

Analysis

Item 71: Department of Aviation

Aurora State Airport Runway Extension

Analyst: Gregory Jolivette

Request: Approve, retroactively, the submission of a federal grant application to the Federal Aviation Administration (FAA) in the amount of \$37 million for a runway extension at Aurora State Airport.

Analysis: The federal Airport Improvement Program (AIP) provides grants for planning and development of public-use airports included in the National Plan of Integrated Airport Systems. In March, Congress appropriated \$1 billion of supplemental funding for AIP discretionary project grants that are available through September 30, 2020. Project grants will be funded 100% by the FAA.

The Department of Aviation plans to use the grant funds, if awarded, to extend the airport runway approximately 1,000 feet. According to the agency, the current runway does not support efficient aircraft operations because it is not long enough to allow aircraft to operate with full fuel and maximum cargo. Extending the runway approximately 1,000 feet would significantly reduce the level of constrained operations and improve airport safety.

The agency application was submitted in accordance with the 2018 grant award deadlines. However, since the 2018 grant process prioritized shovel-ready projects -- which the Aurora Runway Project is not, the agency anticipates its application will roll into the 2019 or 2020 award cycle.

Legislative Fiscal Office Recommendation: Defer action on the request until the December meeting of the Emergency Board, with instructions that the agency coordinate with local government stakeholders and seek public input on the runway extension project.

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Oregon Department of Aviation
Wittekind

Request: Oregon Department of Aviation (ODA) is requesting retroactive authorization to apply for a grant through the Federal Aviation Administration (FAA) totaling \$37,000,000.

Recommendation: Approve the request.

Discussion: The Consolidated Appropriations Act of 2018 appropriated \$1 billion for airport grants that will be available through September 30, 2020. Any airport included in the FAA's National Plan of Integrated Airport Systems is eligible to request supplemental discretionary funding. On July 9, 2018 the FAA and U.S. Department of Transportation published a document to the Federal Register providing guidance on the process and deadlines for eligible airport sponsors to notify the FAA of any discretionary funding requests.

Prior to submitting a preliminary application to the FAA on August 8, 2018, ODA submitted a 10 day notification letter on July 27, 2018 to the Emergency Board. The FAA will be reviewing and evaluating all requests received from airport sponsors. If the preliminary application is accepted by the FAA, the Department plans to apply for the final grant no later than September 1, 2018. ODA plans to include public engagement in all phases of the project as required by FAA grant funding.

ODA is requesting \$37,000,000 for a runway extension at Aurora State Airport. This grant is unique in that it does not require any airport sponsor matching funds. It is entirely funded by the FAA. The Aurora Airport, an airport that supports many industries is in need of a runway extension as discussed in the most recent Master Plan completed in 2013. The Master Plan required by the FAA was vetted in a series of seven public meetings that addressed community concerns. In addition, ODA presented Master Plan options at several public Aviation Board meetings.

A recent constrained operations study identified 700 plus instances of constrained operations that require a runway of 5,901 feet or longer. The FAA's threshold for constrained operations, before funding a runway extension is 500. With the recent opening of the air traffic control tower in late 2015, it is estimated that the number of constrained operations will continue to grow. It is for this reason that the Oregon Department of Aviation is seeking funding to extend the only runway at Aurora State Airport.

The runway extension would be completed in four phases. The first phase is to conduct required environmental analysis of previously disturbed undeveloped land owned by ODA. The second phase is to purchase property located within the Runway Protection Zone. The third and fourth phases are design and engineering. The construction would consist of a total of 1000 feet, which would bring the total runway length from 5,901 feet to 6,000 feet. The table below summarizes the costs for each phase.

Runway Extension Project Costs	
Phase 1 Environmental	\$600,000
Phase 2 Property Purchase	\$3,000,000
Phase 3 Design Engineering	\$1,400,000
Phase 4 Construction	\$32,000,000



Oregon

Kate Brown, Governor



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August 27, 2018

The Honorable Senator Peter Courtney, Co-Chair
The Honorable Representative Tina Kotek, Co-Chair
State Emergency Board
900 Court Street NE
H-178 State Capitol
Salem, OR 97301-4048

Dear Co-Chairpersons:

Nature of the Request

The Oregon Department of Aviation's (ODA) requests retroactive approval during the September Emergency Board to apply for a preliminary federal grant requesting consideration of discretionary funding of \$37 Million with the Federal Aviation Administration (FAA) for a runway extension at Aurora State Airport. If ODA receives the grant the department will request a limitation increase during a subsequent Emergency Board Session.

Agency Action

The Consolidated Appropriations Act of 2018 appropriated an additional \$1 billion for airport grants that will be available through September 30, 2020. On Monday, July 9, 2018 the Federal Aviation Administration and U.S. Department of Transportation published document number [2018-14675](#) to the Federal Register. This document provides supplemental guidance on the process and deadlines for eligible airport sponsors to notify the FAA of any supplemental discretionary funding requests from the Airport Improvement Program (AIP) for fiscal years 2018-2020.

The department submitted a 10 notification letter on July 27th to the Emergency Board and has submitted the preliminary application to the FAA on August 8, 2018. Due to a short time line between the announcement of the available funding and the deadlines to apply for the funding the department was only able to do limited outreach. If the preliminary application is accepted for fiscal year 2018 the department plans to apply for the final grant application no later than September 1, 2018. The department plans to include public engagement in all phases of the project as required by FAA grant funding.

The FAA anticipates issuing grants from this supplemental funding during fiscal years 2018, 2019, and 2020. The FAA has not yet released details of how much of the funding it will obligate in each fiscal year. For fiscal year 2018 the FAA plans to issue the grants no later than September 1, 2018. The FAA will be reviewing and evaluating all requests received from airport sponsors and then release more details. Any airport included in the FAA's National Plan of Integrated Airport Systems (NPIAS) is eligible to request supplemental discretionary funding. These grants will be unique in that they will not require airport sponsor matching funds. They will be funded 100% by the FAA.

This project will extend the runway at Aurora State Airport from 5003' to 6000'. The department recently conducted a constrained operations study at the airport to justify the runway extension. A constrained

operation is defined in its simplest definition as an aircraft that is operating with less than full fuel or cargo on the basis that the runway isn't long enough or doesn't have the weight bearing capacity to operate at full fuel and cargo. Through this study it has been determined that Aurora State Airport currently has just under 700 documented constrained operations that require a runway of 6000' or longer. The FAA's threshold for constrained operations, before funding a runway extension is 500. With the recent opening of the air traffic control tower in late 2015, it is estimated that the number of constrained operations will continue to grow. It is for this reason that the Oregon Department of Aviation is seeking funding to extend the only runway at Aurora State Airport.

This project is anticipated be complete in four phases. The first phase is the environmental phase. The runway extension will require construction of pavement on previously disturbed, but undeveloped land that the Oregon Department of Aviation owns within the current airport boundary. The purchase of land (phase 2) and new construction of pavement will require a National Environmental Policy Act (NEPA) evaluation and analysis. The department will comply with the state land use process and requirements during all phases of this project.

The second phase is the property purchase. Current Runway Protection Zone (RPZ) extends onto property not currently owned by the Oregon Department of Aviation. With the extended runway, this will push the RPZ further onto property not owned or controlled by ODA. Based on the FAA Advisory Circular, [AC 150/5300-13A](#), airport sponsor/owner controlled RPZ is preferred through property acquisition.

The final two phases are design engineering and construction. The construction phase will consist of construction of a 1,000 foot runway extension with lighting; strengthening of existing portion of runway 17-35; a 1,000 foot taxiway extension with lighting, relocation of signing and NAVAIDS; and drainage improvements. The table below summarizes the costs for all phases of the project:

Aurora Runway Extension Total Project Costs		
Phase 1 Environmental	\$	600,000
Phase 2 Property Purchase	\$	3,000,000
Phase 3 Design Engineering	\$	1,400,000
Phase 4 Construction	\$	32,000,000
	\$	37,000,000

Please see the attached FAA Project Applications for more details.

Action Requested

The department requests the retroactive approval to apply for the Federal Aviation Administration Grant for the Aurora State Airport Runway Extension in the amount of \$37 Million Federal Funds.

If you have additional questions about the request please contact the State Airports Manager, Matt Maass at (503)378-2523 or the Project Manager, Heather Peck at (503)378-3168.

Thank you,



Brian DeForest
Interim Director
Oregon Department of Aviation

C: Gregory Jolivette, Legislative Fiscal Office
Georgy Naughton, Chief Financial Office
Linnea Wittekind, Chief Financial Office