

September 2018

Oregon
Department
of Aviation

Aviation System Action Program

GETTING IT DONE ASAP

The Aviation System Action Program (ASAP) is funded through Jet Fuel and Aviation Gas taxes of two cents per gallon. Every dollar is being leveraged through matching grants, resiliency preparedness, economic opportunity, and infrastructure development across Oregon.

**ASAP is gearing up for
COAR Cycle 3 2018-2019 Grant Applications.
The application timeline is on page 2!**

And, thanks to your response through the COAR Survey, we are adjusting the cycle to align better with the FAA grants timeline.

COAR Cycle 1 (2016-2017) projects are being completed.
COAR Cycle 2 (2017-2018) projects are now underway.

ROAR has an Request for Applications open for proposals to meet the intent of assisting commercial air service to rural Oregon. Details on page 3.

SOAR continues to deliver for the state-owned airports. ODA has been able to repair, update or replace equipment and infrastructure that support the 28 state owned airports across the state and improve Oregon's airport reliability and preparedness

ASAP is scheduled to sunset in 2022.

*ASAP Grants have helped Oregon airports meet money match to leverage up to **20 times** more dollars from FAA Airport Improvement Program (AIP) grants.*

These projects have served to complete maintenance, planning, resiliency and updates that are essential for airports to function safely and reliably.

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Grants Pass Airport: Parallel Taxiway Rehab Project 2018



COAR Grants: Cycles 1 and 2 on track

COAR Cycle 1 (2016-2017) used \$1.66M of the funds and 6 of the 31 approved projects have been completed and closed.

COAR Cycle 2 (2017-2018) project list has been approved by the State Aviation Board, funding 22 projects for a total of about \$1.9M; two more projects have been approved if more funds become available . Grants are being executed in coordination with the FAA AIP grants.

Rising construction costs across the state in all sectors are of concern and grant recipients are encouraged to work closely with ODA throughout their projects.

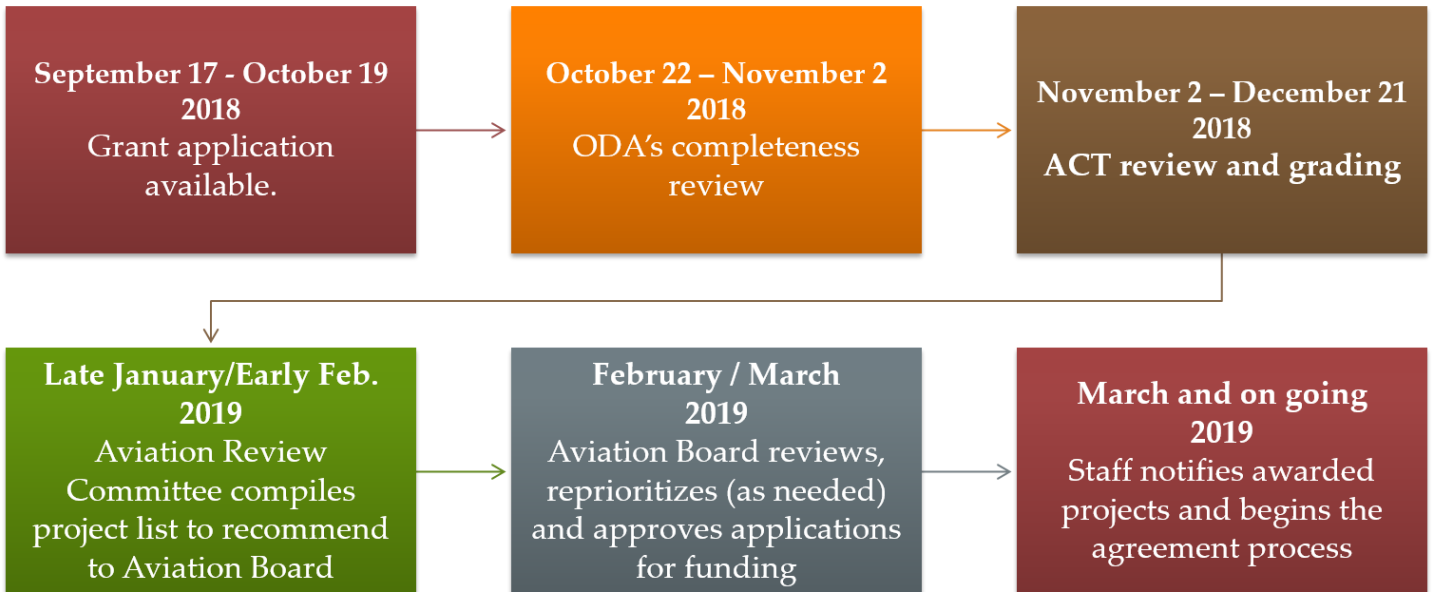
Apply for 2018-2019 COAR Grants:

COAR Cycle 3 (2018-2019) is estimated to be able to provide \$1.5M for grants, which may increase with savings from projects delivered under budget in previous cycles.

See ODA website and e-grants portal for details!



La Grande Beacon & Beacon Tower Improvement



- **Be sure your project is included in your Capital Improvement Plan!** Use your Capital Improvement Plan, airport plans, stakeholder input, and manager’s guidance to refine your application for your project.
- **Get applications in EARLY!** Organize, call if you have questions, and give yourself time for editing. Be sure the actual submission comes from the airport’s program manager or authorized representative.
- **If you have questions, ASK!** Our staff is here to answer questions to help you make your application as complete as possible.

SOAR Cycle 1: Wrapping Up 2016-2017

The first cycle of SOAR, or State Owned Airports Reserve program, funded \$1.6M of 19 projects. Projects included runway repairs, obstruction removal for safety and access, drainage, facilities, and a Master Plan update. Eight projects have been completed with more nearing that status as the season winds down. Three projects benefited multiple airports through seasonal and temporary maintenance workers, equipment and communications replacements, and contingency for small projects.

SOAR Cycle 2: Planning, Design, Construction 2018-2019

Cycle 2 projects for 2018 and 2019 are in either design or construction. The State Aviation Board approved 8 projects ranging from \$20K to \$2M, of which two are already completed and two more cover multiple airports with seasonal and temporary employees and contingency for small projects. An estimated total of nearly \$3M will: update water and fire suppression at Mulino State, reconstruct the runway at Prospect State, and complete a long list of replacement and repairs at additional airports.

SOAR Cycle 3: Next Projects Identified 2020-2021

Cycle 3 projects to be done in 2020-2021 are being identified, scoped and prioritized by the Airport Operations Manager and team. The needs assessment for the state airport system overall helps determine the next projects needed to keep the system safe and reliable.



Nehalem Bay Obstruction Removal—before



Nehalem Bay Obstruction Removal—after

ROAR: Request for Applications Open

The State Aviation Board has asked industry and rural airports to partner through a **Request for Application**, or RFA, for project development to “assist commercial air service to rural Oregon.”. The application period is open ended, with each application to be reviewed and considered on its own merits for meeting the criteria for the program. The program description and instructions are at <https://www.oregon.gov/aviation/Pages/ROAR.aspx>. For background, read the studies conducted for ODA by EcoNorthwest in 2016-2017 on line at https://www.oregon.gov/aviation/Pages/Aviation_System_Action_Program.aspx.



Our Vision: An integrated aviation system benefiting all Oregonians.

Our Mission: The Oregon Department of Aviation serves to provide infrastructure, financial resources and expertise to ensure a safe and efficient air transportation system.



Be sure to check our website for important program updates!

Find us online at: <http://www.oregon.gov/aviation>

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