



ConnectOregon IV Program Application 2011-2012

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<https://public.govdelivery.com/accounts/ORDOT/subscriber/new?>

- Please read *ConnectOregon IV* Application Instructions prior to completing this application.
- The Application Instructions, the Draft Project Agreement, and Frequently Asked Questions are available on the *ConnectOregon IV* Web site: <http://www.oregon.gov/ODOT/COMM/CO>
- Submission Requirements are detailed in Section 9 of the Application Instructions

Project Summary and Certification

1. Applicant

ORGANIZATION NAME City of Baker City	CONTACT PERSON NAME Mike Kee	
ADDRESS 1655 First Street	CONTACT PERSON TITLE City Manager	
CITY, STATE, ZIP Baker City, OR 97814	PHONE 541.524.2036	FAX 541.524.2049
WEB SITE ADDRESS www.bakercity.com	E-MAIL (REQUIRED) mkee@bakercity.com	

2. Project name and location

PROJECT NAME Baker City Airport Taxiway A	PROJECT LOCATION Baker City Airport	STAFF USE ONLY
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3. Cost summary (These fields will fill automatically as the application is completed.)

a. <i>ConnectOregon IV</i> grant amount.....	\$45,000.00
b. Match amount (20% of grant)	\$11,250.00
c. <i>ConnectOregon IV</i> loan amount	\$ 0.00
d. <i>ConnectOregon IV</i> project total.....	\$56,250.00

4. Certification

I certify that City of Baker City APPLICANT ORGANIZATION supports the proposed project, has the legal authority

to pledge matching funds, and has the legal authority to apply for *ConnectOregon IV* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the Sample Draft Agreement and will sign the Agreement if selected.

APPLICANT SIGNATURE X	PRINT NAME Mike Kee (City Manager)	DATE 11/21/2011
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Project Description

5. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

To reconstruct Taxiway A that parallels the main runway to ensure safe and efficient transportation of the ground and taxi operations of the Baker City Airport (BKE).

6. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

PROJECT DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Baker City now after updating the Airport Master Plan is working on a project to encourage economic development at the Baker City Airport (BKE). This project will lay the foundation for future development while maintaining and improving key infrastructure needs at the airport. During the summer of 2011 Baker City was able to complete phase one of the current three phase project to begin this process.

Phase one included adding taxiway lighting to the main taxiway, better access from the taxiway to parking and fuel, infrastructure for new hangars, and security gates. Baker City would like to thank you for the Connect Oregon III funding and apply for Connect Oregon IV funds to complete phase two which is discussed below.

Phase three would be to construct an aviation center that would provide additional area for an improved training center, house the FBO, and future scheduled air service.

Phase two will reconstruct Taxiway A which is the primary taxiway of the airport. Taxiway A parallels the main runway and is a crucial component to reduce traffic conflicts, ensure efficient operations, increase safety, encourage larger plane use, and attract scheduled air service. Taxiway A's pavement is experiencing wide transverse cracks appearing at approximately 50 foot intervals along its length and several longitudinal cracks at paving joints. The pavement is also experiencing weathering and oxidation from this airport's high altitude location and harsh environment.

Taxiway A's rehabilitation is important to safe aircraft movement as the current pavement condition decreases the speed at which aircraft can safely taxi. This project will eliminate hazards that include frost heaving, longitudinal and transverse cracking while improving ride quality and preventing damage to taxiing aircraft. Rehabilitation will also act to preserve the integrity of the existing pavement section.

The Baker City Airport (BKE) is owned by the City of Baker City. It is maintained by the City with the assistance of grants from the Federal Aviation Administration and the State of Oregon. The project discussed above comes from the Airport Master Plan that was updated in 2010. The Baker City Airport Commission and City officials have been actively involved in the planning process and have prioritized needed improvements to continue development and maintenance of the airport. As an attachment Table 6-1 the "20 Year Capital Improvement Program" has been included for reference.

The Baker City Airport is comprised of 3 active runways located on 396 acres, 5 miles from downtown. It is utilized for medical transportation, fire fighting aircraft, emergency and general aviation, training and can be a significant resource to economic development and job creation. As a remote rural airport, BKE is a crucial link to the rest of the state and the nation for general aviation. The City is trying to attract scheduled air service to the airport which would greatly enhance its utilization. Improvement and maintenance of the airport would provide needed support for scheduled and commercial air service which would be housed in the new aviation center. The City has done an excellent job of improving and maintaining the airport. The City would like to thank the ongoing assistance from FAA and State that has helped to complete its tasks and to comply with the Airport Master Plan and FAA requirements. The airport currently supports 44 operations per day and has an active FBO, fuel, rentals, training and general aviation support. Helicopter training of 10 students per year brings in up to \$20,000 per student into the local economy, a significant positive economic impact. To continue this support and to attract additional operations jobs and development to the airport, funding from a Connect Oregon IV Rural Airport grant is needed. The Baker City Airport is a critical link in our multi-mode transportation infrastructure and is also critical for economic development. Job creation is a direct benefit of continued airport improvements.

7. Project location

STREET ADDRESS OR NEAREST STREET INTERSECTION 43769 Heilner Drive		
CITY(IES) Baker City	COUNTY(IES) Baker County	
GPS COORDINATES Lat 44deg 49' 53.242" Long 119deg 48'00.502"	LATITUDE (DEGREES AND DECIMAL) 44.83735	LONGITUDE (DEGREES AND DECIMAL) 117.809144

8. Project mode (check all that apply):..... Air Marine Rail Transit
9. *ConnectOregon* region CO Region 1 CO Region 2 CO Region 3 CO Region 4 CO Region 5
 For more information, refer to the Application Instructions. For processing purposes, when projects are located in more than one *ConnectOregon* region, applicant must identify which region will contain the majority of the planned project.

10. Is the applicant current on all state and local taxes, fees, and assessments? Yes No

11. What is the project's useful life?

YEARS
20

12. After project completion who will assume responsibility for the continued maintenance and operation of the project?

RESPONSIBLE PARTY City of Baker City Oregon
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13. What will be the source(s) of funds for the continued maintenance and operation of the project?

SOURCE(S) Baker City General Fund revenue from (hanger/ground leases, airport gas tax...)
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14. Is the funding for the continued maintenance and operation of the project currently secured or budgeted for the initial budget cycle of project operation? Yes No

If no, describe how and when these steps will occur:

DESCRIBE

15. Is all the real estate required for the project owned by the applicants? (See also Questions 16-18.)

- Yes, project real estate is *wholly* owned by the applicant(s)
- No, project real estate is *partly* owned by the applicant(s)
- No

If yes, project real estate is wholly owned, what was the purchase price of the property?.....

PURCHASE PRICE	\$0.00
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If no, project real estate is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME	PHONE
OWNER ADDRESS	FAX
OWNER CITY, STATE, ZIP	E-MAIL
AUTHORIZED REPRESENTATIVE NAME	AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS	AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP	AUTHORIZED REPRESENTATIVE E-MAIL

I certify that _____ is authorized to use the real estate underlying the

ORGANIZATION NAME

project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE
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Check if additional owners are listed on Page 20 of this application.

16. Will the property be purchased by the applicant to complete the project? Yes No
 If yes, is the property in escrow? Yes No

17. Will the property be leased by the applicant? Yes No

18. Provide any additional real estate details

<p>ADDITIONAL DETAILS (MAXIMUM 1600 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)</p> <p>The Warranty Deed that provides the legal description for the complete airport was signed on August 7, 1970 and is on file in the Baker County Clerk's Office under deed number 7036055. Runways were first laid down in 1927 and the airport was used for training during World War II. Since then it has become city property and improvements have been made with additional land acquisition and the deed referenced above reflects these changes.</p>
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Project Budget and Schedule

19. Identify the source and amount of funds for the project budget, including grants, loans, and matching funds.

SOURCE		AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
a. Grant portion		\$56,250.00	2013	August	0.0637
1. Required match (For grants: 20% grant project subtotal)	\$11,250.00		2013	April	0.0127
2. <i>ConnectOregon IV</i> grant amount requested	\$45,000.00			Select	0.0510
b. <i>ConnectOregon IV</i> loan portion requested (no match required)		\$0.00		Select	0.0000
c. <i>ConnectOregon IV</i> total (a+b)		\$56,250.00	2013	August	0.0637
d. Additional applicant match (not required)		\$826,855.00	2013	April	0.9363
Project total		\$883,105.00			1.0000

20. For grant projects, detail the source and timing of the match shown above.

FUNDS	SOURCE OF FUNDS	AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
Labor (payroll)		\$0.00		Select	0.0000
Contracted services		\$0.00		Select	0.0000
Materials and supplies		\$0.00		Select	0.0000
Capital outlay – land (purchase price)		\$0.00		Select	0.0000
Capital outlay – buildings		\$0.00		Select	0.0000
Capital outlay -- equipment		\$0.00		Select	0.0000
Other (describe): FAA Funding	FAA	\$838,105.00	2013	August	1.0000
Other (describe):		\$0.00		Select	0.0000
Other (describe):		\$0.00		Select	0.0000
Other (describe):		\$0.00		Select	0.0000
Total <i>Total must equal \$838,105.00</i> <i>1.a.1–Required match + 1.d–Additional applicant match</i>		\$838,105.00			1.0000

21. If the *ConnectOregon* IV project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project. Please note which portions of the project are *ConnectOregon* IV eligible.

DESCRIBE (MAXIMUM 1200 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The Baker City Airport economic improvement project is made up of three phases. Phase one was to add taxiway lighting to the main taxiway for safer aircraft landing, provide paved access from the taxiway to parking and fueling, some infrastructure for additional hangars to be built, and security gates with code system. The funding of phase one came from Connect Oregon III, the Federal Aviation Administration, and the City of Baker City. Phase two would reconstruct Taxiway A with funding coming from the Federal Aviation Administration, Connect Oregon IV, and the City of Baker City. Phase three would be to construct an aviation enter that would house a training facility for those looking to enter the aviation field. BKE airport improvements will also enable private investments, initially in building hangars at the airport and future scheduled air service. A contractor is currently interested in making a \$400,000 private investment in construction of hangars, with a potential of up to \$2,000,000 of total investment with the construction of additional hangars.

- Commitment letters from businesses and organizations, stating their intentions regarding private investment over a specified period, are included in the Supplemental Information attached to this application and sited in question # 43.

22. Complete the following tables regarding current and projected milestones for the project. Check to indicate if the project is a construction or a non-construction project.

MILESTONE	<input checked="" type="checkbox"/> CONSTRUCTION PROJECTS	<input type="checkbox"/> OTHER (NON-CONSTRUCTION) PROJECTS – DESCRIBE
a. Milestone 1	a. Scoping and planning	a.
b. Milestone 2	b. Right-of-way and land acquisition	b.
c. Milestone 3	c. Final Plans/bidding engineering documents	c.
d. Milestone 4	d. Permits	d.
e. Milestone 5	e. Construction contract award	e.
f. Milestone 6	f. Project completion	f.

23. For the milestones identified above, provide the following details:

MILESTONE	STATUS			
	HAS THE MILESTONE BEEN MET?	PROJECTED START DATE OF MILESTONE WORK	ESTIMATED LENGTH OF PROCESS	PROJECTED MILESTONE COMPLETION DATE
a. Milestone 1	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	1/1/2011	120 days	4/1/2011
b. Milestone 2	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
c. Milestone 3	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5/1/2011	330 days	3/1/2012
d. Milestone 4	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4/1/2012	60 days	6/1/2012
e. Milestone 5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5/1/2012	30 days	6/1/2012
f. Milestone 6	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			9/1/2012

24. Based on the milestones identified on the previous page, provide details of the proposed uses and amount of funds needed to complete each milestone.

a. Milestone 1

This milestone is complete or does not apply.

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Contracted services (if known)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Materials and supplies	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – land	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – buildings	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – equipment	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Other (describe):	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Milestone 1 Total	\$ 0.00			

b. Milestone 2

This milestone is complete or does not apply.

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Contracted services (if known)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Materials and supplies	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – land	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – buildings	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – equipment	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Other (describe):	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Milestone 2 Total	\$ 0.00			

c. Milestone 3

This milestone is complete or does not apply.

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Contracted services (if known)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Materials and supplies	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – land	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – buildings	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – equipment	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Other (describe):	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Milestone 3 Total	\$ 0.00			

d. Milestone 4

This milestone is complete or does not apply.

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Contracted services (if known)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Materials and supplies	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – land	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – buildings	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – equipment	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Other (describe): NPDES	\$0.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2013	March
Milestone 4 Total	\$ 0.00			

e. Milestone 5

This milestone is complete or does not apply.

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Contracted services (if known)	.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Materials and supplies	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – land	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – buildings	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – equipment	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Other (describe):	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Milestone 5 Total	\$ 0.00			

f. Milestone 6

This milestone is complete or does not apply.

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Contracted services (if known)	\$883,105.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2012	Septemb
Materials and supplies	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – land	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – buildings	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Capital outlay – equipment	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Other (describe):	\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No		Select
Milestone 6 Total	\$883,105.00			

Totals

	AMOUNT	STAFF USE ONLY
Labor (payroll)	\$ 0.00	0.0000
Contracted services (if known)	\$883,105.00	1.0000
Materials and supplies	\$ 0.00	0.0000
Capital outlay -- land	\$ 0.00	0.0000
Capital outlay -- buildings	\$ 0.00	0.0000
Capital outlay -- equipment	\$ 0.00	0.0000
Other	\$ 0.00	0.0000
Total	\$883,105.00	1.0000

25. Complete the following table regarding pre-construction documentation and permits. (Potential projects are expected to be at varying stages of construction readiness; some of the steps below will not apply, or must be marked "Still required" or "Don't know." See the *ConnectOregon IV* Application Instructions for detailed explanations of the terms below.)

ENVIRONMENTAL AND PUBLIC INVOLVEMENT					
STEP	STATUS				
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW
a. NEPA Categorical Exclusion (CE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. NEPA Environmental Assessment (EA).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Environmental Impact Statement (EIS).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Air-quality conformity determination.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. In-water work permit.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Coordination of project approval with any Native American tribe or another state.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Stakeholder involvement.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Permits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Other: <u>Describe</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Other: <u>Describe</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLANNING AND LAND USE					
STEP	STATUS				
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW
k. Inclusion in adopted transportation system plan (TSP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Inclusion in adopted local comprehensive plan.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m. Inclusion in adopted regional transportation plan (RTP)....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n. Zoning amendment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o. Goal exception (if required by state planning goals).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p. Other: <u>Airport Master Plan</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
q. Other: <u>Describe</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

List other federal, state, modal, regional, or local plans where this project is listed.

DESIGN AND SPECIFICATION					
STEP	STATUS				
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW
r. Engineering and/or design services contracted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
s. 25% design complete	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
t. 50% design complete	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
u. 75% design complete	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v. Final design complete	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
w. Plans and specifications.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
x. Other: <u>Describe</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
y. Other: <u>Describe</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

26. What permits or approvals (beyond those noted above) are required prior to project construction?

PERMITS OR APPROVALS (MAXIMUM 1600 CHARACTERS)

27. Is the construction of the project limited to specific construction timeframes due to environmental considerations (such as bird-nesting or fish-spawning seasons, or temperature)?

Yes No No; however, additional information is included in addenda.

If yes, note the periods when construction is limited:

RESTRICTION DESCRIPTION	START DATE OF RESTRICTION	END DATE OF RESTRICTION
To lay and transport asphalt temperatures need to be warm	4/1/2013	10/1/2013

28. Can the project demonstrate support from public agencies that must approve the project?

Yes Yes, started but not completed No

LIST APPROVALS (MAXIMUM 1600 CHARACTERS)
 Public agencies such as the State of Oregon Department of Aviation are in support of this project. Baker City and Baker County are in support of this project. The FAA is in support of adding improvement per the Airport Master Plan – AIP. Baker City will be working with the EPA to complete the needed NPDES permit and with the FAA to ensure improvements to the Baker City Airport meet requirements.
 Baker City Airport is one of three Senate Bill 680 airports in the State. This bill is intended to support economic development at rural airports and the City is actively involved in working with the SB680 committee. Continued airport improvements will have a direct benefit of job creation and economic development. Baker City is part of the Oregon Aviation Cluster Group and officials attend the group’s meetings.

Check if documentation of the approval coordination is attached in Supplemental Information.

29. Describe any unique construction-readiness issues or possible delays not identified above:

DESCRIBE (MAXIMUM 1600 CHARACTERS)

30. The project schedule presented above has the following level of risk involved.

High Medium Low

a. Describe the reason for your answer regarding level of risk.

(MAXIMUM 300 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The project will have sufficient time to complete planning during the winter months. Construction will begin as soon as weather permits to ensure the maximum amount of time is available to complete the project.

b. Who was responsible for determining the project schedule and what is their level of expertise? (I.e. City or consultant engineer, construction project manager, city staff, etc.)

(MAXIMUM 300 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

TO Engineers Dave Mitchell, P.E. Aviation Services Manager his resume is attached.

Project Details

31. Does the project improve existing or create new critical links for Oregon's transportation system?

Yes No

IF YES, CHECK ALL THAT APPLY:

The project...

- creates a new link
 improves an existing link

The project improves or creates new transportation links...

- between multiple modes of transportation (check all that apply)
 air marine pipeline passenger rail freight rail transit truck
 bus bicycle pedestrian personal automobile
 to transportation networks outside Oregon

EXPLAIN (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE).

Baker City airport improvements would improve the airport's utilization by attracting additional flight operations such as scheduled air service which would provide a new transportation connection in addition to larger planes being able to use the airport easily.

32. How is success measured for this type of project?

THIS ANSWER MUST INCLUDE THE METHODOLOGY FOR CALCULATION. ATTACH ADDITIONAL INFORMATION AND SITE IN QUESTION #43 AS NECESSARY.
(MAXIMUM 300 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Success would be measured by an increase in air traffic use, fuel sales, large plane use, and the addition of a scheduled air service.

a. What is the existing measurement today? 44 operations/day

b. What is anticipated measurement when the project is fully operational? Yet to be determined

33. Does the project improve an existing transportation connection or add a new connection to an industrial or employment center?

Yes No

IF YES, CHECK ALL THAT APPLY:

The project...

Creates a new connection

Improves an existing connection

a. This project improves or creates access to:

<input checked="" type="checkbox"/> Industrial center	SPECIFY Baker County Enterprise Zone and Elkhorn View Industrial Park
<input checked="" type="checkbox"/> Employment center	SPECIFY Hospital, Airport Business park
<input checked="" type="checkbox"/> This project provides access to	SITE NAME Baker City airport, the City and the I-84 freeway which is a site certified as "Project Ready" by the Oregon Business Development Department (OBDD). For more information, refer to the Application Instructions.

34. Does this project link workers to jobs?

Yes No

EXPLAIN (MAXIMUM 300 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The Baker City Airport provides air transportation to companies with operation and customers in other cities.

a. Which passenger mode(s) are linked for workers

PASSENGER MODE LINKS (CHECK ALL THAT APPLY)

<input checked="" type="checkbox"/> Fixed-route bus	<input type="checkbox"/> Light rail	<input checked="" type="checkbox"/> Air services
<input checked="" type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input type="checkbox"/> Other	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
DESCRIBE (MAXIMUM 75 CHARACTERS)		

b. Estimated use by new workers

ESTIMATED NUMBER OF NEW WORKERS PER DAY EXPECTED TO USE THE PASSENGER SERVICE WHEN OPENED

3

EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Airport improvements will allow recruitment and expansion of companies to utilize and/or locate at the airport. The number of workers will grow significantly over time. Companies desiring to expand to Baker City typically require air transportation to connect with clients and their other offices.

c. Geographic service level

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)

<input checked="" type="checkbox"/> Rural	<input checked="" type="checkbox"/> Intercity (between towns or cities)
<input type="checkbox"/> Intra-city (within a town or city)	<input checked="" type="checkbox"/> International
<input checked="" type="checkbox"/> Interstate (between states)	

35. Does this project link populations to medical care, social services, or shopping?

Yes No

EXPLAIN (MAXIMUM 300 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

BKE provides air transportation to major medical, business, shopping and service centers in Portland Oregon and direct access to the state capital in Salem, Oregon.

a. Passenger mode links for medical care, social services, shopping

PASSENGER MODE LINKS (CHECK ALL THAT APPLY)

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Fixed-route bus | <input type="checkbox"/> Light rail | <input checked="" type="checkbox"/> Air services |
| <input checked="" type="checkbox"/> Demand-responsive bus | <input type="checkbox"/> Passenger rail | <input type="checkbox"/> Ferry |
| | <input type="checkbox"/> Commuter rail | <input type="checkbox"/> Water taxi |

Other

DESCRIBE (MAXIMUM 75 CHARACTERS)

b. Estimated use by new passengers

ESTIMATED NUMBER OF NEW PASSENGERS PER DAY EXPECTED TO USE THE PASSENGER SERVICE WHEN OPENED

3

EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

As growth occurs at the airport and the addition of scheduled air service will make it easy to access major health care facilities in Portland, Life Flight, Angel Flight-a volunteer-operated medical service, and charter flights.

c. Geographic service level

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Rural | <input checked="" type="checkbox"/> Intercity (between towns or cities) |
| <input type="checkbox"/> Intra-city (within a town or city) | <input type="checkbox"/> International |
| <input checked="" type="checkbox"/> Interstate (between states) | |

36. Does this project...

- increase system capacity?
- relieve a bottleneck or congestion point?
- complete one or more gaps in Oregon's transportation system?
- remove an existing barrier?
- reduce traffic or use conflicts?
- implement technology including Intelligent Transportation Systems?

EXPLAIN (MAXIMUM 1250 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE) INCLUDE IN YOUR ANSWER AND ATTACH DOCUMENTATION SUPPORTING YOUR ANSWER. SITE IN QUESTION #43

Improving the taxiway A will help relieve traffic conflicts as planes will be able to get on and off the taxiway in a timely manner due to the reconstructed surface. With efficient traffic flow it will help attract more aircraft, increase fuel sales, and provide more available air transportation. Continued improvements of the airport infrastructure also makes the airport increasingly desirable for corporate aircraft to locate to BKE and for scheduled air service to be attracted to the airport.

37. Does the project serve one or more of Oregon's Statewide Business Clusters or the tourism industry? For more information, refer to the Application Instructions.

STATEWIDE BUSINESS CLUSTERS (CHECK ALL THAT APPLY)	
<input checked="" type="checkbox"/> Agriculture	<input checked="" type="checkbox"/> Forestry and Wood Products
<input type="checkbox"/> Athletic & Outdoor Gear and Apparel	<input type="checkbox"/> Green Building and Development
<input checked="" type="checkbox"/> Aviation	<input type="checkbox"/> Manufacturing
<input type="checkbox"/> Bioscience	<input type="checkbox"/> Nursery Products
<input type="checkbox"/> Creative Industries	<input type="checkbox"/> Semiconductors and Electronics Components
<input type="checkbox"/> Defense	<input type="checkbox"/> Software
<input type="checkbox"/> Education Services and Technology	<input type="checkbox"/> Solar
<input type="checkbox"/> Electric Vehicles and Sustainable Trans.	<input checked="" type="checkbox"/> Tourism and Hospitality
<input type="checkbox"/> Energy Efficiency	<input type="checkbox"/> Wave Energy
<input type="checkbox"/> Environmental Technology and Services	<input type="checkbox"/> Wind Energy
<input type="checkbox"/> Food Processing	
PROVIDE DETAIL (MAXIMUM 500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)	
The airport provides access from our remote rural community to the state's major urban centers and connects the city to other airports around the nation. The airport is adjacent to interstate 84 and provides a connection to road travel. Union Pacific rail lines are located 4 miles from the airport. The Airport is part of Baker City's multi mode transportation system that attracts tourists and business while providing general aviation transportation for our citizens.	

38. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?

Yes* No

If yes, please complete the following:

a. Number of long-term (non-construction) jobs created or retained as a direct result of the project.....	5
b. Average annual wage of long-term (non-construction) jobs created or retained	\$40,000.00
c. List up to five businesses that will verify job creation/retention or new private investment	
BUSINESS NAME	NAME OF CONTACT PERSON
1. Baker Aircraft	Troy Woydziak
2. Rock Creek Developments	Bill Harvey
3. Beef Northwest Feeders, LLC	James Wilson
4.	
5.	
d. What is the size of the increase or initial investment by these businesses in Oregon as a result of this project?.....	\$ \$400,000.00
* <input checked="" type="checkbox"/> <i>Required for a yes answer.</i> Commitment letters must be included in Supplemental Information and sited in question # 43. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.	
EXPLAIN (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)	
Baker Aircraft that manages operations at the airport will be able to maintain their current employment numbers and expand as development occurs at the airport. As hangers are built local contractors will be able to maintain their employee levels as well with the additional construction and development at the airport.	

39. To what extent does this project generate economic stimulus in the state by supporting short-term construction-related jobs in Oregon?

a. What year were the planning and engineering, land and construction cost estimates done for this project and by whom:

YEAR COST ESTIMATE WAS DONE	BUSINESS NAME	ESTIMATE ELEMENT (IF MORE THAN ONE)
1. 2011	T-O Engineers	Entire Project
2.		
3.		
4.		
5.		

b. For which year are the costs estimated? I.e., the cost estimate was done in 2009 for a project expected to occur in 2012 and so the estimator inflated the costs of the project to 2012 dollars; therefore, the answer would be 2012.

EXPLAIN (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)
 2011

c. The short-run jobs supported by this project are:
 (Calculate the jobs number using Fields 1-5 below. Take the result in Field 5 below and enter here.)

Field 1. Project costs (planning, engineering, land, construction)	Field 2. Inflation Adjustment factor based on year (see instructions)	Field 3. Project cost multiplied by Inflation Adjustment Factor (Field 1 x Field 2)	Field 4. Result divided by 1,000,000 (Field 3/1,000,000)	Field 5. Result multiplied by the job multiplier of 12.5 (Field 4 x 12.5)
\$780,000.00	1.00	780,000	0.78	9

40. What is the unemployment rate in the project area?

Average unemployment rate in the project area for the last 12 months (Refer to the Application Instructions).....	10%	COUNTY/JURISDICTION Baker County
PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION		

41. Does the project improve safety?

Yes* No

* Required for a yes answer. Documentation or explanation of the incident(s) or safety situation(s) that have occurred that this project is addressing or documentation of a high risk or of a safety issue or hazard potentially occurring. Examples include: reducing trips on a corridor designated by ODOT as a Safety Corridor; documented worker safety incidents; non-highway related, recurring accidents, recent crime/vandalism incidents, etc.

EXPLAIN (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE) PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OR OTHER) WITHIN A SPECIFIED TIMEFRAME.
 The rehabilitation of taxiway A is essential to safe aircraft movement throughout the airport. The improvements will allow aircraft to efficiently taxi from the runway to the terminal area and improve the safety of taxing aircraft. There have been no taxiway accidents at the Baker City Airport and through improvement projects such as these will continue to keep this great record.

Other Considerations and Information

42. Describe any other considerations and information that support why the project should be selected:

DESCRIBE	<p>With the recent update to the Baker City Airport Master Plan, Baker City has started an economic development project based on the needed improvements found from our aviation consultant. Without the continuation of this project the investment made in phase one would have been done in vain. Flight operations at BKE have increased over the last several years and these improvements are needed to serve the existing and future airport users and to continue safe operations.</p> <p>The airport is trying to attract more corporate aircraft and private aircraft to locate at the field as well as scheduled air service. Continued airport improvements will be crucial to support these efforts as well as the expansion of the accelerated training course that currently offered by Baker Aircraft.</p> <p>As a remote location, air transportation is critical to connect Baker City with the urban areas of the state and to provide access to other distant locations. The BKE airport is a valuable asset that needs continued improvement to meet the community's growing needs. Without improvements to the existing infrastructure today, costs to do it in the future will be much greater as existing pavement deteriorates. Without these improvements the airport will not be able to attract additional aircraft, increase fuel sales, and utilize the airport as an economic development asset that will assist in growing the community and creating jobs.</p>
----------	---

43. List the supporting materials to be submitted in your paper application packet.

Question #21: Commitment letters from...

1.
2.
3.
4.
5.

Question #28: Documentation of coordination and support of public agencies that must approve the project.

1.
2.
3.
4.
5.

Question #32: Other supporting documents regarding measurement of success of the project.

1.
2.
3.

Question #36: Other supporting documents regarding improved reliability of Oregon's transportation system.

1.
2.
3.

Question #38: Commitment letters from businesses or organizations stating their intention to operate in Oregon and their intentions regarding job creation and private investment plans over a specified period.

1. Baker Aircraft
2. Beef Northwest
3.
4.
5.

Other supporting documents

1. David A Mitchell Resume
2. Table 6-1
3. Map
4.
5.

Addenda

Attach additional text here as necessary, identifying the question number. Please note: Only additional text contained on this page will be considered as part of this application. Additional pages will not be considered.

MAXIMUM 4500 CHARACTERS

A large, empty rectangular box with a thin black border, intended for entering additional text. The text 'MAXIMUM 4500 CHARACTERS' is printed in the top-left corner of the box.

Additional property owners/lessors

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE	

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE	

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE	

See Application Instructions for submittal requirements.

Modal Budget

Attach modal budget here.

**ATTACH MODAL BUDGET
AS LAST PAGE OF APPLICATION**

See application instructions for details.

**Modal budget samples and templates
are provided in Application Instructions**

ConnectOregon IV Application Checklist

Project Name: Baker City Airport Taxiway A

Project Location: Baker City Airport

Applicant: The City of Baker City

Applicant Representative: Mike Kee

Reviewer Name: _____

Reviewer Phone: _____

All applicable answers must be completed by the applicant. Applications that do not contain answers for all applicable questions will be deemed incomplete and will not be forwarded to Modal or Regional Review Committees for consideration.

This Application Checklist has been incorporated into the application to assist applicants with completeness. Carefully review your application utilizing the following checklist for completeness prior to submission to ODOT. The completed checklist must be submitted as part of each application.

Completeness:

Project Summary and Certification

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 – Contact Information
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2 – Name and location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3 – Cost Summary (completed automatically)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4 – Signature and match to name from contact person listed in Item 1

Project Description

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5 – Project summary
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6 – Project purpose and description completed (<input checked="" type="checkbox"/> Maps included)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 – Detailed Location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8 – Mode
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9 – Region
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	10 – Taxes – To be verified by <i>ConnectOregon</i> staff
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	11 – Life of project
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	12 – Responsible party
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	13 – Source of operational funds
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	14 – Funding for operation secured or budgeted (<input type="checkbox"/> description with No answer)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	15 – Real estate (<input type="checkbox"/> Signature contact information for No answer)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16 – Property purchase (<input type="checkbox"/> Escrow answered for Yes answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17 – Property leased
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18 – Property Details (optional)

Project Budget and Schedule

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19 – Source and amount of funds (<input checked="" type="checkbox"/> 19a complete, <input checked="" type="checkbox"/> 195b complete, <input checked="" type="checkbox"/> 19c complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20 – Source and timing of match (<input checked="" type="checkbox"/> Source, <input checked="" type="checkbox"/> Amount, <input checked="" type="checkbox"/> Year and month)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	21 – Description of larger project context. (<input type="checkbox"/> Commitment letters checked)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	22 – Milestones

- | | | | |
|--------------------------|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 23 - Milestone details |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24 - Milestone budgets |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 25 - Documentation and permits tables - ALL boxes must be checked |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 26 - Other permit approvals (Optional) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 27 - Construction window limits
(<input checked="" type="checkbox"/> Additional information provided for Yes answer) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 28 - Support of public agencies (<input type="checkbox"/> Approvals listed with Yes answer) |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 29 - Other construction readiness text box (optional) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 30 - Certainty of Schedule (<input checked="" type="checkbox"/> 30a complete, <input checked="" type="checkbox"/> 30b complete) |

Project Details

- | <u>Staff</u> | <u>Applicant</u> | <u>N/A</u> | <u>Question #</u> |
|--------------------------|-------------------------------------|--------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 31 - Improves/creates critical link (<input checked="" type="checkbox"/> Additional checked for Yes answer) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 32 - Measure of success (<input checked="" type="checkbox"/> 32a complete, <input checked="" type="checkbox"/> 32b complete) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 33 - Connection to industrial/employment center (<input checked="" type="checkbox"/> Additional checked for Yes answer) (<input checked="" type="checkbox"/> 33a complete) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 34 - Link workers to jobs (<input type="checkbox"/> 34a complete, <input checked="" type="checkbox"/> 34b complete, <input type="checkbox"/> 34c complete) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 35 - Link to medical, social services, shopping(<input checked="" type="checkbox"/> 36a complete, <input checked="" type="checkbox"/> 36b complete, <input checked="" type="checkbox"/> 36c complete) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 36 - All applicable checked (<input checked="" type="checkbox"/> Explanation provided) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 37 - Business Clusters (<input checked="" type="checkbox"/> Details provided) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 38 - Job increase/retention (<input checked="" type="checkbox"/> 38a complete, <input checked="" type="checkbox"/> 38b complete, <input checked="" type="checkbox"/> 38c complete, <input checked="" type="checkbox"/> 38d complete)(<input checked="" type="checkbox"/> Commitment letters box checked)
(<input checked="" type="checkbox"/> Explanation provided) |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 39 - Short-term construction related jobs (<input type="checkbox"/> 39a complete, <input type="checkbox"/> 39 complete, <input type="checkbox"/> 39c complete) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 40 - Unemployment rate (<input type="checkbox"/> Details provided) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 41 - Improve safety (<input checked="" type="checkbox"/> Documentation or explanation provided) |

Other Considerations and Information

- | <u>Staff</u> | <u>Applicant</u> | <u>N/A</u> | <u>Question #</u> |
|--------------------------|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 42 - Other Considerations Text box (optional) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 43 - Support materials |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Question #21 - Commitment letters |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Question #28 - Public agency coordination |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Question #32 - Other success measurement support |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Question #36 - Other reliability support |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Question #38 - Commitment letters from businesses and organizations |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Other Supporting documentation |

Addenda

- | <u>Staff</u> | <u>Applicant</u> | <u>N/A</u> | <u>Question #</u> |
|--------------------------|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Additional text (optional) |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Additional signature page - (<input type="checkbox"/> Signatures match names) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Modal Budget Attached and complete |

APPLICANT NOTES:

STAFF NOTES: _____

AVIATION – ConnectOregon IV Proposed Budget

SECTION A: PROJECT BUDGET

	Total Cost	CO IV Share	Grantee Share
1. Administration Expense (detail)			
a.	2,105	0%	100%
b.			
c.			
d.			
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees	100,000	0%	100%
5. Land development			
6. Demolition and removal			
7. Construction and project improvement	781,000	6%	94%
8. Equipment			
9. Miscellaneous (Define costs)			
a.			
b.			
c.			
d.			
10. Total (Lines 1 through 9)	883,105		
11. CO III Share requested of Line 10	45,000		
12. Total grantee share	838,105		
13. Other shares			
14. Total project	883,105		

SECTION B: DETAIL OF GRANTEE SHARE

Description (Federal, Municipal, Other)	Expenditure Category	Amount
FAA (Federal)		838,105

Justification of Grantee Share (use additional sheets as necessary). Are funds committed for the length of the project period?

Funds will be committed during the length of the project in the budget year 2012-2013.

Matching Funds

ConnectOregon IV requires grant applicants to provide at least 20% of the moneys required for the project. However, applicants are encouraged to provide more than the minimum required.

To qualify as match, moneys must meet specific requirements, as follows:

- Project costs include the elements necessary for the project to be implemented, e.g. design, land acquisition, excavation, permits, engineering, payroll, special equipment purchase or rental. Project costs that were paid for by the applicant prior to the agreement effective date can be used as part of the match, but are not eligible for reimbursement. For example, if an applicant has a parcel of land purchased several years ago, the applicant's original purchase price must be used, not its present value. The increment in value of an item, e.g. land or special equipment, isn't part of the match.
- Donations of materials, property and services (including work by public agency or private entity staff), even if the donation was done to benefit the project, cannot count as matching funds. Donations are considered "in-kind" contributions, not "moneys".
- Funds from any private or government source may be used as match, except for State Highway Trust Fund moneys.
- Matching funds must be available and committed for the duration of the project or the length of the CO IV grant.

Baker Aircraft

5A0241

43769 Hellner Drive
Baker City, Oregon 97814

Phone: 541-523-5663
Fax: 541-523-6007
E-mail:
Genevieve@bakercityairport.com

<http://www.bakeraircraft.com>

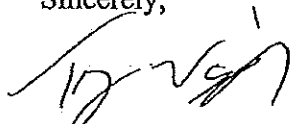
November 21, 2011

To Whom it May Concern

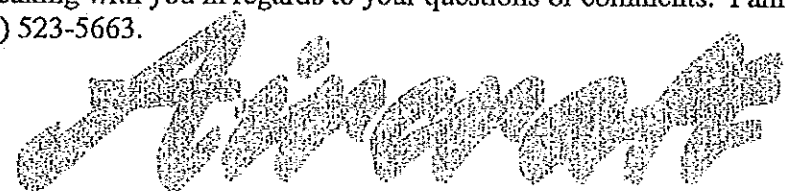
Thank you for providing us the opportunity to respond to the Connect Oregon taxiway project. Baker Aircraft has operated out of the FBO at the Baker City Airport as an Oregon based business since 2004. We have seen growth in airport use and fuel sales over the years. Some of this usage is due to the great upkeep and maintenance received from the City maintenance department and FAA dollars used to keep our Taxiways and Runways in exceptional condition. Aircraft that use our facilities comment on the condition of the airport and feel that the taxiways are starting to get some cracks that our rough to taxi over. The City has addressed these problems by crack sealing and doing the best they can to keep up with these problems. The engineers have determined that the problems won't go away until the base rock is replaced and the taxiways are resurfaced, this requires a financial commitment higher than the city can afford in these tough economic times. The FAA dollars have kept the runways in good condition but it could be several years before we get enough dollars saved back up to take care of the taxiways. We feel that to keep our customers happy this project could go a long way to ensuring that all aircraft who use the airport feel welcome and safe with their planes when coming to Baker City to spend dollars in our community. We have built our business up to around 10 employees during the summer months and about 5 during the winter we feel this project would help us retain these positions by the fuel sales generated from aircraft continuing to use the airport.

I would be more than happy to address any additional items or to discuss these with you further. I look forward to speaking with you in regards to your questions or comments. I am available at your convenience at (541) 523-5663.

Sincerely,



Troy Woydziak





November 21, 2011

To Whom It May Concern,

Beef Northwest has many operations in Oregon and we plan to keep it this way. We currently retain 120+ employees at our various feedlots/locations. Because of the location of our headquarters, we own a hanger with our corporate jet at the Baker City Airport and currently employ a full time pilot. Having this resource available to us supports our current operations conducted in and out of the state. Without the Baker City Airport our air operations would have to be relocated and our use may change as a result.

Sincerely,

A handwritten signature in black ink, appearing to read "James B. Wilson, Jr.", written over a horizontal line.

James B. Wilson, Jr.
Managing Partner Beef Northwest Feeders, LLC

David A. Mitchell, P.E.



Position:

Aviation Services Manager
Project Manager

With T-O Engineers:

Since 1998

Credentials:

Licensed Professional Engineer in Idaho, Oregon and Washington
BS, Civil Engineering, University of Southern California, 1994

Experience:

Mr. Mitchell is an experienced project manager and the leader of our Airport Services Group. He serves airport clients exclusively and has been the project engineer or project manager for airfield projects at numerous airports throughout Idaho and the surrounding area. A graduate of the University of Southern California in 1994, he began his career as a civil engineering officer in the U.S. Air Force. After serving for four years working primarily on airfield projects, he joined T-O Engineers, Inc. and brought his military experience to work in civil aviation.

During his career with the company, he has worked on airfield projects of all sizes, from small security improvements to major runway rehabilitations. This experience gives him a broad knowledge of the many elements of the airport improvement and development process. He is familiar with all aspects of AIP-funded projects, including grant administration, FAA design guidance and specifications, construction management, quality assurance and the importance of completing the process with grant closeout documentation. He applies all of his experience, plus his proven project management and leadership abilities to help our airport clients achieve their goals.

Representative Project Experience

Arco/Butte County Airport, Arco, Idaho
Bear Lake County Airport, Paris, Idaho
Coeur d' Alene Airport, Hayden Lake, Idaho
Friedman Memorial Airport, Hailey, Idaho
Jerome County Airport, Jerome, Idaho
Idaho Falls Regional Airport, Idaho Falls, Idaho
Lemhi County Airport, Salmon, Idaho
McCarley Field Airport, Blackfoot, Idaho
Mountain Home Air Force Base, Mountain Home, Idaho
Pocatello Regional Airport, Pocatello, Idaho
Pullman-Moscow Regional Airport (Master Plan), Pullman, Washington



T-O ENGINEERS

Table 6-1
20-Year Capital Improvement Program
Baker City Airport

Short Term Projects (Years 1-5)							
Project	Qty	Unit	Unit \$	Total Cost	FAA Eligible	Baker City	NOTES
2010 PROJECTS							
Taxiway Alpha Lighting							
Medium Intensity Taxiway Lights (MIL) - Alpha	5,665	ft	\$ 45.00	\$255,825	\$243,034	\$12,791	
Taxiway Alpha							
TABBA-02 Reconstruct with 2" AC, 6" Agg. Base, 16" Subbase	6,860	sf	\$ 5.00	\$34,300	\$32,855	\$1,445	
TABBA-034 Fog Seal	40,215	sf	\$ 0.25	\$10,054	\$9,551	\$503	
TABBA-01 Fog Seal	3,410	sf	\$ 0.25	\$853	\$810	\$43	
TABA-07 03 04 03 Fog Seal	175,225	sf	\$ 0.25	\$43,806	\$41,916	\$1,890	
TABA-01606 Fog Seal	7,631	sf	\$ 0.25	\$1,908	\$1,812	\$96	
APABA-01 Fog Seal	2,043	sf	\$ 0.25	\$511	\$455	\$56	
Runway 13-31							
R13BA-01,02,03 Fog Seal	521,026	sf	\$ 0.25	\$130,257	\$123,744	\$6,513	Proposed Schedule,
AH13BA-01&2 Fog Seal	12,889	sf	\$ 0.25	\$3,222	\$3,061	\$161	Year 1 Taxiway Alpha, RW 17-35
AH13BA-03&04 Fog Seal	2,812	sf	\$ 0.25	\$703	\$669	\$35	Year 2 Taxiway Bravo, RW 13-31
							Year 3 RW 09-26 aprons
							or all at once, sequenced through summer
Runway 17-35							
R17BA-01,02,03,04,05,06 Fog Seal	315,137	sf	\$ 0.25	\$78,784	\$74,845	\$3,939	
AH17BA-01 Fog Seal	26,059	sf	\$ 0.25	\$6,515	\$6,074	\$441	
Runway 08-26							
R08BA-01A,01B,02&03C Reconstruct w 2" AC, 6" Agg. Base, 16" Subbase	30,353	sf	\$ 5.00	\$151,765	\$147,129	\$4,636	Runway B costs assume reduce
R08BA-02A,B,C 03A,B,C Reconstruct w 2" AC, 6" Agg. Base, 16" Subbase	127,302	sf	\$ 5.00	\$636,510	\$604,685	\$31,825	from 150 to 75 feet wide
R08BA-03A,B,C 04A,B,C 05A,B,C Fog Seal	101,872	sf	\$ 0.25	\$25,468	\$24,195	\$1,273	check as subbase may vary
R08BA-06,07 Fog Seal	35,552	sf	\$ 0.25	\$8,888	\$8,445	\$444	do it
AH08BA-01 Fog Seal	12,470	sf	\$ 0.25	\$3,118	\$3,001	\$117	also could make RW shorter
Taxiway Bravo							
TBBA-01 Fog Seal	51,830	sf	\$ 0.25	\$12,958	\$12,307	\$651	
Other Taxiways							
T03BA-01&02 Fog Seal	13,714	sf	\$ 0.25	\$3,429	\$3,249	\$180	
T04BA-01 Fog Seal	6,442	sf	\$ 0.25	\$1,611	\$1,505	\$106	
T05BA-01 Fog Seal	16,131	sf	\$ 0.25	\$4,033	\$3,831	\$202	
Apron 1 (FBO Area)							
A01BA-01 Reconstruct with 2" AC, 6" Agg. Base, 16" Subbase	94,481	sf	\$ 5.00	\$472,406	\$448,832	\$23,574	
Apron 2 (Near Hangar Area)							
A02BA-03&4 2" AC Overlay	30,237	sf	\$ 2.00	\$60,474	\$57,655	\$2,819	
A02BA-01&2 Fog Seal	60,150	sf	\$ 0.25	\$15,038	\$14,311	\$727	
A02BA-01 Fog Seal	3,282	sf	\$ 0.25	\$821	\$775	\$46	
NEW PAVEMENT							
Apron 1 Expansion & Connector to Alpha	24,720	sf	\$ 7.00	\$173,040	\$164,787	\$8,253	
New Taxiway East Side Runway 35 and	42,132	sf	\$ 7.00	\$294,924	\$280,165	\$14,759	
New Taxiway West Side Runway 35 and	24,950	sf	\$ 7.00	\$174,650	\$166,117	\$8,533	
New Taxiway West Side Runway 35 for T-hangars	29,665	sf	\$ 7.00	\$207,655	\$197,762	\$9,893	
New Taxiway West Side Runway 35 for T-hangars	66,533	sf	\$ 7.00	\$465,731	\$441,825	\$23,906	
New Run-up Area West Side of Runway 31	21,500	sf	\$ 7.00	\$150,500	\$142,975	\$7,525	
New Taxiway for Extended East, T-hangars	18,150	sf	\$ 7.00	\$127,050	\$120,545	\$6,505	
Entry Road Loop	9,180	sf	\$ 7.00	\$64,260	\$61,947	\$2,313	
Entry Parking by FBO (Phase 1)	16,235	sf	\$ 7.00	\$113,645	\$107,645	\$6,000	
Entry Parking (Phase 2)	106,075	sf	\$ 7.00	\$742,525	\$712,625	\$29,900	
Access & Parking lot Fire Station	7,500	sf	\$ 7.00	\$52,500	\$50,250	\$2,250	
AVIGATION EASEMENTS							
Runway 17 End	7.14	acres	\$ 500.00	\$3,570	\$3,300	\$270	
Runway 35 End	15.77	acres	\$ 500.00	\$7,885	\$7,491	\$394	
Legal and Survey for Aviation Easements	1	lump sum	\$ 5,000.00	\$5,000	\$4,750	\$250	
EAST SIDE AVIATION RELATED INDUSTRIAL							
Taxiway East Side from RW 31 to RW 26	107,660	sf	\$ 7.00	\$753,620	\$714,200	\$39,420	
Taxiway North Side of RW 26	78,550	sf	\$ 7.00	\$549,850	\$515,850	\$34,000	
Taxiway East Side RW 17	27,550	sf	\$ 7.00	\$192,850	\$184,050	\$8,800	
Taxiway West Side RW 17	42,450	sf	\$ 7.00	\$297,150	\$280,150	\$17,000	
MISCELLANEOUS ITEMS							
Unmarked grass strip for antique aircraft	53,000	sf	\$ 0.50	\$26,500	\$25,000	\$1,500	
PAPI for RW 31	1	ea	\$50,000	\$50,000	\$47,500	\$2,500	
Addition Tin domes SW Hangar	12	ea	\$750	\$9,000	\$8,550	\$450	Added per Job
Detailed Wind Rose Analysis	1	ea	\$10,000	\$10,000	\$9,500	\$500	
UTILITIES							
Water Line from City for Domestic and Fire	1	lump sum	\$ 1,000,000	\$ 1,000,000		\$1,000,000	
Sewage System for Phase 1 Development	1	lump sum	\$ 503,500	\$ 503,500		\$503,500	
Sewage System for Phase 2 Development	1	lump sum	\$ 367,000	\$ 367,000		\$367,000	
Electrical Service Upgrades	1	lump sum	\$ 1	\$ 1		\$1	
Gas Service Upgrades	1	lump sum	\$ 1	\$ 1		\$1	
Telephone/Internet Upgrades	1	lump sum	\$ 1	\$ 1		\$1	
OTHER REQUESTS TO ADD							
Taxiway A repair with catch and quit	1	lump sum	\$ 10,000	\$10,000	\$9,500	\$500	
Strip Taxiway near FBO	1	lump sum	\$ 1,000	\$1,000	\$950	\$50	
Para between the FBO and Large Hangar to B	1,350	sf	\$ 7.00	\$9,450	\$8,978	\$472	
Remove RW 13 as displaced and install flush and light	1	lump sum	\$ 50,000	\$50,000	\$47,500	\$2,500	
Public Restroom	1	lump sum	\$ 5,000	\$ 5,000		\$5,000	
Upgrade Hangar Building	14,550	sf	\$ 25	\$371,250		\$371,250	Allowed 625% - depends on what done, could be much more

