



## ConnectOregon IV Program Application 2011-2012

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at:  
<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 Grant County	CONTACT PERSON NAME Mark Webb	
ADDRESS 201 S Humbolt Street	CONTACT PERSON TITLE County Judge	
CITY, STATE, ZIP Canyon City, OR 97820	PHONE 541-575-4001	FAX 541-575-0065
WEB SITE ADDRESS <a href="http://www.gcoregonlive2.com">http://www.gcoregonlive2.com</a>	E-MAIL (REQUIRED) webbm@grantcounty.or.gov	

2. Project name and location

PROJECT NAME Runway 9/27 Rehabilitation	PROJECT LOCATION Grant County Reg. 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.....	\$1,600,000.00
b. Match amount (20% of grant) .....	\$400,000.00
c. <i>ConnectOregon IV</i> loan amount .....	\$ 0.00
d. <i>ConnectOregon IV</i> project total .....	\$2,000,000.00

4. Certification

I certify that Grant County 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 Boyd Britton Scott Myers	DATE 11/16/2011
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## Project Description

### 5. Project summary

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

The proposed project is a rehabilitation of Runway 9/27. The total length of the runway is 4,471 feet; however, 950 feet of the runway is a recently constructed extension that is not included in this project. The remaining length, 3,521 feet by 60 feet wide, would be rehabilitated as part of this project to enhance safety and utilization of Runway 9/27 at the Grant County Regional Airport.

### 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)

As part of the Oregon Department of Aviation's (ODA's) Pavement Evaluation Program, pavement at the Grant County Regional Airport was inspected in May of 2011. The pavement condition index (PCI) of Runway 9/27 was rated between 41 and 45, which is considered in "poor" condition (the 950-foot extension was rated as "good"). The Runway 9/27 PCI has been trending downward since 2003 and is projected to continue its downward trend until the pavement fails. In addition to needing pavement repair, the runway requires a vertical grade adjustment to remove a grade dip. Federal Aviation Administration (FAA) grant assurances require Grant County to keep all pavement surfaces in a usable and maintained condition; without repair Runway 9/27 would not meet these assurances. The condition of Runway 9/27 is approaching disrepair and could start causing damage to aircraft from foreign object debris.

Runway 9/27 is an essential link to Grant County and it must be maintained. Through a ConnectOregon II grant the runway was extended by 950 feet and the lighting system was upgraded using American Recovery and Reinvestment Act funds. It is the Airport's primary instrument runway for use during inclement weather and the runway of choice for the Single Engine Air Tankers employed by the US Forest Service base located at the Airport. While there is another runway located at the Airport, it is estimated that Runway 9/27 is utilized 60-70% of the time. Other users include Airlink medivac and physicians who conduct clinics in the rural community. A variety of private businesses utilize the Airport, as well as private individuals choosing to recreate in the vast wilderness found in Grant County.

While it is critical to maintain the Runway 9/27 pavement, funding sources available for the proposed project are limited. The ODA conducts the Pavement Maintenance Program, which provides pavement maintenance for airports throughout Oregon. Unfortunately, airport pavements must meet a minimum PCI rating to be considered eligible for the program and Runway 9/27 falls below the runway pavement eligibility cut-off rating of 60. Rehabilitation of Runway 9/27 is eligible for funding through the FAA's Airport Improvement Program (AIP) and Grant County has \$450,000 in AIP funding available for the project, which could be used to match a ConnectOregon IV grant at 22.5%.

7. Project location

STREET ADDRESS OR NEAREST STREET INTERSECTION 720 Airport Road, John Day, OR 97845		
CITY(IES) John Day	COUNTY(IES) Grant	
GPS COORDINATES unknown	LATITUDE (DEGREES AND DECIMAL) N 44-24-10.32	LONGITUDE (DEGREES AND DECIMAL) W 118-58-04.38

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 Grant County Regional Airport
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13. What will be the source(s) of funds for the continued maintenance and operation of the project?

SOURCE(S) Oregon's innovative Pavement Maintenance Program, County funds, and FAA grants.
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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 N/A
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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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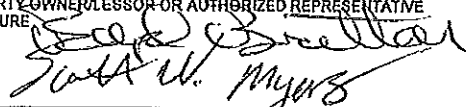
If no, project real estate is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME N/A	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 Grant County 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 Boyd Britton Scott Myers	DATE 11/16/2011
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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

ADDITIONAL DETAILS (MAXIMUM 1600 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Grant County owns the subject property in fee simple.

**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	
<b>a. Grant portion</b>		<b>\$2,000,000.00</b>	2012	September	0.9756
1. Required match (For grants: 20% grant project subtotal)	\$400,000.00		2012	September	0.1951
2. <i>ConnectOregon IV</i> grant amount requested	\$1,600,000.00		2012	September	0.7805
<b>b. <i>ConnectOregon IV</i> loan portion requested (no match required)</b>		<b>\$0.00</b>		Select	0.0000
<b>c. <i>ConnectOregon IV</i> total (a+b)</b>		<b>\$2,000,000.00</b>	2012	September	0.9756
<b>d. Additional applicant match (not required)</b>		<b>\$50,000.00</b>	2012	September	0.0244
<b>Project total</b>		<b>\$2,050,000.00</b>			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/AIP Grant	FAA	\$450,000.00	2012	August	1.0000
Other (describe):		\$0.00		Select	0.0000
Other (describe):		\$0.00		Select	0.0000
Other (describe):		\$0.00		Select	0.0000
<b>Total</b> <i>Total must equal \$450,000.00</i> <i>1.a.1–Required match + 1.d–Additional applicant match</i>		<b>\$450,000.00</b>			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 rehabilitation of Runway 9/27 at the Grant County Regional Airport is a standalone project. However, it is a continuation of the improvements that have been made at the Airport over the past several years, which has included funding from *ConnectOregon*.

- 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	11/1/2011	9 mos	8/1/2012
b. Milestone 2	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	-	-	-
c. Milestone 3	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/1/2012	6 mos	2/1/2013
d. Milestone 4	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	10/1/2012	6 mos	4/1/2013
e. Milestone 5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2/1/2013	2 mos	3/31/2013
f. Milestone 6	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4/1/2013	4 mos	7/31/2013

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)	\$27,500.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2012	August
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
<b>Milestone 1 Total</b>	<b>\$27,500.00</b>			

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
<b>Milestone 2 Total</b>	<b>\$ 0.00</b>			

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)	\$150,000.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2012	August
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
<b>Milestone 3 Total</b>	<b>\$150,000.00</b>			

## 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)	\$5,000.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2012	August
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
<b>Milestone 4 Total</b>	<b>\$5,000.00</b>			

## 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)	\$240,000.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2012	August
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): Construction Contracts	\$1,550,000.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2012	September
<b>Milestone 5 Total</b>	<b>\$1,790,000.00</b>			

## 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)	\$27,500.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2013	August
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
<b>Milestone 6 Total</b>	<b>\$27,500.00</b>			

Totals

	AMOUNT	STAFF USE ONLY
Labor (payroll)	\$ 0.00	0.0000
Contracted services (if known)	\$450,000.00	0.2250
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	\$1,550,000.00	0.7750
<b>Total</b>	<b>\$2,000,000.00</b>	<b>1.0000</b>

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Stakeholder involvement .....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j. Other: <u>Describe</u> .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
l. Inclusion in adopted local comprehensive plan.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Inclusion in adopted regional transportation plan (RTP)....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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>Describe</u> .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Other: <u>Describe</u> .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The FAA-approved capital improvement plan for the Grant County Regional Airport includes the proposed project.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
y. Other: <u>Describe</u> .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)

No additional approvals are required for the proposed project.

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

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)

The Grant County Court is the only entity that can enter into a contract agreement for professional services for the Airport. The Court must approve of the intended purpose and agree to the grant application submittals and any contract awards.

The Federal Aviation Administration must approve the project, in order to release the matching grant funding. Based on the FAA-approved CIP and conversations with Trang Tran, FAA project engineer, to date, the agency is supportive of the project, its benefit to the Airport, and has stated that non-primary entitlement funds could be used for the project.

A conditional use permit will be sought from the Grant County Planning Department. Given past experiences with similar projects we do not anticipate any delays in acquiring the permit.

- 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)

There are no known construction-readiness issues or reasons for delay. However, the project will be designed so that the rehabilitation work will occur during the fire off-season, since Runway 9/27 is frequently used by fire suppression aircraft during the peak summer months (July-September).

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)  
 Matching funds are dependent upon the Grant County Regional Airport's non-primary entitlement funds being released by the FAA. The timely release of FAA funds requires their approval of the plans and specifications and other consideration which may include congressional authorizations.

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)  
 The Grant County Airport Manager, in consultation with WHPacific, Inc. engineers, developed the project schedule and budget for the project. WHPacific, Inc. has been involved with many similar projects in Oregon and has developed the schedule and budget from recent projects.

**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

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

The Airport is a center of commerce in Grant County, serving a variety of private and public entities. The proposed project would enable the Airport to remain a constant presence in the County and attract commerce from outside areas. The ability to provide a viable runway system for fire suppression activities is essential to protect the vast wilderness areas used for recreation and forestry.

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)

Two methods will be used: 1) completion of the project to meet and/or exceed FAA design standards, and 2) an improvement of the pavement's condition index.

- a. What is the existing measurement today? Pavement Condition Index (PCI)-currently 41-45 poor condition.
- b. What is anticipated measurement when the project is fully operational? PCI-anticipated to be above 95, good condition and eligible for ODA PMP funds.

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 Grant County Industrial Park
<input type="checkbox"/> Employment center	SPECIFY
<input checked="" type="checkbox"/> This project provides access to	SITE NAME Industrial Park Road 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 Airport is used by a variety of users: United States Forest Service (USFS, lumber companies, medical doctors who perform clinics in the rural community (orthopedic surgeon, oncologist, cardiologist, etc.), and a host of other public and private entities that need the Airport to conduct business.

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

PASSENGER MODE LINKS (CHECK ALL THAT APPLY)

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

b. Estimated use by new workers

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

The proposed project will retain the existing employment numbers.

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

The USFS Rappeller Academies each spring host fire fighters from throughout the northwest region and the nation. The use of the training facilities associated with the new joint use terminal building is slated to increase given the expanding role of rappell operations in forest fire fighting.

c. Geographic service level

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)

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

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)

In addition to medical doctors flying in for clinical work, Airlink and Lifeflight medical evacuation services regularly use the Airport.

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

PASSENGER MODE LINKS (CHECK ALL THAT APPLY)

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Fixed-route bus       | <input type="checkbox"/> Light rail     | <input checked="" type="checkbox"/> Air services |
| <input 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

The proposed project will retain the existing use levels and ensure the Airport's ability for future growth.

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

-

c. Geographic service level

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)

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

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

The continued deterioration of Runway 9/27 would eventually render the runway unsafe for aircraft operations. Allowing the pavement to degrade to such a level would reduce the Airport's capacity and ability to meet existing and future demand. The proposed project would prevent a system capacity reduction, airport congestion, and traffic conflicts during the busy peak season and inclement weather.

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 proposed project enhances an existing link to these business clusters and rural Grant County.	

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.....	0
b. Average annual wage of long-term (non-construction) jobs created or retained .....	\$0.00
c. List up to five businesses that will verify job creation/retention or new private investment	
BUSINESS NAME	NAME OF CONTACT PERSON
CONTACT PERSON PHONE	
1.	
2.	
3.	
4.	
5.	
d. What is the size of the increase or initial investment by these businesses in Oregon as a result of this project?.....	\$
* <input type="checkbox"/> Required for a yes answer. 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)	

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	WHPacific, Inc.	all elements
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)  
 2013

c. The short-run jobs supported by this project are: .....23  
 (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)
\$2,000,000.00	0.92	1,840,000	1	23

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).....	13%	COUNTY/JURISDICTION Grant County
PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION Grant County's unemployment rate is higher than the statewide average and of the 36 counties in Oregon, Grant County is tied for the fourth worst employment rate.		

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 Runway 9/27 pavement condition index is between 41 and 45 on a scale of 0-100 (excepting the recent 950' extension). This pavement rating has been trending downward over the last decade and instances of Foreign Object Debris (FOD) are more common. FOD can cause costly damage to aircraft, resulting in the loss of aircraft productivity and possible incidents with passengers.

**Other Considerations and Information**

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

<p>DESCRIBE</p> <p>The proposed project is a good fit with the ConnectOregon grant program for several reasons: 1) it improves a critical link between rural Grant County and commerce centers throughout Oregon - and beyond, 2) the project schedule is feasible, 3) the cost estimating methodology is sound and will produce a viable project, and 4) the applicant is prepared to match greater than 20% of the total project cost.</p>
--

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

Question #21: Commitment letters from...

1. Federal Aviation Administration
2.
3.
4.
5.

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

1. Federal Aviation Administration (same letter as indicated above)
2.
3.
4.
5.

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

1. Pavement Evaluation / Maintenance Management Program (2011) Excerpt
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.
2.
3.
4.
5.

Other supporting documents

1. Grant County Economic Development
2. Eastern Oregon Professional Services, Inc.
3. Grant School District #3
4. City of John Day
5. Town of Canyon City

**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

Other supporting documents, continued from page 18:

6. The Confederated Tribes of the Warm Springs Reservation of Oregon
7. Malheur Lumber Company
8. Oregon Department of Forestry
9. Grant County Economic Council

**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 <b>X</b>	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 <b>X</b>	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 <b>X</b>	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**

## AVIATION – ConnectOregon IV Proposed Budget

<b>SECTION A: PROJECT BUDGET</b>			
	<b>Total Cost</b>	<b>CO IV Share</b>	<b>Grantee Share</b>
1. Administration Expense (detail)			
a. Independent Fee Estimate	\$3,000	\$0	\$3,000
b. Public Advertisements	\$4,500	\$0	\$4,500
c.			
d.			
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees	\$397,500	\$0	\$397,500
5. Land development			
6. Demolition and removal			
7. Construction and project improvement	\$1,590,000	\$1,550,000	\$40,000
8. Equipment			
9. Miscellaneous (Define costs)			
a. Permits / Fees	\$5,000	\$0	\$5,000
b.			
c.			
d.			
10. Total (Lines 1 through 9)	\$2,000,000	\$1,550,000	\$450,000
11. CO III Share requested of Line 10	\$0	\$0	\$0
12. Total grantee share	\$0	\$0	\$450,000
13. Other shares	\$0	\$0	\$0
14. Total project	\$2,000,000	\$1,550,000	\$450,000

<b>SECTION B: DETAIL OF GRANTEE SHARE</b>		
<b>Description</b> (Federal, Municipal, Other)	<b>Expenditure Category</b>	<b>Amount</b>
FAA non-Primary Entitlement Grant – (Application Pending)	Design/Construction	\$450,000

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

FAA has confirmed eligibility of this Project for AIP Grant funding. Application for AIP Grant of \$450,000 is pending and when received (by September 30, 2012), Grant will be in effect for the duration of this Project, but for no more than four years from issuance date of September 30, 2012.

### **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.

## ConnectOregon IV Application Checklist

Project Name: Runway 9/27 Rehabilitation  
 Project Location: Grant County / John Day, OR

Applicant: Grant County  
 Applicant Representative: Mark Webb, County Judge

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 – <b>To be verified by ConnectOregon staff</b>
<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 checked="" type="checkbox"/>	<input type="checkbox"/>	15 – Real estate ( <input type="checkbox"/> Signature contact information for No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" 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"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Project Details**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Other Considerations and Information**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Question #
- 42 – Other Considerations Text box (optional)
  - 43 – Support materials  
    - Question #21 – Commitment letters
    - Question #28 – Public agency coordination
    - Question #32 – Other success measurement support
    - Question #36 – Other reliability support
    - Question #38 – Commitment letters from businesses and organizations
    - Other Supporting documentation

**Addenda**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Question #
- Additional text (optional)
  - Additional signature page – ( Signatures match names)
  - Modal Budget Attached and complete

**APPLICANT NOTES:**

**STAFF NOTES:** \_\_\_\_\_



**Lucas, Sarah**

---

**From:** Lucas, Sarah  
**Sent:** Monday, November 21, 2011 9:19 AM  
**To:** Lucas, Sarah  
**Subject:** FW: GCRA Connect Oregon IV  
**Attachments:** pic18060.gif

-----Original Message-----

**From:** Trang.Tran@faa.gov [mailto:Trang.Tran@faa.gov]  
**Sent:** Monday, November 21, 2011 8:31 AM  
**To:** airport@grantcounty-or.gov  
**Cc:** Anderson, Rainse; Lucas, Sarah  
**Subject:** Re: FW: GCRA Connect Oregon IV

Colin and Rainse,

We would participate and support in matching AIP eligible portion of Runway 9/27 rehabilitation project, subject to availability of funds.

If you have any questions, let me know.

Trang D. Tran  
FAA | Northwest Mountain Region  
Seattle Airports District Office  
425.227.1662  
[www.faa.gov/airports/northwest\\_mountain/](http://www.faa.gov/airports/northwest_mountain/)

|----->  
| From: |  
|----->  
>-----|  
| "Anderson, Rainse" <Randerson@whpacific.com> |  
| | |  
>-----|  
|----->  
| To: |  
|----->  
>-----|  
| Trang Tran/ANM/FAA@FAA |  
>-----|  
|----->  
| Cc: |  
|----->  
>-----|

"Anderson, Rainse" <Randerson@whpacific.com>, airport <airport@granteds.k12.or.us>

|

>-----|

|----->

| Date: |

|----->

>-----|

|11/14/2011 04:00 PM |

>-----|

|----->

| Subject: |

|----->

>-----|

|FW: GCRA Connect Oregon IV |

>-----|

Trang,

Based on our conversation last week I forwarded the summary below to Colin.

Could you please send a confirmation email that we can include in the COIV grant application?

Thank you ,

Rainse

From: Anderson, Rainse  
 Sent: Wednesday, November 09, 2011 5:40 PM  
 To: airport  
 Cc: Anderson, Rainse  
 Subject: RE: Connect Oregon IV

Colin,

I spoke with Trang today and the short answer is she's on board with funding the COIV project is we're successful.

Details....can use 2011, 12 and 13 NPE funds. She asked to let her know if the County doesn't want to do a Master Plan update now, it can be moved off until 2014. She understands the matching \$ situation.

Let me know if you have any questions.

Regards,

Rainse

Rainse Anderson

Director of Aviation

(Embedded image moved to file: pic18060.gif) [http://www.whpacific.com/it/email\\_logo.gif](http://www.whpacific.com/it/email_logo.gif)

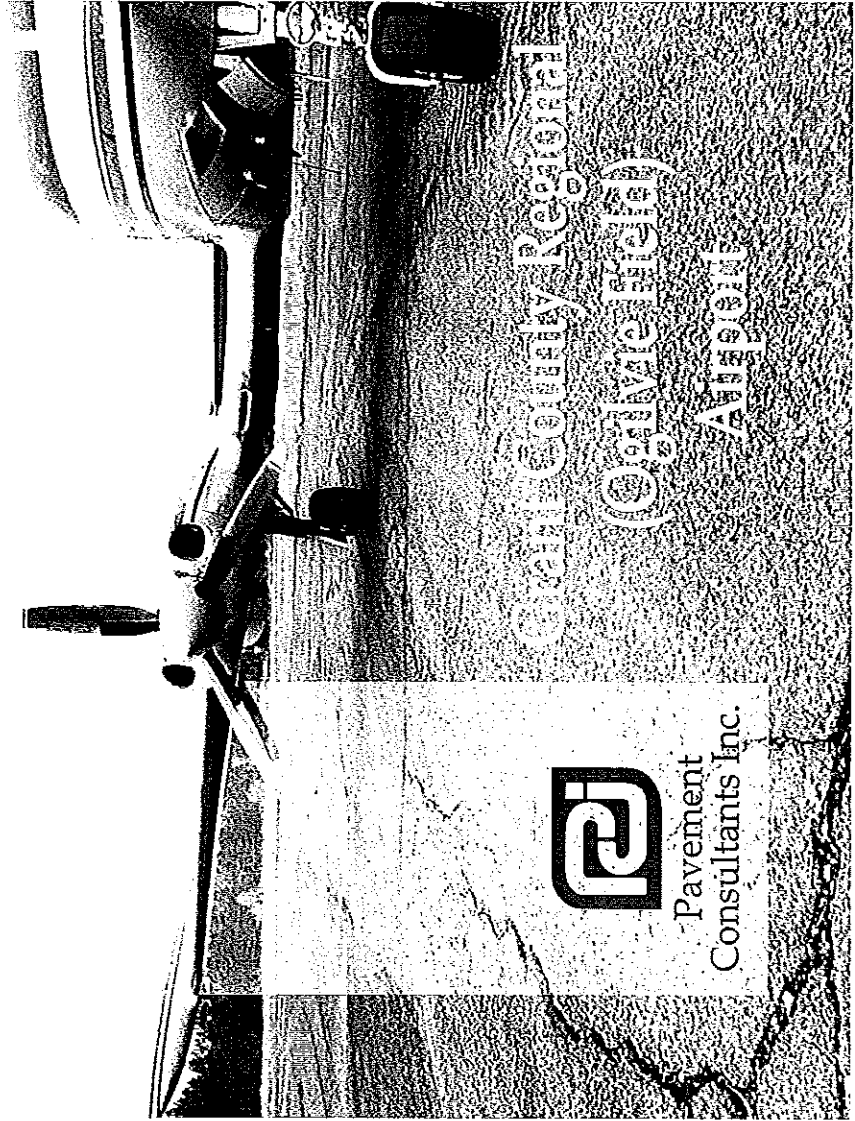
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**Oregon**

DEPARTMENT OF  
AVIATION

Pavement  
Evaluation/  
Maintenance  
Management Program  
2011

Pavement Evaluation/Maintenance  
Management Program 2011



Grant County Regional Airport

**Oregon Department of Aviation**

**2011 Pavement Evaluation / Maintenance  
Management Program**

**Final Report – Individual Airports  
Functional Category 3**

Prepared for:

**State of Oregon**  
**Department of Aviation**  
3040 25th Street SE  
Salem, Oregon 97303-1125

Prepared by:

**Pavement Consultants Inc.**  
7530 Roosevelt Way N.E.  
Seattle, Washington 98115-4221

**July 2011**

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## Introduction

The Oregon Department of Aviation has been collecting pavement condition information at eligible airports since the mid 1980s. In January 1995 the Federal Aviation Administration (FAA) mandated that any airport sponsor receiving and/or requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program. Through the Department's system planning efforts, the airports included in the Department's Pavement Evaluation / Maintenance Management Program have been complying with the intent of the law since the mid 1980s, well ahead of the FAA mandate. The information collected during this study ensures that your airport continues to comply with the Federal mandate. The developed pavement maintenance management program, as it relates to an individual airport, is described in this report.

The Oregon Department of Aviation routinely provides information to airport owners and operators throughout the State that assists them in maintaining and operating their airports. The State addresses many issues as part of their planning process, one of which is to provide to each individual airport, on a three-year cycle, a report on pavement condition. Through the statewide study, pavement maintenance management programs for all eligible airports in the state are efficiently and economically completed through the Department of Aviation's Pavement Evaluation / Maintenance Management Program.

Each airport owner or operator makes frequent decisions about the timing and type of maintenance and repair activities that should be completed on their pavements to maintain acceptable surface condition and adequate load-carrying capacity. The pavement maintenance management program described in this document, and supplemented by the information contained in the attached report prepared specifically for your airport, will assist you in making necessary decisions about pavement maintenance and rehabilitation projects at your airport, and will ensure compliance with the Federal mandate.

To develop a pavement maintenance management program for each eligible airport, the Department of Aviation elected to conduct pavement evaluations (visual inspections), and to implement the Micro PAVER pavement maintenance management software. These activities were completed as part of the Department's Continuous Aviation System Plan efforts. Micro PAVER uses the evaluation results to efficiently identify pavements requiring maintenance and rehabilitation, and to establish project priorities. The software can also be used to assess overall pavement network condition, prepare and forecast the budgets required to maintain the network at an acceptable condition level, and identify required maintenance and rehabilitation activities.

The federally mandated pavement maintenance management program identifies five major requirements:

- **Pavement inventory**
- **Inspection schedule (detailed and monthly)**
- **Record keeping**
- **Information retrieval**
- **Program funding**

The approach taken to meet these program requirements for your airport is described in this report.

## GRANT COUNTY REGIONAL AIRPORT OGILVIE FIELD

This report describes how your Pavement Maintenance Management Program (PMMP) was developed. Your Program was developed as part of the Oregon Continuous Aviation System Plan sponsored in part by the Oregon Department of Aviation and the Federal Aviation Administration (FAA). The information and data contained in this report ensures you are in compliance with the requirements of FAA Grant Assurance Number 11 which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program.

### DATA COLLECTION

To determine how your pavements were constructed and their age, a records review was conducted. Figure JD-1 shows the records review results. This figure identifies pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure JD-1 and the information contained in Appendices 1, 2 and 4 ensure that your airport complies with the "pavement inventory" requirement of FAA's PMMP guidelines.

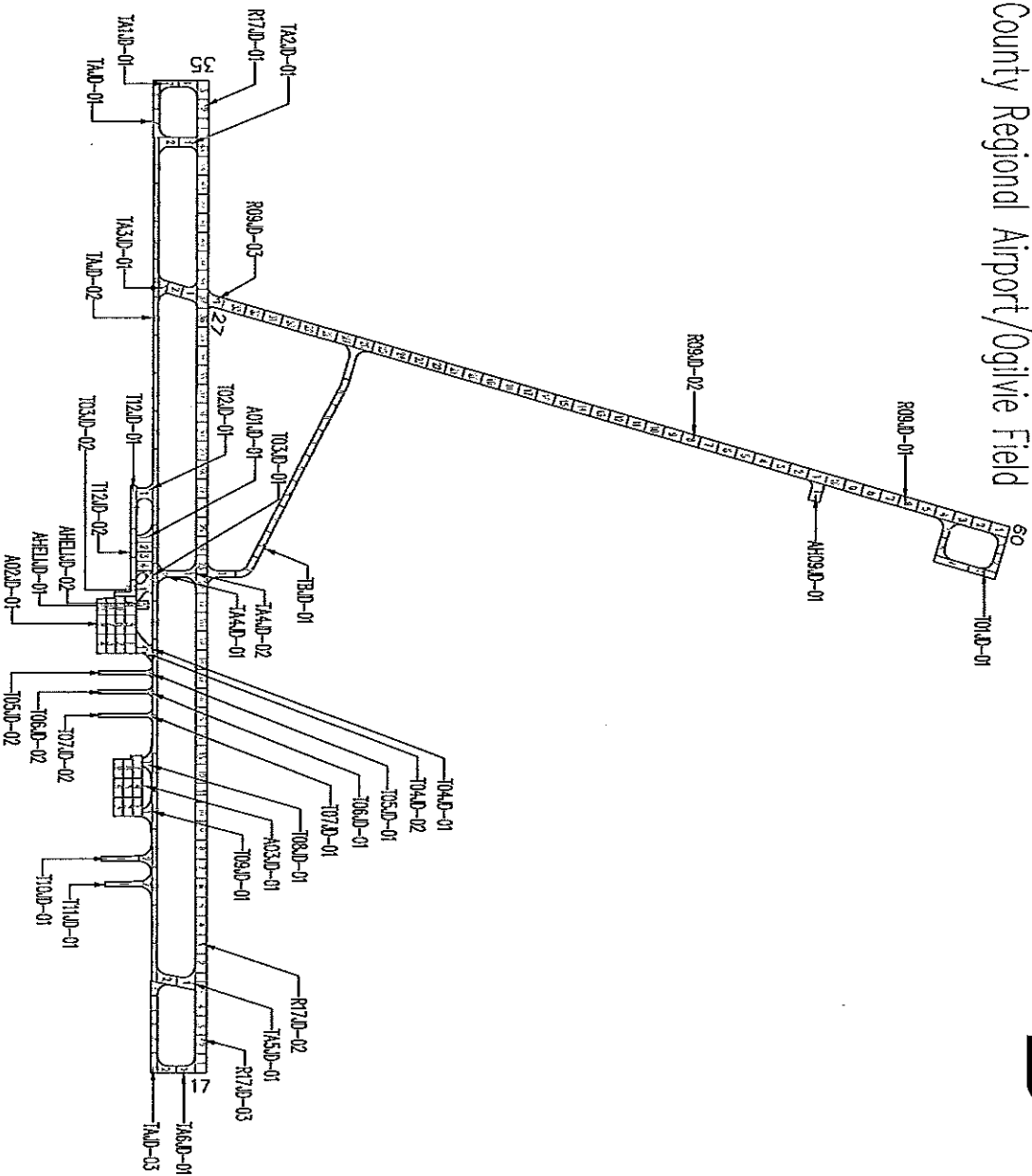
The pavements at your airport were divided into branches, sections and sample units in accordance with the methodology outlined in the current edition of ASTM D5430, *Standard Test Method for Airport Condition Index Surveys*. The branches, sections and sample units established at your airport are shown in Figure JD-2. A Branch Condition Report showing all branches, their associated areas, and their area-weighted average condition is provided in Appendix 1. Additionally, the Appendix 2 Section Condition Report provides information used to define each branch and section in the Micro PAVER database.

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Grant County Regional Airport/Ogilvie Field on May 25, 2011. During the inspection, pavement defects were identified and measured in accordance with the methodology outlined in ASTM D5430. This inspection ensures your airport complies with the "detailed inspection" requirement of FAA's PMMP guidelines. After collection, the data were entered into the Micro PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached as Appendix 4.

The Micro PAVER database updated during this project ensures your airport complies with the "record keeping and information retrieval" requirements of FAA's PMMP guidelines.



Figure JD-2. Pavement Branch, Section and Sample Unit Layout.  
Grant County Regional Airport/Ogilvie Field



PAVEMENT CONSULTANTS INC.



Drawing Date: June 2011

## RESULTS

Using the data collected during the visual inspection, the Micro PAVER software was used to calculate an area-weighted average Pavement Condition Index (PCI) for each pavement section inspected using the sample units evaluated. Using each section's PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs measured during this inspection are shown in Table 1. The table also contains PCIs from past inspections as well as projected PCIs for 2016 and 2021. The projections were based on pavement deterioration models developed by Micro PAVER using the inspection data from other pavements in the same airport category as your airport, located in the same climatic region, and with the same surface type and use.

The ASTM Standard which governs the methodology for conducting the visual inspections was modified in 2010 and could result in changes to the Pavement Condition Index for the current inspection relative to that from the previous inspections. So a slight increase in the PCI value over the PCI values from previous inspections is possible, even if no work has been completed on the pavement.

The Branch Condition Report in Appendix 1 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current PCR is shown graphically in Figure JD-3.

**Table 1. Past, Present and Future Pavement Condition Indices.**

Branch	Section	Inspections			Forecast	
		2003	2006	2011	2016	2021
A01JD	01	-	-	100	89	76
A02JD	01	93	95	73	67	62
A03JD	01	100	100	79	70	65
AH09JD	01	75	79	41	39	34
AHELIJD	01	100	100	100	93	85
AHELIJD	02	70	67	64	58	50
R09JD	01	-	-	100	89	76
R09JD	02	79	76	41	38	36
R09JD	03	72	72	45	39	38
R17JD	01	-	-	100	89	76
R17JD	02	99	98	79	70	65
R17JD	03	-	-	100	89	76
T01JD	01	-	-	96	82	72
T02JD	01	77	72	54	46	40
T03JD	01	78	82	73	67	62
T03JD	02	86	100	70	59	59
T04JD	01	100	93	62	59	47
T04JD	02	95	95	76	69	64
T05JD	01	91	100	82	72	67

**Table 1. Past, Present and Future Pavement Condition Indices.**

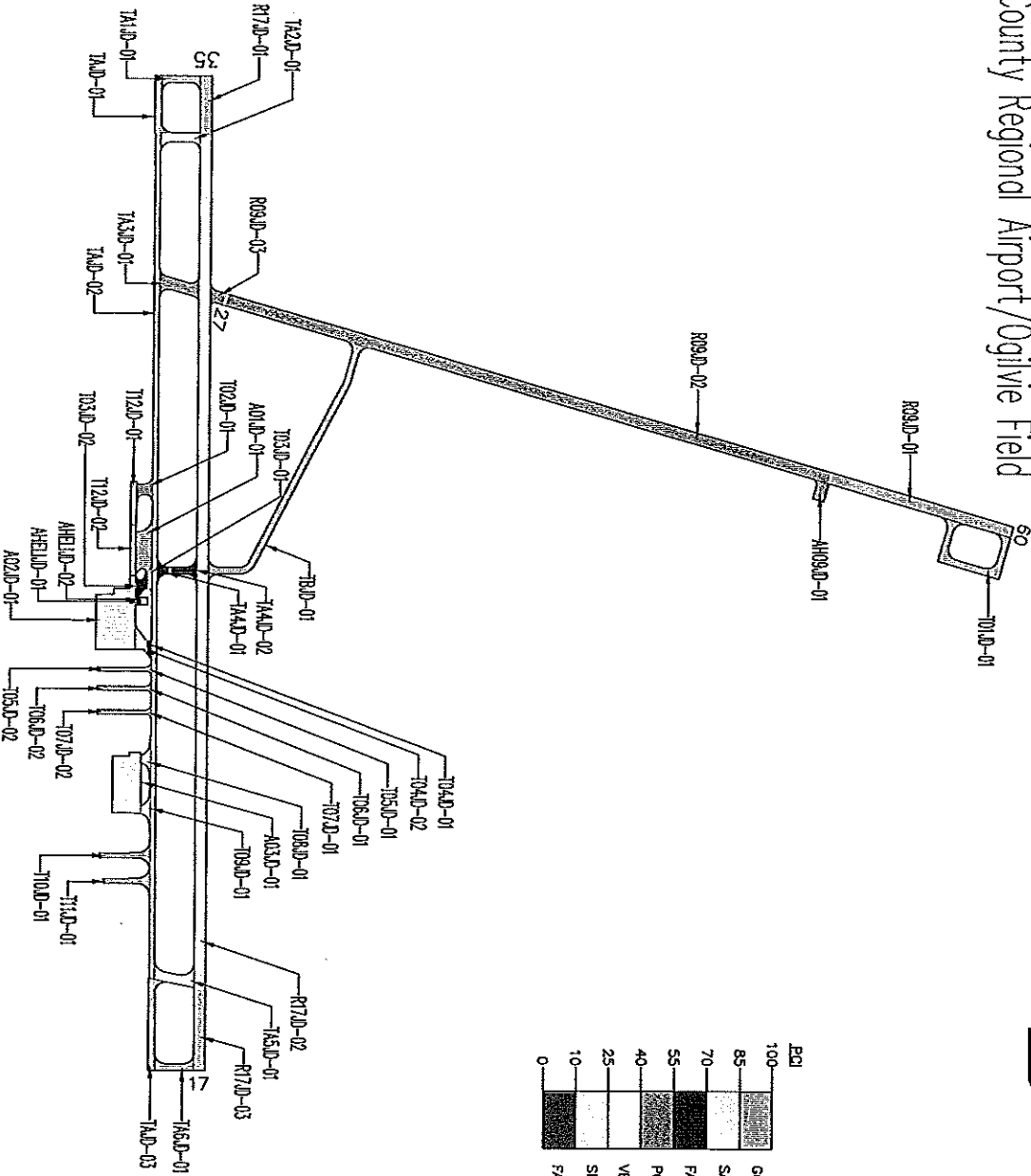
Branch	Section	Inspections			Forecast	
		2003	2006	2011	2016	2021
T05JD	02	30	100	100	88	77
T06JD	01	83	100	78	70	65
T06JD	02	40	100	100	88	77
T07JD	01	97	100	83	73	67
T07JD	02	23	100	100	88	77
T08JD	01	100	100	79	70	65
T09JD	01	100	100	79	70	65
T10JD	01	-	100	95	81	72
T11JD	01	-	100	95	81	72
T12JD	01	73	72	37	25	12
T12JD	02	48	47	100	89	76
TA1JD	01	-	-	100	89	76
TA2JD	01	95	100	82	72	67
TA3JD	01	62	68	43	39	37
TA4JD	01	83	81	63	59	48
TA4JD	02	100	96	60	52	44
TA5JD	01	100	92	84	73	67
TA6JD	01	-	-	100	89	76
TAJD	01	-	-	100	89	76
TAJD	02	98	99	78	70	65
TAJD	03	-	-	100	89	76
TBJD	01	-	-	100	89	76

Section PCIs at Grant County Regional Airport/Ogilvie Field range from a low of 37 (a PCR of "Very Poor") to a high of 100 (a PCR of "Good"). The area-weighted average PCI for all airport pavements is 76, corresponding to an overall PCR of "Satisfactory". Figure JD-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 2003 and 2006.

The primary distresses observed during the inspection were: weathering, raveling, block cracking, longitudinal and transverse cracking, and patching.

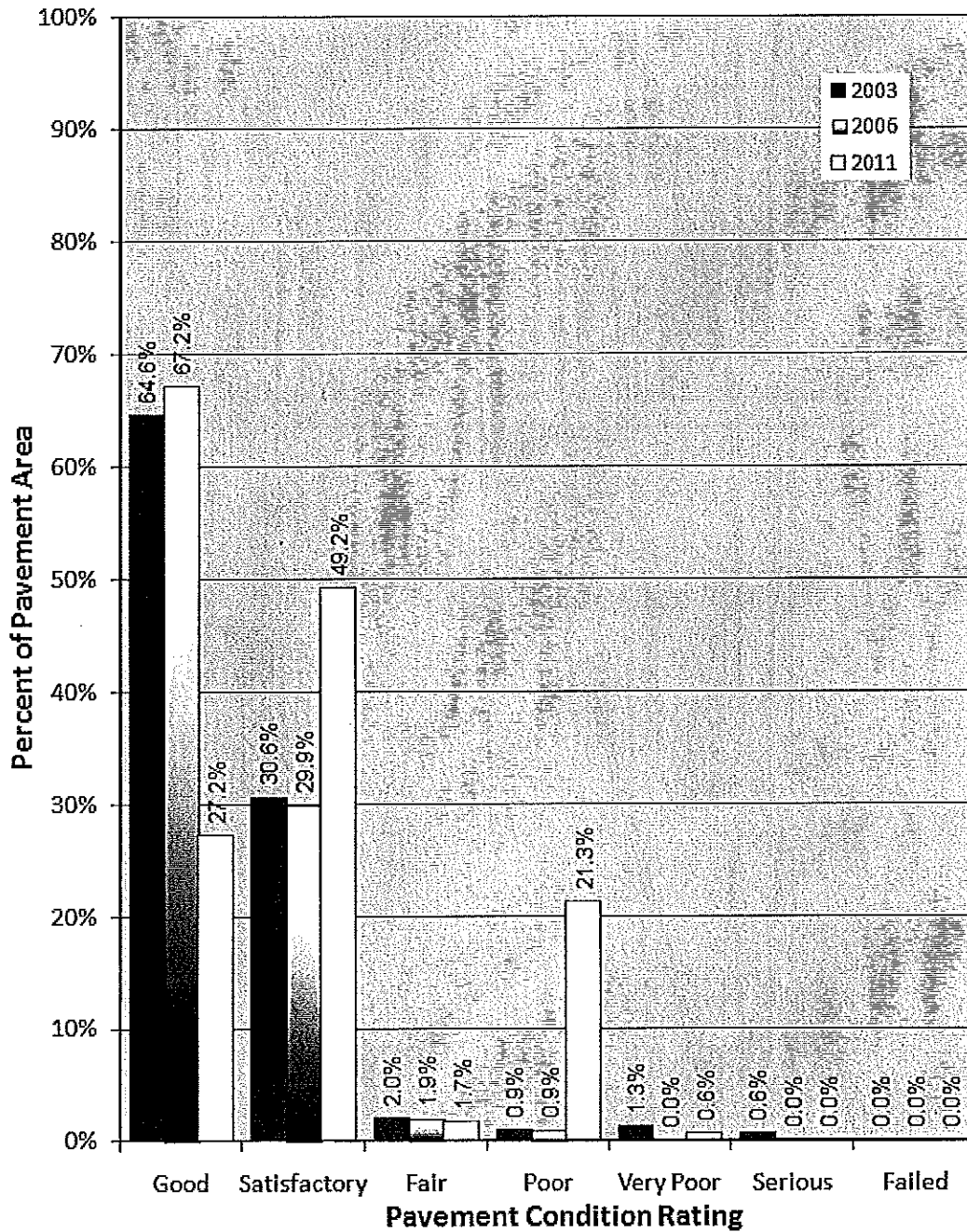
A graphical representation of the projected PCIs listed in Table 1 is shown in Figure JD-5.

Figure JD-3. Pavement Condition in May 2011  
Grant County Regional Airport/Ogilvie Field

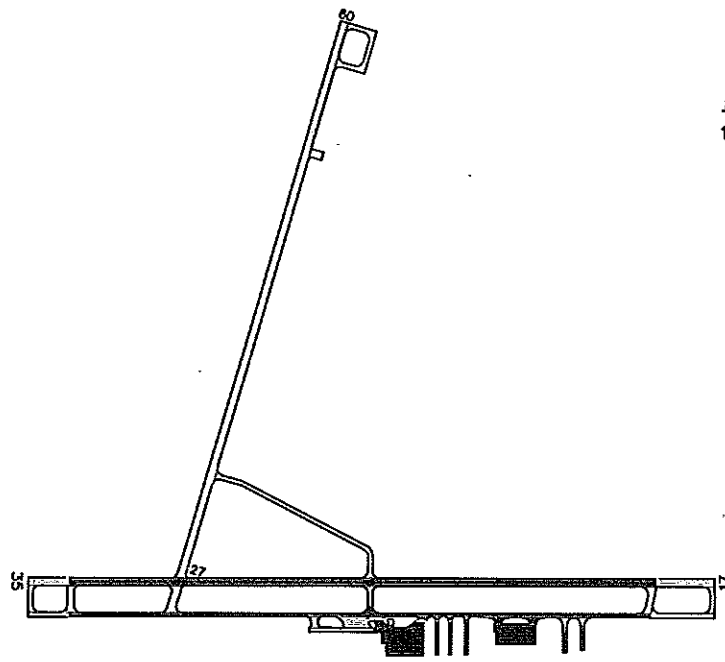


Drawing Date: June 2011

**Figure JD-4. Distribution of Pavement Condition  
Grant County Regional Airport/Ogilvie Field**

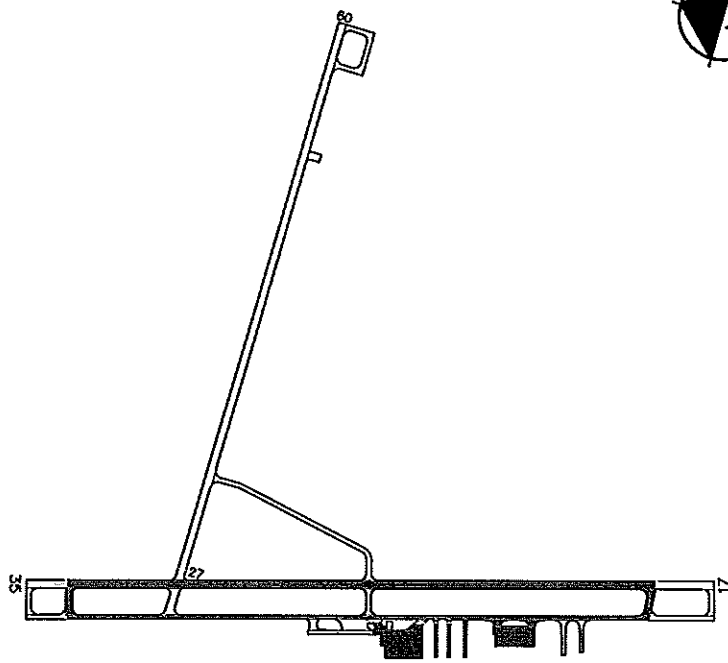


Condition in 2016.



PCI	PCB
100	GOOD
85	SATISFACTORY
70	FAIR
55	POOR
40	VERY POOR
25	SERIOUS
10	FAILED
0	

Condition in 2021.



Drawing Date: June 2011

 PAVEMENT CONSULTANTS INC.

Figure JD-5. Future Pavement Condition.

## RECOMMENDATIONS

Data collected during the visual condition survey were used by the Micro PAVER software to generate the Network Maintenance Report contained in Appendix 3. This report identifies, for each pavement section, the recommended localized maintenance activities (i.e.-crack sealing, patching) that should be completed to repair the defects observed during the visual inspection. The repair quantities identified in the report were extrapolated to cover the entire pavement section, based on the distresses measured in the inspected sample units. If the repair activities identified are completed, the pavement deterioration rate will be slowed.

The recommended localized maintenance activities to be applied are selected by the Micro PAVER software based on a Distress Maintenance Policy established for the Oregon airport system. The report results indicate that, over your entire airport, the following quantities of localized maintenance are needed:

- 86,600 linear feet of asphalt concrete crack sealing.

The Micro PAVER software can also identify and schedule recommended global (applied over an entire section) maintenance activities such as fog seals, slurry seals and other surface treatments, as well as major rehabilitation activities such as asphalt concrete overlays and complete reconstruction. Micro PAVER schedules global maintenance on a user-defined interval. To schedule major rehabilitation Micro PAVER uses pavement deterioration models developed during this project. These models are used to estimate future pavement condition and to schedule rehabilitation based on a trigger PCI.

During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in the year 2012 to allow time for project development. These recommendations are presented in Table 2, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure JD-6.

**Table 2. Five-Year Global Maintenance and Rehabilitation Plan.**

Year	Branch	Section	Action	Area (sf)	Unit Cost (\$/sf)	Total Cost (\$)
2012	A02JD	01	Slurry Seal	65,469	\$0.23	\$15,058
	A03JD	01	Slurry Seal	46,150	\$0.23	\$10,615
	AH09JD	01	Reconstruct with 2" AC, 6" CAB, 30" Subbase	6,073	\$6.48	\$39,353
	AHELIJD	02	Slurry Seal	2,039	\$0.23	\$469
	R09JD	02	Reconstruct with 2" AC, 6" CAB, 30" Subbase	199,200	\$6.48	\$1,290,816

Table 2. Five-Year Global Maintenance and Rehabilitation Plan.

Year	Branch	Section	Action	Area (sf)	Unit Cost (\$/sf)	Total Cost (\$)
	R09JD	03	Reconstruct with 2" AC, 6" CAB, 30" Subbase	5,555	\$6.48	\$35,996
	R17JD	02	Slurry Seal	270,000	\$0.23	\$62,100
	T02JD	01	2" AC Overlay	6,158	\$1.00	\$6,158
	T03JD	01	Slurry Seal	1,883	\$0.23	\$433
	T03JD	02	Slurry Seal	5,710	\$0.23	\$1,313
	T04JD	01	Slurry Seal	2,262	\$0.23	\$520
	T04JD	02	Slurry Seal	5,094	\$0.23	\$1,172
	T05JD	01	Slurry Seal	986	\$0.23	\$227
	T05JD	02	Slurry Seal	5,150	\$0.23	\$1,185
	T06JD	01	Slurry Seal	986	\$0.23	\$227
	T06JD	02	Slurry Seal	5,150	\$0.23	\$1,185
	T07JD	01	Slurry Seal	986	\$0.23	\$227
	T07JD	02	Slurry Seal	5,150	\$0.23	\$1,185
	T08JD	01	Slurry Seal	4,563	\$0.23	\$1,049
	T09JD	01	Slurry Seal	4,567	\$0.23	\$1,050
	T10JD	01	Slurry Seal	9,050	\$0.23	\$2,082
	T11JD	01	Slurry Seal	8,526	\$0.23	\$1,961
	T12JD	01	Reconstruct with 2" AC, 6" CAB, 30" Subbase	6,780	\$6.48	\$43,934
	T12JD	02	Slurry Seal	8,040	\$0.23	\$1,849
	TA2JD	01	Slurry Seal	11,470	\$0.23	\$2,638
	TA3JD	01	2" AC Overlay	14,547	\$1.00	\$14,547
	TA4JD	01	Slurry Seal	3,302	\$0.23	\$759
	TA4JD	02	Slurry Seal	5,229	\$0.23	\$1,203
	TA5JD	01	Slurry Seal	12,426	\$0.23	\$2,858
	TAJD	02	Slurry Seal	111,487	\$0.23	\$25,642
2012 Total						\$1,567,810
2014	R09JD	01	Fog Seal	60,000	\$0.12	\$7,200
	R17JD	01	Fog Seal	18,000	\$0.12	\$2,160
	R17JD	03	Fog Seal	25,500	\$0.12	\$3,060
	T01JD	01	Fog Seal	28,446	\$0.12	\$3,414
	TA1JD	01	Fog Seal	8,386	\$0.12	\$1,006
	TA6JD	01	Fog Seal	8,273	\$0.12	\$993
	TAJD	01	Fog Seal	11,149	\$0.12	\$1,338
	TAJD	03	Fog Seal	20,358	\$0.12	\$2,443
	TBJD	01	Fog Seal	55,841	\$0.12	\$6,701
2014 Total						\$28,314

**Table 2. Five-Year Global Maintenance and Rehabilitation Plan.**

Year	Branch	Section	Action	Area (sf)	Unit Cost (\$/sf)	Total Cost (\$)
2016	A01JD	01	Fog Seal	19,064	\$0.12	\$2,288
2016 Total						\$2,288
<b>TOTAL</b>						<b>\$1,598,412</b>

If the global maintenance and/or rehabilitation activities recommended in Table 2 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 3) for that section should be done. Additionally, for those sections not listed in Table 2 as requiring global maintenance or rehabilitation, the localized maintenance activities outlined in the Network Maintenance Report should be completed. By completing the localized maintenance activities, pavement condition is improved, life is extended, deterioration is slowed and the length of time until major repair or rehabilitation is required is increased.

## **INSPECTION SCHEDULE**

To comply with the inspection schedule requirement of FAA Grant Assurance Number 11, a detailed visual inspection should be conducted every 3 years using the methodology described in ASTM D5430. The next scheduled detailed visual inspection should take place in 2014.

In addition, the FAA requires that a drive-by inspection be conducted monthly to detect unforeseen changes in pavement condition. The results of each drive-by inspection should be recorded and kept in a file. At a minimum, the date of the inspection and an indication of any maintenance performed since the last drive-by inspection should be recorded.





## GRANT COUNTY ECONOMIC DEVELOPMENT

530 E Main, Suite 4  
John Day, Oregon 97845  
P: 541-575-1555  
F: 541-575-1559  
E: gced@centurytel.net  
W: www.gcoregonlive2.com

Mark R Webb, Judge  
Grant County Court  
201 S Humbolt  
Canyon City, OR 97820

RE: Connect Oregon IV

To whom it may concern:

This letter is in support of Grant County Regional Airport's grant application to make improvements to Runway 9-27. Grant County's fastest access to the outside world when help is most needed is through the Grant County Regional Airport. While Grant County is not a commercial airport, its presence is a vital piece of the region's sustainability from receiving the Airlink medivac to supporting the USFS SBAT program, the airport provides quality services for emergency service providers.

The airport not only provides services for emergency and safety situations, but it is a big player in local economic and community development efforts, as well. Many of the organizations who use the airport facility are private, independent business people flying into John Day to complete daily commerce and attend meetings at local offices. Grant County has a high level of medical services because many of the physicians and other medical personnel fly in on a weekly or monthly basis providing much needed routine and specialized services for the County's 7400 residents.

There are also those outdoor enthusiasts who harvest an elk in Grant County, drop it off at the local custom meat processor and then fly back in to pick up the meat and a sandwich before they fly back out. They too boost the economy in Grant County and are as much a part of the community as the lighting of the annual Christmas tree.

Keeping the airport safe and functional is paramount to Grant County's existence. We again urge you to support this grant application and allow Grant County to make these much needed improvements and we thank you for your generous past support.

Sincerely,

Sally Bartlett, Grant County Economic Development Coordinator

**Eastern Oregon Professional Services, Inc.**

**P.O. Box 310, Mt. Vernon, Oregon 97865 ✆ 541-932-4366 ✆ 541-932-4364 fax  
e-mail: [suenews@ortelco.net](mailto:suenews@ortelco.net)**

November 16, 2011

Mark R. Webb, Judge  
Grant County Court  
201 S. Humbolt  
Canyon City, OR 97820

RE: Connect Oregon IV

To whom it may concern:

I am writing this letter in support of Grant County's Regional Airport grant application to make improvements to Runway 9-27.

The upgrades to the Grant County Airport have proven critical to the local economic and community development efforts. My company has utilized the airport many times ranging from the delivery (by air) of needed materials to utilizing private aircraft to fly to projects out of the area and back.

Of course our airport is critical for medical services including Airlink medivac along with the physicians that fly in and out of Grant County. It also supports the USFS SEAT program for wildfires.

Keeping our runways safe is extremely important to Grant County. I sincerely hope you will support this funding application and allow Grant County the opportunity to make these improvements.

Your support in the past has been much appreciated

Sincerely,



SUSAN E. NEWSTETTER, PLS  
President, E.O.P.S., Inc.

Mark W. Witty  
Superintendent



## GRANT SCHOOL DISTRICT #3

401 N. Canyon City Blvd. • Canyon City, OR 97820  
Phone: (541) 575-1280 • Fax: (541) 575-3614

Mark R Webb, Judge  
Grant County Court  
201 S Humbolt  
Canyon City, OR 97869

RE: Connect Oregon IV

To Whom It May Concern:

**This letter is in support of Grant County Regional Airport's grant application to make improvements to Runway 9-27. Grant County's fastest access to the outside world when help is most needed is through the Grant County Regional Airport. While Grant County is not a commercial airport, its presence is a vital piece of the region's sustainability from receiving the Airlink to supporting the USFS SEAT program, the airport provides quality services for emergency service providers.**

The airport not only provides services for emergency and safety situations, but it is a big player in local economic and community development efforts, as well. Many of the organizations who use the airport facility are private, independent business people flying into John Day to complete daily commerce and attend meetings at local offices. Grant County's has a high level of medical services because many of the physicians and other medical personnel fly in on a weekly or monthly basis providing much needed routine and specialized services for the county's 7400 residents.

Last spring our school district's high school, transportation department and business offices were damaged by flood waters. Having the airport available to allow responders the opportunity to make quick trips in and out of Grant County through air travel was of a great benefit to us.

Keeping the airport safe and functional is paramount to Grant County's existence. We again urge you to support this grant application and allow Grant County to make these much needed improvements and we thank you for your generous past support.

Sincerely,

Mark W. Witty  
Superintendent

---

BOARD OF DIRECTORS:

Chairman Gordon J. Larson ■ Jim Cernazanu ■ Ben Holliday ■ Mike Cosgrove ■ Greg Jackle ■ Les McLeod ■ Tracie Unterwegner



CITY OF JOHN DAY

Phone (541) 576-0028

Fax (541) 576-3668

450 East Main Street  
John Day, Oregon 97845

November 16, 2011

Mark R. Webb, Judge  
Grant County Court  
201 S. Humbolt  
Canyon City, OR 97820

RE: Connect Oregon IV Grant Application

To whom it may concern:

The City of John Day supports the Grant County Regional Airport Connect Oregon IV grant application to make improvements to runway 9-27. The City of John Day and Grant County have invested millions of dollars to construct the Grant County Airport Industrial Park; the airport is a vital piece in local economic and community development efforts. John Day is not located near a freeway, railroad or commercial airport; as such, our regional airport is very important for the transportation of goods, materials as well as people in and out of our region. The local airport provides an avenue to bring in prospective industries and business opportunities and provides facilities for the USFS single engine air tanker (SEAT) program.

Having an emergency air ambulance service is critical in our county due to the remote areas and long response and transport times. The Grant County Regional Airport provides the opportunity for AirLink of St. Charles Medical Center of Bend, Oregon to carry seriously ill or injured patients to the nearest appropriate medical facility. Without the Grant County Regional Airport this service would not be possible; improvements to the facility greatly enhance the sustainability of our community.

Keeping the airport safe and efficient is vital to Grant County's existence. Your support of the Grant County Regional Airport is appreciated and the City of John Day truly appreciates your support in previous successful Connect Oregon grant applications.

Sincerely,

Bob Quinton  
Mayor

*Town of Canyon City*

123 S. Washington St.

PO Box 276

Canyon City, OR 97820

541-575-0509 fax: 541-575-0515

bremner@grantcounty-or.gov

Mark R Webb, Judge  
Grant County Court  
201 S. Humbolt St.  
Canyon City, OR 97869

RE: Connect Oregon IV

To whom it may concern:

This letter is in support of Grant County Regional Airport's grant application to make improvements to Runway 9-27. Grant County's fastest access to the outside world when help is most needed is through the Grant County Regional Airport. While Grant County is not a commercial airport, its presence is a vital piece of the region's sustainability from receiving the Airlink medivac to supporting the USFS SEAT program, the airport provides quality services for emergency service providers.

The airport not only provides services for emergency and safety situations, but it is a big player in local economic and community development efforts, as well. Many of the organizations who use the airport facility are private, independent business people flying into John Day to complete daily commerce and attend meetings at local offices. Grant County has a high level of medical services because many of the physicians and other medical personnel who fly in on a weekly or monthly basis providing much needed routine and specialized services for the County's 7400 residents.

There are also those outdoor enthusiasts who harvest an elk in Grant County, drop it off at the local custom meat processor and then fly back in to pick up the meat and a sandwich before they fly back out. They too boost the economy in Grant County.

Keeping the airport safe and functional is paramount to Grant County's existence. We again urge you to support this grant application and allow Grant County to make these much needed improvements and we thank you for your generous past support.

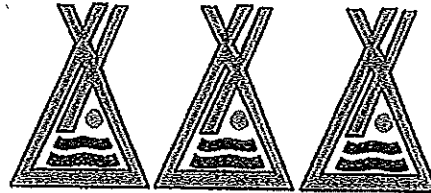
Sincerely,

Dorman Gregory  
Mayor

THE CONFEDERATED TRIBES OF THE WARM SPRINGS RESERVATION OF OREGON

5A0198

JOHN DAY BASIN OFFICE  
320 W. Main Street  
John Day, OR 97845  
(541) 575-1866 phone  
(541) 575-1869 fax



11/17/2011

Mark R Webb, Judge  
Grant County Court  
201 S Humbolt  
Canyon City, OR 97869

RE: Connect Oregon IV

To whom it may concern:

I am writing in support of Grant County Regional Airport's grant application to make improvements to Runway 9-27. While Grant County is not a commercial airport, its presence is a vital piece of the region's sustainability from receiving the Airlink medivac to supporting the USFS SEAT program. The airport not only provides services for emergency and safety situations, but is important in local economic and community development efforts, as well.

We utilize the airport facilities when coordinating our efforts with staff from Bonneville Power Administration and have people flying into John Day to attend meetings at our office. There are several other services such as physicians and other medical personnel fly in on a weekly or monthly basis, outdoor enthusiasts who fly back in to pick up the processed meat, and other businesses who have personnel fly in to attend meetings/events. These all help boost the economy in Grant County and are a much needed part of the community.

Keeping the airport safe and functional is paramount to Grant County's existence. We again urge you to support this grant application and allow Grant County to make these much needed improvements and thank you for your generous past support.

Sincerely,

Handwritten signature of Amy Charette.

Amy Charette  
Watershed Restoration Coordinator  
John Day Basin Office



**Malheur Lumber Company**

P. O. Box 160 • John Day, Oregon 97845  
(541) 575-2054 • FAX (541) 575-2057

11/17/11

Mark Webb, Judge  
Grant County Court  
201 S. Humbolt  
Canyon City, OR 97820

RE: Connect Oregon

This letter is in support of Grant County Regional airport's grant application to make improvements to runway 9-27.

With our remote location, it is very important to make improvements where ever possible to connect our county to the greater population areas in our region.

This is important not only from a medical services basis, but also economically. Malheur Lumber Company has suppliers and consultants that use the airport on a regular basis.

Keeping the airport safe and functional is paramount to Grant County's existence. We again urge you to support this grant application and allow Grant County to make these much needed improvements and we thank you for your generous past support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Art Andrews', with a long horizontal flourish extending to the right.

Art Andrews  
General Manager  
Malheur Lumber Company



# Oregon

John A. Kitzhaber, MD, Governor

## Department of Forestry

Central Oregon District

John Day Unit

415 Patterson Bridge Road

PO Box 546

John Day, OR 97845

541-575-1139

FAX 541-575-2253

[www.oregon.gov/ODF/centraloregon](http://www.oregon.gov/ODF/centraloregon)

November 17, 2011



*Honoring A Century of Service*

Mark R Webb, Judge  
Grant County Court  
201 S Humbolt  
Canyon City, OR 97869

RE: Connect Oregon IV for Airport Runway

To whom it may concern:

This letter is in support of Grant County Regional Airport's grant application to make improvements to Runway 9-27. Grant County Airport provides services to our agency that improve our transportation options when traveling from our headquarters in Salem out to the farthest Unit (John Day) in Central Oregon District. In addition, the John Day Unit relies heavily on the airport for its facilities that we utilize for our detection plane contract and the Special Purpose Appropriation helicopter contract we manage for our Salem Headquarters during fire season.

Having facilities and runways in good working order and up to code and Federal Aviation requirements is important to the success of fire management in the John Day Unit. I am responsible for managing the protection program across 1.6 million acres. I could not do that if I did not have an airport that I could utilize. I appreciate the work of the staff at the airport. Our district budget accounts for some funding that goes into the air base operations at the airport and I would not be able to continue the level of service our district provides to this area without a functioning airport.

I applaud the County's effort in trying to secure funds to make improvements to Runway 9-27.

Sincerely,

Angie Johnson  
Unit Forester

aj



## Grant County Economic Council

PO Box 837 \* John Day, OR 97848

Grant County Court  
Judge Mark Webb  
201 S. Humbolt  
Canyon City, OR 97820

Nov. 18, 2011

Re: Grant County Regional Airport runway grant

Dear Gentlemen,

The Grant County Economic Council encourages you to authorize the Grant County Regional Airport application for a grant for significant improvements to the airport's main runway. The regional airport is a crucial transportation resource for Grant County, which otherwise relies exclusively on road transportation to move goods and people.

As we have seen with too many public infrastructures, maintenance has been deferred over and over again, degrading public facilities, impairing their function, and then requiring ever-more expensive repairs. This grant will provide the airport essential resources to update this key runway and that alone is reason enough to justify the grant.

As Grant County seeks ways to diversify its economy, access to the county will be a key selling point. A reliable, well-maintained airport shouts "access." The airport allows business executives and investors to get into Grant County via air, sparing them the hours-long drive otherwise required. Surely they will be more inclined to entertain future investment opportunities if they know they have safe, dependable access by air.

Grant County needs to maintain every advantage it can to reverse the inexorable economic decline we now face. The Grant County Economic Council urges you to continue your support and investment in the airport as one piece of the recovery puzzle.

Sincerely,

Les Zaltz, Chair  
Grant County Economic Council

