

**Cascades West Area Commission on Transportation
Technical Advisory Committee**

Wednesday, November 8, 2017

1:30 pm – 3:00pm

OCWCOG Offices, Albany

AGENDA

- 1. 1:30 Introductions and Agenda Review** **Chair Gescher**

- 2. 1:35 Approval of November 9th, 2016 Meeting Minutes** **Chair Gescher**
Action: Approval of Minutes (Attachment I)

- 3. 1:40 Public Comment** **Chair Gescher**
This is an opportunity for members of the public to comment on the activities/agenda of the Technical Advisory Committee.

- 4. 1:50 Discussion of TAC Membership** **Staff**
Action: Appoint a Chair

- 5. 2:00 Review of Aviation Grant Applications** **Chris Bailey**
Four Aviation System Action Program (ASAP) Critical Oregon Airport Relief (COAR) grants have been submitted to the Oregon Department of Aviation (ODA) in the CWACT area. They are from the City of Newport (three applications) and the City of Albany (one application). TAC members will evaluate these proposals and collectively complete one Review Form for each application for consideration of the CWACT Executive Committee and Full Commission.
Action: Review Applications

(Attachment 2 – Review Form)
(Attachment 3 – Memo)
(Attachment 4 – Instructions for Reviewers)
(Attachment 5 – City of Newport App. 1, Predesign for storm pipe rehab)
(Attachment 6 – City of Newport App. 2, Emergency generator)
(Attachment 7 – City of Newport App. 3, Emergency solar power/battery storage)
(Attachment 8 – City of Albany App., Taxi-way connector realign, apron rehab)

- 6. 3:00 Adjournment**

The Cascades West COG facilities are accessible to persons with disabilities. If you will need any special accommodations to attend the meeting contact Emma Chavez at least 24 hours prior to the meeting. She can be reached at 541-967-8551. TTY/TTD 711

**Cascades West Area Commission on Transportation
Technical Committee Meeting
Wednesday, November 9, 2016
Cascades West Center, Albany Oregon**

Draft Minutes

Attendees: Ali Bonakdar, Chuck Knoll, Greg Gescher, Pam Barlow-Lind, Rob Emmons, Roy Kinion, and Theresa Conley.

Guests: Chris Bailey, Matt Lawyer, and Nohemi Ramos

Staff: Phil Warnock, Tarah Campi, and Emma Chavez

1. Welcome and Agenda Review

Meeting opened at 1:35 pm by staff. Agenda addition; presentation on the Aviation System Action Program by ODA staff Matt Lawyer and Nohemi Ramos.

2. Approval of April 13, 2016 Meeting Minutes

Motion made by Chuck Knoll, seconded by Rob Emmons. Minutes approved by consensus.

3. Public Comment Opportunity

There were no public comments.

4. Aviation System Action Program Presentation by the Oregon Department of Aviation

In 2015, the Oregon State Legislature passed House Bill 2075 to increase the fuel tax on Aviation Gas (AV Gas) and Jet Fuel by .02 cents per gallon to invest in aviation for specific purposes, resulting in the Aviation System Action Program (ASAP) Fund. The fuel tax increase became effective January 1, 2016 and currently has a sunset date of January 1, 2022. The ASAP Fund allocates and distributes the proceeds from the fuel tax increase among three new programs; COAR Grant Program, ROAR Program, and SOAR Program.

The Critical Oregon Airport Relief (COAR) has the following three legislative mandated project priorities:

1. Assist with match requirements for Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants,
2. Safety and infrastructure development, and
3. Aviation-related economic benefits related to airports.
Eligible project minimum match criteria are based upon category of airports as defined by the Oregon Aviation Plan.

COAR has had a total of 61 applications submitted statewide, for a total of \$4.5 million in ask. All ACTs have at least one or more applications submitted. The CWACT submitted two applications; the City of Albany, and the City of Newport for a total of \$69,300 in fund requests.

The grant cycle runs from September 12th when grant applications were made available, to March 2017 when staff notifies awarded projects and begins the agreement process. Applications are currently running through the ACT review and grading process. The applications will then be forwarded to the Aviation Review Committee (ARC) in January, Aviation Board reviews, reprioritization and approval of recommended applications will take place in February.

Oregon Department of Aviation (ODA) staff advised members of the role of the ACT during the review process. It was specified that the ACTs role in the COAR grant process is to complete a statutory review assessment of the applications for airports within their own ACT and complete one review sheet per application based upon the applicant's responses. Members noted that while the applicants might feel the project did not meet certain criteria, members might disagree and to best note why the project would meet a certain criteria it would be important to be very specific of the reasons in the comments boxes.

5. Review of Aviation Grant Applications

Chris Bailey, CWACT's Aviation Representative briefly reviewed each of the applications. Members, as a group reviewed the applications and filled out one review application for each of the projects through a consensus based discussion.

6. Adjournment

Meeting adjourned at 3:00 pm.

Instructions:

- Please read the [Instructions to Reviewers](#) prior to completing this form. The instructions are available on the Oregon Department of Aviation website.
- **Comment areas are provided to note information critical to your evaluation: How you arrived at your decision.**
- Complete, save, and submit **one** review form for each application.
- Required fields are marked with a red asterisk (*)

Applicant Name:

Application Number:

Project Name

Airport Name

Reviewer Name *

ACT

Please generate and complete the [Conflict of Interest Form](#), and upload in the provided field below. *

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
Reduced Transportation Costs or Improved Access to Jobs • Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?				
Economic Benefit • Does the proposed transportation project result in an economic benefit to the state?				

<p>Critical Link</p> <ul style="list-style-type: none"> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? 				
---	--	--	--	--

Section 2:

<p>Project Funding</p> <ul style="list-style-type: none"> How much of the cost of the proposed transportation project can be borne by the applicant for the grant? 	<p>0%-25%</p>	<p>26%-50%</p>	<p>51%-75%</p>	<p>76%-100%</p>

<p>Project Readiness*</p> <ul style="list-style-type: none"> Is the proposed transportation project ready for construction or ready for implementation? 	<p>Project's Readiness to Start (in months)</p>				
	<p>0-6</p>	<p>7-12</p>	<p>13-18</p>	<p>19-24</p>	<p>Over 24</p>

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready **to begin elements of work necessary to commence with construction in a reasonable timeframe.** If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<p>Life Expectancy</p> <ul style="list-style-type: none"> How much of the cost of the proposed transportation project can be borne by the applicant for the grant? 	<p>Expected Useful Life (in years)</p>				
	<p>0-5</p>	<p>6-10</p>	<p>11-15</p>	<p>16-20</p>	<p>Over 20</p>



TO: Cascades West Area Commission on Transportation Technical Advisory Committee
FROM: Chris Bailey, Public Works Operations Director
DATE: October 31, 2017
SUBJECT: Critical Oregon Aviation Relief (COAR) Grant Application Review

This is the second year of the Critical Oregon Aviation Relief (COAR) grant program which is managed by the Oregon Department of Aviation. As you may remember, COAR grants are awarded to public-use airports in Oregon through a competitive application process. These grants can provide up to \$150,000 in funding per project which may be used to match Federal Aviation Administration (FAA) grants, to provide funding for safety and infrastructure development projects, or for projects that will provide aviation-related economic benefits to the airport. There are four public-use airports in our area: Newport, Corvallis, Albany, and Davis. More information is available on the ODA website at http://www.oregon.gov/aviation/Pages/COAR_Critical_Oregon_Airport_Relief_Program.aspx.

The ACT is required to establish a process to review and rank applications from within its region. The scores for each application from all Oregon ACTs will be provided to the state. The Aviation Review Committee will then evaluate the list of projects from around the state and produce a final ranking and recommendation for funding that will be submitted to the State Aviation Board.

There are four approved applications for projects within the Cascades West ACT region; one from the City of Albany and three from the City of Newport. Copies of these applications are provided in your packet. A Statutory Review form and a copy of the application review instructions are also included in your packet. Staff will facilitate a review of each project with the TAC and will file one Statutory Review form that includes the comments from the TAC review for each project. These forms are due to be submitted no later than December 22, 2017. The final funding award is expected to take place at the State Aviation Board meeting in March 2018.

CB

Instructions to Reviewers
COAR GRANT PROGRAM
Aviation System Action Program Fund



Funding Cycle II (2017-2018)



**AVIATION SYSTEM ACTION PROGRAM FUND
INSTRUCTIONS TO REVIEWERS FOR 2017-18 COAR GRANTS**

If you have not already done so, please sign up for the ASAP electronic mailing list by sending an email request with the subject line “ASAP Mailing List Request” to:
ASAP@aviation.state.or.us

Table of Contents

- Introduction 3
- SECTION 1: AGENCY STAFF REVIEW 4
 - 1.1 Completeness Review 4
- SECTION 2: AREA COMMISSIONS ON TRANSPORTATION 5
 - 2.1 General 5
 - 2.2 Area Commissions on Transportation regions 5
 - 2.3 Statutory Review 5
 - 2.4 ACTs Meetings 10
- SECTION 3: AVIATION REVIEW COMMITTEE 11
 - 3.1 General 11
 - 3.2 Final ARC Meeting 11
- SECTION 4: STATE AVIATION BOARD 14
 - 4.1 General 14
 - 4.2 State Aviation Board Members 14
 - 4.3 Board Meeting – Final Project Selection 14
- SECTION 5: CONTACT INFORMATION 16
 - 5.1 ODA Program Staff 15
- Appendices 17
 - A-1 Sample ACT Statutory Review Form 18
 - A-2 Procedure - COAR Grant Procedures 19
 - A-3 COAR Grant Timeline 21
 - A-4 Step-by-Step Guide to e-Grants for ACT Reviewers 22

Introduction

Thank you for your participation in evaluating the 2017-18 COAR Grant Applications.

The purpose of this document is to provide instructional guidance on the review and recommendation processes required by agency staff, the Oregon Area Commission on Transportation (ACTs), the Aviation Review Committee (ARC), and the State Aviation Board.

The applications are for consideration of grant funding from the Critical Oregon Airport Relief Grant Program, or COAR, which is funded through monies from the Aviation System Action Program (ASAP) Fund. The COAR Grant Program is a **funding-program** available to eligible public-use airports in Oregon.

The application review process includes the following steps:

1. APPLICATION SUBMITTAL PERIOD

Submittal Period for Grant Applications: September 1 – October 2, 2017

2. AGENCY STAFF REVIEW

Completeness Review: October 3 – October 13, 2017

3. ACTs COMMITTEE REVIEW

Statutory Considerations Review by the ACTs: October 16 – December 22, 2017
Aviation Review Committee Meeting: January - February 2018

4. STATE AVIATION BOARD

Final Public Meeting and Selection of projects to fund: March 2018*

*The exact dates, time, and locations of public meetings will be posted on the Oregon Department of Aviation website once they are available.

The State Aviation Board and ODA reserve the right to modify review dates. ODA will provide accurate and up-to-date information on the Department's website. For more information, please visit:

http://www.oregon.gov/aviation/Pages/Aviation_System_Action_Program.aspx

SECTION 1: AGENCY STAFF REVIEW

1.1 Completeness Review:

Applications will be screened by internal Oregon Department of Aviation (ODA) program staff to ensure that each application is complete.

Program administration resources are limited; therefore, incomplete applications may not be forwarded to review committees and will not be considered for grant awards. ODA staff will inform applicants electronically if an application is ineligible due to incompleteness.

If ODA staff identifies a need for additional written data concerning any applicant or project, ODA staff may solicit this from applicants. After the application period ends, applicants may be given a specified amount of time (three business days) to provide the requested additional information. All requests for additional information must be sent in writing to applicants.

SECTION 2: AREA COMMISSIONS ON TRANSPORTATION

2.1 General

In accordance with OAR 738-124-0035(3), recommendations regarding COAR grant applications are sought from the Area Commissions on Transportation (ACTs). One representative from each ACT will serve as the point of contact for their ACT and may participate on the Aviation Review Committee (refer to Section 3: Aviation Review Committee). The comments and recommendations from the ACTs will be provided to the Aviation Review Committee.

The ARC will provide a list of projects to the State Aviation Board for recommendation of funding.

ACT reviewers will use ODA's electronic grant system, or e-Grants, to complete the review. The designated representative selected to be the point of contact should contact ODA Program Coordinators for login credentials.

2.2 Area Commissions on Transportation regions

The following table provides an outline of the Oregon ACTs, the areas covered by the ACTs, and their corresponding Oregon Department of Transportation (ODOT) region:

Table 1: Oregon ACTs

Oregon ACTs	ACTs Area	ODOT Region
Region 1 ACT	ODOT Region 1, including most of Washington, Hood River, Multnomah and Clackamas counties	Region 1
Northwest Oregon ACT	Clatsop, Tillamook, Columbia and western rural Washington counties	Region 2
Mid-Willamette Valley ACT	Marion, Polk and Yamhill counties	Region 2
Cascades West ACT	Benton, Linn and Lincoln counties	Region 2
Lane County ACT	Lane county	Region 2
South West ACT	Coos, Curry and Douglas counties	Region 3
Rogue Valley ACT	Jackson and Josephine counties	Region 3
Lower John Day ACT	Gilliam, Sherman, Wheeler and Wasco counties	Region 4
Central Oregon ACT	Crook, Deschutes and Jefferson counties	Region 4
South Central Oregon ACT	Klamath and Lake counties	Region 4
North East ACT	Morrow, Baker, Union, Umatilla and Wallowa counties and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR)	Region 5
South East ACT	Grant, Harney and Malheur counties and the Burns Paiute Tribe	Region 5

For more information about the Oregon ACTs, please visit the Oregon Department of Transportation Area Commissions on Transportation website:

https://www.oregon.gov/ODOT/COMM/Pages/act_main.aspx

To view a map of the ODOT regions, please visit:

<https://www.oregon.gov/ODOT/TD/TDATA/gis/docs/REGIONMAPS/RegionMap.pdf>

2.3 Statutory Review

ODA staff will provide the designated member of each ACT an electronic application package for each project that will be reviewed.

It is each applicant's responsibility to be as precise and well-documented as possible in showing how the application responds to each of the statutory considerations. It is the responsibility of each ACT to review project applications and provide comments which support their decisions while considering the benefits of the project, the statutory considerations, and the regional priorities of the ACT.

Conflict of Interest Disclosure

Upon starting the review process, the designated ACT representative will be required to sign and submit a conflict of interest form. Members are required to disclose all conflicts of interest regarding any projects being discussed. A conflict of interest means the member is a consultant to the applicant, or is a committee or board member who has assisted the applicant, or has a pecuniary financial benefit in the project. Any conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Members will refrain from voting on or recommending projects or a slate of projects in which they have disclosed a conflict of interest. Review Committee members with conflicts of interest, except those who are excluded from discussions or debate because they are subject to ORS 244.120(2)(b) and have an actual conflict of interest, are allowed to otherwise participate in the evaluation process. Those with actual conflicts of interest per ORS 244.120(2)(b) may not participate in discussion or debate nor may they vote.

This disclosure requirement applies to all committee members.

Statutory Considerations

The reviewing ACTs **must** take into consideration the following Statutory Considerations, as per ORS 367.084(3):

- a) Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor.
- b) Whether a proposed transportation project results in an economic benefit to this state.
- c) Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.
- d) How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund.
- e) Whether a proposed transportation project is ready for construction.
- f) Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.

Based on the application materials, ACTs shall determine whether a project thoroughly meets each of the considerations. To thoroughly meet a consideration, a project shall demonstrate through application responses that the project will accomplish the intent.

Applicant Match Requirements

Applicants are required to provide matching funds, based upon their category of airport, as listed in the current Oregon Aviation Plan. For more information, please follow the link to view chapter 4 of the Oregon Aviation Plan: http://www.oregon.gov/aviation/docs/system_plan/chapter_4_-_airport_functional_roles.pdf

Airport Category	Category Description	Required Match %
Category 1a	Commercial Primary	50%
Category 1b	Other Commercial Non-Primary (less than 10,000 enplanements)	35%
Category 2	Business	25%
Category 3	Regional	10%
Category 4	Community	10%
Category 5	Low Activity	5%

Oregon Aviation Plan

ACTs may use any identified statewide plans, such as the Oregon Aviation Plan, to assist with their evaluations and determining where projects strategically address modal needs.

To view the Oregon Aviation Plan, please visit:

http://www.oregon.gov/aviation/Pages/docs/system_plan/2007_oregon_system_plan_details.aspx

Committee members may contact ODA staff for assistance with statewide planning information.

Please direct all questions to: ASAP@aviation.state.or.us

Or contact: **Nohemi Ramos at (503) 378-4881 or Matt Lawyer at (503) 378-4888**

Accessing Application and Review Materials via e-Grants

The designated ACT representative will receive login credentials for the electronic grant system, e-Grants, in order to complete the review of applications.

For instructions on navigating through e-Grants, please refer to Appendix A-4 of these instructions.

ACTs Statutory Review Form

The ACTs will evaluate projects for airports in their corresponding ACT area using the ACT Statutory Review Form provided by ODA. **Please submit only one form per ACT, per project.**

Section 1: The ACTs will select if they agree, somewhat agree, or disagree that the project will accomplish the intent of the question being considered. **Comment areas are provided to show your work and note information critical to your evaluation:** How you arrived at your score.

Applicant responses to these questions may be found in the Statewide Impact section of the application; however, ODA does encourage reviewers to review the entire application.

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<p>Reduced Transportation Costs or Improved Access to Jobs</p> <ul style="list-style-type: none"> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	0 of 200
<p>Economic Benefit</p> <ul style="list-style-type: none"> Does the proposed transportation project result in an economic benefit to the state? 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	0 of 200
<p>Critical Link</p> <ul style="list-style-type: none"> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	0 of 200

Section 2: The ACT will make a selection for each question. Applicant responses to these questions may be found in the Statewide Impact and Budget sections of the application; however, ODA does encourage reviewers to review the entire application.

Section 2:

Project Funding	0%-25%	26%-50%	51%-75%	76%-100%
<ul style="list-style-type: none"> How much of the cost of the proposed transportation project can be borne by the applicant for the grant? 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Project Readiness*	Project's Readiness to Start (in months)				
	0-6	7-12	13-18	19-24	over 24
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.** If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Life Expectancy	Expected Useful Life (in years)				
	0-5	6-10	11-15	16-20	over 20
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Submission Instructions

Please submit all review forms no later than December 22, 2017.

To submit via e-Grants, click the **save** button on the top right of the screen, then hover your cursor over the Status Changes link and select the **ACT Review Complete** button.



Project Application Scores

Project applications receive a base score during the completeness review by agency staff. The base score is a technical score based on the completeness of the application and the information provided by the applicant.

The applicant's responses to the questions relating to statutory considerations require a critical review by the ACTs before making a final selection. The selections made on the ACT review form will produce a reviewer's score, which will be combined with the base score and result in a final application score.

The scores are calculated automatically as applicants and reviewers complete their designated forms.

The final application score may be used to break ties between rankings during the Final Aviation Review Committee Meeting.

2.4 ACTs Meetings

Review, Discuss and Recommend Projects

The designated ACT representative may collaborate with other members of their ACTs, Regional Solutions, Chambers of Commerce, and other regional stakeholders.

All ACTs meetings related to the recommendations of projects for ASAP funding shall be held as public meetings. ACT aviation representatives may present information regarding projects, the condition of the state's transportation network, or other relevant information to their whole ACT. In addition, the ACT may allow for airport sponsors to provide a brief presentation of their application(s), if the ACT finds it to be timely and necessary for the process. Each ACT shall establish a written record of the decision-making process.

Scheduling and Noticing of Review Meeting

ACTs will notify ODA staff of all ACTs meeting dates related to the recommendations of projects for ASAP funding.

Meeting Minutes

ACTs generally post meeting minutes on the ACT webpage. A link to the ACT webpage can be found here, and will also be posted on the ODA website: https://www.oregon.gov/ODOT/COMM/Pages/act_main.aspx

SECTION 3: AVIATION REVIEW COMMITTEE

3.1 General

The Aviation Review Committee (ARC) is a review committee, comprised of one (1) representative from each ACT. In accordance with OAR 738-124-0035(2) and 738-125-0045(2), the review committee shall recommend applications to the State Aviation Board.

3.2 Final ARC Meeting

ODA Staff Support and Committee Administration

ODA staff will provide staff support for the final Aviation Review Committee (ARC) meeting. ODA staff will coordinate with the ARC Chair and respective members regarding the meeting, scheduling, agenda, and necessary public notice.

ODA staff, unless otherwise directed by the committee, will:

- Present the ACT's final scoring of projects;
- Assist the ARC with understanding the review process; and
- Record results of the ARC proceedings.

During the final ARC meeting, the ARC will **not** hear presentations from any applicants.

ODA staff will provide the ARC a combined list of scored projects from each of the ACTs. The list presented to the ARC will contain a summary of each project, the project category, the name of the applicant, the total project cost, total matching funds, the total funds requested from ODA, and the final application score for all projects.

ODA staff advice and analysis is limited to a supporting role and cannot be substituted for the required decision-making role of the ARC.

The agenda and meeting minutes will be posted on the ODA website.

Conflict of Interest Disclosure

At the start of the final review meeting, committee members are to disclose all conflicts of interest regarding any projects being discussed. A conflict of interest means the member is a consultant to the applicant, or is a committee or board member who has assisted the applicant, or has a financial benefit in the project. All conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

The ARC will ensure that members will refrain from voting on or recommending projects or a slate of projects in which they have disclosed a conflict of interest. Final Review Committee members with conflicts of interest, except those who are excluded from discussions or debate because they are subject to ORS 244.120(2)(b) and have an actual conflict of interest, are allowed to otherwise participate in the evaluation process. Those with actual conflicts of interest per ORS 244.120(2)(b) may not participate in discussion or debate nor may they vote.

This disclosure requirement applies to all committee members.

Input into the Decision Process

The ARC will review projects based on information provided through:

- The project application and related documents;
- Applicant responses to questions; and
- ACTs members' knowledge and expertise.

The ARC may also review projects based on information provided through:

- Professional staff recommendations or analysis (if requested by the committee); and
- Public comment.

The ARC may also use any identified statewide plan such as the current Oregon Aviation Plan to assist with ranking and determining where projects strategically address modal needs. Committee members may contact ODA staff for assistance with statewide planning information.

To view the current Oregon Aviation Plan, visit:

http://www.oregon.gov/aviation/Pages/docs/system_plan/2007_oregon_system_plan_details.aspx

The review committee members shall **not consider** information provided through lobbying by the applicant or any other person outside of the committees' public meetings. This includes any request for preapproval by an applicant or other party.

The ARC shall not require applicants to seek prior consultation or pre-approval of any projects, nor prioritize any project negatively due to any failure to consult with the committee prior to submitting an application.

Project Prioritization

Per ORS 319.020(3)(c) and OAR 738-125-0035(3), the review committee shall recommend applications to the State Aviation Board, which shall select applications with the following priority:

- a. First, to applications filed with respect to assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants;
- b. Second, to applications filed with respect to safety and infrastructure development; and
- c. Third, to applications filed with respect to aviation-related economic benefits related to airports.

Projects within a lower statutory priority **shall not** be ranked above projects with a higher statutory priority.

Per ORS 319.020(5)(b), "Priority in distributing grants shall be given to projects for which applicants demonstrate a commitment to contribute the greatest amounts toward the cost of the projects to which the applications relate."

Projects will be further prioritized in accordance with OAR 738-125-0035(6).

Tie-Breaking

Tie between project rankings within the same priority shall be resolved by using the application scores. In the 2016-17 COAR grant cycle, the ARC established the following criteria for breaking ties:

- 1st priority would be the percent of grant match (the higher the grant-match, the better).
- 2nd criteria would be equity criteria considering the number of grants that may be potentially funded to that particular airport in priorities I and II.
- Use safety as third criteria, if required.

In addition, the ARC may also use the Oregon Aviation Plan and the National Priority Ratings by the Federal Aviation Administration, if applicable.

To view the current Oregon Aviation Plan for recommendations to airports, select the following link and visit *Chapter 5 – System Analysis and Recommendations*:

http://www.oregon.gov/aviation/docs/system_plan/chapter_5_-_system_analysis_and_recommendations.pdf

To view the National Priority Ratings by the FAA, select the following link and view *Appendix 6: NPIAS-ACIP Standard Descriptions, ACIP Codes, and National Priority Ratings*:

<http://www.faa.gov/documentLibrary/media/Order/order-5100-39A-acip.pdf>

Example of Scoring:

Project Name	Project Priority and category	Application Score
A	Priority I - FAA AIP Match	110
B	Priority II - Emergency Preparedness & Infrastructure Project	100
C	Priority I - FAA AIP Grant Match	100
D	Priority II - Emergency Preparedness & Infrastructure Project	95
E	Priority III - Economic Benefit	105

Explanation of Scoring Example

The Aviation Review Committee is responsible for ranking the projects within priorities I, II, and III. The result will be a prioritized list of recommended projects which will be presented to the State Aviation Board for their vetting and final approval.

In the above example, Project A and Project C are priority I projects; Project B and Project D are priority II projects; and Project E is a priority III project.

The ARC will rank Projects A and C by deciding which project will be placed first, and which project will be placed second. If there are ties in ranking, the committee can: refer to the application scores, refer to the criteria set by the 2016-17 ARC, refer to the minimum standard deficiencies listed in the current OAP, or refer to the National Priority Ratings by the FAA (if applicable).

The ARC will proceed to rank priority II projects, followed by priority III projects.

Final Recommendation Report

The ARC will provide the State Aviation Board a final list of prioritized projects.

SECTION 4: STATE AVIATION BOARD

4.1 General

The State Aviation Board will review the project list recommended by the ARC. The Board will vet the list and provide final approval of projects to receive COAR grants.

4.2 State Aviation Board Members

The State Aviation Board, or “Board”, is a seven person policy board appointed by the Governor.

4.3 Board Meeting – Final Project Selection

The Board will hold a public meeting for selection of projects to receive COAR grants.

The exact dates, time, and locations for the Board meeting will be posted on the Oregon Department of Aviation website once they are available. For updates, please visit:

http://www.oregon.gov/aviation/Pages/Aviation_System_Action_Program.aspx

Conflict of Interest Disclosure

At the start of each meeting, the State Aviation Board Chair shall require committee members to disclose all conflicts of interest regarding any projects being discussed. A conflict of interest means the member is a consultant to the applicant, or is a committee or board member who has assisted the applicant, or has a financial benefit in the project. All conflict of interest disclosures will be recorded in the State Aviation Board meeting minutes.

The Board Chair will ensure that members refrain from voting on or recommending projects or a slate of projects in which they have disclosed a conflict of interest. Board members with conflicts of interest, except those who are excluded from discussions or debate because they are subject to ORS 244.120(2)(b) and have an actual conflict of interest, are allowed to otherwise participate in the evaluation process. Those with actual conflicts of interest per ORS 244.120(2)(b) may not participate in discussion or debate nor may they vote.

This disclosure requirement applies to all Board members.

ODA Staff Support and Administration

ODA staff will provide each member of the State Aviation Board a copy of the ARC’s recommendations. ODA will coordinate with the Board Chair and respective members regarding the meeting, scheduling, agenda, and necessary public notice.

ODA staff, unless otherwise directed by the committee, will:

- Present the ARC’s ranking of projects;
- Assist the Board with understanding the review process; and
- Record results of the Board proceedings.

ODA staff advice and analysis is limited to a supporting role and cannot be substituted for the required decision-making role of the Board.

The agenda and meeting minutes will be posted on the ODA website.

Applicant Presentations

The Board will **not** hear presentations from any applicants. If the Board has questions regarding a project and the applicant is present at the public meeting, the Board may call upon the applicant for additional information if necessary.

Project Prioritization

The Board may modify project rankings recommended by the ARC; however, projects within a lower statutory priority **shall not** be ranked above projects with a higher statutory priority.

Per ORS 319.020(3)(c) and OAR 738-125-0035(3), the review committee shall recommend applications to the State Aviation Board, which shall select applications with the following priority:

- a. First, to applications filed with respect to assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants;
- b. Second, to applications filed with respect to safety and infrastructure development; and
- c. Third, to applications filed with respect to aviation-related economic benefits related to airports.

SECTION 5: CONTACT INFORMATION

5.1 ODA Program Staff

Please direct all questions to: ASAP@aviation.state.or.us

Or you may contact:

Heather Peck

Planning & Projects Manager

(503) 378-3168

Heather.Peck@aviation.state.or.us

Nohemi Ramos

Program Coordinator

(503) 378-4881

Nohemi.ramos@aviation.state.or.us

Matt Lawyer

Program Coordinator

(503) 378-4888

Matthew.A.Lawyer@aviation.state.or.us

Appendices

The Appendices in this document provide SAMPLE versions of the respective documents. Reviewers will receive final versions of each form in Word, Excel, or PDF prior to the start of the review period.



A-1 SAMPLE ACT STATUTORY CONSIDERATION REVIEW FORM

- ➔ Please read the Aviation Project Funding Request - Instructions to Reviewers prior to completing this form.
- ➔ The *Instructions to Reviewers* and *ACTs Statutory Review Form* are available on the [Oregon Department of Aviation website](#).
- ➔ Comment areas are provided to note information critical to your evaluation: How you arrived at your decision.

Reviewer Name / ACT: _____

Applicant Name: _____ Application Number: _____

Project Name: _____

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
Question 13 - Reduced Transportation Costs or Improved Access to Jobs Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Question 14 - Economic Benefit Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Question 15 - Critical Link Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Section 2:

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon fund?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

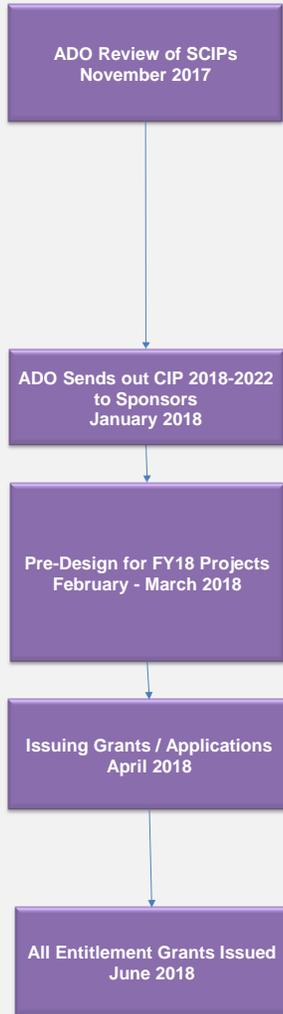
A-2 COAR Grant Procedures**PROCEDURE****A. ASAP COAR Grant process**

PROCEDURES FOR PROCESSING AGREEMENTS INVOLVING GRANT APPLICATIONS
FOR ASAP COAR Grants.

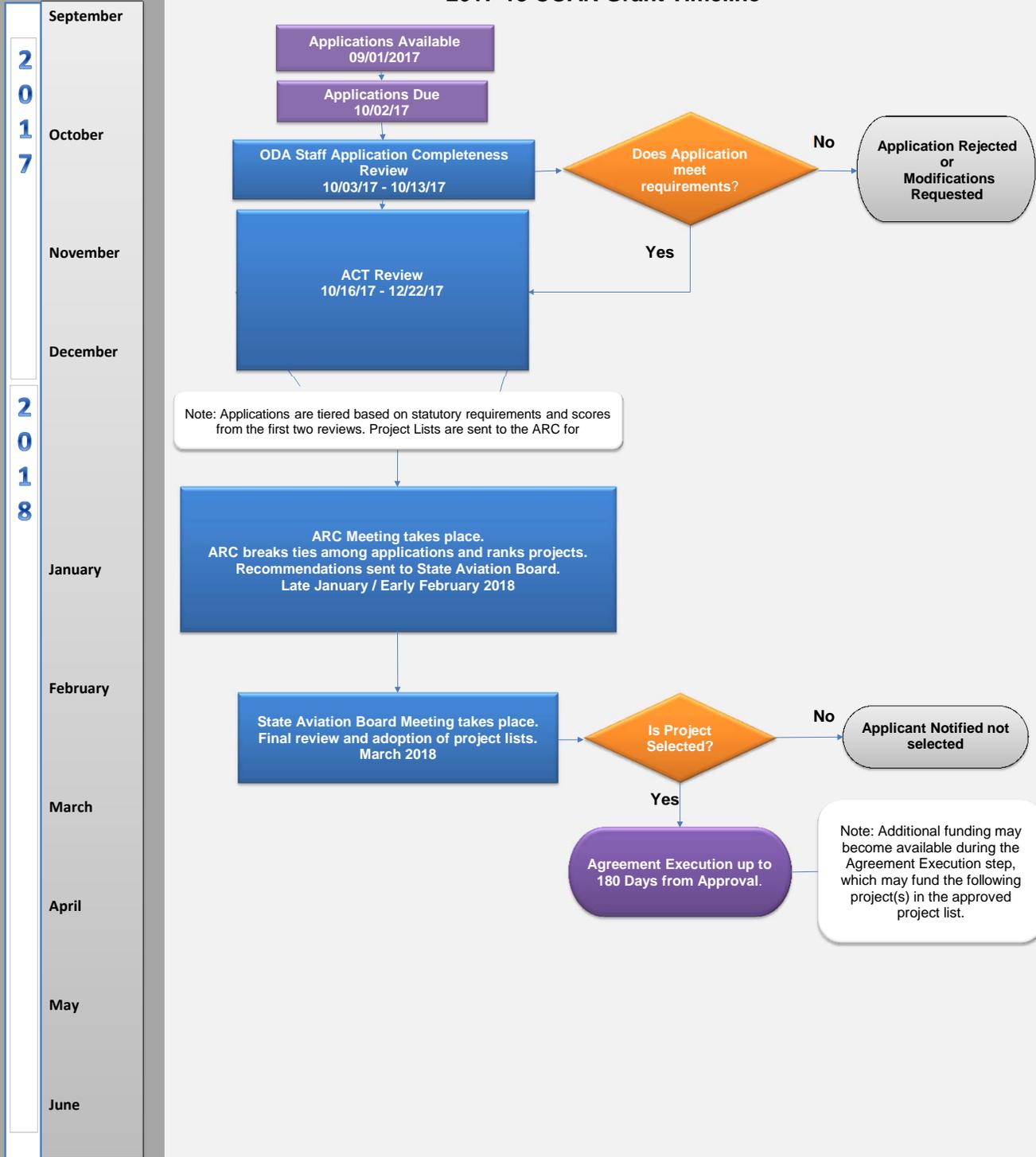
<u>RESPONSIBILITY</u>	<u>STEP</u>	<u>ACTION</u>	<u>DATE</u>
ODA	1	Announce grant cycle and method of application Direct grant application process	Ongoing
Applicant	2	Submit Grant application to Oregon	09/1/17 – 10/2/17
ODA	3	Creates Agreement. Submits to department of Justice (creates template for future use).	09/2017
Department of Justice	4	Approves agreement template	09/2017 - TBD
ODA	5	Staff reviews applications for completeness	10/3/17 – 10/13/17
ODA	6	Send applications to designated ACT Representative	10/16/2017
ACTs	7	ACT Representative reviews and collaborates with other ACT members, Regional Solutions, Chambers of Commerce and other regional stakeholders. ACT Representative reviews projects in region and forwards evaluation justifications to ODA.	10/16/17 – 12/22/17
ODA	8	Reviews applications and collates all ACT regions into database. Sends collated list of project summaries and scores to ARC members for review and in preparation of the ARC meeting. ODA convenes telephone conference or meeting with the ARC for review and recommend projects.	12/23/17 – 12/30/17

<u>RESPONSIBILITY</u>	<u>STEP</u>	<u>ACTION</u>	<u>DATE</u>
Aviation Review Committee	9	ARC ranks and prioritizes projects for recommendation to the Aviation Board.	1/2018 – 2/2018
Aviation Board	10	Convenes, reviews and approves project list for COAR grants. If Board has questions regarding a project and the applicant is present at the Board meeting, Board invites testimony from the applicants	03/2018
ODA	11	Publishes approved projects	03/2018
ODA and Applicant	12	Signs grant agreement. ODA Administers grants to selected recipients	03/2018 – 04/2018
Grant Recipient	13	Completes project as required in the agreement. Provides monthly progress reports.	TBD in the agreement
ODA	14	Monitors applicant performance and administers drawdown of grants.	Monthly
Grant Recipient	15	Sends final report with attached economic impact report	Upon Project Completion

2017-18 FAA Grant Timeline



2017-18 COAR Grant Timeline



Appendix A-4: Step-by-Step Guide to e-Grants for ACT Reviewer

s Log in screen: You will find the log in screen at www.ODA-eGrants.com



Click on My tasks to see the applications for your ACT.



OREGON DEPARTMENT OF AVIATION



My Home | My Applications | My Reimbursement Requests

[My Organization\(s\)](#) | [My Profile](#) | [Logout](#)

[SHOW HELP](#)



Welcome ODA

ACT Aviation Representative
[Change My Picture](#)

Instructions:
Select the **SHOW HELP** button above for detailed instructions on the following.

- > Applying for an Opportunity
- > Using System Messages
- > Understanding your Tasks
- > Managing your awarded grant

Hello ODA, please choose an option below.



My Inbox

You have **3** new messages.
Select the **Open My Inbox** button below to open your system message inbox.

[OPEN MY INBOX](#)



My Tasks

You have **1** new tasks.
You have **0** tasks that are critical.
Select the **Open My Tasks** button below to view your active tasks.

[OPEN MY TASKS](#) 



Top of the Page

Powered by IntelliGrants™ © Copyright 2000-2017 Agate Software, Inc.

Click the Application Name to access the application materials.

e-Grants OREGON DEPARTMENT OF AVIATION

My Home | My Applications | My Reimbursement Requests

My Organization(s) | My Profile | Logout

SHOW HELP

Welcome ODA
ACT Aviation Representative
[Change My Picture](#)

Instructions:
Select the **SHOW HELP** button above for detailed instructions on the following.

- > Applying for an Opportunity
- > Using System Messages
- > Understanding your Tasks
- > Managing your awarded grant

Hello ODA, please choose an option below.

My Inbox

You have 3 new messages. Select the **Open My Inbox** button below to open your system message inbox.

OPEN MY INBOX

My Tasks

Export Results to Sort by: **GO**



Info	Document Type	Organization	Name	Current Status	Date Received	Date Due
	Applications	Oregon - Aviation Testing Org (Grantee)	COAR-2016-NRML-00092	ACT Review	3/23/2017	11/1/2017

CLOSE MY TASKS

Review each of the Pages with in the application.



e-Grants OREGON DEPARTMENT OF AVIATION

My Home | My Applications | My Reimbursement Requests

My Organization(s) | My Profile | Logout

SHOW HELP

- Menu
- Forms Menu
- Status Changes
- Management Tools
- Related Documents and Messages

Back

COAR Application Menu - Forms

Please complete all required forms below.

Document Information: [COAR-2016-NRML-00092](#)

[Details](#)

Forms

Status	Page Name	Note	Created By	Last Modified By
Application Forms				
	General Project Information		ODAAuthorized Representative	3/23/2017 11:26:35 AM
	Project Documentation		ODAAuthorized Representative	3/23/2017 11:27:44 AM
	Statewide Impact		ODAAuthorized Representative	3/23/2017 11:28:20 AM
	Budget		ODAAuthorized Representative	3/23/2017 11:31:26 AM
	Miscellaneous Uploads		ODAAuthorized Representative	3/23/2017 11:32:20 AM
Review Forms				
	Area Commission on Transportation (ACT) Statutory Review Form		ODA Sysadmin	3/29/2017 9:56:54 AM
PDF Documents				

Access the forms via the forms menu, or the landing page.

The screenshot displays the Oregon Department of Aviation e-Grants system. At the top, there is a navigation bar with links for 'My Home', 'My Applications', and 'My Reimbursement Requests'. A 'Forms Menu' dropdown is open, showing a list of forms categorized into 'Application Forms', 'Review Forms', and 'PDF Documents'. Below the menu, a table lists application forms with their respective creation and modification details.

Note	Created By	Last Modified By
	ODAAuthorized Representative	3/23/2017 11:26:35 AM
	ODAAuthorized Representative	3/23/2017 11:27:44 AM
	ODAAuthorized Representative	3/23/2017 11:27:44 AM

This is the ACT Statutory Review Form

AREA COMMISSION ON TRANSPORTATION (ACT) STATUTORY REVIEW FORM

- Instructions:**
- Please read the [Instructions to Reviewers](#) prior to completing this form.
 - **Comment areas are provided to note information critical to your evaluation: How you arrived at your decision.**
 - Complete, save, and submit one review form for each application.
 - Required fields are marked with a red asterisk (*)

Applicant Name: Oregon - Aviation Testing Org (Grantee)	Application Number: COAR-2016-NRML-00092
Project Name Construction	Airport Name Airport
Reviewer Name *	ACT Cascades West ACT

Please generate and complete the [Conflict of Interest Form](#), and upload in the provided field below. *

Browse...

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
Reduced Transportation Costs or Improved Access to Jobs • Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div style="border: 1px solid gray; height: 20px; width: 100%;"></div> 0 of 200
Economic Benefit • Does the proposed transportation project result in an economic benefit to the state?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div style="border: 1px solid gray; height: 20px; width: 100%;"></div> 0 of 200
Critical Link • Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div style="border: 1px solid gray; height: 20px; width: 100%;"></div> 0 of 200

Section 2:

Project Funding	0%-25%	26%-50%	51%-75%	76%-100%
• How much of the cost of the proposed transportation project can be borne by the applicant for the grant?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Project Readiness*	Project's Readiness to Start (in months)				
	0-6	7-12	13-18	19-24	over 24
• Is the proposed transportation project ready for construction or ready for implementation?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe**. If the project does not involve construction, whether the project is **ready for implementation**.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Life Expectancy	Expected Useful Life (in years)				
	0-5	6-10	11-15	16-20	over 20
• Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

You will want to review the statewide impact form in order to make decisions on the ACT Statutory Review form.

Instructions:

- Please read the [Aviation Project Funding Request Instructions](#) prior to completing this application.
- Required fields are marked with a red asterisk (*)

Statewide Impact of Project

Per ORS 367.084(3), 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

Test for testing Test for testing

152 of 1000

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

Test for testing Test for testing

152 of 1000

- 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

Test for testing Test for testing

152 of 1000

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

Test for testing Test for testing

152 of 1000

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

Test for testing Test for testing

152 of 1000

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

Test for testing Test for testing

152 of 1000

Once complete, click the **save** button, then change the status to ACT Review Complete and apply status.

The screenshot shows the Oregon Department of Aviation e-Grants interface. At the top, there is a navigation bar with 'My Home', 'My Applications', and 'My Reimbursement Requests'. On the right, there are links for 'My Organization(s)', 'My Profile', and 'Logout'. Below the navigation bar are buttons for 'SAVE', 'PRINT VERSION', and 'ADD NOTE'. A main menu includes 'Menu', 'Forms Menu', 'Status Changes', 'Management Tools', and 'Related Documents and Messages'. A 'Page Information' box states 'The information has been saved'. A 'Back' button and 'Document Information' section are visible. A breadcrumb trail shows 'You are here: > Application'. A 'Status Changes' dialog box is open, displaying 'Possible Statuses' with 'ACT REVIEW COMPLETE' selected and an 'APPLY STATUS' button. Below the dialog, the text 'How you arrived at your decision.' is visible. The main content area is partially obscured by the dialog box.

Applicant Name:
Oregon - Aviation Testing Org (Grantee)

Application Number:
COAR-2016-NRML-00092

Project Name
Construction

Airport Name
Airport

**General Project Information: FAA AIP-25 grant matching funds for Predesign for Storm Pipe
Rehabilitation and slope repair environmental**

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

Applicant

Organization Name

City of Newport

Contact Person *

Lance Vanderbeck

Address

169 SW Coast HWY

Contact Person Title *

Airport Director

City

Newport

State

Oregon

Zip Code

97365

Phone Number

(541) 867-7422

Email

l.vanderbeck@newportoregon.gov

Project Name and Location

Project Name *

FAA AIP-25 grant matching funds for Predesign for
Storm Pipe Rehabilitation and slope repair environmental

Project Location *

Newport Municipal Airport, Newport Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11-11-32-00-00200-00

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

Airport Information

Airport Name: *

Newport 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:

9/19/2017

Project End Date:

1/15/2019

General Project Information: FAA AIP-25 grant matching funds for Predesign for Storm Pipe

Rehabilitation and slope repair environmental

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

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

The project is FAA AIP 25 Storm pipe rehabilitation & outfall F erosion and slope repair, environmental & predesign. The City of Newport working with PAE for the predesign of rehabilitating two 48" concrete storm pipes that are reaching the end of their service life. The pipes were original installed in 1943 to re-route Grant Creek. Grant Creek flows under the runways 70-90 feet down. Outfall F erosion and slope repair on the east side of runway 34 has slope failure and is becoming more severe.

Project Purpose and Description ***Provide a purpose and description of the project in the space provided below:**

Two 48" concrete pipes were installed in 1943 to capture and reroute Grant Creek to allow for construction of the Newport Municipal Airport. The concrete pipes collect water from the east side of the airport and conveys the creek to an outlet on the west side of the airport. The pipes are approximately 70-90 feet below ground surface and run underneath both runways at the intersection. Being at the end of their service life and require replacement or rehabilitation. Removal and replacement is not a viable option due to the depth and location of the pipes. Rehabilitation of the pipes is intended to be achieved by in-place lining of the existing pipes. The project will include performing fish passage mitigation as required by Oregon Department of Fish and Wildlife in compensation for the inability to restore fish passage in the Grant Creek Culverts.

Outfall F erosion and slope repair - the slope instability is located on the east edge of the developed section of the airport and believed to be part of the fill associated with original airport construction. Slope cracking and associated settlement was first observed in the fall/winter of 2014 along a section of an unpaved access path adjacent to the perimeter fence. The erosion and slope failure has become more severe over time. A scarp extends approximately 30 feet in length and runs parallel to the west edge of the path. An existing storm drain culvert crosses beneath the path and outfalls on the downhill slope approximately 6.5 feet above the ground surface. The downslope is steep with what appears to be remnants of older scraps from previous slope movement. These conditions have created scouring and development of an incised channel extending approximately 60 feet downslope from the outfall. The predesign work will review options to mitigate the existing slope instability and protect existing airport infrastructure from potential damage associated with the failing slope.

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 pre-design the storm pipes, outfall F erosion issues to bring them up to or exceed modern standards. It will also extend the service life the storm pipes for a minimum of 30 years. Providing accessibility to air and community access to the population of Oregon.

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

This project will be a predesign for rehabilitation of both 48" storm pipe culverts, Outfall F erosion and slope repair, and Environmental. The storm pipes have reached the end of their service life. With the pre-design the storm pipes will get at a minimum 30 more years of useful life. The storm pipes run the entire width of the airport 90 feet under the airport through fill. Outfall F services the storm water discharge for the east side of the airfield. Outfall F has erosion and slope issues that will need to addressed soon

**General Project Information: FAA AIP-25 grant matching funds for Predesign for Storm Pipe
Rehabilitation and slope repair environmental**

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

before it has catastrophic failure. Both projects will prevent future deficiencies and preserve the existing facilities.

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

Yes, for the short term it will provide approximately 2 short-term jobs during design (approximate 2 month duration), and 5 short-term jobs during construction (approximate 1 month duration) will be created as a result of the project. For the future it will increase the self- sufficiency of the airport by providing construction jobs when the rehabilitation project starts. The airport will also continue to remain a contributor into the local economy by stabilizing the 48" storm pipes and keeping the airfield in a safe working manner. Which will help in attracting aviation business operators to Newport.

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

See attached City Council meeting minutes.

**Project Documentation: FAA AIP-25 grant matching funds for Predesign for Storm Pipe
Rehabilitation and slope repair environmental**

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

Documentation and Permits

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

Yes No Underway

Date of Completion: 1/31/2017

Anticipated Date of Completion: 1/31/2018

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable Categorical exclusion (CATEX)
review type:

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

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

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

Permit Type	Date Issued	Completion Status	Required Status

**Statewide Impact: FAA AIP-25 grant matching funds for Predesign for Storm Pipe Rehabilitation and
slope repair environmental**

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

Statewide Impact of Project

Per **ORS 367.084(3)**, 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, rehabilitating the existing pipes that have reached the end of their design and service life will ensure continued functionality of this core infrastructure at the airport thus preventing an interruption in airport operations. Interruptions in service would result in increased transportation costs and reduce staff accessibility for businesses and organizations located in Newport to include NOAA, Oregon State University, U.S Fish and Wild Life, cargo carriers, and the seafood industry. Oregon Statewide Business Clusters that will be served by this project include food processing, and tourism.

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

Yes, approximately 2 short-term jobs during design (approximate 2 month duration), and 5 short-term jobs during construction (approximate 1 month duration) will be created as a result of the project .

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 proposed work, once constructed, will allow continued operations for approximately 30 based business aircraft and cargo connections (FedEx and UPS) between feeder aircraft (air mode) and ground based cargo distribution trucks (highway mode) that utilize the airport.

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

Project predesign and environmental permitting has been funded with FAA Airport Improvement Program dollars and is underway. The design will be completed and bids opened in the spring of 2019 to be ready for the 2019 construction season.

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

Yes, project will require NEPA approval by FAA on or before January 15, 2019 to include mitigation for fish present upstream of the project. Given the feedback from agency discussions to date and relatively simple environmental requirements delays to the project schedule are low.

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

Discussions with vendors of the products that will be used in this work indicate a service life of around 30-years.

Budget: FAA AIP-25 grant matching funds for Predesign for Storm Pipe Rehabilitation and slope repair environmental

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

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

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$227,092.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$25,232.40	10 %
Total Project Cost	\$252,324.40	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

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

	Percent of Project Cost
Minimum Program Match Requirement:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$227,092.00	9/22/2017
Sponsor Grant Match	\$6,308.10	9/22/2017
Total Match Funds:	\$233,400.10	93 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$18,924.30	7 %

Project Budget Summary		
Total applicant matching funds:	\$233,400.10	93 %
Funding request to ODA:	\$18,924.30	8 %
Total Project Cost:	\$252,324.40	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."

**Budget: FAA AIP-25 grant matching funds for Predesign for Storm Pipe Rehabilitation and slope
repair environmental**

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads: FAA AIP-25 grant matching funds for Predesign for Storm Pipe Rehabilitation and slope repair environmental

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00026

File Repository

City Council approval of pre-design for the Strom pipe rehabilitation and slope repair. The approval is on page 10

[7873-Newport_City_Council_Approval_for_stormpipe_pre-desing_2017.pdf](#)

Person:Lance Vanderbeck
Date:9/28/2017

Task Order NO. 2 for Pre-design of Strom pipes for Newport Municipal AIP 3-41-0040-025

[7873-Task_oder_for_Storm_Pipe_Rehab_Signed9-20-17.pdf](#)

Person:Lance Vanderbeck
Date:9/28/2017

City of Newport 2017-2018 adopted budget. Airport CIP's are on pg. 271.

[7873-ADOPTED_BUDGET_2017-18.pdf](#)

Person:Lance Vanderbeck
Date:10/2/2017

2015 - FAA 5 Year CIP Letter to Sponsors.

[7873-OR-2015-5YRCIPLetterstoSponsors-Newport-ONP.pdf](#)

Person:Lance Vanderbeck
Date:10/2/2017

FAA AIP 25 Grant Agreement

[7873-Newport025\(ONP\)GrantAgreement.pdf](#)

Person:Lance Vanderbeck
Date:10/2/2017

FAA AIP 25 Grant Letter

[7873-Newport025\(ONP\)GrantLetter.pdf](#)

Person:Lance Vanderbeck
Date:10/2/2017

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

General Project Information: CSZ Airport Resiliency Emergency Generator (100LL)

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00082

Applicant**Organization Name**

City of Newport

Contact Person *

Lance Vanderbeck

Address

169 SW Coast HWY

Contact Person Title *

Airport Director

City	State	Zip Code
Newport	Oregon	97365

Phone Number	Email
(541) 867-7422	l.vanderbeck@newportoregon.gov

Project Name and Location**Project Name ***

CSZ Airport Resiliency Emergency Generator (100LL)

Project Location *

Newport Municipal Airport, Newport Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11-11-32-00-00200-00

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

Airport Information**Airport Name: ***

Newport 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: *

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

Project Start Date: 10/10/2017

Project End Date: 9/28/2018

General Project Information: CSZ Airport Resiliency Emergency Generator (100LL)

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00082

Project Summary *

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

In the wake of the destruction of Houston, Florida & Puerto Rico, Oregon needs a better power solution. According to the ORP, one of the first steps after a CSZ event would be to fly in large diesel generators, followed by sorties bringing in bladders of diesel fuel. This can take days or weeks. Our CSZ Airport Resiliency Emergency Generator is a high efficiency generator that uses fuel that is already stored at almost every airport, 100LL. In a disaster, time saves lives. Every minute counts.

Project Purpose and Description *

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

As demonstrated by this past hurricane season, when natural disasters strike, immediate and reliable power is a requirement. Without it, food, medical supplies, and water are all at risk of being lost in the most crucial moments of an emergency.

The most important part of a community's emergency response plan is the local airport. After a CSZ event, the airport is the best place to stage supplies, medicine, food and water, and rescue workers. Currently, most small county airports do not have backup generators to run the airport's vital systems like navigation, landing systems, communications and lighting.

Military or emergency services typically transport a large diesel generator to the airport by helicopter, followed by more helicopter sorties that flies the diesel fuel in to run the generator. Only after the diesel fuel is delivered can the airport be used to coordinate a complete response. The days or weeks this takes cost lives.

Volta PowerGen's Evergreen Generator uses 100LL aviation fuel, which is already stored in large amounts at most Oregon airports where rescue operations will be staged, providing more than enough power to coordinate rescue operations while producing energy for airport operations, refugee relief, emergency medical facilities and food storage. Since our generators use 100LL, the airport can continue operations immediately after a disaster occurs because the fuel is already onsite.

Instead of the airport receiving the diesel generators and all the flights required to keep them going, they can now be redirected to hospitals, refugee centers, or other more remote locations immediately instead of expending precious flight-hours supporting airports. Even if the power goes out for just a few minutes, Evergreen Generators can be there to keep the airport running during any kind of disruption.

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

- | | | |
|---|--------------|-----------|
| <p>• Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *</p> <p>During an emergency, our Evergreen Generator address the needs of the OAP, specifically keeping instrument approach aids operational, along with runway lights, rotating beacon, windsock lighting, navigation and communications systems operational.</p> | <p>✓ Yes</p> | <p>No</p> |
| <p>• 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? *</p> <p>In table 5.11 of the OAP, our Evergreen Generator can exceed the standards and fill in the gaps, specifically for Urban II airports. Taxiway lighting, field fuel systems, and weather reporting systems. Even though not an objective of Urban II requirements, powering instrument approach aids would be vital during uncertain disaster scenarios.</p> | <p>✓ Yes</p> | <p>No</p> |
| <p>• Does the project prevent future deficiencies and preserve the existing facilities? *</p> <p>Yes. The Evergreen Generator adapts to current airport infrastructure and does not make existing facilities redundant or require their replacement. Our generator</p> | <p>✓ Yes</p> | <p>No</p> |

General Project Information: CSZ Airport Resiliency Emergency Generator (100LL)

City of Newport

Application Year: 2018

COAR Application 2018

COAR-2018-ONP-00082

connects into the current 100LL fuel farm and into the pre-existing electrical system. Our generator fixes a future deficiency (lack of power in a CSZ event scenario) by adding more power capabilities to the current airport's electrical grid.

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

Yes. With the companion 1.5 kW solar power/energy management system, the system will lower the power bill of the airport facility via normal operations.

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

Yes. It has the support of the airport manager, Lance Vanderbeck and the city manager of Newport, Spencer Nebel.

Project Documentation: CSZ Airport Resiliency Emergency Generator (100LL)

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00082

Documentation and Permits

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

Yes No Underway

Date of Completion: _____
 Anticipated Date of Completion: 1/31/2018
 If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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

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

Permit Type	Date Issued	Completion Status	Required Status

Statewide Impact: CSZ Airport Resiliency Emergency Generator (100LL)

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00082

Statewide Impact of Project

Per **ORS 367.084(3)**, 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

Our generators are made in Oregon, bringing high skilled and high wage jobs to the state.

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

Our generators solve more than a problem local to Oregon. Yes, this grant focuses on providing the Newport Airport technology to quickly recover from a Cascadia Subduction Zone event, but we will also use the Newport Airport's installation of the system to show to other airports. Every coastal airport IN THE WORLD could use this system today. Imagine how more quickly and smoothly things would have went in Houston or coastal Florida if these systems were already installed. The same goes for the unfolding crisis in Puerto Rico.

That is a huge market need and that need will be filled by Oregon 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

This is a critical link. After a natural disaster, our airports can be back in operation immediately afterwards. Diesel generators and diesel fuel that would have been routed for the running of the airport can now be redirected to wherever it is needed. This jump in disaster recovery efficiency will help in getting broken transportation infrastructure (train tracks, bridges, cleared roads) back in use.

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

Yes. Only minor work to the airports electrical grid and fuel farm are required.

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 entire system is designed to have a long life expectancy and low maintenance cycles.

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

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects		0 %
FAA AIP Grant Match Requirement from Sponsor		0 %
Total Project Cost	\$0	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

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

	Percent of Project Cost
Minimum Program Match Requirement:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds		
Investor Matching Funds	\$150,000.00	4/1/2018
Total Match Funds:	\$150,000.00	50 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	50 %

Project Budget Summary		
Total applicant matching funds:	\$150,000.00	50 %
Funding request to ODA:	\$150,000.00	50 %
Total Project Cost:	\$300,000.00	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.

Related Document Uploads

Description	Upload

File Repository

PowerPoint of the project.

[7975-VPGAirportEmergencyRes
iliency9-27-2017sbw.pdf](#)

Person:Storm Williams
Date:10/2/2017

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

General Project Information: CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00083

Applicant

Organization Name

City of Newport

Contact Person *

Lance Vanderbeck

Address

169 SW Coast HWY

Contact Person Title *

Airport Director

City

Newport

State

Oregon

Zip Code

97365

Phone Number

(541) 867-3655

Email

l.vanderbeck@newportoregon.gov

Project Name and Location

Project Name *

CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

Project Location *

Newport Municipal Airport, Newport Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11-11-32-00-00200-00

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

Airport Information

Airport Name: *

Newport 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: *

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

Project Start Date:

10/10/2017

Project End Date:

9/28/2018

General Project Information: CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00083

Project Summary *

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

In the wake of the destruction of Houston, Florida & Puerto Rico, Oregon needs a better power solution. According to the ORP, one of the first steps after a CSZ event would be to fly in large diesel generators, followed by sorties bringing in bladders of diesel fuel. This can take days or weeks. Our CSZ Airport Resiliency Emergency Solar Power/Battery Storage System consists of a 1.5 kW non-glare, solar panel array and a 7kW backup battery and energy management system.

Project Purpose and Description *

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

This system kicks in first during a power outage. Let's say a car hits a phone pole and knocks out power to the airport. This system kicks in to provide power for communication, lighting, navigation and landing aids for the airport until the repair can be made. Should repairs go on for some time, we have a companion grant for long term emergency power generation (COAR-2018-ONP-00083). The features that make this solution great for an airport is our solar panels are NON-GLARE. It is often difficult to place shiny, polished solar panels on an airfield without becoming a risk to pilot and passenger safety. Blinding pilots with solar panels is an obvious hazard. Our technology mitigates that risk. Secondary to powering the airport during outages, our system can also supply electricity to the airport, lowering the monthly power bill.

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

During short term power outages, our Evergreen Generator address the needs of the OAP, specifically keeping instrument approach aids operational, along with runway lights, rotating beacon, windsock lighting, navigation and communications systems 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

In table 5.11 of the OAP, our Evergreen Generator can exceed the standards and fill in the gaps, specifically for Urban II airports. Taxiway lighting, field fuel systems, and weather reporting systems. Even though not an objective of Urban II requirements, powering instrument approach aids would be vital during short term power outages.

• Does the project prevent future deficiencies and preserve the existing facilities? *

✓ Yes No

Yes. Our Evergreen Emergency Solar Power System adapts to current airport infrastructure and does not make existing facilities redundant or require their replacement. Our generator connects into the pre-existing electrical system and a companion emergency generator covered in another grant (COAR-2018-ONP-00083). Our solar panels and energy management system fixes a future deficiency (lack of power during short term power outages) by adding more power capabilities to the current airport's electrical grid.

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

✓ Yes No

Yes. With the 1.5 kW solar panel system and 7kW energy management system, the system will lower the power bill of the airport facility via normal operations when the power grid is operational.

General Project Information: CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00083

• Does the project have local support? *

Yes **No**

Yes. It has the support of the airport manager, Lance Vanderbeck and the city manager of Newport, Spencer Nebel.

Project Documentation: CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

Documentation and Permits

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

Yes No Underway

Date of Completion: _____
Anticipated Date of Completion: 1/31/2018
If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable Categorical exclusion (CATEX)
review type:

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

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

Permit Type	Date Issued	Completion Status	Required Status

Statewide Impact: CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00083

Statewide Impact of Project

Per **ORS 367.084(3)**, 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

Our solar emergency energy management systems are made in Oregon bringing high skilled and high wage jobs to the state.

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

Our solar emergency energy management systems solve more than a problem local to Oregon. All airports suffer from short term power outages that creates an unsafe environment for both pilots and passengers alike. Every airport could benefit from our technology.

That is a huge market need and that need will be filled by Oregon 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

This is a critical link. After a short term power outage, airport infrastructure systems can continue uninterrupted after a local power failure. Runway lights, navigation aids, instrument landing aids and communication systems can continue to operate normally.

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

Yes. Only minor work to the airport's electrical grid are required.

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 entire system is designed to have a long life expectancy and low maintenance cycles. The system can be easily expanded as the airport's needs arise.

Budget: CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00083

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

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects		0 %
FAA AIP Grant Match Requirement from Sponsor		0 %
Total Project Cost	\$0	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

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

	Percent of Project Cost
Minimum Program Match Requirement:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds		
Investor Matching Funds	\$45,000.00	4/1/2018
Total Match Funds:	\$45,000.00	50 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$45,000.00	50 %
----------------------------	-------------	------

Project Budget Summary

Total applicant matching funds:	\$45,000.00	50 %
Funding request to ODA:	\$45,000.00	50 %
Total Project Cost:	\$90,000.00	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.

Budget: CSZ Airport Resiliency Emergency Solar Power/Battery Storage System

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00083

Related Document Uploads

Description	Upload

Miscellaneous Uploads

City of Newport
COAR Application 2018

Application Year: 2018
COAR-2018-ONP-00083

File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

General Project Information: Taxi-way connector realignment, apron rehab

City of Albany
COAR Application 2018

Application Year: 2018
COAR-2018-S12-00055

Applicant**Organization Name**

City of Albany

Contact Person *

Jon Goldman

Address

310 NE Waverly Drive

Contact Person Title *

Transportation Superintendent

City	State	Zip Code
Albany	Oregon	97321

Phone Number	Email
(541) 917-7605	jon.goldman@cityofalbany.net

Project Name and Location**Project Name ***

Taxi-way connector realignment, apron rehab

Project Location *

Albany, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

11S03W04D 00100

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

Airport Information**Airport Name: ***

Albany Municipal Airport

Airport Category: *

Category 4

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: 6/1/2018

Project End Date: 8/31/2018

General Project Information: Taxi-way connector realignment, apron rehab

City of Albany
COAR Application 2018

Application Year: 2018
COAR-2018-S12-00055

Project Summary *

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

Taxiway connector realignment, and apron rehabilitation work

Project Purpose and Description *

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

This is the construction phase of the design work that was completed/funded with FAA grant number 3-41-0001-014-2016, with matching funds from 2017 COAR grant number COAR-2017-S12-00022, which includes 28,500 square yards of main apron rehab and associated work, including realignment of the midway taxi connector. The FAA has committed to the construction of this project through grant number 3-41-0001-015-2017. The project is scheduled for early summer 2018.

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

2015 ODA Pavement Evaluation. The main apron pavement was classified as satisfactory in 2015 with a PCI range of 77-80. Portions of the pavement are projected to reach poor condition over the next five years (PCI Value <55). There is significant increase in the rate of pavement deterioration and associated maintenance costs as the PCI values lower.

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

The project will ensue the availability of 21 aircraft tie-downs which provide approximately \$6300 to the airport fund.

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

Council resolution 6633

Project Documentation: Taxi-way connector realignment, apron rehab

City of Albany
COAR Application 2018

Application Year: 2018
COAR-2018-S12-00055

Documentation and Permits

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

Yes No Underway

Date of Completion: 7/22/2016

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

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

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 Construction Stormwater Permit	5/15/2018	Don't Know	Required

Statewide Impact: Taxi-way connector realignment, apron rehab

City of Albany
COAR Application 2018

Application Year: 2018
COAR-2018-S12-00055

Statewide Impact of Project

Per **ORS 367.084(3)**, 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. Rehabilitating the apron will ensure continued functionality of this core infrastructure at the airport thus preventing an interruption in airport operations. Interruptions in service would result in increased transportation costs and reduce staff accessibility for businesses and organizations located in Albany. This project will serve the tourism business cluster.

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

Yes. This project will support the 41 aviation and non-aviation local jobs that are a direct result of this airport (2014 Oregon Aviation Plan Economic Impact Study). Additionally, approximately five short-term jobs during construction (approximate two month duration) will be created as a result of the project.

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 proposed work, once constructed, will allow continued 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

The project has been designed, bid, and contract awarded. The project is anticipated to begin construction in the summer of 2018.

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, the proposed improvements will have a minimum design life of 20 years.

Budget: Taxi-way connector realignment, apron rehab

City of Albany
COAR Application 2018

Application Year: 2018
COAR-2018-S12-00055

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

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$1,291,500.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$143,500.00	10 %
Total Project Cost	\$1,435,000.00	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

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

	Percent of Project Cost
Minimum Program Match Requirement:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$1,291,500.00	
Sponsor Grant Match	\$14,350.00	8/23/2017
Total Match Funds:	\$1,305,850.00	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$129,150.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$1,305,850.00	91 %
Funding request to ODA:	\$129,150.00	9 %
Total Project Cost:	\$1,435,000.00	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.

Budget: Taxi-way connector realignment, apron rehab

City of Albany
COAR Application 2018

Application Year: 2018
COAR-2018-S12-00055

Related Document Uploads

Description	Upload

File Repository

ODA Pavement Evaluation

[7854-ODAPavementEval_2015.pdf](#)

Person:Jon Goldman
Date:9/27/2017

Mater Plan - ALP

[7854-MasterPlan_AirportLayoutPlan.pdf](#)

Person:Jon Goldman
Date:9/27/2017

Council Resolution 6633

[7854-RES6633.pdf](#)

Person:Jon Goldman
Date:9/27/2017

FAA CIP Letter

[7854-OR-2016-5YRCIPLettertoSponsors-Albany-S12.pdf](#)

Person:Jon Goldman
Date:9/27/2017

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload