 cycle. The fuel system became operational in the spring of 2014. The fuel system cost over \$100,000 to install. The system operated reliably for about 8 years. In April of 2022 the system became inoperable because the existing credit card terminal is no longer supported by the manufacturer. Parts and technical support are unavailable.

At this time, the airport has 11 hangers and 11 aircraft based at the field. Historical records from fuel sales show that the fuel system serves these pilots, others in the immediate area, and numerous transient aircraft. Revenue from fuel sales helps to offset the cost of airport operations and is important to the airport's operating budget.

Many of the pilots who have hangered the 11 aircraft at the Malin airport, live in Klamath Falls or other towns outside the city of Malin. They choose to operate out of the Malin airport because it is a less complex airspace than that provided by the Klamath Falls Class-Delta airport (KLMT). Because the military activity at KLMT is expected to increase in the coming years, it is likely that more pilots will move their aircraft to the Malin airport.

Pilots transitioning through the area in typical GA aircraft are likely to prefer a small airport for refueling over a class Delta airport.

The City of Malin needs help with the cost of replacing the obsolete credit card terminal. The city would like to return the fuel system to normal operations as soon as possible.

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 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 No

• Does the project prevent future deficiencies and preserve the existing facilities? * Yes No
Without fuel, the airport is less valuable to local and transient pilots. The growth the airport has experienced since the fuel was installed may go into reverse and the city's incentive to maintain the airport may wane.

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

Restoring the fuel system to normal operation will provide operating revenue to the city which can be used for airport maintenance. Fuel will once again be available to the 11 pilots who have invested in hangers, in part because fuel was available. Keeping the hangers occupied provides rental income to the city as well.

• Does the project have local support? * Yes No

The pilots at the airport have been diligent in working with city officials to maintain good relations with the city and local community. This has been effective. The city's mayor and the majority of the city council are proud of the airport and support it and would like to see the fuel system restored to normal operation.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

No significant layout changes have been made nor are any planned.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

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

The airport is on the Oregon/California border. Fuel at this location will increase tax revenue because pilots will prefer the lower cost Oregon-based fuel.

Making fuel readily available to local pilots will increase fuel sales and tax 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. * Yes No

Central and eastern Oregon has few aircraft fueling facilities. Malin has everything it needs to contribute to this scarce resource, except a working credit card terminal.

- Is the proposed project ready for construction or implementation? * Yes No

This is a mechanically simple system upgrade. The vendor has been contacted and all planning has been completed. Once funded, the project will be finished within weeks.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No

*If yes, provide a short explanation. * The rate of return on this project is clear. A \$100,000+ fuel system that is in good repair can be restored to normal operation with minimal cost.*

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$20,190.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$1,009.50		5 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$0.00	
City of Malin (%5)	\$1,009.50	1/1/2024 ++
Total Match Funds:	\$1,009.50	5 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$19,180.50	95 %
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Project Budget Summary

Total applicant matching funds:	\$1,009.50	5 %
Funding request to ODAV:	\$19,180.50	95 %
Total Project Cost:	\$20,190.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

Morrow County

Contact Person *

Sandi Pointer

Address

100 S Court St PO Box 788

Contact Person Title *

Administrative Manager

City

Hepner

State

Oregon

Zip Code

97836

Phone Number *

(541) 989-8166

Email *

spointer@co.morrow.or.us

Project Name and Location

Project Name *

UAS Parking and Infrastructure

Project Location *

Lexington, OR

ODOT Region:

Region 5

County tax parcel identification number(s): *

Taxlot 01S52700 00300

For convenience, if you have these compiled, please upload them here:

Taxlot 01S52700 00300 Tax Account 5464.pdf

Airport Information

Airport Name: *

Lexington Airport

Airport Category

Category 4a

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Aviation-related business development on airport

Project Start Date:

6/1/2023

Project End Date:

10/1/2023

Project Summary*

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

This project includes the design and construction of up to three concrete parking pads, one hangar (if funding allows) and related infrastructure based on UAS interest at the Lexington Airport.

Project Purpose and Description*

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

These parking pads and the hangar (if funding allows) will be leased to UAS developers to generate income 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 No

Yes, the installation of a hangar (if funding allows) works toward the minimum standards as stated in the Oregon Aviation Plan of hangars for 75% of based aircraft fleet at the Lexington 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 No

Yes, the project help UAS development and technology. The project will be designed to meet FAA and State minimum design standards.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Yes, the installation of a hangar (if funding allows) works toward keeping the minimum standards as stated in the Oregon Aviation Plan of hangars for 75% of based aircraft fleet at the Lexington airport as the base aircraft fleet grows.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Yes, the parking pads and hangar (if funding allows) will be leased to generate income for the airport.

- **Does the project have local support? *** Yes No

The project has local support from the Airport and MorrowCountry.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 10/31/2016

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>Building permit through Morrow County (Owner)</i>		<i>Underway</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

These improvements will help attract UAS research and development companies to the area increasing job opportunities and growth. Additionally, Lexington Airport is part of a state system of airports that provide access for business and tourism throughout the state.

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

The project helps to attract UAS companies to the State by providing more opportunities for their research and development.

- 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 No

This project will help attract UAS research and development to this rural area minimizing impacts to busier airspaces. Minimizing impact to busier air space increases safety in the State.

- Is the proposed project ready for construction or implementation? * Yes No

Project design can begin immediately. The County secured an Oregon Business Development grant where they installed power and fiber to several locations for the purpose of this development.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The project will be designed to FAA and State design standards with a design life cycle of 20 years that matches the Airport Improvement Program Handbook Change 1.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$200,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$20,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$20,000.00	
	\$	
Total Match Funds:		10 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$180,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$20,000.00	10 %
Funding request to ODAV:	\$180,000.00	90 %
Total Project Cost:	\$200,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name*City of Ontario***Contact Person ****Andy Wood***Address***444 SW 4th Street***Contact Person Title ****Airport Manager***City***Ontario***State***Oregon***Zip Code***97914***Phone Number ****(541) 709-7651***Email ****andy.wood@ontariooregon.org*

Project Name and Location

Project Name **Expand Jet Apron- Construction- FAA AIP 23***Project Location ****Ontario, Oregon***ODOT Region:***Region 5***County tax parcel identification number(s): ****18S47E0704100*

For convenience, if you have these compiled, please upload them here:

Airport Information

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

Project Overview

Select the type of project being proposed:**Program Implementation***Select the category of project for which you are requesting funding:****Assistance with FAA AIP grant match***Project Start Date:***3/1/2024***Project End Date:***7/1/2025*

Project Summary*

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

Complete the bidding and construction for the Expansion of the Existing Jet Parking Apron. The expansion would expand the existing apron by 60,000 square feet and allow for two additional jet parking spots. The project will be completed under the FAA Airport Improvement Program (AIP). The project was designed in 2023 under a separate project.

Project Purpose and Description*

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

In recent years, the Airport has experienced a large amount of corporate jet traffic. The Airport currently only has parking spots for three corporate jets. When they receive more than three, the additional jets are forced to park in General Aviation Apron amongst smaller fixed airplanes. This cause issues with ramp circulation as well as jet wash issues that could potentially damage smaller aircraft. The current Airport Master Plan has indicated the need for additional aircraft parking and highlighted the expansion of the Jet Apron as a "Preferred Alternative". Expansion of the apron will allow for two new 150-ft x 150-ft aviation business related hangars to be built adjoining the apron to the south. New aviation businesses will provide additional funding for the Airport and community.

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 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 No

Expanding the jet parking apron will align with the current and future needs of the Airport as detailed in the new Airport Master Plan Update. The Airport Master Plan Update highlights the need for additional aircraft parking area. This will help the Airport meet that need. The expansion will also position the Ontario Municipal Airport to continue to be the Airport of "Choice" for business and corporate aircraft in Eastern Oregon.

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

Expanding the jet parking apron allows the airport to be compliant with current FAA facility standards and will ensure that the airport has adequate space for growth in the future.

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

Expanding the Jet Apron will allow the Airport to accommodate more business jet traffic. Additional traffic creates more opportunity for revenue in the form of fuel sales, increased community business activity, and tie-down fees. In addition to the additional parking, this will allow for two large aviation business hangars to be built on the south side of the expansion. This increased revenue will allow the Airport to become more self sufficient.

• **Does the project have local support? *** Yes No

This project is fully supported by the City of Ontario, Airport Advisory Board, Airport Administration, and Airport Users.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 2/1/2024

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

Several of Oregon's "Statewide Business Clusters" are served by this project. They include Aviation, Agriculture, Food Processing, and Tourism. The Ontario Municipal Airport serves a wide variety of agriculture, fire fighting, business, medical, military, and tourist aircraft traffic. The Airport is home to two different aerial agriculture spraying operations, a BLM SEAT Base, Life Flight, and several other on-field aviation related businesses. By completing this project, the Airport will be able to better serve its customers by providing additional capacity for aircraft as well as promote future business growth at the Airport and surrounding communities.

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

The jet parking apron expansion not only provides additional revenue to the Airport and State in way of tie down fees and aviation fuel taxes, but it also provides valuable and high paying construction jobs during the construction of the project. Additional jet parking will attract new aircraft and aviation related businesses to the Airport thus increasing business transactions within the State of Oregon. A reliable and efficient airfield is key to attracting, retaining, and growing many lines of business. More specifically, business and medical aviation traffic rely on the ability to fly and access airports that have an efficient airfield environment. The expansion of jet parking apron will create a more efficient airfield environment.

- 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 No *

As stated previously, reliable and safe air travel is paramount to conducting business within Ontario and around the State of Oregon. Several businesses access Ontario and surrounding communities through the use of the Ontario Municipal Airport via air travel. The proposed project will make that air travel in and out of Ontario more efficient and accessible.

- Is the proposed project ready for construction or implementation? Yes No *

The project was designed in 2023. Construction Plans and Bidding and Construction Documents are completed and ready for bidding and construction. The project will be bid in the spring of 2024 and is slated to be funded through the FAA AIP grant program in the summer of 2024 for construction. The level of risk with the project schedule is extremely low since the project is a relatively simple and straight forward to design and construct.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

According to the FAA AIP Handbook, asphalt aprons have a minimum useful life of 20 years. This is a minimum useful life value and not an actual value. The Ontario Municipal Airport has a very thorough and comprehensive airfield maintenance program. Airport and City staff are very diligent about maintaining the airfield pavements. This diligence extends the useful life of the airfield pavements well beyond 20 years.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$900,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$100,000.00	10 %
Total Project Cost	\$1,000,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$10,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$900,000.00	5/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$10,000.00	5/1/2024
	\$	++
Total Match Funds:	\$910,000.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$90,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$910,000.00	91 %
Funding request to ODAV:	\$90,000.00	9 %
Total Project Cost:	\$1,000,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
Ontario FY24-29 Capital Improvement Plan	Ontario-CIP_2024_AIPBIL.pdf ++

General Project Information

Applicant

Organization Name*City of Ontario***Contact Person ****Andy Wood***Address***444 SW 4th Street***Contact Person Title ****Airport Manager***City***Ontario***State***Oregon***Zip Code***97914***Phone Number ****(541) 709-7651***Email ****andy.wood@ontariooregon.org*

Project Name and Location

Project Name **Install Perimeter Fence and Access Gate***Project Location ****Ontario, Oregon***ODOT Region:***Region 5***County tax parcel identification number(s): ****18S47E0704100*

For convenience, if you have these compiled, please upload them here:

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

Project Overview

Select the type of project being proposed:**Program Implementation***Select the category of project for which you are requesting funding:****Critical/essential services or equipment***Project Start Date:***5/1/2024***Project End Date:***12/31/2024***Project Summary***

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

Install approximately 2,600-ft of 7-ft chain-link perimeter fence and an automated vehicle access gate along the east side of the Airport property for Airfield security and safety. The City is in the process of constructing an access road and utilities for a new Bureau of Land Management Aerial Fire Fighting Center and additional hangar development on the east side of the Airport. This fence and gate project is critical to ensuring that this area has safe and secure access control.

Project Purpose and Description*

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

The City of Ontario is currently designing a regional Bureau of Land Management (BLM) Aerial Fire Fighting Center in the southeast corner of the Airport. This complex will include both fixed wing and rotorcraft used by the BLM to fight wildland fires in Eastern Oregon. The complex is a 7 million dollar investment by the BLM along with additional funds by the City of Ontario. The east side of the property in this area does not currently have adequate security fence along the property line. This creates a security issue for the both the Airport as well as the new BLM firefighting facility. The new fence and access gate will allow only authorized personal and vehicles to access the Airport property.

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 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 No

Having a fully fenced and secure Airport helps maintain a safe and efficient airfield for flight operations. This is the last section of the Airport property that is not fenced with an appropriate 7-ft chain-link perimeter fence. Once this section is completed, the Airport will fully comply with federal minimum fencing standards.

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

The Airport is required by the BLM as well as other Airport users to have a safe and secure airfield. This is the last section of Airport property that is not adequately fenced. The current Airport Master Plan has indicated the need for perimeter fencing and an access gate in this area and shows this project as a "Preferred Alternative" moving forward.

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

The City is in the process of constructing an access road and utilities for a new Bureau of Land Management Aerial Fire Fighting Center and additional hangar development on the east side of the Airport. This fence and gate project is critical to ensuring that this area has safe and secure access control. A secure and safe airfield is paramount to maintaining existing airport users as well as attracting new users and businesses to the airfield. Attracting new users to the airfield creates more opportunity for revenue in the form of fuel sales, ground lease fees, increased community business activity, and tie-down fees. This increased revenue will allow the Airport to become more self sufficient.

• **Does the project have local support? *** Yes No

This project is fully supported by the City of Ontario, Airport Advisory Board, Airport Administration, and Airport Users.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/1/2024

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

Several of Oregon's "Statewide Business Clusters" are served by this project. They include Aviation, Agriculture, Food Processing, and Tourism. The Ontario Municipal Airport serves a wide variety of agriculture, fire fighting, business, medical, military, and tourist aircraft traffic. The Airport is home to two different aerial agriculture spraying operations, a BLM SEAT Base, Life Flight, and several other on-field aviation related businesses. By completing this project, the Airport will be able to better serve its customers by providing a safer and more secure airfield environment. A secure and safe airfield is paramount to maintaining existing airport users as well as attracting new users and businesses to the airfield. Attracting new users to the airfield creates more opportunity for revenue in the form of fuel sales, ground lease fees, increased community business activity, and tie-down fees. This increased revenue will allow the Airport to become more self-sufficient.

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

Installing the proposed fence and access gate will allow for airfield development on the east side of the Airport. The City is in the process of constructing an access road and utilities for a new Bureau of Land Management Aerial Fire Fighting Center and additional hangar development on the east side of the Airport. This development will bring additional revenue to the Airport and State in way of lease fees and aviation fuel taxes, but it also provides valuable and high paying construction jobs during the construction of the project. Additional development will attract new aircraft and aviation related businesses to the Airport thus increasing business transactions within the State of Oregon.

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

As stated previously, reliable and safe air travel is paramount to conducting business within Ontario and around the State of Oregon. Several businesses access Ontario and surrounding communities through the use of the Ontario Municipal Airport via air travel. The proposed project will make that air travel in and out of Ontario more safe and secure.

- Is the proposed project ready for construction or implementation? Yes No *

The project is ready for bidding and construction. The City has already compiled construction specifications and standards for the fence and access gate. The project will be bid in the spring of 2024 and construction in the summer of 2024. The level of risk with the project schedule is extremely low since the project is a relatively simple and straight forward to bid and construct. This City has previously completed a very similar project on the west side of Airport.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

According to the FAA AIP Handbook, fence and gates have a minimum useful life of 20 years. This is a minimum useful life value and not an actual value. The Ontario Municipal Airport has a very thorough and comprehensive airfield maintenance program. Airport and City staff are very diligent about maintaining the airfield fencing and gates. This diligence extends the useful life of the airfield fencing and gates well beyond 20 years.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$175,000.00

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	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$17,500.00	3/1/2024
	\$	
Total Match Funds:		10 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$157,500.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$17,500.00	10 %
Funding request to ODAV:	\$157,500.00	90 %
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 No

Related Document Uploads

Description	Upload

 ++

General Project Information

Applicant

Organization Name
Crook County
Contact Person *
Kelly Coffelt
Address
4585 SW Airport Rd
Contact Person Title *
Airport Manager
City
Prineville
State
Oregon
Zip Code
97754
Phone Number *
(541) 416-0805
Email *
Kcoffelt@cityofprineville.com

Project Name and Location

Project Name *
*Runway 15-33 Rehabilitation: Phase 2
Construction*
Project Location *
Prineville
ODOT Region:
Region 4
County tax parcel identification number(s): *
1515000000300

For convenience, if you have these compiled, please upload them here:

Airport Information

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

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
1/15/2024
Project End Date:
12/31/2025

Project Summary*

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

Runway 15-33 Rehabilitation: RW 33 Threshold Relocation (500'), RW widening (40' to 60') and full length pavement rehabilitation, New RW MIRL and signage system, RW MagVar Change (16-34), and associated electrical and drainage improvements.

This Phase II-Construction project will complete the project Construction, AGIS As-Built Survey, and SDC services. This Phase II project is programmed with FAA to be funded (AIP) and constructed in 2024.

Project Purpose and Description*

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

The current Airport Masterplan and approved ALP identifies that the Runway 33 Threshold should be relocated to remove incompatible land uses (State Hwy 126) from the existing RW 33 RPZ, identifies that Runway 15-33 should be widened from 40' (existing) to 60' (ultimate) to meet standards and accommodate current FAA designated A-1/B-1 aircraft operations.

A 2017 pavement evaluation report identified that the Runway 15-33 pavements are aging and deteriorating with an average PCI value of 75. The same report projected the PCI values to drop to 58-62 by 2024.

This Phase II project will complete the project Construction, AGIS As-Built Survey, and SDC Services. This Phase

II project has been determined by FAA to be eligible for AIP funding, and has been programmed with FAA for funding with AIP funds in 2023 (Design/Bidding) and 2024 (Construction).

This Runway 15-33 Rehabilitation project will ultimately complete construction of the following:

Relocation of the Runway 33 Threshold (approx. 500 ft to the south - will correct the existing incompatible land use within the RPZ), widen Runway 15-33 (40' existing widened to 60' to meet current FAA standards), install new Runway 15-33 lighting (MIRL) and signage (existing system is beyond its useful life and is creating significant operational issues for the airport), full depth full length rehabilitation of the existing Runway pavements, construct a new connector taxiway from the the relocated Runway 33 Threshold to the main airport apron and fueling area and the existing hangars on the west side of RW 33, removal of existing taxiway pavements and the pavement beyond the new relocated RW 33 threshold, and complete associated electrical and drainage improvements. Additionally, this project will complete a MagVar change of Runway 15-33 (16-34), new runway/taxiway pavement marking, and runway/taxiway shoulder and RSA/TSA grading.

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 No

This project will complete construction that will complete the reconstruction of Prineville's runway 15-33. Although the reconstruction project is not a primary runway as listed in the OAP, this project will bring this runway into FAA compliance (remove incompatible land uses (State Hwy 126) from the existing RW 33 RPZ), widen to 60' to meet FAA standards, and PCI goals (2024) which reflects directly to the NIPAS airports and the OAP.

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

As stated in the above comments this project will remove 50+ year old construction with incompatible land uses and modernize to meet or exceed current FAA standards.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

This project would be a major step forward to address existing Runway PCI deficiencies, FAA incompatible land use and Runway safety standard issues at the airport, while supporting all other airport existing facilities.

- **Does the project increase the financial self-sufficiency of the airport? ***

Yes **No**

The project will save countless dollars in future maintenance and will be considered an extremely valuable asset to airport tenants and users. Saving maintenance funds and providing a safe and dependable location will support the airports economic goals of being self-sufficient.

- **Does the project have local support? ***

Yes **No**

Yes, Crook County the airport sponsor, and City of Prineville are in full support of the project. Both parties have budgets that support matching funds required for the project.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 11/30/2017

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

Although the existing runway is currently in place, the reconstruction/improvements will secure its use long into the future. Its use supports all local business, the local Data center industries, the USFS and ODF for fire suppression.

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

The existing infrastructure is failing, this project insures the existing economic benefit of the runway, will last well into the future.

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

This project greatly improves the existing facility by removing safety concerns of incompatible land use while widening the runway and updating lighting system, thus making it much more usable.

- Is the proposed project ready for construction or implementation? Yes No *

The project implementation (construction) is already AIP/CIP approved and is anticipated to be funded by FAA, and completed in 2024

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

The improvements will be designed for a 30+ year life with maintenance provided by City and Counties regular maintenance cycles and the ODA Pavement Maintenance Program (PMP)

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$4,325,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$480,600.00	10 %
Total Project Cost	\$4,805,600.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$48,060.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$4,325,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$230,600.00	
	\$	++
Total Match Funds:	\$4,555,600.00	95 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	5 %
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Project Budget Summary

Total applicant matching funds:	\$4,555,600.00	95 %
Funding request to ODAV:	\$250,000.00	5 %
Total Project Cost:	\$4,805,600.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
S39-2023 FAA CIP/BIL memo	OR 2023 5 Year CIP BIL Memo - Prineville S39.pdf

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General Project Information

Applicant

Organization Name
Crook County
Contact Person *
Kelly Coffelt
Address
4585 SW Airport Rd
Contact Person Title *
Airport Manager
City
Prineville
State
Oregon
Zip Code
97754
Phone Number *
(541) 416-0805
Email *
Kcoffelt@cityofprineville.com

Project Name and Location

Project Name *
NewAviation T-Hangar: Design and Construction
Project Location *
Prineville Airport, Prineville Oregon
ODOT Region:
Region 4
County tax parcel identification number(s): *
1515000000300

For convenience, if you have these compiled, please upload them here:

Airport Information

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

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
1/1/2023
Project End Date:
6/30/2025

Project Summary*

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

This project includes the Design and Construction of a new 10-unit aviation T-hangar at the Prineville-Crook County Airport to help address the significant hangar lease demand at the airport.

Project Purpose and Description*

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

Project Purpose: to help meet the significant demand the airport currently has for newhangar leases. The airport plans to utilize all of the airports eligible Bipartisan Infrastructure Law(BIL) funding from FAA to complete this project.

Project Description: Completion of the project design, and construction of a new 10-unit aviation T-hangar to include the newhangar building, concrete foundation, electrical service and fixtures, and minor site improvements associated with the construction of the hangar.

Design was completed in 2023 and construction is anticipated to be in 2024.

The airport plans to utilize all of the FAA BIL funds available in 2024. To include 2022, 2023 and 2024 funds ~ \$477K. Then in 2026 (after construction is completed in 2024), seek reimbursement from FAA for the airports remaining eligible BILL funds. To include 2025 and 2026 funds ~ \$262K for a total of ~\$739K.

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 No

This project will support the development and economic criteria listed under the OAP's Airport functional roles- Airports meeting aircraft storage objectives (hangars and tie-downs) and economic self sufficiency

- **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 No

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No
- The project prevents the shortage of high demand storage space and provides opportunity to direct local funds to aging existing facilities.*

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Yes, This project will create a substantial much needed revenue stream for the airport.

- **Does the project have local support? *** Yes No

Yes, both Crook County and City of Prineville fully support the project and have dedicated matching funds

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 11/30/2017

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

It is very possible to connect this project to reducing transportation cost for business and improving access to jobs, Prineville airport has seen much growth and activity based on the Data center development (META, Apple). Direct and indirect connections are being made from employees, contractors, consultants for these and other related business.

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

The project provides an revenue generating opportunity and provides infrastructure for growth in 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. * Yes No

- Is the proposed project ready for construction or implementation? * Yes No
- Design is complete, ready for bid.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The project/building life expectancy would be a minimum of 50 years benefiting and supporting a public use airports, general aviation and economic development.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$739,000.00	53 %
FAA AIP Grant Match Requirement from Sponsor	\$661,000.00	47 %
Total Project Cost	\$1,400,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$66,100.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$739,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$411,000.00	
	\$	++
Total Match Funds:	\$1,150,000.00	82 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	18 %
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Project Budget Summary

Total applicant matching funds:	\$1,150,000.00	82 %
Funding request to ODAV:	\$250,000.00	18 %
Total Project Cost:	\$1,400,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Design Expenses = \$148,950

Related Document Uploads

Description	Upload
S39-FAA 2023 CIP/BIL Memo & T-hangar Datasheet	S39-2023 5 Year CIP BIL Memo New T-Hangar_Desain Construction_CIP Datasheetx.pdf

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General Project Information

Applicant

Organization Name
Crook County
Contact Person *
Kelly Coffelt
Address
4585 SW Airport Rd
Contact Person Title *
Airport Manager
City
Prineville
State
Oregon
Zip Code
97754
Phone Number *
(541) 416-0805
Email *
Kcoffelt@cityofprineville.com

Project Name and Location

Project Name *
NewAviation T-Hangar: Design and Construction
Project Location *
Prineville Airport, Prineville Oregon
ODOT Region:
Region 4
County tax parcel identification number(s): *
1515000000300

For convenience, if you have these compiled, please upload them here:

Airport Information

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

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
1/1/2023
Project End Date:
6/30/2025

Project Summary*

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

This project includes the Design and Construction of a new 10-unit aviation T-hangar at the Prineville-Crook County Airport to help address the significant hangar lease demand at the airport.

Project Purpose and Description*

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

Project Purpose: to help meet the significant demand the airport currently has for newhangar leases. The airport plans to utilize all of the airports eligible Bipartisan Infrastructure Law(BIL) funding from FAA to complete this project.

Project Description: Completion of the project design, and construction of a new 10-unit aviation T-hangar to include the newhangar building, concrete foundation, electrical service and fixtures, and minor site improvements associated with the construction of the hangar.

Design was completed in 2023 and construction is anticipated to be in 2024.

The airport plans to utilize all of the FAA BIL funds available in 2024. To include 2022, 2023 and 2024 funds ~ \$477K. Then in 2026 (after construction is completed in 2024), seek reimbursement from FAA for the airports remaining eligible BILL funds. To include 2025 and 2026 funds ~ \$262K for a total of ~\$739K.

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 No

This project will support the development and economic criteria listed under the OAP's Airport functional roles- Airports meeting aircraft storage objectives (hangars and tie-downs) and economic self sufficiency

- **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 No

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No
The project prevents the shortage of high demand storage space and provides opportunity to direct local funds to aging existing facilities.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Yes, This project will create a substantial much needed revenue stream for the airport.

- **Does the project have local support? *** Yes No
Yes, both Crook County and City of Prineville fully support the project and have dedicated matching funds

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 11/30/2017

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

It is very possible to connect this project to reducing transportation cost for business and improving access to jobs, Prineville airport has seen much growth and activity based on the Data center development (META, Apple). Direct and indirect connections are being made from employees, contractors, consultants for these and other related business.

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

The project provides an revenue generating opportunity and provides infrastructure for growth in 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. * Yes No

- Is the proposed project ready for construction or implementation? * Yes No
Design is complete, ready for bid.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The project/building life expectancy would be a minimum of 50 years benefiting and supporting a public use airports, general aviation and economic development.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$739,000.00	53 %
FAA AIP Grant Match Requirement from Sponsor	\$661,000.00	47 %
Total Project Cost	\$1,400,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$66,100.00		10 %
Source of Match Funds *	Amount	Date Available
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Funding other than Sponsors	\$	
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	\$	++
Total Match Funds:	\$1,150,000.00	82 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	18 %
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Project Budget Summary

Total applicant matching funds:	\$1,150,000.00	82 %
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Total Project Cost:	\$1,400,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Design Expenses = \$148,950

Related Document Uploads

Description	Upload
S39-FAA 2023 CIP/BIL Memo & T-hangar Datasheet	S39-2023 5 Year CIP BIL Memo New T-Hangar_Desain Construction_CIP Datasheetx.pdf

++

General Project Information

Applicant

Organization Name
Crook County
Contact Person *
Kelly Coffelt
Address
4585 SW Airport Rd
Contact Person Title *
Kelly Coffelt
City
Prineville
State
Oregon
Zip Code
97754
Phone Number *
(541) 416-0805
Email *
Kcoffelt@cityofprineville.com

Project Name and Location

Project Name *
Airport support Equipment
Project Location *
Prineville Airport Prineville, Oregon
ODOT Region:
Region 4
County tax parcel identification number(s): *
1515000000300

For convenience, if you have these compiled, please upload them here:

Airport Information

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

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Critical/essential services or equipment
Project Start Date:
1/15/2024
Project End Date:
5/1/2025

Project Summary*

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

This project is to procure critical/essential airport equipment required to to safely maintain runways, taxiways, parking aprons, and airport grounds in all seasons. Specifically the airport needs to replace a 1986 dump truck/snowplow.

Project Purpose and Description*

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

Replace 1986 dump truck/snowplowtruck

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** **No**

The project will avoid deficiencies as documented in chapter 5 of the OAP. Prineville/Crook County is in an area of snow and requires our operation to clear runways and taxiways to stay operational.

- **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** **No**

Yes, per chapter 5 in the OAP and FAA -AC No: 150/5220-20A

- **Does the project prevent future deficiencies and preserve the existing facilities? *** **Yes** **No**

Yes, per chapter 5 in the OAP and FAA -AC No: 150/5220-20A

- **Does the project increase the financial self-sufficiency of the airport? *** **Yes** **No**

Yes, the airport currently tries to maintain failing equipment from the 1970's and 1980's. Upgraded equipment would save much labor time and funds and maintenance funds.

- **Does the project have local support? *** **Yes** **No**

Yes, Crook County and the City of Prineville are in full support

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 11/30/2017

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

In times of harsh central Oregon weather the airport would be able to stay operational allowing access to the community.

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

In times of harsh central Oregon weather the airport would be able to stay operational allowing access to the community and to all statewide.

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

- Is the proposed project ready for construction or implementation? * Yes No
- Procurement process would take 3- 6 months approximately*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Depending on the conditions the equipment should last 10-20 years

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$150,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$15,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$25,000.00	1/1/2024
	\$	
Total Match Funds:	\$25,000.00	17 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$125,000.00	83 %
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Project Budget Summary

Total applicant matching funds:	\$25,000.00	17 %
Funding request to ODAV:	\$125,000.00	83 %
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 No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name
Crook County
Contact Person *
Kelly Coffelt
Address
4585 SW Airport Rd
Contact Person Title *
Airport Manager
City
Prineville
State
Oregon
Zip Code
97754
Phone Number *
(541) 416-0805
Email *
Kcoffelt@cityofprineville.com

Project Name and Location

Project Name *
NewAviation T-Hangar: Design and Construction
Project Location *
Prineville Airport, Prineville Oregon
ODOT Region:
Region 4
County tax parcel identification number(s): *
1515000000300

For convenience, if you have these compiled, please upload them here:

Airport Information

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

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
1/1/2023
Project End Date:
6/30/2025

Project Summary*

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

This project includes the Design and Construction of a new 10-unit aviation T-hangar at the Prineville-Crook County Airport to help address the significant hangar lease demand at the airport.

Project Purpose and Description*

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

Project Purpose: to help meet the significant demand the airport currently has for newhangar leases. The airport plans to utilize all of the airports eligible Bipartisan Infrastructure Law(BIL) funding from FAA to complete this project.

Project Description: Completion of the project design, and construction of a new 10-unit aviation T-hangar to include the newhangar building, concrete foundation, electrical service and fixtures, and minor site improvements associated with the construction of the hangar.

Design was completed in 2023 and construction is anticipated to be in 2024.

The airport plans to utilize all of the FAA BIL funds available in 2024. To include 2022, 2023 and 2024 funds ~ \$477K. Then in 2026 (after construction is completed in 2024), seek reimbursement from FAA for the airports remaining eligible BILL funds. To include 2025 and 2026 funds ~ \$262K for a total of ~\$739K.

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 No

This project will support the development and economic criteria listed under the OAP's Airport functional roles- Airports meeting aircraft storage objectives (hangars and tie-downs) and economic self sufficiency

- **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 No

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No
- The project prevents the shortage of high demand storage space and provides opportunity to direct local funds to aging existing facilities.*

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Yes, This project will create a substantial much needed revenue stream for the airport.

- **Does the project have local support? *** Yes No
- Yes, both Crook County and City of Prineville fully support the project and have dedicated matching funds*

Project Documentation

Documentation and Permits

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

No Underway
 Yes

Date of Completion: 11/30/2017

Is a NEPA review required? *

No
 Yes

Airport Capacity

Is there an existence of Airport Zoning? *

No
 Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

It is very possible to connect this project to reducing transportation cost for business and improving access to jobs, Prineville airport has seen much growth and activity based on the Data center development (META, Apple). Direct and indirect connections are being made from employees, contractors, consultants for these and other related business.

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

The project provides an revenue generating opportunity and provides infrastructure for growth in 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. * Yes No

- Is the proposed project ready for construction or implementation? * Yes No
- Design is complete, ready for bid.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The project/building life expectancy would be a minimum of 50 years benefiting and supporting a public use airports, general aviation and economic development.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$739,000.00	53 %
FAA AIP Grant Match Requirement from Sponsor	\$661,000.00	47 %
Total Project Cost	\$1,400,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$66,100.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$739,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$411,000.00	
	\$	++
Total Match Funds:	\$1,150,000.00	82 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	18 %
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Project Budget Summary

Total applicant matching funds:	\$1,150,000.00	82 %
Funding request to ODAV:	\$250,000.00	18 %
Total Project Cost:	\$1,400,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Design Expenses = \$148,950

Related Document Uploads

Description	Upload
S39-FAA 2023 CIP/BIL Memo & T-hangar Datasheet	S39-2023 5 Year CIP BIL Memo New T-Hangar_Desain Construction_CIP Datasheetx.pdf ++

General Project Information

Applicant

Organization Name*City of Redmond***Contact Person ****Zachary Bass***Address***2522 Jesse Butler Circle #17***Contact Person Title ****Airport Director***City***Redmond***State***Oregon***Zip Code***97756***Phone Number ****(541) 504-3085***Email ****zachary.bass@flyrdm.com*

Project Name and Location

Project Name **Expand Terminal Building -Design***Project Location ****Redmond, Oregon***ODOT Region:***Region 4***County tax parcel identification number(s): ****15132200010*

For convenience, if you have these compiled, please upload them here:

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

Project Overview

Select the type of project being proposed:**Program Planning***Select the category of project for which you are requesting funding:****Assistance with FAA AIP grant match***Project Start Date:***12/1/2023***Project End Date:***12/31/2024***Project Summary***

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

The project is the schematic and design development phase for the major \$203 million terminal building expansion project. The project will increase the building size to accommodate the current and future passenger use at the Airport. Project planning and environmental work is complete and approved by the FAA. Due to funding constraints, the project will be phased and constructed as funding is available.

Project Purpose and Description*

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

The project purpose is to increase capacity for passengers, baggage, TSA security, airline business, rental car businesses, food and beverage, concessionaires and vendors. The project will also update aging infrastructure including ADA compliance and improve the energy efficiency of the facility. The 82% increase in floor space will allow opportunities and competition for existing and new businesses. The building size increase is justified by a terminal area planning study completed in 2021 which identified existing congestion/service gaps and developed a new floor plan adding current and forecast needs. The project will relieve congested passenger, airline, rental car and concession space and bring competition and opportunities.

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 No

User accessibility will be improved by; ADA access improvements, increasing public transportation to and from the terminal building, adding additional floor space for new airline operations which will bring potential new destinations and increased passenger use. Redmond is identified in the OAP and the 2013 Oregon Resilience Plan as the designated FEMA base of operations. This project will increase the size of the terminal building facility which could be used for emergency operations during a Cascadia event.

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

The expansion of the terminal building will modernize the facility and will meet or exceed the applicable state and federal building design criteria. This includes FAA Advisory Circulars that are applicable to the project.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Passenger use has increased over 100% since the last expansion of the terminal building in 2009. The project will correct the current and future deficiencies of inadequate space for passengers in the terminal. This includes inadequate; security screening area, airline ticket counter space, baggage claim and makeup, passenger hold room, and access to aircraft. As much of the existing facility will be preserved with the new expansion.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

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

- **Does the project have local support? *** Yes No

The City of Redmond City Council recognizes the need for the expansion, and is fully supporting the project. The community has been supportive of the project.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 9/30/2020

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>Design project- no permits needed yet.</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

The project will add floor space in the terminal building which will allow for increased passenger use and opportunities for airlines to expand their destinations nationwide. Oregon businesses will receive improved access to both in and out of state locations. Travel via air will reduce travel costs to Oregon business as compared to traditional ground transportation.

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

This project will bring economic benefits to the State by providing space for expanded job growth to existing airport-located businesses. It will also provide space for new businesses to operate at the Airport. Businesses include airlines, rental car agencies, restaurants, gift shops, and local vendors. Increase business opportunities will generate dollars to the State of Oregon. The total employment and income impact is estimated at over \$39 million dollars a year after the completion of construction.

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

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

- Is the proposed project ready for construction or implementation? * Yes No
This is a design project and is currently in progress.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

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

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$6,354,239.00	94 %
FAA AIP Grant Match Requirement from Sponsor	\$423,616.00	6 %
Total Project Cost	\$6,777,855.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$211,808.00		50 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$6,354,239.00	9/6/2023
Funding other than Sponsors	\$	
Sponsor Funds	\$211,808.00	
	\$	++
Total Match Funds:	\$6,566,047.00	97 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$211,808.00	3 %
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Project Budget Summary

Total applicant matching funds:	\$6,566,047.00	97 %
Funding request to ODAV:	\$211,808.00	3 %
Total Project Cost:	\$6,777,855.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Project contract will start on approximately 12/15/2023. There will be expenses occurring from time noted to the date of the award by ODAV.

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name
City of Roseburg
Contact Person *
Ryan Herinckx
Address
900 SE Douglas Ave
Contact Person Title *
Design and Construction Manager
City
Roseburg
State
Oregon
Zip Code
97470
Phone Number *
(541) 492-6884
Email *
rherinckx@cityofroseburg.org

Project Name and Location

Project Name *
Airport Fencing, Security Upgrades
Project Location *
Roseburg Regional Airport
ODOT Region:
Region 3
County tax parcel identification number(s): *

For convenience, if you have these compiled, please upload them here:

14401_1100937-12998_1099937-RBGPropertyMapIDTL(3) (1).xlsx

Airport Information

Airport Name: *
Roseburg Regional Airport
Airport Category
Category 3
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
2/1/2023
Project End Date:
12/31/2024

Project Summary*

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

This grant application request is for FAA BIL grant match for a fencing and security upgrade project. The project will replace approximately 5,350 linear feet of substandard fencing with 6-foot tall chain link topped with three strands of barbed wire. The project also includes access controls to the existing automated gates.

Project Purpose and Description*

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

Existing sections of the airport perimeter fencing are 5-foot high chain link. The airport is experiencing unauthorized access onto the airfield by people climbing over the fence. The fencing project will replace existing 5-foot high chain link with 6-foot high chain link topped with three strands of barbed wire to match the remaining 9,500 linear feet of airfield perimeter fencing. The project will also replace the access control mechanisms at the existing access gates.

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 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 No

Requirements of the FAA Airport Improvement Plan, Table L-2, indicates that 5-foot high chain link fence is reasonable. This project would exceed the federal minimum standards by installing 6-foot high chain link with three strands of barbed wire topper. Exceeding the minimum fence height will help minimize the unauthorized access the Roseburg Airport is experiencing.

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

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

• **Does the project have local support? *** Yes No

With recent increases in unauthorized access to the Roseburg Airport, airport users and the airport FBO have requested additional security measures be looked into.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 1/23/2020

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
	1/1/2024		

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

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

• Is the proposed project ready for construction or implementation? * Yes No
The City has hired an engineering consultant to complete the CATEX, design and bid documents for the proposed fencing project. The project is anticipated to bid in the spring of 2024.

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

• Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No
Galvanized chain link fence has a typical useful life expectancy of 30 years.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$295,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$32,778.00	10 %
Total Project Cost	\$327,778.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$3,277.80		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$295,000.00	6/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$3,277.80	7/1/2024
	\$	++
Total Match Funds:	\$298,277.80	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$29,500.20	9 %
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Project Budget Summary

Total applicant matching funds:	\$298,277.80	91 %
Funding request to ODAV:	\$29,500.20	9 %
Total Project Cost:	\$327,778.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
<i>Airport Fencing & Security Upgrades CIP Data Sheet</i>	<i>2023 CIP Data Sheet Airport Fencing Security Upgrades.pdf</i>

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General Project Information

Applicant

Organization Name
City of Salem
Contact Person *
John Paskell
Address
2990 25th St SE
Contact Person Title *
Airport Manager
City
Salem
State
Oregon
Zip Code
97302
Phone Number *
(503) 589-2057
Email *
jpaskell@cityofsalem.net

Project Name and Location

Project Name *
Airport Resiliency Study
Project Location *
Salem Municipal Airport
ODOT Region:
Region 2
County tax parcel identification number(s): *
Tax Lot #08W0100100; Parcel ID #R31213

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
Salem Municipal Airport
Airport Category
Category 2
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Study
Select the category of project for which you are requesting funding:*
Emergency preparedness and infrastructure projects in accordance with the Oregon Resilience Plan
Project Start Date:
5/1/2024
Project End Date:
12/31/2024

Project Summary*

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

The resiliency assessment will take a site-specific look at the specific seismic risks at the airport following a Cascadia Subduction Zone mega-quake, and make recommendations for mitigation, which may include hardening of one runway.

Project Purpose and Description*

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

The Oregon Department of Aviation is preparing a report for the Legislature on the role Oregon's airports will play following a CSZ earthquake, and may recommend hardening of some runways at Oregon airports. This assessment will evaluate if the Salem airport would be a candidate for runway hardening and the estimated cost to do so.

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 No

The project will examine the risks associated with runway damage after an earthquake and recommend mitigation strategies to ensure at least one runway is usable after a catastrophic event.

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

The study will recommend strategies that would lead to hardening of one of the two runways at Salem Airport, which would exceed FAA standards for runway strength and the size and weight of aircraft that are able to service the airport during a federal disaster response.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

The serviceable life of the strengthened runway would prevent future deficiencies and would likely preserve the life of the runway for several decades past project completion.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

The survivability and usability of the airport, or critical portions of the airport, after a natural disaster will not only ensure the financial self-sufficiency of the airport but also of off-airport businesses (and residents) of the regional community.

- **Does the project have local support? *** Yes No

The State of Oregon Dept. of Aviation (which is located at the Salem Airport), the Oregon Military Dept., the Oregon Dept. of Human Service's' Emergency Management team, and the Salem City Council have expressed their support of a resiliency study to determine mitigation strategies to ensure the airport is useable in the event of a CSZ earthquake, or other natural disaster. As the State Capitol, and home to one of the Oregon National Guard's Army Aviation Support Facility, the Salem Airport is expected to play a key role in disaster response.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 5/31/2024

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

A resiliency study will help determine mitigation strategies to keep the airport operational during and after a natural disaster, which will help keep transportation flowing to and from the region, and help ensure the ability of people to get to their places of business if highways, roads and bridges are out of service. In particular, airports may serve as the sole mode of transportation to get Legislators to Salem if needed to provide statewide support.

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

Keeping material and personnel moving to and from the coastal communities, the valley, and Eastern Oregon will provide significant economic benefit. Airports are likely to play key roles in the ongoing supply chain, which is a direct economic benefit, particularly if roads and bridges have been heavily damaged or are otherwise unusable.

- 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 No

In the event of a CSZ earthquake, it is possible that airports are the only immediate transportation link connecting communities across the State of Oregon.

- Is the proposed project ready for construction or implementation? * Yes No

Scoping sessions with the airport's aviation consultants are already underway. Once a grant is awarded a scope of services and notice to proceed can occur shortly thereafter.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The study will inform the airport on what mitigation strategies are likely to be needed, the estimated costs to implement those strategies, and other than inflation adjustments of construction costs the resiliency study would be useable for many years to come.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$150,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$37,500.00		? 25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$37,500.00	10/24/2023
	\$0.00	
		++
Total Match Funds:	\$37,500.00	25 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$112,500.00	75 %
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Project Budget Summary

Total applicant matching funds:	\$37,500.00	25 %
Funding request to ODAV:	\$112,500.00	75 %
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 No

Related Document Uploads

Description	Upload

 ++

General Project Information

Applicant

Organization Name
City of Salem
Contact Person *
John Paskell
Address
2990 25th St SE
Contact Person Title *
Airport Manager
City
Salem
State
Oregon
Zip Code
97302
Phone Number *
(503) 589-2057
Email *
jpaskell@cityofsalem.net

Project Name and Location

Project Name *
*Airport Security and Commercial Aviation
Upgrades*
Project Location *
Salem Municipal Airport
ODOT Region:
Region 2
County tax parcel identification number(s): *
Tax Lot #08W0100100; Parcel ID #R31213

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *
Salem Municipal Airport
Airport Category
Category 2
NPIAS or Non-NPIAS
NPIAS

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Assistance with FAA AIP grant match
Project Start Date:
5/1/2024
Project End Date:
9/30/2024

Project Summary*

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

FFY 2024 Airport Improvement Program (AIP) and BIL projects include enhanced perimeter security fencing and access controls and a concrete air carrier parking position.

Project Purpose and Description*

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

The two projects are related to the introduction of new commercial air service in Salem in 2023 with the use of B-737-700/800 aircraft. TSA is supportive of a variety of perimeter security fence improvements and vehicular gate access controls, and the asphalt strength of the commercial parking ramp is insufficient for continuous B-737 use and will be strengthened to concrete.

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 No

The introduction of commercial air service in 2023 requires modernization and enhancement of infrastructure at the Salem Airport. These new deficiencies are required to be addressed in the short term to ensure the continued opportunity to have commercial air service in the Willamette Valley.

- **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 No

Increased security infrastructure and hardening of commercial aircraft parking positions helps modify the airport, and both projects will meet/exceed FAA and TSA standards.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

The security improvements will either meet or exceed minimum TSA perimeter fence and gate access control requirements for several years, and the addition of concrete parking positions on the commercial parking ramp will extend the useful life of that surface for the next 20+ years.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Air carrier service to Salem has already provided additional financial support in terms of new revenue and will continue to do as service expands in the coming years. Preservation and strengthening of commercial aircraft infrastructure will help ensure the success and likely expansion of commercial service. Additional security upgrades will help ensure continued TSA compliance, thereby ensuring safe, secure commercial air service at the Salem Airport.

- **Does the project have local support? *** Yes No

In its meeting of October 23, 2023 the Salem City Council approved the application of a COAR grant to help match the FAA AIP projects listed in the five-year CIP.

Project Documentation

Documentation and Permits

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

Yes No Underway

Anticipated Date of Completion: 5/31/2024

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Ensuring the continued success of commercial air service in the Willamette Valley directly benefits businesses and citizens alike. The need to drive north to Portland or south to Eugene is reduced by having air service in Salem, and businesses are more likely to establish a presence in the area or expand their current presence if convenient local air service continues to be available.

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

The Salem Airport will serve tens of thousands of passengers in the coming years, many of them visitors that spend significant amounts of money in local area businesses. Commercial air service enhances fuel sales, rental car business, hotels, restaurants and the like. Preservation and enhancements to the airport's infrastructure will ensure the stability and growth of air service, thereby greatly enhancing the economic benefit to the State.

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

Air service in Salem reduces the need for passengers to drive on the local roads and state highways and helps connect other modes of transportation. Ensuring the preservation and enhancement of airport facilities will ensure these modes of connection are maintained. Additionally, the Salem Airport has been identified as a key disaster response facility in the event of a Cascadia earthquake event, helping move people and material to/from the coastal communities to eastern Oregon and other communities within the valley.

- Is the proposed project ready for construction or implementation? * Yes No
- Both projects will be ready to begin as soon as federal grants are issued in spring of 2024.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

These infrastructure projects will have a life expectancy of at least 20 years, if not longer.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$720,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$80,000.00	10 %
Total Project Cost	\$800,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$20,000.00		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$720,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$20,000.00	
	\$	++
Total Match Funds:	\$740,000.00	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$60,000.00	8 %
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Project Budget Summary

Total applicant matching funds:	\$740,000.00	93 %
Funding request to ODAV:	\$60,000.00	8 %
Total Project Cost:	\$800,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
SLE FY24-29 CIP Summary Tool	SLE FY24-29 CIP-P Summary Tool 2023-11-01.xlsx

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General Project Information

Applicant

Organization Name

Port of Columbia County

Contact Person *

Amy Bynum

Address

P.O. Box 190

Contact Person Title *

Scappoose Airport Manager

City

Columbia City

State

Oregon

Zip Code

97018

Phone Number *

(971) 261-7090

Email *

bynum@portofcolumbiacounty.org

Project Name and Location

Project Name *

*West Side Pavement Maintenance Project –
Phase I – Design*

Project Location *

Scappoose Airport, Scappoose Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

3106-00-00300

For convenience, if you have these compiled, please upload them here:

Account 2745 Taxlot 3106-00-00300.pdf

Airport Information

Airport Name: *

Scappoose Airport

Airport Category

Category 2

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

5/12/2024

Project End Date:

5/10/2025

Project Summary*

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

Project involves the design of crack seal, fog seal and slurry seal of the west side Taxiway (Taxiway Alpha), Apron and Taxilane airport surfaces to extend the useful life of the existing pavements.

Project Purpose and Description*

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

The 2021 Oregon Department of Aviation Pavement Evaluation Program (PEP) report predicted the west side taxiway (Taxiway Alpha), apron and taxilanes to have pavement condition index (PCI) values between 41 and 85 by 2026 and require a surface seal. The pavement last received pavement maintenance in 2019. The proposed project will extend the useful life of the pavement. General Aviation users will benefit from a rehabilitated pavement.

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 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 No

The project will be designed to meet FAA and State minimum design standards.

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

As the 2021 ODAV pavement condition index report recommends, a seal coat would extend the life of the existing taxiway, apron and taxilane pavement. Doing so will prevent the pavement from deteriorating further, forcing the pavement to be reconstructed before it is necessary.

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

The project will increase financial self-sufficiency of the Scappoose Airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

• **Does the project have local support? *** Yes No

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

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 3/1/2016

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None Anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

The Scappoose Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport.

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

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

The Scappoose Airport is home to ten commercial aviation businesses and supports 76 direct traded sector, family wage jobs. The commercial activities supported by these businesses provide an economic benefit to the state through sales, taxes, education, and export of goods and services.

- 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 No

The Scappoose Airport has an abundance of aviation centered businesses and a flight training school. Maintaining airfield pavement allows for a connection to important aviation services from business at the Scappoose Airport to local and transient aviators.

- Is the proposed project ready for construction or implementation? * Yes No
Project design will be completed in 2023.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

Surface seals have a three-year useful life as defined by the Airport Improvement Program Handbook Change 1. The surface seal of the taxiway, taxilanes, and apron will extend the useful life of the pavement.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$89,766.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$9,974.00	10 %
Total Project Cost	\$99,740.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$2,493.50		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$89,766.00	4/1/2024
Funding other than Sponsors	\$	
Sponsor Funds	\$2,493.50	1/1/2024
	\$	++
Total Match Funds:	\$92,259.50	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$7,480.50	8 %
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Project Budget Summary

Total applicant matching funds:	\$92,259.50	93 %
Funding request to ODAV:	\$7,480.50	8 %
Total Project Cost:	\$99,740.00	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Per the recent update to OAR 738-124-0045(3)(b), project costs have been incurred prior to the effective date of the agreement but are eligible for grant funds as grant funds will reimburse an eligible Priority 1 FAA grant match and all other applicable FAA grant requirements have been met. Engineering design costs is the expenditure prior to this agreement.

Related Document Uploads

Description	Upload	
Capital Improvement Plan Data Sheet	SPB - 2023 BIL-West Side Pavement Maintenance - Phase I - Design.pdf	++
FAA Grant	SPB Grant Submittal FINAL Westside Pavement Maintenance.pdf	++

General Project Information

Applicant

Organization Name

Port of Columbia County

Contact Person *

Amy Bynum

Address

P.O. Box 190

Contact Person Title *

Scappoose Airport Manager

City

Columbia City

State

Oregon

Zip Code

97018

Phone Number *

(971) 261-7090

Email *

bynum@portofcolumbiacounty.org

Project Name and Location

Project Name *

*West Side Pavement Maintenance Project –
Phase II – Construction*

Project Location *

Scappoose Airport, Scappoose Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

3106-00-00300

For convenience, if you have these compiled, please upload them here:

Account 2745 Taxlot 3106-00-00300.pdf

Airport Information

Airport Name: *

Scappoose Airport

Airport Category

Category 2

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

7/10/2024

Project End Date:

10/15/2024

Project Summary*

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

Project involves the construction of crack seal, fog seal and slurry seal of the west side Taxiway (Taxiway Alpha), Apron and Taxilane airport surfaces to extend the useful life of the existing pavements.

Project Purpose and Description*

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

The 2021 Pavement Evaluation Program (PEP) report predicted the west side taxiway, apron and taxilanes to have Pavement Condition Index (PCI) values between 41 and 85 by 2026 and require a surface seal. The pavement last received pavement maintenance in 2019 and this project will extend the useful life of the pavement. Users will benefit from a rehabilitated pavement and will extend the useful life of the pavement.

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 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 No

The project will be designed to meet FAA and State minimum design standards.

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

As the 2021 Pavement Condition Index report recommends, a seal coat would extend the life of the existing taxiway, apron and taxilane pavement. Doing so will prevent the pavement from deteriorating further, forcing the pavement to be reconstructed before it is necessary.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

• **Does the project have local support? *** Yes No

The Port of Columbia County project has local support from the City of Scappoose and Transwestern Aviation.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 3/1/2016

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None Anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Scappoose Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport.

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

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

The Scappoose Airport is home to ten commercial aviation businesses and supports 76 direct traded sector, family wage jobs. The commercial activities supported by these businesses provide an economic benefit to the state through sales, taxes, education, and export of goods and services.

- 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 No

The Scappoose Airport has an abundance of aviation centered businesses and a flight training school. Maintaining airfield pavement allows for a connection to important aviation services from business at the Scappoose Airport to local and transient aviators.

- Is the proposed project ready for construction or implementation? * Yes No
- Project construction will be completed in 2024.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Surface seals have a three-year useful life as defined by the Airport Improvement Program Handbook Change 1. The surface seal of the taxiway, taxilanes, and apron will extend the useful life of the pavement.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$359,234.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$39,914.89	10 %
Total Project Cost	\$399,148.89	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$9,978.72		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$359,234.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$9,978.72	
	\$	++
Total Match Funds:	\$369,212.72	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$29,936.17	8 %
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Project Budget Summary

Total applicant matching funds:	\$369,212.72	93 %
Funding request to ODAV:	\$29,936.17	8 %
Total Project Cost:	\$399,148.89	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload	
CIP Letter	OR 2023 5 Year CIP BIL Memo - Scappoose SPB.pdf	++
CIP Data Sheet	SPB - 2024 BIL-West Side Pavement Maintenance - Phase II - Construction.pdf	++

General Project Information

Applicant

Organization Name

Port of Columbia County

Contact Person *

Amy Bynum

Address

P.O. Box 190

Contact Person Title *

Scappoose Airport Manager

City

Columbia City

State

Oregon

Zip Code

97018

Phone Number *

(971) 261-7090

Email *

bynum@portofcolumbiacounty.org

Project Name and Location

Project Name *

Runway 15-33 Rehabilitation - Phase I – Preliminary Design

Project Location *

Scappoose Airport, Scappoose, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

3106-00-00300

For convenience, if you have these compiled, please upload them here:

Account 2745 Taxlot 3106-00-00300.pdf

Airport Information

Airport Name: *

Scappoose Airport

Airport Category

Category 2

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

5/12/2023

Project End Date:

5/1/2024

Project Summary*

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

The project includes the environmental and preliminary design of a runway rehabilitation and replacement & installation of electrical equipment identified on the Airport Layout Plan:

- Rehabilitate Runway 15-33;
- Replace Medium Intensity Runway Lights (MIRLS);
- Replace PAPI system; and
- Steaked Horned Lark (STHL) survey.

Project Purpose and Description*

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

The 2021 Pavement Evaluation Program Report predicted the runway to have pavement condition index (PCI) values between 41 and 70 and require rehabilitation. The runway was last rehabilitated and extended in 2000, and the rehabilitation will extend the useful life of the pavement. General aviation users will benefit from a rehabilitated pavement.

- The Medium Intensity Runway Lights (MIRLS) are 25 years old and have reached its design life. The MIRLS need to be replaced.
- The Runway 33 and Runway 15 PAPIs are 25 years old and have reached its design life. The Runway 33 and Runway 15 PAPIs need to be replaced. A PAPI provides pilots with vertical guidance to the touchdown point on the runway to help avoid obstructions during landing.
- A Streaked Horned Lark (STHL) survey is required by the FAA because the airport is in the historical range for STHL.

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 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 No

The project will be designed to meet FAA and State minimum design standards.

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

- The rehabilitation project of the runway will extend the useful life of the pavement and will prevent future deficiencies in the immediate term.
- The replacement of the Runway 15 and Runway 33 PAPIs will prevent future deficiencies by constructing equipment as identified on the ALP.
- The replacement of the MIRLS will prevent future deficiencies by constructing equipment as identified on the ALP.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

• **Does the project have local support? *** Yes No

The Port of Columbia County has local support for this project from the City of Scappoose and Transwestern Aviation.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 3/1/2016

Is a NEPA review required? *

No
Yes

Please select the applicable:

Categorical exclusion (CATEX)

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None Anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Scappoose Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport.

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

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

The Scappoose Airport is home to ten commercial aviation businesses and supports 76 direct traded sector, family wage jobs. The commercial activities supported by these businesses provide an economic benefit to the state through sales, taxes, education, and export of goods and services.

- 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 No

The Scappoose Airport has an abundance of aviation centered businesses and a flight training school. Maintaining airfield pavement allows for a connection to important aviation services from business at the Scappoose Industrial Airpark to local and transient aviators.

- Is the proposed project ready for construction or implementation? * Yes No
Project phase I will be completed in 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

Pavement rehabilitation has a ten-year useful life as defined by the Airport Improvement Program Handbook Change 1. The pavement rehabilitation of the taxiway, taxilanes, and apron will extend the useful life of the pavement. Reconstruction and installation of PAPIs will have a design life of 15 years, standard with FAA requirements. Reconstruction of MIRLs will have a design life of 10 years, standard with FAA requirements.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$139,377.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$15,486.33	10 %
Total Project Cost	\$154,863.33	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$3,871.58		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$139,377.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$3,871.58	
	\$	++
Total Match Funds:	\$143,248.58	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$11,614.75	8 %
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Project Budget Summary

Total applicant matching funds:	\$143,248.58	93 %
Funding request to ODAV:	\$11,614.75	8 %
Total Project Cost:	\$154,863.33	100 %

Pre-Agreement Expenditures *

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

Yes No

[X] In accordance with OAR 738-124-0045(3)(b) "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."*

Please describe those pre-agreement expenditures.

Per the recent update to OAR 738-124-0045(3)(b), project costs have been incurred prior to the effective date of the agreement but are eligible for grant funds as grant funds will reimburse an eligible Priority 1 FAA grant match and all other applicable FAA grant requirements have been met. Engineering design costs is the expenditure prior to this agreement.

Related Document Uploads

Description	Upload
CIP Data Sheet	3_00701_2023_SPB_RWY_CIP Data Sheet.pdf ++
CIP Letter	OR-2022-5 Year CIP Memo to Scappoose (SPB).pdf ++

General Project Information

Applicant

Organization Name

Port of Columbia County

Contact Person *

Amy Bynum

Address

P.O. Box 190

Contact Person Title *

Scappoose Airport Manager

City

Columbia City

State

Oregon

Zip Code

97018

Phone Number *

(971) 261-7090

Email *

bynum@portofcolumbiacounty.org

Project Name and Location

Project Name *

Runway 15-33 Rehabilitation - Phase II – Final Design

Project Location *

Scappoose Airport, Scappoose Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

3106-00-00300

For convenience, if you have these compiled, please upload them here:

Account 2745 Taxlot 3106-00-00300.pdf

Airport Information

Airport Name: *

Scappoose Airport

Airport Category

Category 2

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Implementation

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

Assistance with FAA AIP grant match

Project Start Date:

5/1/2024

Project End Date:

5/1/2025

Project Summary*

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

The project includes the final design of a runway rehabilitation and replacement & installation of electrical equipment identified on the Airport Layout Plan:

- Rehabilitate Runway 15-33;
- Replace Medium Intensity Runway Lights (MIRLs);
- Replace PAPI system; and
- Streaked Horned Lark survey (STHL).

Project Purpose and Description*

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

The 2021 Pavement Evaluation Program (PEP) report predicted the runway to have Pavement Condition Index (PCI) values between 41 and 70 and requires rehabilitation. The runway was last rehabilitated and extended in 2000, and the rehabilitation will extend the useful life of the pavement. Users will benefit from a rehabilitated pavement.

- The Medium Intensity Runway Lights (MIRLs) are 25 years old and have reached its design life. The MIRLS need to be replaced.
- The Runway 33 and Runway 15 PAPIs are 25 years old and have reached its design life. The Runway 33 and Runway 15 PAPIs need to be replaced. A PAPI provides pilots with vertical guidance to the touchdown point on the runway to help avoid obstructions during landing.
- A Streaked Horned Lark (STHL) survey is required by the FAA because the airport is in the historical range for STHL.

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 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

The project will be designed to meet FAA and State minimum design standards.

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

- The rehabilitation project of the runway will extend the useful life of the pavement and will prevent future deficiencies in the immediate term.
- The replacement of the Runway 15 and Runway 33 PAPIs will prevent future deficiencies by constructing equipment as identified on the ALP.
- The replacement of the MIRLs will prevent future deficiencies by constructing equipment as identified on the ALP.

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

The project will increase financial self-sufficiency of the airport by minimizing maintenance costs with the improvements made to the pavement surfaces. Additionally, the project will increase the attractiveness of the airfield to both new and existing users, generating additional revenue.

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

The Port of Columbia has local support from the City of Scappoose and Transwestern Aviation.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 3/1/2016

Is a NEPA review required? *

No
Yes

Please select the applicable:

*Categorical exclusion
(CATEX)*

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>None Anticipated</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

The Scappoose Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport.

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

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

The Scappoose Airport is home to ten commercial aviation businesses and supports 76 direct traded sector, family wage jobs. The commercial activities supported by these businesses provide an economic benefit to the state through sales, taxes, education, and export of goods and services.

- 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 No

The Scappoose Airport has an abundance of aviation centered businesses and a flight training school. Maintaining airfield pavement allows for a connection to important aviation services from business at the Scappoose Airport to local and transient aviators.

- Is the proposed project ready for construction or implementation? * Yes No
Project phase II will be completed in 2025.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

Pavement rehabilitation has a 10-year useful life as defined by the Airport Improvement Program Handbook Change 1. The pavement rehabilitation of the taxiway, taxilanes, and apron will extend the useful life of the pavement. Reconstruction and installation of PAPIs will have a design life of 15 years, standard with FAA requirements. Reconstruction of MIRLS will have a design life of 10 years, standard with FAA requirements.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$360,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$40,000.00	10 %
Total Project Cost	\$400,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$10,000.00		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$360,000.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$10,000.00	
	\$	++
Total Match Funds:	\$370,000.00	93 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$30,000.00	8 %
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Project Budget Summary

Total applicant matching funds:	\$370,000.00	93 %
Funding request to ODAV:	\$30,000.00	8 %
Total Project Cost:	\$400,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload	
CIP Letter	OR 2023 5 Year CIP BIL Memo - Scappoose SPB.pdf	++
CIP Data Sheet	SPB - 2024 - RW 15-33 REHAB PHASE II - Final Design.pdf	++

General Project Information

Applicant

Organization Name
Port of Columbia County
Contact Person *
Amy Bynum
Address
P.O. Box 190
Contact Person Title *
Scappoose Airport Manager
City
Columbia City
State
Oregon
Zip Code
97018
Phone Number *
(971) 261-7090
Email *
bynum@portofcolumbiacounty.org

Project Name and Location

Project Name *
Demolition of Open-Sided East Side Hangars
Project Location *
Scappoose Airport, Scappoose Oregon
ODOT Region:
Region 2
County tax parcel identification number(s): *
3106-00-00300

For convenience, if you have these compiled, please upload them here:

Account 2745 Taxlot 3106-00-00300.pdf

Airport Information

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

Project Overview

Select the type of project being proposed:*
Program Implementation
Select the category of project for which you are requesting funding:*
Aviation-related business development on airport
Project Start Date:
5/1/2024
Project End Date:
7/15/2024

Project Summary*

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

The Scappoose Airport east side hangars were constructed in 1942. Over the last eighty years, the hangars have been at 100% capacity and have received routine maintenance, but have reached the end of their serviceable life. The hangars have a proven track record of demand that warrants demolishing and eventual replacement in order to continually grow traffic at the airport.

Project Purpose and Description*

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

The hangars, as they currently stand, are structurally unsound to the point that they cannot be rented. The structures are not safe and may pose a threat to future airport financial stability if not proactively removed. The hangars are not up to current fire or building codes and could potentially be a safety threat to airport tenants.

Demolishing the eighty-year-old open sided hangars will involve removing the asphalt pads, wooden structures, and dilapidated roof. Any metal that is available will be sold for scraps and the revenue will be put back towards the project.

The open sided design does not suit the Pacific Northwest weather and a replacement with closed sides will be more appropriate for the Scappoose Airport. The unpredictability of weather, combined with the building's structural deficiencies and failings is a financial liability to the future self sufficiency at the Airport.

Given our proven track record of 100% private hangar capacity, the Scappoose Airport is well positioned to demolish and eventually replace these hangars to full capacity at a high rental rate. The current state of the open-sided hangars is not conducive to successfully leasing and generating income. Once the demolition is completed the Port will look to capitalize additional private hangar building development within the airport footprint and will strategically apply for future funding from our partners.

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** **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** **No**

• Does the project prevent future deficiencies and preserve the existing facilities? * **Yes** **No**
Yes, by proactively demolishing the east side open-sided hangars the Scappoose Airport will avoid a possible and likely future emergency situation if the hangars were to fall down on their own in inclement weather, for example. This project helps to mitigate safety liability.

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

Yes, as these hangars stand today – they are not safe enough to rent to private airmen for storage of planes. The structures take up valuable space but generate no revenue and represent a liability for the Scappoose Airport financials if they were to collapse unexpectedly.

• Does the project have local support? * **Yes** **No**

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

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 3/1/2016

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

The Scappoose Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as rehabilitating airfield pavement will increase the operational safety of the airport by reducing the amount of potential foreign object debris (FOD) that could cause safety issues to aircraft. By improving the surface condition of airfield pavement, transportation costs will potentially be reduced by providing adequate surface conditions for pilots to utilize access to the airport.

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

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

The Scappoose Airport is home to ten commercial aviation businesses and supports 76 direct traded sector, family wage jobs. The commercial activities supported by these businesses provide an economic benefit to the state through sales, taxes, education, and export of goods and services.

- 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 No *

The Scappoose Airport has an abundance of aviation centered businesses and a flight training school. Maintaining adequate T-hangar availability allows for a connection to important aviation services from business at the Scappoose Airport to local and transient aviators.

- Is the proposed project ready for construction or implementation? Yes No *
- Project will be completed in 2024.*

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

The Port has gathered three informal quotes for the deconstruction of the hangars and does not anticipate any implementation issues or delays.

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

The existing hangars slated for demolition were originally constructed over eighty year ago and have been successfully rented throughout their tenure. By proactively demolishing the hangars, the airport will be best positioned to replace them and fully rented. By doing so, this will provide maximum economic benefit to the state and airport.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$47,500.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$11,875.00		25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$	
Sponsor Funds	\$11,875.00	7/1/2024
	\$	
Total Match Funds:		25 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$35,625.00	75 %
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Project Budget Summary

Total applicant matching funds:	\$11,875.00	25 %
Funding request to ODAV:	\$35,625.00	75 %
Total Project Cost:	\$47,500.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload	
<i>Informal Demo Quote Spreadsheet</i>	<i>COAR Grant 2024-SPB-00026.xlsx</i>	++

General Project Information

Applicant

Organization Name

Port of Columbia County

Contact Person *

Amy Bynum

Address

P.O. Box 190

Contact Person Title *

Scappoose Airport Manager

City

Columbia City

State

Oregon

Zip Code

97018

Phone Number *

(971) 261-7090

Email *

bynum@portofcolumbiacounty.org

Project Name and Location

Project Name *

Scappoose Airport Waterline Expansion – Construction

Project Location *

Scappoose Airport, Scappoose Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

3106-00-00300

For convenience, if you have these compiled, please upload them here:

Account 2745 Taxlot 3106-00-00300.pdf

Airport Information

Airport Name: *

Scappoose Airport

Airport Category

Category 2

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Aviation-related business development on airport

Project Start Date:

7/1/2024

Project End Date:

12/31/2024

Project Summary*

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

Partnering with the City of Scappoose to expand City water connection to the east side of the Scappoose Airport. The new waterline will serve our east side industrial tenants, private hangar tenants, and the primary fixed based operator. Will allow for future expansion on the east side of the airport and provide appropriately sized pipes for fire suppression for the airport's most critical infrastructure.

Project Purpose and Description*

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

The Scappoose Airport Waterline expansion will install a 10" to 12" public water and private line for the Port of Columbia County with a meter on Skyway Drive in Scappoose, Oregon. The public line will be extended to the gate at Airport Road. A double-check detector assembly will be installed near the gate, at the end of the public water line. A new private line will continue from the double check detector, extending ~600 feet west of the gate to the terminus point. The total public/private length of the proposed waterline will be ~1,200 feet. The fire hydrant on the line will provide suppression for all existing square footage on the east side of the airport, as well as 10,000 sf of built space.

Our Airport Master Plan specifies that an addition 60,000 square feet of hangar space should be constructed on the east side of the airport. This will represent the largest financial growth opportunity for the Scappoose Airport in the next ten years.

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 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 No

This project will be designed to meet FAA and state minimum design standards.

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

The focus of the extension of this waterline is fire safety for existing facilities and support future growth.

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

The project will increase the financial self-sufficiency of the airport by increasing safety and decreasing liability. The project will increase attractiveness of the airfield to both new and existing users generating additional revenue.

• Does the project have local support? * Yes No

The Port of Columbia County project has local support from the City of Scappoose and Transwestern Aviation.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 3/1/2016

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

The Scappoose Airport is part of a state system of airports that provide access for business and tourism throughout the state. Improvements such as this waterline extension project will increase the fire suppression safety of the airport by increasing the flow and ease of access to hydrants in that area. By improving the fire safety suppression system, the airport is best positioned to continue to grow jobs, attract new businesses, and find new sources of revenue.

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

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

The Scappoose Airport is home to ten commercial aviation businesses and supports 76 direct traded sector, family wage jobs. The commercial activities supported by these businesses provide an economic benefit to the state through sales, taxes, education, and export of goods and services.

- 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 No *

- Is the proposed project ready for construction or implementation? Yes No *

Yes the project will be completed in 2024.

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

The Port has commissioned Otak, Inc. to provide a preliminary construction budget and does not anticipate any implementation issues or delays.

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

The waterline extension project is adding new infrastructure for future development around the airport. It will also upgrade the current fire suppression while also giving current tenants new access to city water. This project will be permanent infrastructure and offers maximum benefit to the state and the City of Scappoose.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$485,876.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$121,469.00		? 25 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$350,876.00	
	\$	++
Total Match Funds:	\$350,876.00	72 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$135,000.00	28 %
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Project Budget Summary

Total applicant matching funds:	\$350,876.00	72 %
Funding request to ODAV:	\$135,000.00	28 %
Total Project Cost:	\$485,876.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
<i>Waterline Extension Construction Estimate Budget</i>	<i>Otak, Inc Waterline Cost Estimate Airport Rd Extension.pdf</i>

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General Project Information

Applicant

Organization Name

Sisters Eagle Airport

Contact Person *

Julie Benson

Address

15820 Barclay Dr.

Contact Person Title *

Owner

City

Sisters

State

Oregon

Zip Code

97759

Phone Number *

(541) 390-7407

Email *

Julie@SistersAirport.com

Project Name and Location

Project Name *

Security Gates and Fencing

Project Location *

Sisters Eagle Airport 6K5

ODOT Region:

Region 4

County tax parcel identification number(s): *

Map/Taxlots 151004A000800, 151004A001100, 141033D001300; Accts 143025, 150419, 166232 Deschutes County

For convenience, 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 Elements

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

Critical/essential services or equipment

Project Start Date:

3/1/2024

Project End Date:

10/31/2025

Project Summary*

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

Sisters Eagle Airport is requesting COAR grant support to construct fencing around the Airport facilities, and install security gates at entrances. Restricting vehicle access to the runway has become an urgent critical need.

Project Purpose and Description*

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

Sisters Eagle Airport strives to provide safe and usable aviation facilities to support the growing demand for aviation services. The City of Sisters has experienced, and continues to experience, dramatic increase in development and population, and consequently, dramatic increase in use and traffic at the Airport. Emergency aviation response, firefighting, and commercial and general aviation use have increased significantly. And along with the increase in aircraft use has come an increase in vehicles and people utilizing and visiting Airport facilities, and neighboring airport communities.

In addition, some GPS navigation apps has erroneously recognized the Sisters Airport runway as a road. Private vehicles and commercial deliveries have been directed through the neighboring airport communities to their aircraft taxiways, out onto the runway, and then down the runway to access the Airport facilities. There have also been vehicles directed by their GPS navigation from the Airport, down the runway, to access airport residences. As idiotic as this seems, no amount of "No Vehicles, Aircraft Only" signage deters drivers from blindly following the directions of their navigation systems. Repeated attempts to contact and correct the mapping apps have gotten no response.

Recent and numerous runway incursions between aircraft and vehicles on the runway have marked an end to the days of unrestricted public access to the airport and runway. Wildlife incursions, particularly deer, have also increased with recent habitat shifts. It has become urgently necessary for the Sisters Airport to construct fencing around the terminal area, and install security gates at access points, in order to prevent unauthorized vehicles, persons, and wildlife from entering the Airport property and wandering out onto the runway and taxiways.

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 No

Although fencing and security gates are not specified for Category IV airports, the current unrestricted runway access situation has resulted in an urgent overall safety hazard for aircraft using the runway.

- **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 No

The type and volume of aircraft currently utilizing the Sisters Airport on a regular basis exceeds many Category III airports. Section 5.2.2 of the Oregon Aviation Plan states the objective of Category III airports is to have their terminal area fenced with controlled access to deter unauthorized people and wildlife from accessing the airfield. Although the OAP does not specify fencing and access limitations for Category IV airports, the current unrestricted access of public vehicles to the runway at the Sisters Airport has recently become a serious safety concern.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** Yes No

Gates and fencing limiting public vehicle access to the runway and taxiway will greatly reduce the potential for an incursion to happen for the extended future of the airport. Once installed, gates and fencing can be maintained at a much lower cost than many other airport facilities.

- **Does the project increase the financial self-sufficiency of the airport? *** Yes No

Pilots operating aircraft at the Sisters Airport do not expect to encounter vehicles on the runway. Construction of gates and fencing restricting access of unauthorized vehicles helps to meet those expectations for many years to come.

• Does the project have local support? *

Yes No

Nobody wants a runway collision to happen. All Airport users and emergency responders support this project.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/25/2014

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>No Permits Required, Airport Improvements are outright permitted.</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No *

The Sisters Tech Center, located at the Sisters Airport, has increasingly attracted business and living wage employees. During the covid pandemic, Sisters experienced a significant increase in remote work force. Many employees now work in a hybrid environment that requires travel to corporate or client offices. Improving the security and safety of the aviation infrastructure at the Sisters Airport will improve access to and from remote work force. This project will attract businesses that are looking to grow or allow employees to relocate to a remote location. Construction of the project will create local job opportunities. Sisters has also experienced an increase in recreational travel. Safe aviation facilities without random vehicles driving down the runway will increase the desirability of aviation in the local region. Private and charter usage at the Sisters Airport will reduce congestion at other regional airports and road travel to the area.

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

Safe and dependable aviation infrastructure provides direct access for businesses and critical emergency services. The economic benefit of businesses which utilize aviation supports higher income housing, local food and recreation businesses, schools, and increases the overall tax base.

- 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 No *

The purpose of this project is to provide safe and resilient aviation infrastructure by keeping vehicles and wildlife off the runway, and minimize the risk of runway incursions.

- Is the proposed project ready for construction or implementation? Yes No *
- The project is ready for immediate implementation.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. Yes No *

After the project is constructed, the benefits of the project will be utilized for many years to come with minimal maintenance. It is expected the project will have a 20+ year life duration.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$277,778.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$27,777.80		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$0.00	
<i>Sisters Airport - Applicant</i>	\$27,778.00	4/20/2024 ++
Total Match Funds:		\$27,778.00 10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$250,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$27,778.00	10 %
Funding request to ODAV:	\$250,000.00	90 %
Total Project Cost:	\$277,778.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

Sisters Eagle Airport

Contact Person *

Julie Benson

Address

15820 Barclay Dr.

Contact Person Title *

Owner

City

Sisters

State

Oregon

Zip Code

97759

Phone Number *

(541) 390-7407

Email *

Julie@SistersAirport.com

Project Name and Location

Project Name *

Runway Visual Cameras, Security Cameras and Lights

Project Location *

Sisters Eagle Airport 6K5

ODOT Region:

Region 4

County tax parcel identification number(s): *

Map/Taxlots 151004A000800, 151004A001100, 141033D001300; Accts 143025, 150419, 166232 Deschutes County

For convenience, 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 Elements

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

Critical/essential services or equipment

Project Start Date:

3/1/2024

Project End Date:

10/31/2025

Project Summary*

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

Sisters Eagle Airport is requesting COAR grant support to install runway visual cameras for real-time pilot information, and security cameras at Airport entrances and facilities. This project also includes lighting around Airport facilities and hangars.

Project Purpose and Description*

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

Sisters Eagle Airport strives to provide safe and usable aviation facilities to support the growing demand for aviation services. The City of Sisters has experienced, and continues to experience, dramatic increase in development and population, and consequently, dramatic increase in use and traffic at the Airport. Emergency aviation response, firefighting, and commercial and general aviation use have increased significantly. And along with the increase in aircraft use has come an increase in vehicles and people utilizing and visiting Airport facilities. It has become increasingly essential to provide pilots with real-time video of runway conditions and weather, and secure Airport premises by providing high-resolution video footage for security purposes.

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 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 No

Providing pilots with real-time video surveillance of runway conditions and weather will aid pilots in good decision making and safety. High-resolution security cameras and lighting would offer significant security deterrent to theft, vandalism, and safety threats at the Sisters Airport.

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

Real-time visual reconnaissance of runway conditions and weather which might impact the safety of flight operations will provide pilots with information they are not able to obtain in any other manner. Security cameras and lighting would deter theft, vandalism, and safety threats to users and property and the Sisters Airport for many years to come.

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

Real-time visual reconnaissance of runway conditions and weather which might impact the safety of flight operations will provide pilots with information they are not able to obtain in any other manner. Security cameras and lights provide a deterrent to theft, vandalism, and safety threats to aviation infrastructure, property, and persons using the Airport. Increasing safety and deterring criminal activity reduces the need for emergency services, lawenforcement and insurance claims for damaged and stolen property.

• Does the project have local support? * Yes No

All aviation users of the Sisters Airport support the installation of runway cameras, and security cameras and lights to deter theft and vandalism of aviation property.

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 2/25/2014

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>No Permits Required, Airport Improvements are outright permitted.</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Improved safety and security at the Airport increase the desirability for businesses and workers to utilize aviation as a method of transportation. The Sisters Tech Center, located at the Sisters Airport, has increasingly attracted business and living wage employees. Improving the security and safety of the aviation infrastructure at the Sisters Airport will improve access to and from remote work force. This project will attract businesses that are looking to grow or allow employees to relocate to a remote location. Construction of the project will create local job opportunities as well. Sisters has also experienced an increase in recreational travel. Safe aviation facilities will increase the desirability of aviation in the local region. Private and charter usage at the Sisters Airport will reduce congestion at other regional airports and road travel to the area.

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

Safe and dependable aviation infrastructure provides direct access for businesses and critical emergency services. The economic benefit of businesses which utilize aviation supports higher income housing, local food and recreation businesses, schools, and increases the overall tax base.

- 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 No *

The purpose of this project is to provide safe and resilient aviation infrastructure by informing pilots of real-time runway conditions and weather, and a video surveillance system deterring vandalism, theft, and safety threats off the Airport premises.

- Is the proposed project ready for construction or implementation? Yes No *
- The project is ready for immediate implementation.*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

After the project is constructed, the benefits of the project will be utilized for many years to come with minimal maintenance. It is expected the project will have a 20+ year life duration.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$150,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$15,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$	
<i>Sisters Airport - Applicant</i>	\$15,000.00	4/30/2024 ++
Total Match Funds:	\$15,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$135,000.00	90 %
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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 No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

Sportsman Airpark

Contact Person *

Jason Dale

Address

PO Box 248

Contact Person Title *

Manager

City

Newberg

State

Oregon

Zip Code

97132-0248

Phone Number *

(503) 538-2134

Email *

jason1@sportsmanairpark.com

Project Name and Location

Project Name *

Sportsman Airpark Driveway Access Relocation

Project Location *

Sportsman Airpark

ODOT Region:

Region 2

County tax parcel identification number(s): *

R3220 00300

For convenience, 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:*

Critical/essential services or equipment

Project Start Date:

4/2/2024

Project End Date:

9/18/2024

Project Summary*

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

Relocate the current access driveway along Runway 17 to the south end of Airpark way. Construct a new access driveway south from airpark way to between the 2 maintenance hangars, plus some additional parking area for the business. This will increase the safety and security of Runway 17 as the current access road is inside of the object free zone and is a potential hazard to air traffic.

Project Purpose and Description*

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

By relocating the access driveway from along Runway 17 to the south end of Airpark Way it will enhance the safety and security of Sportsman Airpark by removing car and foot traffic from such close proximity to the runway. It will also enhance the future economic viability of Sportsman Airpark by providing access to land to the west of the proposed access driveway that could be used for hangar construction.

The scope of this project includes: removal of existing driveway, removal of some existing structures, removal of necessary trees, relocation of utilities, grading of newdriveway access road area, fill of the area west of the newproposed driveway access road, removal/relocation of stored equipment, rehabilitation of existing asphalt to facilitate the newtraffic flow, striping and marking of pavement, rehabilitation of existing buildings as necessary, construction of barrier at the current driveway entrance, sourcing and installation of signage at this newbarrier, installation of lighting at this signage, landscaping around the newaccess road, and all ancillary work necessary to facilitate all of the above.

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 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 No

Yes. By removing the existing driveway access road from the runway 17 object free zone it complies with FAA advisories and local zoning ordinances about maintaining runway object free zones in a minimum distance from the runway centerline.

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

Yes. By moving the access driveway it prevents potential future safety and security issues by having car and foot traffic in close proximity to Runway 17. It also ensures that Sportsman Airpark will have continued ease of access going forward.

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

Yes. By moving the access driveway it will enhance the traffic flowand ease of access of FBO operations and also provide access for construction of newhangars on land that is currently under-utilized for airport operations.

• Does the project have local support? * Yes No

Yes. Sportsman Airpark has the ongoing support of the City of Newberg and Yamhill County in its continued operations, and also the many clients and businesses and local residents that utilize the FBO for their needs.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

Sportsman Airpark's ALP was completed in 2008. A new ALP has not been completed since that time because the planned layout of the airport has not changed sufficiently to warrant a new ALP.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Yes. By relocating this driveway access, it will improve the access to Sportsman Airpark's FBO operations which provide labor benefits through our continued operations as well as those of Vista Balloon Adventures.

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

Yes. By relocating the driveway access it will provide access to currently under-utilized land that can be used for new hangar construction. This construction will provide jobs during the process of construction, as will the process of relocating the driveway itself. Newhangars will also increase the value of Sportsman Airpark and increase tax revenue for Yamhill County and the State of Oregon.

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

Yes. By more smoothly integrating the aircraft, automobile, and foot traffic in and around Sportsman Airpark this new access road combined with the removal of the old access road should have a positive impact on the efficiency of the local transportation system.

- Is the proposed project ready for construction or implementation? * Yes No

Yes. All that is necessary is available contractors to perform the work.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

Yes. The projected lifespan for road construction of this type is 25+ years. It will also have a synergistic effect with the existing Sportsman Airpark infrastructure and buildings.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$166,666.67

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$16,666.67		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$16,666.67	
	\$	++
Total Match Funds:	\$16,666.67	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$150,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$16,666.67	10 %
Funding request to ODAV:	\$150,000.00	90 %
Total Project Cost:	\$166,666.67	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

++

General Project Information

Applicant

Organization Name

Port of Tillamook Bay

Contact Person *

Michele Bradley

Address

4000 Blimp Blvd, Suite 100

Contact Person Title *

General Manager

City

Tillamook

State

Oregon

Zip Code

97141

Phone Number *

(503) 812-5100

Email *

mbradley@potb.org

Project Name and Location

Project Name *

Master Plan Update

Project Location *

Tillamook Municipal Airport, Port of Tillamook Bay

ODOT Region:

Region 2

County tax parcel identification number(s): *

2S9 5300

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

*TMK - Tillamook Municipal
Airport*

Airport Category

Category 3

NPIAS or Non-NPIAS

NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Assistance with FAA AIP grant match

Project Start Date:

4/1/2024

Project End Date:

5/31/2026

Project Summary*

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

Master Plan Update. The MPU for the Tillamook Municipal Airport is on the current CIP worksheet for 2024. The most current planning work for TMK was the narrative for the Airport Layout Plan (final printing in 2012). Since then, many CIP and other projects have occurred at the airport. The Master Plan Update will incorporate all of the construction on the airport as well as update the mandatory information for the FAA for growth in the region.

Project Purpose and Description*

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

Based on growth and project implementation at the airport the FAA has determined that an updated Airport Master Plan is necessary to justify and guide future development. The Port of Tillamook Bay (sponsor) is requesting grant match funding for the non-federal portion of this requirement.

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 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 No

That MPU will provide support and justification necessary for continued growth and success of the airport. As noted in Appendix G of the Oregon Aviation Plan, Master Plans are applied to the modernization and expansion of existing airports.

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

The Airport Master Plan update will identify any existing and/or future deficiencies at airport and evaluate options to remedy them. A preferred development alternative will be chosen that will be used to guide airport development to prevent any future deficiencies. In addition, airport projects will be identified that will maintain and rehabilitate existing facilities to achieve their maximum useful life.

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

The Airport Master Plan will provide direction and justification for airport development projects for the next 10-20 years. Some of the projects may open up the potential for additional hangar development (lease revenue), aircraft tie-down fees, and fuel sales.

• **Does the project have local support? *** Yes No

The airport continues to receive strong community support and the project has been backed with Port of Tillamook Bay Board of Commissioners approval.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

We are requesting match funding for a current ALP/MPU.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No Yes

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
<i>None required to perform this project.</i>			

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

As noted in the Oregon Aviation Plan (chapter 8) which describes regarding the economic impacts of airports in Oregon, the Tillamook Municipal Airport is associated with approximately 190 jobs regionally with wages totaling approximately \$6.4 million. New airport development projects identified in the Airport Master Plan Update will support the growth and success of businesses associated with the airport.

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

An updated MPU will contextualize the current economic growth and predicted growth for the region and state. It will also show the economic potential for growth of the UAS industry, as one of the FAA test sites is located on the Port of Tillamook Bay property.

- 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 No

The MPU will update TMK's transportation capacity, including UAS and Disaster Recovery/Resilience capacity. Future projects identified in the MPU will increase the utility and efficiency of the transportation system due to the increase of capacity that will result from various projects supported by the new Airport Master Plan.

- Is the proposed project ready for construction or implementation? * Yes No

The Port is in the process of completing and advertising the request for proposal for airport planning. A planning consultant is expected to be selected by March 2024.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

With the guidance of the FAA, the MPU will have a shelf life of 20 years, but should be updated in 10 years.

Budget

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

Federally Funded Projects *

Please attach a copy of your Capital Improvement Plan.

FAA Funding Breakdown		
FAA AIP Grant	\$450,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$50,000.00	10 %
Total Project Cost	\$500,000.00	100 %

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$5,000.00		10 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$450,000.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$5,000.00	
	\$	++
Total Match Funds:	\$455,000.00	91 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$45,000.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$455,000.00	91 %
Funding request to ODAV:	\$45,000.00	9 %
Total Project Cost:	\$500,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload
FAA CIP BIL 5-Year Planning Document	OR 2023 5 Year CIP BIL Memo - Tillamook TMK.pdf

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General Project Information

Applicant

Organization Name

Twin Oaks Airpark, Inc.

Contact Person *

Robert Stark

Address

12405 SW River Rd

Contact Person Title *

Owner

City

Hillsboro

State

Oregon

Zip Code

97123

Phone Number *

(503) 522-8952

Email *

bob@twinoaksairpark.com

Project Name and Location

Project Name *

East Access Road to Hangars Overlay

Project Location *

Twin Oaks Airpark

ODOT Region:

Region 1

County tax parcel identification number(s): *

2S24-00400

For convenience, 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:

3/1/2024

Project End Date:

12/31/2024

Project Summary*

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

Repair and overlay the hangar tenant access road along the east property line. The access road starts north of Hangar Row A and continues south along the hangars. The road needs overlay of asphalt along with additional repair including cutting, digging out failed sub grade, installing compacted rock.

Project Purpose and Description*

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

By overlaying and fixing the failed access road it would extend the life of the access road.

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 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 No

• Does the project prevent future deficiencies and preserve the existing facilities? * Yes No
yes, it prevents further degradation of the access road and preserves the life.

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

yes, Twin Oaks Airpark relies on Hangar Rent and Business tenant leases for sustained operations. Without a safe access road all of the sources of revenue for the Airpark are compromised.

• Does the project have local support? * Yes No

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 1/1/2016

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Yes, this project reduces transportation costs by keeping Twin Oaks Airpark a viable option as an airport and home base for many local businesses. Twin Oaks offers ease of access to Washington County and Western Multnomah County businesses . Those directly benefiting from continued ease of access and reduced transportation costs are: Twin Oaks Airpark, Flight School Twin Oaks Aircraft Maintenance Reliant Aviation (Maintenance Facility) Over 138 Hangar Tenants, many of which fly regularly in support of businesses Twin Oaks Airpark is also used for flight training by many local flight schools . Continued access reduces their training costs and distances traveled for practice and training. The following flight schools utilize Twin Oaks Airpark for training . The following list is not all-encompassing.

*Hillsboro Aero Academy
Aurora Aviation
Willamette Aviation Gorge Winds, Inc
Aero Maintenance, Inc
Precision Helicopters
Hillsboro Flying Club*

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

Continued ease of access to, and public use of, the airport and runway. Pavement contractors are Oregon-based companies and utilize local labor pool.

- 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 No

Having usable roads and access ways in good condition increases efficiency by drawing more traffic and business to Twin Oaks Airpark.

- Is the proposed project ready for construction or implementation? * Yes No
- Project and fund will be available March 1st, 2024*

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No If yes, provide a short explanation. *

With proper maintenance, we expect this pavement to have a useful life of more that 20 years

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$105,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$5,250.00		5 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$	
Funding other than Sponsors	\$	
Sponsor Funds	\$	
<i>Twin Oaks Airpark, Inc.</i>	\$10,000.00	3/1/2024 ++
Total Match Funds:	\$10,000.00	10 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$95,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$10,000.00	10 %
Funding request to ODAV:	\$95,000.00	90 %
Total Project Cost:	\$105,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name

Twin Oaks Airpark, Inc.

Contact Person *

Robert Stark

Address

12405 SW River Rd

Contact Person Title *

Owner

City

Hillsboro

State

Oregon

Zip Code

97123

Phone Number *

(503) 522-8952

Email *

bob@twinoaksairpark.com

Project Name and Location

Project Name *

Replacement of FBO and Flight Training Facility

Project Location *

Twin Oaks Airpark

ODOT Region:

Region 1

County tax parcel identification number(s): *

2S24-00400

For convenience, 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 Planning

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

Airport development for local economic benefit

Project Start Date:

4/1/2024

Project End Date:

12/31/2024

Project Summary*

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

Currently Twin Oaks's FBO is at its max capacity. It is added on to an existing structure that once was part of a dairy farm. We would like to enhance Twin Oaks environment and community by having a formal FBO facility. We need space for classrooms, lounge area, offices, rest rooms, break area, etc. We would like to hire an architect and engineering firm to design a facility that would suffice all of our needs.

Project Purpose and Description*

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

We need at least 6 more classrooms for ground/checkride purposes. We need more than one bathroom to service all 250 plus students and staff that frequent our property. We also need a safe and secure space for the office personnel and general manager.

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 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 No

• Does the project prevent future deficiencies and preserve the existing facilities? * Yes No
We would like to continue to grow as a business and currently we are bursting at the seams. We are limited in available space.

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

This space would greatly enhance our ability to serve the public better but accommodating fly-ins, space for aviation related meetings to be held. Also this would allow us to be more productive as a company.

• Does the project have local support? * Yes No

Project Documentation

Documentation and Permits

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

No Underway
Yes

Date of Completion: 1/1/2016

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
<i>building permit</i>	<i>4/1/2025</i>	<i>Don't Know</i>	<i>Required</i>

Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, 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 No

With an actual FBO we could have to space to hire official front desk personnel, general manager of the airport, and bring on more flight instructors. This would also enhance Twin Oaks as a viable option as an airport and home base for many local businesses.

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

With a nice facility it would attract more activity, flight training, more aviation related jobs.

- 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 No

Having a facility to operate out of it would increase efficiency by drawing more traffic and business to Twin Oaks. Being able to utilize Twin Oaks to its fullest extent saves aircraft owners time and travel expense by being able to fly closer to their destination.

- Is the proposed project ready for construction or implementation? * Yes No

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

With proper maintenance this facility could last Twin Oaks over a century of use.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$150,000.00

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	\$	
<i>Twin Oaks Airpark, Inc.</i>	\$10,000.00	
Total Match Funds:		\$10,000.00 7 %

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Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$140,000.00	93 %
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Project Budget Summary

Total applicant matching funds:	\$10,000.00	7 %
Funding request to ODAV:	\$140,000.00	93 %
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 No

Related Document Uploads

Description	Upload

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General Project Information

Applicant

Organization Name

City of Vale

Contact Person *

Todd Fuller

Address

150 Longfellow St. N

Contact Person Title *

City Manager

City

Vale

State

Oregon

Zip Code

97918

Phone Number *

(541) 473-3133

Email *

tfuller@cityofvale.com

Project Name and Location

Project Name *

*Miller Memorial Airpark - Hanger Property Site
Design Engineering*

Project Location *

Vale

ODOT Region:

Region 5

County tax parcel identification number(s): *

4000

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Miller Memorial Airpark

Airport Category

Category 5

NPIAS or Non-NPIAS

Non-NPIAS

Project Overview

Select the type of project being proposed:*

Program Planning

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

Airport development for local economic benefit

Project Start Date:

1/28/2024

Project End Date:

11/29/2024

Project Summary*

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

Design and layout engineering for hangers in the area designated by the airport master plan.

Project Purpose and Description*

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

The purpose of the project is to continue improving Miller Memorial Airpark. This phase involves hanger layout and design engineering. This is a necessary component for the next phase of construction engineering, land development, and finally lease agreements for building hangers.

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 No

Currently Miller Memorial Airpark only has one hanger built in the 1940's. This project is focused on the layout and design for hanger development as outlined in our master plan.. The city would lease the land to those who want to build a hanger. Leases would provide a small revenue stream for the airpark which is necessary to continue with standard maintenance and improvements.

- 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 No

The addition of hangers at the airpark will modernize the airport as building improvements have not taken place since the end of world war II.

- Does the project prevent future deficiencies and preserve the existing facilities? * Yes No

The airpark currently has minimal facilities for the public, so our goal includes continued improvements like hangers, fuel, asphalt, and pilots lounge. Newhangers will prevent future deficiencies. There are not plans to tear down any buildings or remove existing facilities. Eventually the very old hanger will be removed and replaced with either a newhanger, pilots lounge, or a combination of both.

- Does the project increase the financial self-sufficiency of the airport? * Yes No

This project provides a means to increasing financial self-sufficiency. The majority of revenue for the airport is pulled from the city's general fund. Once the land is ready for hangers, leases can be drawn up creating a new revenue stream for the airpark.

- Does the project have local support? * Yes No

This project is supported locally by pilots and businesses. Several local pilots have contacted me stating they want to build a hanger at the Miller Memorial Airpark. Additionally, pilots fly in to Vale, take care of business in the local area and then fly home. Additionally, pilots fly in simply to eat at a local restaurant and then fly home. The current airport committee meets regularly to discuss the airport and help with direction on improvements. We recently completed a topography survey at the airport with grant funds through the Eastern Oregon Border Board foundation. The foundation supports development at the airport.

Project Documentation

Documentation and Permits

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

Yes No Underway

Reason:

The layouts for new development proposed in the 2005 airport master have not changed. A new master plan is an expensive venture and our committee believes what is currently proposed is still a good fit for the airport.

Is a NEPA review required? *

Yes No

Airport Capacity

Is there an existence of Airport Zoning? *

No
Yes

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
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Statewide Impact

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access Yes No to jobs and sources of labor? If yes, provide a short explanation. *

Hangers are planned to be privately owned. Eventually the city would like to build a hanger pilots could rent for a day, week, or longer, but would be short term.

Many pilots are concerned about weather related events such as hail and wind and offering a safe location can be a draw and benefit for pilots.

The Grassy Mountain Mine is looking hopeful to start in the near future and I predict various employees, managers, and owners would consider Miller Memorial Airpark as their gateway to the mine located just 20 miles to the southwest of Vale. Pilots fly into Vale to attend Producers Auction yard to buy or sell cattle. One of the largest in the Northwest.

Pilots fly in to connect with others outside of Vale for business and pleasure such as hunting.

Overall, the airport is a gateway for Agriculture and Tourism but anticipate aviation and manufacturing to become another active cluster.

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

Providing space for people to build hangers at Miller Memorial Airpark leads to opportunities for growth not only just in hangers, but also business at the airport and in the surrounding community.

One pilot would like to start his own flight school in Vale. Others have business that help with local ranchers and farmers for cattle, and predator control. Hangers also provide a safe place for pilots to park out of the weather and sun. Many pilots fly in from other parts of the state to conduct business in the area and could possibly rent space for short periods of time during their stay. Pilots fly in to Vale and spend money in the community at local business such as restaurants and cattle auctions.

- 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 No

Vale is a destination for many in business, outdoor activities, and simply pleasure flying. Modernizing the Vale airport with additional amenities such as hangers creates a better destination location for those looking to fly into the area. The Ontario Airport is becoming crowded and pilots are seeking other areas to land. Vale is only 17 miles from Interstate 84 to the East, but going North, West, or South and Vale is over 100 miles from the next larger city. Currently Vale is not tracking flow rates into the airport. Our goal would be to start tracking and increase from the current minimal sporadic to traffic to a flow that is steady

- Is the proposed project ready for construction or implementation? * Yes No

The city has a proposal for the design and layout engineering from CK3 Engineering. The proposal is attached in the miscellaneous uploads section.

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

- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? Yes No
If yes, provide a short explanation. *

The engineering is necessary for the city to move forward with construction engineering, earthwork, and then lease agreements. Lease agreements are expected to be long term.

Budget

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

Yes No

Non-Federally Funded Projects *

Total Project Cost \$36,000.00

Project Funding Breakdown

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

		Percent of Project Cost
Minimum Program Match Requirement: \$1,800.00		5 %
Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0.00	
Funding other than Sponsors	\$0.00	
Sponsor Funds	\$1,800.00	7/1/2024
	\$	++
Total Match Funds:	\$1,800.00	5 %

Aviation Project Funding Request to ODAV *

Amount requested from ODAV:	\$34,200.00	95 %
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Project Budget Summary

Total applicant matching funds:	\$1,800.00	5 %
Funding request to ODAV:	\$34,200.00	95 %
Total Project Cost:	\$36,000.00	100 %

Pre-Agreement Expenditures *

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

Yes No

Related Document Uploads

Description	Upload

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