May, 2010

*Connect*Oregon III
Application Review Package

The following documents are contained (or will be added as received) in this application package:

1. Region Review Committee Project Report
2. Region Matrix
3. Region Review Committee Questions to Applicant and Responses Received
   (March 24, 2010 through May 5, 2010)
4. Modal Project Report
5. Modal Matrix
6. Modal Review Committee questions to Applicant and Responses Received
   (February 1, 2010 through March 15, 2010)
7. Economic Benefits Evaluation
8. Applicant Responses to Completeness and Feasibility Questions
9. *Connect*Oregon III Staff Questions to the Applicant
   (December 1, 2009 through January 29, 2010)
10. Eligibility/Feasibility Review
11. Completeness Review
12. Project Application (including maps, drawings, other supporting materials, and letters of support or protest).

CO III Reviewer Instructions are posted online at:
http://www.oregon.gov/ODOT/COMM/CO/reviewerinfo.shtml

A20160 Rec'd 8-23-2010
Dept. of Aviation - Aurora ATCT
City of Wilsonville, Letter of Concern

City of
WILSONVILLE
OREGON

29799 SW Town Center Loop East
Wilsonville, OR 97070
Phone 503-682-0411
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TDD 503-682-0843
Web www.ci.wilsonville.or.us

August 18, 2010

Gail Achterman, Chair
Michael Nelson, Vice Chair
Alan Brown
David Lohman
Mary Olson
Oregon Transportation Commission
Oregon Department of Transportation
Transportation Bldg., Room 135
355 Capitol Street N.E.
Salem, OR 97301-3871

RECEIVED
AUG 23 2010
ODOT
HEADQUARTERS

RE: 8/11/2010 ODOT Staff Report on "ConnectOregon III Project Selection" Pertaining to Oregon Department of Aviation's Connect Oregon III Program Application for the Aurora Airport Control Tower

Dear Chair Achterman and members of the Commission:

The City of Wilsonville is very disappointed by the 8/11/2010 ODOT staff report on "ConnectOregon III Project Selection" and the recommendation pertaining to the Oregon Department of Aviation's Connect Oregon III program application for the Aurora Airport Control Tower.

The staff report appears to avoid the substance and content of testimony provided by the City, as well as that provided by Clackamas County and the land-use organizations 1000 Friends of Oregon and Friends of French Prairie pertaining to problems with the Oregon Department of Aviation's Connect Oregon III program application for the Aurora Airport Control Tower.

The staff report fails to directly address the land-use issues of concern to the jurisdictions and land-use watch-dog groups, and suggests that the issues be worked out through later land-use processes. However, this kind of approach is contrary to Oregon law, which seeks to have government agencies conduct land-use planning *prior to* constructing infrastructure and transportation improvements.

The staff report does not address the issues raised regarding surface-transportation impacts to ODOT-managed highways and other connecting roads of increased economic activity at the Aurora Airport that the Aviation Department predicts will occur with installation of an air traffic control tower. This lack of addressing surface-transportation concerns is antithetical to ODOT's proactive approach to interchange management for federal highways and maintaining capacity on ODOT-administered roadways. ODOT transportation rules emphasize good, early planning to maintain interchange approaches and highway capacity; yet here, the staff report avoids recommending this type of advance planning study.

Also by the staff report in effect providing advice to the Commission "not to worry" that the land-use processes of the impacted jurisdictions will address these matters, the staff report neglects the obvious disconnect presented by the Aviation Department's Aurora Airport Impact Area Map that artificially excludes the lands of Wilsonville and Clackamas County that are obviously within the impact zone of the Aurora Airport. The staff report advances this omission of key planning functions by this disconnect, and by doing so, it also fails to provide critical analysis to assist the Commission in its deliberations.

The City would have appreciated a follow-up by ODOT staff to the City's July 21, 2010, testimony before the Commission and what the City understood by the Chair's instruction for staff to follow-up with the affected jurisdictions, and a response to my letter to you dated August 6, 2010. ODOT silence in the face of express direction simply underscores that the City's position is correct as to the impacts.

You may recall that despite several years of seeking an intergovernmental agreement with Oregon Department of Aviation and Marion County to discuss and plan for potential off-site impacts and mitigation strategies to nearby land-uses and surface transportation facilities from increased activity at the Aurora Airport, both the city and Clackamas County have been repeatedly rebuffed. An ostrich-like "head-in-the-sand" approach with and after-the-fact hand-off to the land-use process does not serve anyone well.

Therefore, the City of Wilsonville respectfully continues to request that if the Commission approves the Aviation Department's Connect Oregon III program application for the Aurora Airport Control Tower, the Commission do so subject to two conditions:

1. The funds cannot be released until and after a thorough study is jointly conducted and completed with the participation of ALL of the neighboring jurisdictions within the true impact area that includes a thorough analysis of potential land-use and surface transportation impacts and mitigation strategies to deal with the impacts that increased activity at the Aurora Airport that could come about when a control tower is installed; and

2. The study comes back to the Commission for your final approval and adoption for release of the funds.

Please advise if I may be of further assistance. Thank you for your time and consideration.

Sincerely,

Tim Knapp

Tim Knapp, Mayor

cc: Honorable Theodore Kulongoski, Governor, State of Oregon
Honorable Lynn Peterson, Chair, Clackamas County Commission

A20160 8-10-2010
Dept. of Aviation
Aurora Air Traffic Control Tower
.
Letter of Concern / Support

City of
WILSONVILLE
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August 6, 2010

Gail Achterman, Chair
Oregon Transportation Commission
Oregon Department of Transportation
Transportation Bldg., Room 135
355 Capitol Street N.E.
Salem, OR 97301-3871

RECEIVED
AUG 10 2010
ODOT
HEADQUARTERS

RE: Oregon Department of Aviation's Connect Oregon III Program Application for the Aurora Airport Control Tower

Dear Chair Achterman:

I am writing to follow-up with you and members of the Oregon Transportation Commission after the City's July 21, 2010, testimony before the Commission's hearing on the Oregon Department of Aviation's Connect Oregon III Program Application for the Aurora Airport Control Tower.

I understand that you had asked staff to follow-up with the affected jurisdictions impacted by operations and activity at the Aurora Airport to discuss issues around various jurisdictions' concerns. I understand that neither city nor Clackamas County staff have received any communications from ODOT staff at this time, and I certainly want to extend the availability of city staff to respond to any questions or concerns that the Commission may have.

You may recall that despite several years of seeking an intergovernmental agreement with Oregon Department of Aviation and Marion County to discuss and plan for potential off-site impacts and mitigation strategies to nearby land-uses and surface transportation facilities from increased activity at the Aurora Airport, both the city and Clackamas County have been rebuffed.

Therefore, the City of Wilsonville respectfully requests that if the Commission approves the Aviation Department's Connect Oregon III program application for the Aurora Airport Control Tower, the Commission do so subject to two conditions:

1. The funds cannot be released until and after a thorough study is jointly conducted and completed with the participation of ALL of the neighboring jurisdictions within the impact area that includes a thorough analysis of potential land-use and surface transportation impacts and mitigation strategies to deal with the impacts that increased activity at the Aurora Airport that could come about when a control tower is installed; and

2. The study comes back to the Commission for your final approval and adoption for release of the funds.

Thank you for your time and consideration.

Sincerely,

Tim Knapp

Tim Knapp, Mayor

_Connect_Oregon III Application A20160 **August 9, 2010**
Department of Aviation
Aurora Air Traffic Control Tower

Letter of Concern - August 9, 2010

August 9, 2010

-----Original Message-----
From: Warren, Christine [mailto:cwarren@canbytel.com]
Sent: Monday, August 09, 2010 1:18 PM
To: Connect Oregon
Subject: Aurora Airport funding

As taxpayer and a citizen who lives near the airport I am offended and very upset that a tower is #4 on the funding list. When there is not enough money to go around, why are we spending millions of dollars for a tower that is unnecessary?

This is not a safety issue, it is simply what stakeholders at the airport want to make more money. It is the stakeholders who have speculated on land and jet hangers to bring in more jet activity. Now they want a tower to bring in more. There is already an underused airport in Salem, that has a tower. That is where activity should grow. We should NOT fund a new tower for an airport in a rural area with no infrastructure for traffic, water, etc and the fire department is volunteer.

Is anybody really paying attention to what is important ? Anybody at all? Don't bother answering, the answer is clear.

A20160 7-21-2010
Dept. of Aviation
Aurora Airport Control Tower
.
Letter of Concern

Lynn Peterson
Chair

Commissioners
Bob Austin
Jim Bernard
Charlotte Lehan
Ann Lininger

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

July 21, 2010

Chair Gail Achterman
Oregon Transportation Commission
355 Capital St NE Room 135
Salem, Oregon 97301

Dear Chair Achterman and Commission members:

Clackamas County appreciates the opportunity to submit these comments on the proposed new control tower for the Aurora Airport. While Clackamas County supports measures to enhance aviation safety, the addition of a tower represents a significant step toward the potential expansion of uses in and around the airport.

As the commission knows, the north end of the Aurora Airport sits at the Clackamas County line, and unlike most existing towered airports in Oregon, sits outside of any Urban Growth Boundary. Impacts from development at the airport will have a profound impact on Clackamas County and several of its cities.

Increased use and development of the airport will inevitably impact surface transportation facilities, particularly Interstate 5. In comments submitted last year to Metro, the State of Oregon noted that there are "severe" capacity problems on Interstate 5 in and around the Wilsonville area and across the Boone Bridge. The assessment noted that the cost to improve capacity in the area would be in excess of $500 million. Increased development at the Aurora Airport would also impact Highway 551, the Canby/Hubbard cutoff, and I-5 access at Charbonneau.

Clackamas County does not oppose airport development, but without coordinated planning, increased congestion will present an impediment to economic activity in the entire region, endanger the public investment in existing surface transportation facilities, and contribute to increased greenhouse gas emissions.

The November 2009 funding application states, the "Tower Master Plan study . . . will be completed in 2010 with the concurrence of counties of Clackamas, Marion and cities of Wilsonville, Canby and Aurora." Since November 2009 there have been no meetings of the Planning Advisory Committee, and no concurrence by Clackamas County or its cities.

Clackamas County's concerns are heightened because Marion County and the Oregon Department of Aviation recently declined to include Clackamas County and the City of Wilsonville in an Inter-Governmental Agreement addressing development in and around the airport.

Therefore, we request that the Oregon Transportation Commission condition the approval of the tower, or the expenditure of funds, on the completion of revisions to the 2000 Aurora Airport Master Plan, including a thorough and coordinated evaluation of the impacts on surface transportation facilities and land use in Clackamas County including the cities of Canby, Barlow and Wilsonville.

Sincerely,

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Lynn Peterson, Chair

Jim Bernard, Commissioner
Aurora Master Plan PAC Representative

LP/JB/dc/lb

A20160 7-21-2010
Dept. of Aviation - Aurora Airport Control Tower
Letter of Concern

City of
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July 21, 2010

Testimony of the City of Wilsonville before the Oregon Transportation Commission regarding the Oregon Department of Aviation's Connect Oregon III Program Application for the Aurora Airport Control Tower

Good day Chair Achterman and members of the Commission:

My name is Mark Ottenad, and I serve as the Public and Government Affairs Director for the City of Wilsonville. I am appearing today on behalf of Mayor Tim Knapp and the Wilsonville City Council to provide testimony on the Oregon Department of Aviation's Connect Oregon III program application for the Aurora Airport Control Tower.

First, let me state that Wilsonville fully supports the concept of operating a safe, well-planned airport.

Simply stated, the Aviation's Department application for funding of the Aurora Airport Control Tower is premature. That is, steps and processes that should have taken place prior to the application for funding of the control tower have not occurred.

The Department's response to application Question 13, "Can the project demonstrate support from public agencies that must approve the project," could be misconstrued as the tower project garnering the support of nearby jurisdictions Clackamas County and City of Wilsonville:

> "Tower Master Plan study in progress…with the concurrence of counties of Clackamas…and cities of Wilsonville…" *See Exhibit 1, "Oregon Department of Aviation ConnectOregon III Program Application" response to Question 13.*

At this time, neither Clackamas County nor the City of Wilsonville has been consulted by the Aviation Department in any real, meaningful fashion regarding a control tower at the Aurora Airport. The Department has omitted this important first step for developing a successful project — constructively engaging all of the adjacent, impacted jurisdictions.

Clackamas County and Wilsonville sought to be included in an intergovernmental agreement (IGA) with the Aviation Department and other neighboring jurisdictions (Marion County and City of Aurora) in order to conduct joint planning and substantive discussions about growth management and transportation issues at the Aurora Airport. *See Exhibit 2, Letters from Clackamas County and City of Wilsonville to Oregon Dept. of Aviation, Marion County and City of Aurora requesting to be signatories to the "Aurora Airport Intergovernmental Agreement."*

Our requests to participate in the Aurora Airport IGA were rejected. Clackamas County and Wilsonville were omitted from the IGA and presented with a "gerrymandered" map of the Aurora Airport Impact Area obviously drawn in a manner to exclude Clackamas County and Wilsonville. *See Exhibit 3, pp 1, 8, "Cover letter and Intergovernmental Agreement on the Coordination of Growth Management and Transportation Issues Between [sic] the City of Aurora, Marion County, and the Oregon Department of Aviation" and "Aurora Airport Impact Area Map - Exhibit A."*

Whether the Aurora Airport "impact zone boundary" is a 14,000-foot or 10,000-foot distance from the runway, depending on interpretation of administrative rules, both Clackamas County and Wilsonville are in the actual, real impact area of the Aurora Airport. *See Exhibit 4, "Aurora Airport Region" Impact Area Maps with 14,000-foot and 10,000-foot impact areas shown.*

The Department's application states that "Infusion of larger aircraft will create opportunities for increased economic development." *See Exhibit 5, "Oregon Department of Aviation ConnectOregon III Program Application" response to Question 10.*

Wilsonville and Clackamas County are all in favor of economic development — in the right places under the correct conditions. However, at this time the funding application for the Aurora Airport Control Tower fails the test.

That is, the Department has in no meaningful way conducted planning or discussions with neighboring jurisdictions to determine potential off-site impacts and mitigation strategies to nearby land-uses and surface transportation facilities from increased activity at the Aurora Airport that the Department predicts will occur by the siting of a new control tower.

In a "Joint State Agencies Letter to the Metro Reserves Steering Committee" presented during the Urban and Rural Reserves process in April 2009, the Oregon Department of Transportation (ODOT) states that:

> "The analysis shows that the highways least suitable to accommodate additional trips and most expensive to improve, are I-205… and I-5, especially the segment from Or 217 to south of the Willamette River." *See Exhibit 6, p 3, "Joint State Agencies Letter to the Metro Reserves Steering Committee," April 6, 2009.*

ODOT goes on to state that the "Potential to accommodate additional traffic" for highway #1, also known as I-5, from "inside [the Portland metro] UGB and from Wilsonville SCL [southern city limits] to Marion County line" is "Very Low."

ODOT further found that the Metro:

> "2035 RTP [Regional Transportation Plan] identified severe capacity problems on I-5 within and south of existing UGB and at Wilsonville Interchanges. Congestion is especially high in

> the segment between I-217 and I-205. Widening of I-5 including Boones [sic] Bridge will be very expensive."

How expensive? ODOT's response is:

> "Huge," which means "greater than $500 M [million]"

See Exhibit 7, pp 2-3, "Joint State Agencies Letter to the Metro Reserves Steering Committee," April 6, 2009, Exhibit 1: Oregon Department of Transportation Comments on Candidate Urban and Rural Reserves."

What roads and highways might we assume would be used by an increased number of businesses and commuting employees at the Aurora Airport as activity increases? The answer would appear to be Clackamas County roads and I-5, which as ODOT has noted, is already reaching capacity at the nearby Boone Bridge.

So, who really gets the predicted benefit and who gets stuck with land-use impacts and paying for the potential $500 million-plus of off-site surface transportation costs impacts of increased activity produced by a new control tower? Neither the Aviation Department nor Marion County appears to have the jurisdiction or the funding to mitigate these impacts, but they appear willing to reap the benefits.

It may very well be that a control tower at the Aurora Airport would increase safety and produce more activity as the Department suggests. However, the Aviation Department has made no efforts to study the potential land-use and surface transportation impacts that increased activity at the Aurora Airport could produce when a control tower is installed. The Department's application for ConnectOregon III support is premature.

Therefore, the City of Wilsonville respectfully requests that the Oregon Transportation Commission approves the Aviation Department's Connect Oregon III program application for the Aurora Airport Control Tower subject to two conditions:

1. The funds cannot be released until and after a thorough study is jointly conducted and completed with the participation of ALL of the neighboring jurisdictions within the impact area that includes a thorough analysis of potential land-use and surface transportation impacts and mitigation strategies to deal with the impacts that increased activity at the Aurora Airport that could come about when a control tower is installed; and

2. The study comes back to the Commission for your final approval and adoption for release of the funds.

Commissioners, we thank you for your time and consideration.

Excerpt from Oregon Department of Aviation ConnectOregon III Application for Aurora Airport Control Tower

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

☒ Yes ☒ Yes, started but not completed ☐ No

EXPLAIN (MAXIMUM 1600 CHARACTERS)

Coordination required per Intergovernmental Agreement (IGA) with Marion County and Aurora Tower Master Plan study in progress and will be completed in 2010 with concurrence of counties of Clackamas, Marion and cities of Wilsonville, Canby and Aurora

A20160 Department of Aviation 7-19-2010
Aurora Air Traffic Control Tower
Letter Opposing CO III Funding for Aurora ATCT

Friends of
French Prairie

Friends of French Prairie
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | www.friendsoffrenchprairie.org

July 19, 2010

Oregon Transportation Commission
Transportation Bldg.
325 Capitol Street NE
Salem, OR 97301-3871

Thank you for the opportunity to testify during this public hearing on the Oregon Connect III program funding. I am President of Friends of French Prairie, a land use advocacy organization in French Prairie--Oregon's agricultural and historic heartland. The Aurora Airport is in the northeast corner of French Prairie, adjacent to I-5 and the Clackamas County line, making it a primary development vehicle in north French Prairie and the I-5 corridor.

Our interest and involvement in the Aurora Airport began in January 2008 when Commissioner Milne was reported in the Canby Herald as stating that Marion County had applied for a $3M state Connect Oregon II construction fund grant to construct a control tower." We posted that article and a position statement on Aurora Airport expansion at that time in which we stated that "no development should occur without a new master plan that includes active participation of all affected communities, and also includes adequate public hearings." Since then we have actively tried to become a part of updating the master plan. The updating of the 2000 Master Plan has been talked about but as far as we can ascertain there has been no serious engagement in such a planning effort. We are today to speak to the funding for an FAA approved air traffic control tower positioned as number 4 on the ConnectOregon III project list while the master plan update has not even begun. Clearly the process is working backwards.

You will remember the memorable quote from the Watergate scandal: "follow the money." Well, it applies here, because funding is leading the process. It appears to an interested outsiders that all the activity has been about getting the funding; Meetings with FAA officials have been held in which locally impacted municipalities have been purposefully excluded. The application for ConnectOregon III funding at best misleads and at worst misrepresents the positions of municipalities in Clackamas County and ignores surrounding impacted citizens. The IGA between Oregon Department of Aviation, Marion County and the City of Aurora was fast tracked through a Marion County Commissioner's Management Meetings with no public hearing or input, and in such a manner as to avoid normal County contract review before being signed.

Why? I submit that this fact track approval by the Marion County Commissioners occurred on June 7 specifically so that it could be signed on June 8 by ODA, in order that an IGA be in place that could be construed to fulfill the response to Part D, Question 13 of the funding

application: " Can the project demonstrate support from public agencies that must approve the project?" The answer provided was "Yes; started but not completed," and " Coordination required per IGA with Marion county and Aurora. Tower Master Plan study in progress and will be completed in 2010 with concurrence of counties of Clackamas, Marion and cities of Wilsonville, Canby and Aurora." The fast track of this IGA. which excludes City of Wilsonville and Clackamas County, was necessarily completed one day prior to OTC's Final Review Committee meeting on June 9-10 in Portland.

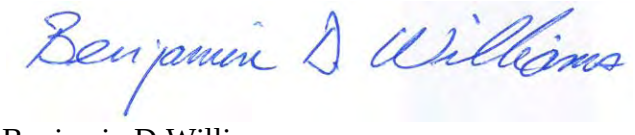
You are all familiar with the project ranking and approval process. On July 12, I met with a member of the Mid Willamette Area Commission on Transportation about the funding application for the air traffic control tower at the Aurora Airport. The application was presented to them for ranking and approval as primarily about enhanced air safety, with the implication that master planning was complete by virtue of the fact that it was submitted with question D marked “Yes," and the follow on statement that a Master Plan was in progress and would be completed in 2010 with concurrence of counties of Clackamas, Marion and cities of Wilsonville, Canby and Aurora

The recently released IGA between Marion County, ODA and the City of Aurora excludes the City of Wilsonville and Clackamas County, the two most impacted municipalities. This raises many questions about the master planning process, and assessment of traffic and infrastructure impacts from airport growth that will result from the construction of an air traffic control tower. This member of the Mid Willamette Area Commission on Transportation would have questioned the proposals accuracy had they known that the rankings for aviation projects seem to have been done by the ODA and that concurrence with Clackamas County and Wilsonville were not obtained.

According to WH Pacific, a series of Aurora Airport PAC meetings to be held this spring in conjunction with the master planning process was "put on hold in December due to financial constraints." Yet those financial constraints did not slow down the process to seek funding. It goes without saying that if the master planning process has not yet begun, it will not be completed in 2010 as stated.

Friends of French Prairie fully supports enhanced aviation safety of the sort promised by an air traffic control tower. We do not support a process to obtain funding prior to a completed and comprehensive Master plan update that addresses noise, land use, traffic and infrastructure matters into the future. Planning for such an improvement needs to be completed before an award of funds which will so heavily impact not only the residents of Clackamas County but the northern part of Marion County with some of the world’s richest farmland--even if that requires reassessing the priority of this program.

Sincerely



Benjamin D Williams
President, Friends of French Prairie

REGIONAL PROJECT REPORT

REGION 2

Applicant: Oregon Dept. of Aviation	**Tier** (1-4)	**Rank** (High/Medium/Low)	**Priority**
Project: A20160 Aurora State Airport Air Control Tower	2	H	5
Requested Funds: $ 2,695,200.00			
Region: 2			
Report Date: **5-5-2010**			

Project Description: Construct an Air Traffic Control Tower at Aurora State Airport to optimize air transportation and safety of aircraft. Project will provide 47 construction jobs for one year. It will employ 5 contracted air traffic controllers funded by the FAA on a permanent basis. Project will help local communities link air modes of transport with I-5 corridor to Portland and outlying businesses.

Review Comments:

Steering Committee Recommendation/Comments:

T2/H/2

Steering Committee increased Column A in Tiering Matrix to a “9” to match the modal committee recommendation. The Steering Committee saw increased employment as a plus. Staff had recommended an “8.” This results in 32 tiering points for a Tier 2 as recommended by staff and the modal committee.

MWACT Comments:

Concurred with Steering Committee recommendation

Connect Oregon III Region 2 Review Committee Matrix

APP #	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Assume agreement signed by 11-1-2010)	Total Points	Tiers: T1: 35-40 Pts T2: 27-34 Pts T3: 16-26 Pts T4: 01-15 Pts	Rank (High - Medium - Low)	Priority	Final Review Report
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5					
R20161	UP	UP Albany CTC	**$ 5,190,124.00**	10	7	10	0	3	30	2	H	1	
A40099	Salem, Kfalls, No Bend, and SkyWest Als	Skywest Als Salem Air Svc	**$ 1,120,000.00**	9	8	9	5	5	36	1	H	2	
M20085	Columbia River Bar Pilots	Col Riv Bar Safety Tech	**$ 451,670.40**	7	8	7	0	5	27	2	H	3	
M20083	Port of Siuslaw	Siuslaw Wharf Repair	**$ 1,748,352.00**	10	9	10	0	5	34	2	H	4	
A20160	Department of Aviation	ODA Aurora ATCT	**$ 2,695,200.00**	9	10	8	0	5	32	2	H	5	
T20086	Salem Trans Dist	Salem Trans Rickreall Park-Ride	**$ 243,200.00**	9	7	8	0	5	29	2	H	6	
R20080	AERC	Lebanon M-Line Rehab	**$ 2,593,947.36**	8	7	8	0	5	28	2	H	7	
A20090	Newport	Newport Air Service Subsidy	**$ 3,738,192.00**	6	5	6	0	5	22	3	H	8	
R20149	Fuel Logistics LLC-Track 702 LLC	Fuel Logistics-Track 702 Eth Del Exp	**$ 693,028.80**	8	6	8	3	5	30	2	M	9	
M20132	City of Astoria	Astoria 17th St Dock Reconst	**$ 3,804,800.00**	4	8	1	1	5	19	3	H	10	
T20163	Sunset Empire Trans Dist	Sunset Empire Transit Ctr	**$ 3,046,000.00**	9	6	8	0	5	28	2	H	11	
T20158	Yamhill Community Action Partnership (YCAP)	YCAP Transit	**$ 400,000.00**	7	8	7	1	5	28	2	M	12	
A20142	Port of Tillamook Bay	Tmook AP Ter & Cargo Apron	**$ 2,500,000.00**	3	7	4	0	3	17	3	H	13	
R20145	Willamette Vly RR	WVRC Repair Bridges	**$ 640,000.00**	7	7	8	0	5	27	2	H	14	
R20174	Pacific Recycling	Pacific Recycl Reload Fac	**$ 2,800,000.00**	10	4	10	1	5	30	2	H	15	
R20129	AERC	AERC Sweethome Branch Acq-Rehab	**$ 2,675,489.28**	8	6	7	0	5	26	3	M	16	
A20114	Port of Astoria	Astoria AP Lower IFR Min	**$ 3,520,000.00**	5	6	6	0	1	18	3	H	17	
A20115	Albany	Albany AP RW Overrun	**$ 780,000.00**	6	5	5	0	4	20	3	M	18	
R20154	PWRR	PWRR Marion Rail Rep	**$ 5,403,327.09**	7	7	7	0	5	26	3	M	19	
T20116	Salem Trans Dist	Salem Trans Dist Cherriots Trolleys	**$ 720,000.00**	7	7	6	0	5	25	3	M	20	
R20138	UP	UP Rail Bridge Replmt	**$ 10,000,000.00**	8	7	7	0	5	27	3	L	21	
R20109	Port of Astoria	Astoria Rail Siding-Spur	**$ 1,200,000.00**	9	5	9	0	3	26	3	L	22	

Connect Oregon III Region 2 Review Committee Matrix

APP #	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Assume agreement signed by 11-1-2010)	Total Points	Tiers: T1: 35-40 Pts T2: 27-34 Pts T3: 16-26 Pts T4: 01-15 Pts	Rank (High - Medium - Low)	Priority	Final Review Report
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5					
T20105	Sunset Empire Trans Dist	Sunset Empire Hybrid Veh	**$ 3,200,000.00**	7	7	6	0	5	25	3	L	23	
A20156	Sportsman Airpark	Sportsman Air Park Ext	**$ 450,052.00**	7	5	5	0	5	22	3	L	24	
M20111	Port of Astoria	Astoria Pier 3 Dock	**$ 960,000.00**	5	6	6	0	3	20	3	L	25	
M20113	Port of Astoria	Astoria Pier 1 Crane	**$ 1,600,000.00**	5	5	4	0	5	19	3	L	26	
M20112	Port of Astoria	Astoria Tug Service	**$ 960,000.00**	4	4	5	0	5	18	3	L	27	
A20108	Port of Astoria	Astoria AP Hgr-Shop-Acq AC Tug	**$ 520,000.00**	1	5	3	0	5	14	4	L	28	
T20151	Albany	Albany Transit Fac	**$ 2,400,000.00**	5	4	5	0	0	14	4	L	29	
A20110	Eugene	Eug AP Car Wash	**$ 3,200,000.00**	2	3	2	1	5	13	4	L	30	

MODAL PROJECT REPORT

MODE: AVIATION

Applicant: Oregon Dept. of Aviation	**Tier** (1-4)	**Rank** (High/Medium/Low)	**Priority**
Project: A20160 Aurora State Airport Air Control Tower	2	H	1
Requested Funds: $ 2,695,200.00			
Region: 2			
Report Date:			

Project Description: Construct an Air Traffic Control Tower at Aurora State Airport to optimize air transportation and safety of aircraft. Project will provide 47 construction jobs for one year. It will employ 5 contracted air traffic controllers funded by the FAA on a permanent basis. Project will help local communities link air modes of transport with I-5 corridor to Portland and outlying businesses.

Review Comments:

Aurora State Airport, one of Oregon's busiest airports, serves many area businesses. The mix and number of flight operations pose a safety risk to pilots. Construction of an Air Traffic Control Tower will help to mitigate safety issues; allow for improved access to the airport; and link local businesses with the region and nation.

Connect Oregon III
Aviation Modal Matrix Review
February 25, 2010

Application Number	Applicant Name	Project Name / Description	Total *Connect* Oregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness	Total Points (a thru e)	Tier	Rank (High - Medium - Low)	Priority	**Final Review Report**
				Max 10 Pts.	**Max 10 Pts.**	**Max 10 Pts.**	**Max 5 Pts.**	**Max 5 Pts.**					
				Staff has placed a score for each Consideration that is "thoroughly" met by the project							Only	Committee Only	
A20160	Oregon Department of Aviation	Aurora Air Traffic Control Tower	$ 2,695,200.00	9	8	10	0	3	30	2	High	1	**T2, R-High, P1**
A10101	Port of Portland	PDX Deicing System Upgrade	$ 4,250,000.00	8	7.5	7	5	5	32.5	2	High	2	**T2, R-High P2**
A40135	The Dalles	AP RW Rehab	$ 3,503,184.00	8	6	8	2	5	29	2	High	3	**T2, R-High, P3**
A50095	Ontario	AP RW-TW Rehab	$ 3,566,377.00	6.5	5	8	0	5	24.5	3	High	4	**T3, R-High, P4**
A40166	Madras	AP NAVAIDS (REILs-TW Lights-AWOS)	$ 1,704,624.00	7.5	8.5	8	0	3	27	2	High	5	**T2, R-High, P5**
A30084	Roseburg	AP RW Extension	$ 1,200,512.00	6.5	7	7	4	5	29.5	2	High	6	**T2, R-High, P6**
A40099	Salem	Commuter Air Service, N Bend-Klamath Falls-Salem	$ 1,120,000.00	9	8.5	9	5	5	36.5	1	High	7	**T1. R-High, P7**
A20114	Port of Astoria	AP Lower IFR Minimums	$ 3,520,000.00	8.5	5.5	8.5	0	1	23.5	3	High	8	**T3, R-High, P8**
A10123	Port of Portland	PDX Main Deck Cargo Loader	$ 600,000.00	7	6.5	6.5	0	5	25	3	High	9	**T3, R-High, P9**
A10119	Port of Portland	HIO Parallel RW-TWD	$ 4,000,000.00	6.5	6.5	7	3.5	5	28.5	2	High	10	**T2, R-High, P10**
A50106	Baker City	AP TW Improvements T-Hangar Access	$ 1,149,195.00	5	6.5	5.5	0	3	20	3	Medium	11	**T3, R-Med, P11**
A30100	Ashland	AP TW Extension	$ 433,100.00	3.5	5.5	3.5	0	3	15.5	3	Medium	12	**T3, R-Med, P12**
A50155	Port of Morrow County	Boardman Hangar, Apron	$ 299,880.00	5	5	7.5	3	3	23.5	3	Medium	13	**T3, R-Med, P13**
A30122	Mercy Flights	Construct Hangar-Ops Building-Exp Ofc	$ 3,723,763.00	7	7	6	0	5	25	3	Medium	14	**T3, R-Med, P14**
A40177	Malin	AP Pave RW-TW	$ 400,000.00	6	6	6	0	3	21	3	Medium	15	**T3, R-Med, P15**
A20142	Port of Tillamook Bay	AP Term/Cargo Apron	$ 2,500,000.00	6	6	5.5	0	3	20.5	3	Medium	16	**T3, R-Med, P16**
A20115	Albany	AP RW Overrun	$ 780,000.00	3	5	3	0	3	14	4	Low	17	**T4, R-Low, P17**
A40124	Bend/Leading Edge Aviation	AP Heliport	$ 3,586,483.00	4	8	6	0	0	18	3	Low	18	**T3, R-Low, P18**
A50128	Baker City	Baker Air Service	$ 800,000.00	6.5	6	6.5	0	0	19	3	Low	19	**T3, R-Low, P19**
A20108	Port of Astoria	AP Const Hgr-Shop-Acq AC Tug	$ 520,000.00	3	3.5	3.5	0	5	15	4	Low	20	**T4, R-Low, P20**
A20156	Sportsman Airpark	Runway Extension	$ 450,052.00	7	4.5	5	0	5	21.5	3	Low	21	**T3, R-Low, P21**
A40127	Klamath Falls	Aviation Maintenance Technology Center	$ 8,000,000.00	2.5	5	3	0	5	15.5	3	Low	22	**T3, R-Low, P22**
A20110	Eugene	AP Rental Car Wash Facility	$ 3,200,000.00	4	3	3	1	5	16	3	Low	23	**T3, R-Low, P23**
A30133	Brookings/Border Coast Regional Airport Authority (Del Norte, CA)	AP Terminal Construction, including Access Roadways	$ 7,000,000.00	3.5	5	4.5	5	0	18	3	Low	24	**T3, R-Low, P24**
			$ 59,002,370.00										

A20160

*Connect*Oregon III Review of Economic Benefit to the State

Project Number and Mode: A20160 AVIATION

Project Description: Adding Control Tower – Aurora Airport

Project Reviewer: Tom Fox

Thank you for your participation in evaluating the economic benefit aspects of *Connect*Oregon III applications. One of the five required "considerations" of the Oregon Transportation Commission when selecting applications for funding through the Multimodal Transportation Fund (*Connect*Oregon) asks, "Whether a proposed transportation project results in an economic benefit to this state."

Use the scoring sheet below as a quick guide to the application. In some instances, the scoring sheet will identify the appropriate score based on calculations from information provided in the application. Other questions require a critical review of the applicant's answer before selecting an evaluation score based on the range of possible evaluations. Calculation and comment areas are provided to show your work and note information critical to your evaluation.

Save a completed electronic version of this document for each application you evaluate. Scan the signed evaluation form and return it to Teddie.A.Baker@state.or.us in the TDD Freight Mobility Unit **no later than Friday, January 8, 2010.**

Section 1

Application Section & Question #	Evaluation Criteria	Total Score 0 - 3
D5/B7 **OR** D5/C1c	Long-term jobs multiplied by projects useful life = long-term job-years **OR** Private investment ($) divided by [*Connect*Oregon III request/1 million] = Private investment per $ million requested from *Connect*Oregon	3
Point System: 0 – no net positive impacts; 1 – potential net positive impacts; 2 – likely net positive impacts; 3 – significant net positive impacts		
Calculations/Comments:		

Section 2

<table>
<tr><th>Application Section & Question #</th><th>Evaluation Criteria</th><th>Individual Score</th><th>Final Score (Higher of 2) 0-3</th></tr>
<tr><td>D6/C1c</td><td>Short-run construction-related jobs divided by [ConnectOregon III request/1 million] = construction related jobs per $ million requested from ConnectOregon</td><td>3</td><td rowspan="4">3</td></tr>
<tr><td colspan="3">Point System:
1 – less than 18 jobs per $million requested;
2 – 18-28 jobs per $million requested;
3 – greater than 28 jobs per million requested</td></tr>
<tr><td>D7</td><td>Project area unemployment rate compared to state unemployment rate (10.3%)</td><td>1</td></tr>
<tr><td colspan="3">Point System:
0 – located in area with unemployment rate more than 2 percentage points below state average;
1 – located in area with unemployment rate 0-2 percentage points below state average;
2 – located in area with unemployment rate 0-2 percentage points above state average;
3 – located in area with unemployment rate more than 2 percentage points above state average</td></tr>
<tr><td colspan="4">Calculations/Comments:</td></tr>
</table>

Section 3

Application Section & Question #	Evaluation Criteria	Individual Score	Final Score (Higher of 2) 0-4
D8	Does this project improve the efficiency or reliability of Oregon's transportation system? [note in comments section which box(es) were checked and any other relevant details]	4	4
Point System: 0 – no positive impacts; 1– unlikely to make positive impacts; 2 – potential positive impacts; 3 – likely positive impacts; 4 – significant positive impacts			
D9	Does the project improve safety? [briefly note in comments section the documentation or explanation required for a "yes" answer that was provided]	3	
Point System: 0 – no positive impacts; 1 – unlikely to make positive impacts; 2 – potential positive impacts; 3 – likely positive impacts; 4 – significant positive impacts			
Comments: Boxes checked: 1,2,4,5,7			

Review of Economic Benefit to the State

Final Point Calculation

Section 1 (no more than 3)	3points
Section 2 (no more than 3)	3points
Section 3 (no more than 4)	4points
Total (no more than 10)	**10points**

Reviewer Name: Tom Fox

Reviewer Agency: OR BUS DEV DEPT

Date of Review: **12/11/09**

A20160

*Connect*Oregon III Review of Economic Benefit to the State

Project Number and Mode: A2 0160

Project Description: Aurora Air Control Tower

Project Reviewer: Jack Svadlenak

Thank you for your participation in evaluating the economic benefit aspects of *Connect*Oregon III applications. One of the five required "considerations" of the Oregon Transportation Commission when selecting applications for funding through the Multimodal Transportation Fund (*Connect*Oregon) asks, "Whether a proposed transportation project results in an economic benefit to this state."

Use the scoring sheet below as a quick guide to the application. In some instances, the scoring sheet will identify the appropriate score based on calculations from information provided in the application. Other questions require a critical review of the applicant's answer before selecting an evaluation score based on the range of possible evaluations. Calculation and comment areas are provided to show your work and note information critical to your evaluation.

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Section 1

Application Section & Question #	Evaluation Criteria	Total Score 0 - 3
D5/B7 **OR** D5/C1c	Long-term jobs divided by projects useful life = long-term job-years **OR** Private investment ($) divided by [*Connect*Oregon III request/1 million] = Private investment per $ million requested from *Connect*Oregon	**2**
Point System: 0 – no net positive impacts; 1 – potential net positive impacts; 2 – likely net positive impacts; 3 – significant net positive impacts		
Calculations/Comments: D5 / B7 = 7 / 20 = 0.35 D5 / C1c = 1,200,000 / 3.37 = 356,083 The private investment assumes additional air traffic.		

Section 2

<table>
<tr><th>Application Section & Question #</th><th>Evaluation Criteria</th><th>Individual Score</th><th>Final Score (Higher of 2) 0-3</th></tr>
<tr><td>D6/C1c</td><td>Short-run construction-related jobs divided by [ConnectOregon III request/1 million] = construction related jobs per $ million requested from ConnectOregon</td><td>1</td><td rowspan="4">1</td></tr>
<tr><td colspan="3">Point System:
1 – less than 18 jobs per $million requested;
2 – 18-28 jobs per $million requested;
3 – greater than 28 jobs per million requested</td></tr>
<tr><td>D7</td><td>Project area unemployment rate compared to state unemployment rate (10.3%)</td><td>1</td></tr>
<tr><td colspan="3">Point System:
0 – located in area with unemployment rate more than 2 percentage points below state average;
1 – located in area with unemployment rate 0-2 percentage points below state average;
2 – located in area with unemployment rate 0-2 percentage points above state average;
3 – located in area with unemployment rate more than 2 percentage points above state average</td></tr>
<tr><td colspan="4">Calculations/Comments:

D6 / C1c = 47 / 3.37 = 13.9

D7 = 10.3 – 10.3 = 0</td></tr>
</table>

Section 3

Application Section & Question #	Evaluation Criteria	Individual Score	Final Score (Higher of 2) 0-4
D8	Does this project improve the efficiency or reliability of Oregon's transportation system? [note in comments section which box(es) were checked and any other relevant details]	2	**3**
Point System: 0 – no positive impacts; 1– unlikely to make positive impacts; 2 – potential positive impacts; 3 – likely positive impacts; 4 – significant positive impacts			
D9	Does the project improve safety? [briefly note in comments section the documentation or explanation required for a "yes" answer that was provided]	3	
Point System: 0 – no positive impacts; 1 – unlikely to make positive impacts; 2 – potential positive impacts; 3 – likely positive impacts; 4 – significant positive impacts			
Comments: D8: Five boxes were checked. The efficiency/reliability benefits stem from perceived improvements in airport safety. D9: While data is provided to indicate the airport is busy, the safety benefits are described without metrics on current or future accident rates. The supplemental benefit: cost analysis indicates a B:C ratio of 1.03.			

Review of Economic Benefit to the State

Final Point Calculation

Section 1 (no more than 3)	2 points
Section 2 (no more than 3)	1 points
Section 3 (no more than 4)	3 points
Total (no more than 10)	**6 points**

Reviewer Name: Jack Svadlenak

Reviewer Agency: ODOT

Date of Review: **12/07/09**

A-2 SAMPLE FEASIBILITY REPORT TEMPLATE

*CONNECT*OREGON III FEASIBILITY REPORT FORM

Feasibility Reviewer: Chris Cummings, Oregon Department of Aviation

DATE: : 01/05/10

Application Number: A20160

Applicant Name: Oregon Department of Aviation

Co-Applicant: N/A

Project Name: Aurora State Airport Control Tower

Mode: Aviation

Applicant Administrative Eligibility:

☐ The Applicant is a Public Body or Person within the state of Oregon.

☐ The Applicant, if applicable, is current on all state and local taxes, fees, and assessments.

☐ The Applicant has sufficient management and financial capacity to complete the Project including without limitation the ability to contribute 20 percent of the eligible grant Project cost.

Project Administrative Eligibility:

☐ The project is a Transportation Project that involves one or more of the following modes of transportation: air, marine, rail or public transit.

☐ The Project will assist in developing a multimodal transportation system that supports state and local government efforts to attract new businesses to Oregon or that keeps and encourages expansion of existing businesses.

☐ The Project is eligible for funding with lottery bond proceeds under the Oregon Constitution and laws of the State of Oregon.

☐ The Project will not require or rely upon continuing subsidies from the Department for ongoing operations.

☐ The Project is not a public road or other project that is eligible for funding from revenues described in section 3a, Article IX of the Oregon Constitution, i.e. the State Highway Trust Fund.

☐ The Project is feasible, including the estimated cost of the Project, the expected results from the proposed Project for each of the considerations as prescribed in 731-035-0060, the Project schedule, and all applicable and required permits may be obtained within the Project schedule.

Technical Feasibility

Is the budget estimate complete?

☐ Yes ☐ No

If budget estimate information is complete, does the cost estimate appear reasonable?

☐ Yes ☐ No

Is timeline in relation to tasks not yet completed feasible?

☐ Yes ☐ No

Are there any elements of the project that could cause unanticipated delays?

☐ Yes ☐ No

Can all applicable and required permits be obtained as indicated in the schedule?

☐ Yes ☐ No

Does the application package include documentation of the desire for and support of the Project from the businesses and entities to be served by the Project

☐ Yes ☐ No

Comments:

- ODA will not review this application for feasibility as a conflict of interest exists.

No Conflict of Interest Certification: I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest may include any family members presently associated with a proposer, or any financial relationships with a proposer (does not include past employment). I have read and rated the project application independently, and without interference or pressure from anyone. I have not had conversation or other contact with the proposer concerning this project application since it was issued. I have noted any potential conflicts or concerns on this form."

FEASIBILITY EVALUATOR SIGNATURE:

01/07/10

DUE BACK TO FREIGHT MOBILITY ON TUESDAY, 1/5/2016

Send to: Teddie.A.Baker@state.or.us

COMPLETENESS CHECKLIST

*Connect*Oregon III Completeness Checklist

Application Number and Mode: A20160 Aviation
Project Name: Aurora State Air Control Tower

Reviewer Name: Sandra Larsen
Reviewer Phone: 503-378-2529

Completeness:

Part A

- ☒ Item 1 and 2 – Contact Information (☐ Additional applicant box checked)
- ☒ Item 3 – Project name and location
- ☒ Item 4 – Is this application for Rural Airports?
- ☒ Item 5 - Even though cells fill in automatically, this section still needs to be checked for accuracy.
- ☐ Item 6 - (Signatures match names from Item 1 and 2)

Part B

- ☒ Item 1 – Project summary completed
- ☒ Item 2 – Project purpose and description completed
- ☒ Item 3 – Detailed Location
- ☒ Item 4 – Mode
- ☒ Item 5 – Region
- ☒ Item 6 – Taxes – administrative requirement
- ☒ Item 7 – Life of project (☐ Useful life is less then 20 years)
- ☒ Item 8 – Responsible Party
- ☒ Item 9 – Source of operational funds
- ☒ Item 10 – Funding for operation secured or budgeted
- ☒ Item 11 – Real estate (☐ Signature) (☐ Additional owner box checked)
- ☒ Item 12 – Property purchase
- ☒ Item 13 – Property leased
- ☒ Item 14 – Property Details (optional)

Part C

- ☒ Item 1 – Source and amount of funds
- ☒ Item 2 – Source of match (Grant projects only)
- ☐ Item 3 – Description of larger project context (optional)
- ☒ Item 4 – Milestones
- ☒ Item 5 – Milestone details
- ☒ Item 6 – Milestone budgets

Part D

- ☒ Item 1 – Improve connections ☒ Improves access
- ☒ Item 2 – Link workers to jobs ☒ Passenger links for workers
  ☒ Estimated use by new workers ☒ Geographic service level

DUE BACK TO FREIGHT MOBILITY ON TUESDAY, 1/5/2010

Send to: Teddie.A.Baker@state.or.us

☒ Item 3 - Link populations to medical care, social services, shopping
  ☒ Passenger mode for medical care, social services, shopping
  ☐ Estimated use by new passengers ☒ Geographic service level
☒ Item 4 – Statewide traded clusters
☒ Item 5 – Job creation, net increase in long-term jobs
☒ Item 6 – Job creation ☒ Number of construction related jobs filled out
☒ Item 7 – Unemployment rate filled in
☒ Item 8 – Improve efficiency or reliability of transportation system (☒ Documentation included in supplemental information box checked)
☒ Item 9 – Improve safety? ☐ Documentation included ☐ Item 9 – Interstate linkages
☒ Item 10 – Improve existing or create new transportation connections ☐
☒ Item 11 – Construction readiness checklist
☒ Item 12 – Construction limits
☒ Item 13 – Support of public agencies
☒ Item 14 – Other permit approvals
☒ Item 15 – Other Construction readiness text box (optional)

Part E
☒ Item 1 Other Considerations Text box (optional)

Supporting Materials
☐ Part C, Item 3 – Commitment letters ☐
☒ Part D, Item 5 – Commitment letters – ☒ other business or organizations stating intentions to operate in Oregon and intentions regarding job creation over a specific period of time
☒ Part D, Item 8 – Other support documents
☒ Part D, Item 13 – Documentation of coordination with approving agencies
☒ Other Supporting documentation

Addenda
☐ Additional text (optional)

Additional Signature page
☒ Not applicable
☐ Complete (☐ Signatures match names)

Modal Budget Attached ☒

NOTES: _____

Oregon Department of Transportation

*Connect*Oregon III
Program Application 2009-2011

To ensure you have current program information, sign up for the *Connect*Oregon electronic mailing list at: http://listsmart.osl.state.or.us/mailman/listinfo/connectoregon-news

- Please read *Connect*Oregon III Application Instructions
- The Application Instructions, the Draft Project Agreement, and Frequently Asked Questions are available on the *Connect*Oregon III Web site: http://www.oregon.gov/ODOT/COMM/CO/COIII
- Submission Requirements are detailed in Section 9 of the Application Instructions

PART A: Project Summary and Certification

1. Applicant

ORGANIZATION NAME	CONTACT PERSON NAME	
Oregon Department Of Aviation	Mitchell Swecker	
ADDRESS 3040 25th St SE	CONTACT PERSON TITLE State Airports Manager	
CITY STATE ZIP Salem, Oregon 97302	PHONE 503 378-2523	FAX 503 373-1688
WEB SITE http://www.oregon.gov/Aviation/index.shtml	E-MAIL (REQUIRED) mitch.t.swecker@state.or.us	

2. Co-applicant / co-sponsor

ORGANIZATION NAME	CONTACT PERSON NAME	
ADDRESS	CONTACT PERSON TITLE	
CITY STATE ZIP	PHONE	FAX
WEB SITE	E-MAIL	

☐ Check if additional co-applicant(s)/co-sponsor(s) are identified in Page 20 of this application

3. Project name and location

PROJECT NAME	PROJECT LOCATION	STAFF USE ONLY
Aurora State Airport Air Control Tower	Aurora, Oregon	

4. Is this an application for "Rural Airport" funding? . . . . . ☐ Yes ☒ No

5. Cost summary (These fields will fill automatically as the application is completed.)

a. *Connect*Oregon III grant amount	$2,695,200.00
b. Match amount (20% of grant)	$673,800.00
c. *Connect*Oregon III loan amount	$ 0.00
d. *Connect*Oregon III project total	$3,369,000.00

6. Certification

I certify that Oregon Dept Of Aviation (APPLICANT ORGANIZATION) supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for *Connect*Oregon III 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 we have read the Sample Draft Agreement and will sign the Agreement if selected.

APPLICANT SIGNATURE	PRINT NAME	DATE
X [signature]	GREGG DAL PONTE	11/20/09
CO-APPLICANT SIGNATURE X	PRINT NAME	DATE

PART B: Project Description

1. Project summary

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

Construct an Air Traffic Control Tower at Aurora State Airport to optimize air transportation and safety of aircraft Project will provide 47 construction jobs for one year It will employ 5 contracted air traffic controllers funded by the FAA on a permanent basis Project will help local communities link air modes of transport with I-5 corrider to Portland and outlying businesses

2. Project purpose and description

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

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

Aurora State Airport Air Traffic Control Tower is a vital intermodal transportation node linking national and international business flights with Oregon and the greater Portland region. It will contribute in a major way to the Oregon Transportation Plan goal 1 of improving mobility and accessibility both in and outside Oregon. It is also a key planned development for Aurora airport in the 2007 Oregon Aviation Plan (OAP) Construction of an air traffic control tower meets all five of the ORS 367.080 ConnectOregon considerations for funding:

(a) It reduces transportation costs and improves access to jobs and sources of labor; Construction of an air traffic control tower is a much needed way to streamline air transportation into this region Aurora State Airport business community employs over 1,000 personnel that live, work and spend their dollars in Marion and Clackamas counties. It will greatly improve safety, regulate air traffic and reduce noise complaints in the surrounding cities of Wilsonville, Canby, Aurora and communities of Charboneau, Deer Creek and rural Clackamas and Marion Counties

(b) It will result in economic benefit to the state; Aurora State Airport is an economic engine for the state of Oregon and the Portland area. With over 420 based aircraft and 83,824 operations annually, (per March 2007 cost/benefit analysis for FAA tower validation, see attachment) it is the largest non-tower airport in Oregon. Aurora State Airport is home to one of the largest kit aircraft manufacturers in the United States, Van's Aircraft providing over 70 jobs with over 6,000 aircraft kits sold Aurora is also home to Columbia Helicopters, an international heavy lift helicopter service provider employing 300 personnel at Aurora Airport Many large corporations will not fly into an airport without an air traffic control tower See letters of support from Metal Innovations, Westwood Development, XEROX, and FLIR Systems Inc.

(c) An air traffic control tower will be a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system; Aurora State Airport is a key transportation link located just south of Portland on I-5 near the I-205 junction It is located between numerous communities including the city of Wilsonville, a city of 16,885 and a major employment center that is home to corporate headquarters and distribution firms. Wilsonville employers include XEROX, Precision Interconnect Corp, Mentor Graphics, Sysco Food Services of Portland and InFocus Corporation These companies have aircraft that rely on Aurora Airport. The Airport also adjoins Aurora, a small historic community to the south focused on tourism and famous for antiques Aurora State Airport straddles the Clackamas and Marion County lines Clackamas county is the gateway to the Portland community with easy access to I-5 and I-205. The airport lies within Marion County borders. These communities all benefit from Aurora Airport and an air traffic control tower will provide a safer environment that increases the appeal to corporations with regulations that only allow flights into tower controlled airports.

(d) The cost of a proposed transportation project can be shared by the applicant for the grant or loan from sources other than the Multimodal Transportation Fund? Oregon Department of Aviation has aggregated matching funds to meet the 20% match for the scope of the project

(e) The proposed transportation project will be ready for construction Planning has begun and (matching) funds expended to make the Aurora Air Traffic Control Tower project "shovel ready" contingent upon ConnectOregon III approval. A prequisite Master Plan update has commenced and a tower siting survey has been commissioned in conjunction with the FAA It will be complete by March 2010 The FAA Benefit/Cost Analysis (BCA) for an air traffic control tower is complete The BCA justified the tower with a ratio score of 1.75 (benefit over cost) and qualified for long term employment of up to five contract air traffic controllers. FAA justification threshold is an airport must have a ratio greater than one.

3. Project location

STREET ADDRESS OR NEAREST STREET INTERSECTION		
22785 Airport Road NE ~ P.O. Box 127 ~ Aurora, Oregon 97002		
CITY(IES) Aurora	COUNTY(IES) Marion	
GPS COORDINATES	LATITUDE (DEGREES AND DECIMAL) N45 14.83'	LONGITUDE (DEGREES AND DECIMAL) W122 46.20'

4. Project mode (check all that apply): ☒ Air ☐ Marine ☐ Rail ☐ Transit

5. *Connect*Oregon region ☒ Region 1 ☒ Region 2 ☐ Region 3 ☐ Region 4 ☐ Region 5

For more information, refer to the Application Instructions For processing purposes, when projects are located in more than one *Connect*Oregon region, applicant must identify which region will contain the majority of the planned project

6. Is(are) the applicant(s) current on all state and local taxes, fees, and assessments? ☒ Yes ☐ No

7. What is the project's useful life? YEARS: 20

8. Which applicant/co-applicant will assume responsibility for the continued maintenance and operation of the project?

RESPONSIBLE PARTY
Oregon Department Of Aviation

9. What will be the source(s) of funds for the continued maintenance and operation of the project?

SOURCE(S)
Federal (FAA) for manning and State, (airport fee revenue) for equipment maint

10. Is the funding for the continued maintenance and operation of the project currently secured or budgeted? ☐ Yes ☒ No

If no, describe when these steps will occur:

DESCRIBE
Airport Tower continued maintenance will be paid for by Oregon Department Of Aviation funds. Maintenance funds are generated by airport fees Aurora State airport generated over $359,000 during the 2007-2009 Biennium in fees from fuel, access and land leases which will be used to help fund the recurring maintenance of the Airport Control Tower. Operations funding will be by Federal Aviation Administration Contract tower program. This will employ approximately 5 contract air traffic controllers for seven days per week for 14 hours per day. Estimated annual payroll for these air traffic controllers will be $475,000. Cost Benefit Analysis was done for this project in 2007 See attachment.

11. Is all the real estate required for the project owned by the applicants? (See also Questions 11-13.)

☒ 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 price of the property? ..... PURCHASE PRICE $73,865.00

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

ORGANIZATION NAME	CONTACT PERSON NAME	
ADDRESS	CONTACT PERSON TITLE	
CITY STATE ZIP	PHONE	FAX
WEB SITE (IF APPLICABLE)	E-MAIL	

I certify that _____ supports the proposed project, has the legal authority
ORGANIZATION NAME

to pledge matching funds, and has the legal authority to authorize the use of the real estate underlying the 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 SIGNATURE	PRINT NAME	DATE
X		

☐ Check if additional owners are listed on Page 20 of this application

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

13. Will the property be leased by the applicant? ..... ☐ Yes ☒ No

14. Provide any additional real estate details

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

Property is entirely owned by Oregon Department of Aviation (ODA). ODA will contribute 3 acres of an 8.59 acre parcel to be used as an Air Traffic Control Tower The parcel is designated tax lot 500 on map 04-01D. The parcel to be used for the tower was originally purchased in 1986 at a cost of $211,500 The proportional value of the 3 acres to be used for the Aurora Air Traffic Control Tower is $73,865 (See attached Marion County Assessor Property Record)

The 3 acre parcel for the control tower was appraised in 2007 by Duncan and Brown, INC of Eugene Oregon at $700,000.

PART C: *Connect*Oregon III Project Budget

1. Identify the source and amount of funds composing the project budget, including grants, loans, and matching funds

SOURCE		AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
a. **Grant portion**		$3,369,000.00	2010	May	1.0000
1 Required match (For grants: 20% grant project subtotal)	$673,800.00		2010	August	0.2000
2. *Connect*Oregon III grant amount requested	$2,695,200.00		2010	November	0.8000
b. ***Connect*Oregon III loan portion requested** (no match required)		$0.00		Select	0.0000
c. ***Connect*Oregon III total** (a+b)		$3,369,000.00	2010	November	1.0000
d Additional applicant match (not required)		$0.00		Select	0.0000
Project total		**$3,369,000.00**			1.0000
e Multimodal study fee (2% of line c)		$67,380.00			

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

FUNDS	AMOUNT	DATE AVAILABLE		STAFF USE ONLY
		CALENDAR YEAR	MONTH	
Labor (payroll)	$25,000.00	2010	March	0.0371
Contracted services	$0.00		Select	0.0000
Materials and supplies	$0.00		Select	0.0000
Capital outlay – land (purchase price)	$73,800.00	1986	April	0.1095
Capital outlay – buildings	$0.00		Select	0.0000
Capital outlay -- equipment	$0.00		Select	0.0000
Other (describe): Site Survey	$275,000.00	2009	July	0.4081
Other (describe): Airport Master Plan Update	$300,000.00	2010	August	0.4452
Other (describe):	$0.00		Select	0.0000
Other (describe):	$0.00		Select	0.0000
Total *Total must equal $673,800.00* *1.a.1–Required match + 1.d–Additional applicant match*	**$673,800.00**			0.9999

3. If the *Connect*Oregon III 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 *Connect*Oregon III-eligible.

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

N/A

☐ 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.

4. 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	☒ CONSTRUCTION PROJECTS	☐ 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. Permits	c.
d. Milestone 4	d. Final plans/bidding engineering documents	d.
e. Milestone 5	e. Construction contract award	e.
f. Milestone 6	f. Project completion	f.

5. 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	☐ Yes ☒ No	10/1/2009	13 months	11/1/2010
b. Milestone 2	☒ Yes ☐ No			
c. Milestone 3	☐ Yes ☒ No	5/1/2010	6 months	11/1/2010
d. Milestone 4	☐ Yes ☒ No	5/1/2010	9 months	2/1/2011
e. Milestone 5	☐ Yes ☒ No	2/1/2011	2 months	4/1/2011
f. Milestone 6	☐ Yes ☒ No	5/1/2011	9 months	2/1/2012

6. 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)	$10,000.00	☒ Yes ☐ No	2009	November
Contracted services (if known)	$300,000.00	☒ Yes ☐ No	2009	March
Materials and supplies	$0.00	☐ Yes ☐ No		Select
Capital outlay – land	$0.00	☐ Yes ☐ No		Select
Capital outlay – buildings	$0.00	☐ Yes ☐ No		Select
Capital outlay – equipment	$0.00	☐ Yes ☐ No		Select
Other (describe): site selection	$275,000.00	☒ Yes ☐ No	2009	March
Milestone 1 Total	**$585,000.00**			

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	☐ Yes ☐ No		Select
Contracted services (if known)	$0.00	☐ Yes ☐ No		Select
Materials and supplies	$0.00	☐ Yes ☐ No		Select
Capital outlay – land	$73,800.00	☒ Yes ☐ No	1986	November
Capital outlay – buildings	$0.00	☐ Yes ☐ No		Select
Capital outlay – equipment	$0.00	☐ Yes ☐ No		Select
Other (describe):	$0.00	☐ Yes ☐ No		Select
Milestone 2 Total	**$73,800.00**			

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	☐ Yes ☐ No		Select
Contracted services (if known)	$10,000.00	☐ Yes ☒ No	2010	August
Materials and supplies	$0.00	☐ Yes ☐ No		Select
Capital outlay – land	$0.00	☐ Yes ☐ No		Select
Capital outlay – buildings	$0.00	☐ Yes ☐ No		Select
Capital outlay – equipment	$0.00	☐ Yes ☐ No		Select
Other (describe): Permits	$40,000.00	☐ Yes ☒ No	2010	August
Milestone 3 Total	**$50,000.00**			

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	☐ Yes ☐ No		Select
Contracted services (if known)	$200,000.00	☐ Yes ☒ No	2010	August
Materials and supplies	$0.00	☐ Yes ☐ No		Select
Capital outlay – land	$0.00	☐ Yes ☐ No		Select
Capital outlay – buildings	$0.00	☐ Yes ☐ No		Select
Capital outlay – equipment	$0.00	☐ Yes ☐ No		Select
Other (describe):	$0.00	☐ Yes ☐ No		Select
Milestone 4 Total	**$200,000.00**			

e. Milestone 5

☐ This milestone is complete or does not apply

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	$5,000.00	☒ Yes ☐ No	2009	Novembe
Contracted services (if known)	$200,000.00	☐ Yes ☒ No	2010	August
Materials and supplies	$0.00	☐ Yes ☐ No		Select
Capital outlay – land	$0.00	☐ Yes ☐ No		Select
Capital outlay – buildings	$0.00	☐ Yes ☐ No		Select
Capital outlay – equipment	$0.00	☐ Yes ☐ No		Select
Other (describe):	$0.00	☐ Yes ☐ No		Select
Milestone 5 Total	**$205,000.00**			

f. Milestone 6

☐ This milestone is complete or does not apply

FUNDS	AMOUNT	PART OF GRANT MATCH?	DATE AVAILABLE	
			CALENDAR YEAR	MONTH
Labor (payroll)	$10,000.00	☒ Yes ☐ No	2009	Novembe
Contracted services (if known)	$0.00	☐ Yes ☐ No		Select
Materials and supplies	$0.00	☐ Yes ☐ No		Select
Capital outlay – land	$0.00	☐ Yes ☐ No		Select
Capital outlay – buildings	$1,700,000.00	☐ Yes ☒ No	2010	August
Capital outlay – equipment	$545,200.00	☐ Yes ☒ No	2010	August
Other (describe):	$0.00	☐ Yes ☐ No		Select
Milestone 6 Total	**$2,255,200.00**			

Totals

	AMOUNT	STAFF USE ONLY
Labor (payroll)	$25,000.00	0.0074
Contracted services (if known)	$710,000.00	0.2107
Materials and supplies	$ 0.00	0.0000
Capital outlay – land	$73,800.00	0.0219
Capital outlay – buildings	$1,700,000.00	0.5046
Capital outlay – equipment	$545,200.00	0.1618
Other	$315,000.00	0.0935
Total	**$3,369,000.00**	0.9999

PART D: Project details

1. Does the project improve an existing 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

This project improves or creates access to:

☒ Industrial center	SPECIFY: Airport business community that employs 1,000 persons
☐ Employment center	SPECIFY:
☐ This project provides access to	SITE NAME:

which is a site certified as "Project Ready" by the Oregon Business Development Department (OBDD). For more information, refer to the Application Instructions.

2. Does this project link workers to jobs?

☒ Yes ☐ No

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

Marion and Clackamas county, Aorora, Wilsonville, Canby will be linked An air traffic control tower helps link airport and local businesses, provides the safety margin for 83,824 operations annually An aircraft safety mishap would result in major companies pulling out and taking jobs with them

a. Passenger mode links for workers

PASSENGER MODE LINKS (CHECK ALL THAT APPLY)

☒ Fixed-route bus	☐ Light rail	☒ Air services
☐ Demand-responsive bus	☐ Passenger rail	☐ Ferry
	☐ Commuter rail	☐ Water taxi

☐ Other — 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

Seven

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

Tower will employ a minimum of five personnel 14 hours per day that will live and work in the local community
Personnel will be FAA contract Air Traffic Controllers
Aurora Aviation will hire two additional full time staff (See support letter)

c. Geographic service level

IDENTIFY GEOGRAPHIC SERVICE LEVEL (CHECK ALL THAT APPLY)

☒ Rural	
☒ Intra-city (within a town or city)	☒ Intercity (between towns or cities)
☒ Interstate (between states)	☒ International

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

☒ Yes ☐ No

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

Life Flight Helicopter Company is headquartered at Aurora Airport Safety and efficiency provided by air traffic control tower are essential to Medevac/lifeflight operations All local citizens benefit from medevac services.

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

PASSENGER MODE LINKS (CHECK ALL THAT APPLY)

☐ Fixed-route bus	☐ Light rail	☒ Air services
☐ Demand-responsive bus	☐ Passenger rail	☐ Ferry
	☐ Commuter rail	☐ 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

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

c Geographic service level

IDENTIFY GEOGRAPHIC SERVICE LEVEL (CHECK ALL THAT APPLY)

☒ Rural	
☒ Intra-city (within a town or city)	☒ Intercity (between towns or cities)
☒ Interstate (between states)	☒ International

4. 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)

☐ Agricultural products	☐ Bio-tech / medical products
☐ Apparel and sporting goods design	☒ Metals
☒ Business services	☐ Processed food and beverage products
☐ Communications equipment	☒ Transportation equipment and parts
☒ Electronics and advanced materials	☐ Wood and other forest products
☒ Information technology	☒ Tourism
☒ Logistics and distribution	

PROVIDE DETAIL (MAXIMUM 500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Aurora State Airport employs an estimated 1,000 people.
VAN's Aircraft, nation's largest kit airplane manufacturers. Metal Innovations providing comprehensive Aircraft renovation. Major corporations; Xerox, Coca Cola, Cisco Systems, FLIR and Rockwell Collins operate aircraft from Aurora An estimated 100 additional jobs could be brought to local business by businesses that will only operate from towered airports. (See support letters from Metal Innovations and Westwood Development.)

5. Does this project benefit the Oregon economy by generating a net increase in the number of long-term jobs (beyond short-term construction jobs) and/or 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	7
b. Average annual wage of long-term (non-construction) jobs created or retained	$80,357.00

c. List up to five businesses that will verify job creation or new private investment

BUSINESS NAME	NAME OF CONTACT PERSON	CONTACT PERSON PHONE
1. Aurora Aviation	Bruce Bennett	(503) 678-1217
2. Aurora Jet Center	Ted Millar	(503) 709-7711
3. Metal Innovations	Kim Wilmes	(503) 678-2807
4. FLIR Systems Inc	Stephen M. Bailey	(503)498-3547
5. XEROX Corp	John Mastrocinque	(914) 397-1364

d. What is the size of the initial investment by these businesses as a result of this project?	$

* ☒ *Required for a yes answer.* Commitment letters are included in Supplemental Information. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created 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)

Aurora Aviation will add two additional jobs and invest $1.2M in expansion. Westwood Development has invested $8.5M and intends to invest more. CEO believes Air traffic control tower will attract more business. Metal Innovations, XEROX, FLIR Inc ,letters state corporation aircraft will not come to Aurora without a tower. All emphasize safer airport will attract new business

6. To what extent does this project generate economic stimulus in the state with the creation or retention of short-term construction-related jobs in Oregon?

a. Number of construction-related jobs created or retained during or after construction as a direct result of the project. (Multiply millions of dollars of construction, design, and right-of-way costs by 14)	47

IF APPLICABLE, EXPLAIN ANY UNIQUE ASPECTS ABOUT THE DIRECT CONSTRUCTION JOBS CREATED OR RETAINED (MAXIMUM 400 CHARACTERS)

$3.69M X 14 = 47

7. What is the unemployment rate in the project location?

Average unemployment rate in the project location for the last 12 months (Refer to the Application Instructions)	9%	COUNTY/JURISDICTION: Marion

PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION

Property borders Marion (9.8% unemployment) and Clackamas (8.9% unemployment) Counties,

8. Does this project improve the efficiency or reliability of Oregon's transportation system?

☒ Yes ☐ No

If yes, please complete the following:

CHECK ALL THAT APPLY AND EXPLAIN IN THE BOX BELOW

The project...

- ☒ increases system capacity
- ☒ relieves a bottleneck or congestion point
- ☐ completes one or more gaps in Oregon's transportation system
- ☒ removes an existing barrier.
- ☒ reduces traffic or use conflicts.
- ☐ implements technology including Intelligent Transportation Systems.
- ☒ provides another measurable system improvement (described below)

EXPLAIN (MAXIMUM 1250 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

An Air Traffic Control tower's purpose is to improve efficiency and safety. (See Benefit/Cost Analysis)
It increases system capacity by streamlining air traffic flow into and out of Aurora State Airport. Direct communication between Air Traffic Control Center in Portland and Aurora State tower will integrate aircraft more smoothly to and from the airports. Airport supports 83,824 operations annually and continues to grow.
Relieves a bottleneck by removing potential safety issue created by having opposite direction air traffic being deconflicted by air traffic control tower at Aurora State Airport. Aircraft will be directed into traffic pattern smoothly by tower air traffic controllers
Failure to have an air traffic control tower creates a safety barrier to aircraft operators coming into and exiting the airport. Construction of a tower provides a barrier removal by deconflicting aircraft
Other measurable system improvements: Reduces noise complaints from local community. Airport noise is a significant concern for airport neighbors. Direct control of aircraft by air traffic controllers to avoid high density housing will reduce noise complaints significantly and reduce opposition to a valuable transportation mode

Documentation that supports Question 8:

TITLE		
Aurora State Airport Master Plan (Executive summary included)		
AUTHOR OR AGENCY		
W&H Pacific Inc.		
DATE	PAGES	URL
Oct 2000	118	http://www.oregon.gov/Aviation/docs/Aurora.pdf
☒ Copies of pages are included in Supplemental Information.		

TITLE		
Noise Mitigation Study		
AUTHOR OR AGENCY		
Harr,s Miller, Miller and Hanson Inc.		
DATE	PAGES	URL
May 31, 2002	28	http://www.oregon.gov/Aviation/docs/resources/Aurora_No
☒ Copies of pages are included in Supplemental Information.		

TITLE		
Benefit/Cost Analysis for Air Traffic Control Tower at Aurora Airport		
AUTHOR OR AGENCY		
Quadrex Associates Inc.		
DATE	PAGES	URL
March 2007	7	
☒ Copies of pages are included in Supplemental Information.		

9. 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

Local flying community is increasingly concerned with potential for mid air collision at this high density non-tower airport High volume (83,800 operations annually) opposite direction aircraft operating simultaneously without air traffic control could collide Businesses would move their aircraft to safer airports An air traffic control tower is essential to prevent a fatal accident.

10. Does the project improve existing or create new transportation connections?

☒ Yes ☐ No

IF YES CHECK ALL THAT APPLY:

The project.

- ☐ Creates a new connection
- ☒ Improves an existing connection

The project improves or creates new transportation connections.

- ☒ between multiple modes of transportation (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)

Improves existing connections as larger corporate aircraft are more willing to fly into a safe tower controlled airport Many corporations have regulations that prohibit flying into airports that do not have an air traffic control tower. Infusion of larger aircraft will create opportunities for increased economic development

11 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 *Connect*Oregon III Application Instructions for detailed explanations of the terms below.)

STEP	STATUS				
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW
a. Environmental impact statement (EIS)	☐	☐	☒	☐	☐
b. Environmental assessment (EA)	☐	☐	☐	☒	☐
c. Inclusion in adopted transportation system plan (TSP)	☒	☐	☐	☐	☐
d. Inclusion in adopted local comprehensive plan	☒	☐	☐	☐	☐
e. Inclusion in adopted regional transportation plan (RTP)	☒	☐	☐	☐	☐
f. Air-quality conformity determination	☐	☐	☐	☒	☐
g. In-water work permit	☐	☐	☐	☒	☐
h. Zoning amendment	☒	☐	☐	☐	☐
i. Coordination of project approval with any Native American tribe or another state	☐	☐	☐	☒	☐
j. Goal exception (as required by state planning goals)	☐	☐	☐	☒	☐
k. 25% design complete	☐	☐	☒	☐	☐
l. 50% design complete	☐	☐	☒	☐	☐
m. 75% design complete	☐	☐	☒	☐	☐
n. Final design complete	☐	☐	☒	☐	☐
o. Plans and specifications	☐	☐	☒	☐	☐
p. Permits	☐	☐	☒	☐	☐
q. Other: Siting Study	☐	☒	☐	☐	☐
r. Other: Describe	☐	☐	☐	☒	☐
s. Other: Descrbe	☐	☐	☐	☒	☐
t. Other: Describe	☐	☐	☐	☒	☐

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

☒ Yes ☐ No ☐ No; however, additional information is included in Section E

If yes, note the periods when construction is limited:

RESTRICTION DESCRIPTION	START DATE OF RESTRICTION	END DATE OF RESTRICTION
grading, drainage, pavement require dry weather	11/1/2010	3/1/2011

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

☒ Yes ☒ Yes, started but not completed ☐ No

EXPLAIN (MAXIMUM 1600 CHARACTERS)

Coordination required per Intergovernmental Agreement (IGA) with Marion County and Aurora Tower Master Plan study in progress and will be completed in 2010 with concurrence of counties of Clackamas, Marion and cities of Wilsonville, Canby and Aurora.

☐ Check if documentation of the coordination is attached in Supplemental Information

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

PERMITS OR APPROVALS (MAXIMUM 1600 CHARACTERS)

Marion County building permit will be required.

Power and existing septic are available. ODA owns onsite well with potable water

Fire Suppression is available via ODA owned well and water storage tanks. Fire suppression piping and fire hydrants are available within 400 ft of building site.

15. Describe any unique construction-readiness issues or likely delays not identified above:

DESCRIBE (MAXIMUM 1600 CHARACTERS)

Failure to start construction within five years requires repayment of $275,000 site survey costs to FAA.

Part E: Other Considerations and Information

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

DESCRIBE

Unique nature of Aurora "Thru the Fence" success. Senate Bill 680 and OAR 738-014-0010 (see attachment) authorized a public-private partnership model to foster economic development at three rural airports including Aurora State Airport. "Thru The Fence" allows land not owned by the airport to develop aviation related businesses and allows access to the airport for aircraft at a fair market value The arrangements benefit both the airport sponsor and the businesses making both profitable. Aurora State Airport is a model "Thru The Fence" enterprise

Aircraft and pilot population has grown far in excess of estimates from the Aurora Airport Master Plan in 2000. Construction of a tower can enhance business opportunity through streamlined operations and enhanced safety An aircraft mishap created by failure to deconflict aircraft could derail economic development, force pilots to go elsewhere due to safety concerns and cause loss of jobs and economic opportunity

An Air Traffic Control tower is an essential element of the Oregon Multimodal Transportation Plan and is an ideal candidate for a ConnectOregon III grant.

Supporting materials

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

Part C, Item 3: Commitment letters from..

1
2
3.
4.
5.

Part D, Item 5: 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. Aurora Aviation letter; supports adding two employees and $1 2 Million expansion
2. Westwood Development letter; supports tower for bringing new business to Aurora
3. Metal Innovations Inc letter; emphasizes tower importance to attract new business
4. FLIR Systems Inc. letter; emphasizes tower significance to safety and investment.
5. XEROX Director of Aviation letter; emphasizes increased safety and economic benefit.

Part D, Item 8: Other supporting documents regarding improvements to efficiency or reliability of Oregon's transportation system

1. Aurora Airport Master Plan Executive Summary
2. Aurora Airport Benefit/Cost analysis
3 Marion County Assessors Property Records for Aurora Tower site location

Part D, Item 13: Documentation of coordination and support of public agencies that must approve the project

1. Intergovernmental Agreement with Marion County, Aurora
2
3.
4
5

Other supporting documents

1. Salary, wages, pay survey for air traffic controllers
2. Duncan And Brown, Inc Real Estate Assessment of Aurora Tower site
3 Harris, Miller, Miller and HansonInc. Aurora Airport Noise Mitigation Study:
4 Support Letter from Davidson Companies, Nick Hessler
5. Aurora Tower Modal Budget

Addenda

Attach additional text here as necessary, identifying the part and question number (example: "Part B, Question 2" or "B/2") 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

Additional co-applicants/co-sponsors, additional property owners/lessors

Check one: ☐ Co-applicant/co-sponsor ☐ Property owner/lessor

ORGANIZATION NAME	CONTACT PERSON NAME	
ADDRESS	CONTACT PERSON TITLE	
CITY STATE ZIP	PHONE	FAX
WEB SITE	E-MAIL	

Check one: ☐ Co-applicant/co-sponsor ☐ Property owner/lessor

ORGANIZATION NAME	CONTACT PERSON NAME	
ADDRESS	CONTACT PERSON TITLE	
CITY STATE ZIP	PHONE	FAX
WEB SITE	E-MAIL	

Check one: ☐ Co-applicant/co-sponsor ☐ Property owner/lessor

ORGANIZATION NAME	CONTACT PERSON NAME	
ADDRESS	CONTACT PERSON TITLE	
CITY STATE ZIP	PHONE	FAX
WEB SITE	E-MAIL	

Additional co-applicant/co-sponsor certification – see Application Instructions, Part A, Item 2.

I certify that ______________________________ supports the proposed project, has the legal authority
APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon III* 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 we have the Sample Draft Agreement and will sign the agreement if selected.

CO-APPLICANT SIGNATURE **X**	PRINT NAME	DATE
CO-APPLICANT SIGNATURE **X**	PRINT NAME	DATE
CO-APPLICANT SIGNATURE **X**	PRINT NAME	DATE

Additional owner/lessor certification – see Application Instructions, Part B, Item 10

I certify that ______________________________ supports the proposed project, has the legal authority
APPLICANT ORGANIZATION

To authorize the use of the real estate underlying the project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

PROPERTY OWNER/LESSOR SIGNATURE **X**	PRINT NAME	DATE
PROPERTY OWNER/LESSOR SIGNATURE **X**	PRINT NAME	DATE
PROPERTY OWNER/LESSOR SIGNATURE **X**	PRINT NAME	DATE

See Application Instructions for submittal requirements.

AVIATION

SECTION A: PROJECT BUDGET			
	Total Cost	**CO III Share**	**Grantee Share**
1. Administration Expense (detail)			
a. Personal Services	$25,000.00		$25,000.00
b. Permits	$40,000.00	$40,000.00	
c			
d.			
2 Preliminary Expense	$575,000.00		$575,000.00
3 Land, structures, right-of-way	$73,800.00		$73,800.00
4. Architectural engineering basic fees	$410,000.00	$410,000.00	
5 Land development			
6. Demolition and removal			
7 Construction and project improvement	$1,700,000.00	$1,700,000.00	
8. Equipment	$545,200.00	$545,200.00	
9 Miscellaneous (Define costs)			
a.			
b.			
c.			
d			
10 Total *(Lines 1 through 9)*	$3,369,000.00	$2,695,200.00	$673,800.00
11. CO III Share requested of Line 10	$2,695,200.00		
12. Total grantee share	$673,800.00		
13 Other shares			
14. Total project	$3,369,000.00	$2,695,200.00	$673,800.00

SECTION B: DETAIL OF GRANTEE SHARE		
Description (Federal, Municipal, Other)	**Expenditure Category**	**Amount**
Project management	1. Admin	$25,000.00
FAA-funded master plan update and site study	2. Preliminary	$575,000.00
Value of land at time of purchase	3. Land	$73,800.00

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

Yes. FAA grant no. 3-41-0004-015 has been issued and will be in effect for the length of this construction project but for no more than four years from date of issuance. The land was purchased in 1986 and is the property of ODA.

Matching Funds

*Connect*Oregon III 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 III grant.

INTERGOVERNMENTAL AGREEMENT ON THE COORDINATION OF GROWTH MANAGEMENT AND TRANSPORTATION ISSUES BETWEEN CITY OF AURORA, MARION COUNTY, AND THE OREGON DEPARTMENT OF AVIATION

This Agreement is entered into by and between the City of Aurora ("Aurora"), Marion County ("Marion County"), and the Oregon Department of Aviation ("ODA"), pursuant to ORS 190.003 to 190.110, which allows units of government to enter into agreements for the performance of any or all functions and activities which such units have authority to perform.

RECITALS

WHEREAS, the Aurora Airport, North Marion County Impact Area ("Impact Area") – Exhibit A is expected to experience substantial population and employment growth by the year 2050; and

WHEREAS, anticipated growth within the Impact Area will affect land areas within the jurisdictional boundaries of the City of Aurora, Marion County, and the State of Oregon Department of Aviation; and

WHEREAS, Aurora, Marion County, and the ODA wish to coordinate growth management and transportation related development processes and decisions within the Impact Area to ensure an appropriate opportunity is given for affected parties to review and address anticipated impacts; and

WHEREAS, to achieve this coordination, Aurora, Marion County, and the ODA are interested in identifying the Impact Area and establishing a process for coordination and cooperation; and

WHEREAS, Statewide Planning Goal 2 - Land Use Planning, requires that local government comprehensive plans and implementing measures be coordinated with the plans of affected governmental units and that local government, state and federal agency and special district plans and actions, relating to land use, be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 197; and

WHEREAS, OAR 660, Division 12 requires coordination of state, regional and local transportation system plans establishing a coordinated network of transportation facilities to serve state, regional and local transportation needs; and

WHEREAS, ORS Chapter 836 and OAR 660, Division 13 requires planning and coordination of local, state and federal agencies to encourage and support the continued operation and vitality of Oregon's airports and recognizes the interdependence between transportation systems and the communities on which they depend

NOW, THEREFORE, Aurora, Marion County, , and ODA agree as follows:

AGREEMENT

I. Purpose

The parties agree that they are mutually interested in and will work together to:

A Establish and amend, as necessary, the Aurora Airport/North Marion County Impact Area ("Impact Area") as identified on Exhibit "A" attached to this Agreement.

B Identify and resolve issues and concerns related to transportation and growth management in and around the Impact Area for the benefit of the parties as well as affected adjacent landowners, airport users, and other interested parties.

C Coordinate on growth management and transportation development-decisions within the Impact Area.

D Encourage and support the continued operation and vitality of the Aurora Airport and recognize the interdependence between air and ground transportation systems within the Impact Area and the communities on which they depend.

E Provide notice and an opportunity to comment on land and transportation developments within the Impact Area which may reasonably affect the parties.

F Nothing in this Agreement shall be construed to require the parties to exercise jurisdiction beyond that which is required by state law.

II. Definitions

"Aurora Airport" means that area of land located at what is commonly known as the Aurora Airport that is designed, used or intended for use for the landing and take-off of aircraft, and any public or privately owned appurtenant areas and structures, including open space, used for airport buildings or other airport facilities or rights-of-way or which is located on lands located within the Marion County Public Zone

"Impact Area" means the Aurora Airport, the Aurora Airpark, and those portions of North Marion County the development of which impacts the parties to this Agreement and existing residents and businesses within each party's jurisdiction, as shown on the Aurora Airport/North Marion County Impact Area Map, attached as Exhibit A.

III. Amendment of Aurora Airport Impact Area Boundaries

A Impact Area boundaries may be amended by Marion County upon its own initiative or upon the written request of Aurora, and/or the ODA.

B. When amending boundaries, Marion County shall give notice to and work in cooperation and coordination with Aurora, and the ODA, and shall consider the following factors:

1. Existing and future land development;

2. Existing and future local and state transportation corridors;

3. Existing and future Aurora Airport usage and flight patterns; and

4. Each affected jurisdictions' Comprehensive Plan boundaries and related goals and policies.

IV. Comprehensive Planning within the Impact Area

A. Existing Comprehensive Plan designations and zoning, as currently designated by each party to lands within its jurisdiction, shall continue to apply to those lands within the Impact Area.

B. Any party formally considering a Comprehensive Plan Amendment for lands within Impact Area boundaries shall provide for notice and opportunity for comment to the other parties to this Agreement in a manner provided in Article VI below.

C Special plans and studies undertaken that involve lands within the Impact Area such as infrastructure, environmental, or economic planning shall be shared amongst the parties.

V. Land Use Development and Coordination within the Impact Area

A This Agreement shall have no effect on the current local and statutory zoning and regulatory authority of each jurisdiction within the Impact Area boundaries, nor any existing intergovernmental agreements between the parties

B Aurora and Marion County respectively agree to provide ODA, with notice and an opportunity to comment, in the same manner as currently required for affected property owners by their respective development codes for land use applications within the Impact Area. The parties shall provide each other with requested data, maps, and other information in hard copy or digital form in a timely manner.

C. ODA shall provide Aurora and Marion County with notice and opportunity to comment for all Airport Master Plan amendments, new access agreements (through-the-fence agreements), and for proposed development or infrastructure improvements, relative to the Aurora Airport.

D. The parties shall discuss and work cooperatively to determine whether specific uses which would otherwise be permitted within existing exception areas under

County zoning should be prohibited or restricted within the Impact Area to implement the purposes of this Agreement

VI. Notice and Coordination Responsibilities

A. Aurora and Marion County each shall provide ODA with notice and an opportunity to comment prior to the first scheduled public hearing, in the same manner provided to property owners in their applicable codes, for all of their respective legislative plan amendments, zone changes, or new land use regulations and amendments affecting property within the Impact Area.

B. Aurora and Marion County each shall provide ODA with notice and an opportunity to comment prior to all of their respective administrative or public hearing actions, in the same manner provided to property owners in their applicable codes, for any quasi-judicial development applications (including, but not limited to, plan and zoning code amendments, conditional use permits and design review) within the Impact Area

C. ODA shall provide reasonable notice and opportunity to comment to Aurora and Marion County for all Airport Master Plan amendments, new access agreements (through-the-fence agreements), and for its proposed development or infrastructure improvements, relative to the Aurora Airport

D. In order to fulfill the cooperative planning provisions of this Agreement, Aurora, Marion County, and ODA shall provide each other with all requested reasonable data, maps, and other information in hard copy or digital form in a timely manner.

VII. Amendments to this Agreement

This Agreement may be amended in writing by the agreement of all parties and may be reviewed by the parties at any time.

VIII Termination

This Agreement may be terminated by any party as to the rights and responsibilities of that party within 60 days written notice to the other parties. Termination of the rights and responsibilities of one or more parties does not affect the rights and responsibilities of the remaining parties as to each other.

IX Reservation of Rights and Authorities

This Agreement is intended only to achieve the purposes set forth in Section I of the Agreement and is not intended to create any right or responsibility which is legally enforceable by any person or entity against any Party and creates no rights in third parties or the right to judicial review regarding the acts or omissions of any Party. Each Party reserves all rights or authorities now or hereafter existing and nothing in this Agreement waives or forecloses the exercise of any such rights or authorities.

X. **Severability**

If any section, clause or phrase of this Agreement is invalidated by any court of competent jurisdiction, any and all remaining parts of the Agreement shall be severed from the invalid parts and shall remain in full force and effect.

XI **Effective Date**

This Agreement is effective on the date it is fully executed

IN WITNESS THEREOF, the respective parties have caused this Agreement to be executed by their authorized officer or representative on their behalf:

CITY OF AURORA

Charles C. Donald — 4/30/08

Charles Donald
Mayor, City of Aurora — Date

ATTEST:

By: Laurie Boyce
Laurie Boyce, City Recorder

OREGON DEPARTMENT OF AVIATION

Daniel Clem, Executive Director — 5/7/08

Date

MARION COUNTY

Samuel A. Brentano — 4-24-08

Chairperson, Marion County
Board of Commissioners — Date

ATTEST:

By: Gordean D Ash
Recording Secretary

OFFICIAL SEAL
GORDEAN D ASH
NOTARY PUBLIC - OREGON
COMMISSION NO. 407674
MY COMMISSION EXPIRES JUNE 25, 2010

DUNCAN & BROWN, Inc.

REAL ESTATE ANALYSTS

RICHARD J. DUNCAN MAI, SRA

COREY S. DINGMAN
JASEN D. HANSEN

ASSOCIATES
THOMAS S. MORGAN
ALAN CLARK
DAVID L. CELLERS
LEAH CARTER
CLINT BECRAFT

November 16, 2007

John Wilson
Airport Operations Specialist
Oregon Department of Aviation
3040 25th Street SE
Salem, Oregon 97302-1125

RE: 3.0-Acre Future Control Tower Site
Aurora State Airport
Aurora, Oregon

Dear Mr. Wilson:

Pursuant to your written authorization, we have personally inspected the subject property, which consists of a 3.0-acre portion of an 8.59-acre larger parcel to be used as a future control tower site at the Aurora State Airport. The subject parcel is improved with an asphalt paved ramp area and a personal property modular office structure. The property is located near the mid-field area of the Aurora State Airport. The Marion County Assessor's identifies the larger parcel as tax lot 500 on map 04-1W-02D.

The purpose of this appraisal is to estimate the hypothetical market value of a 3.0-acre portion of the 8.59-acre larger parcel as described above. The hypothetical 3.0-acre portion of the property includes the approximate middle section of tax lot 500 between the north and south property lines and excluding the western and easternmost portions of the site. Based on our inspection and analysis of pertinent market data, it is our opinion that the hypothetical fee simple market value of the 3.0-acre portion of the larger parcel, as of November 10, 2007, is estimated to be:

SEVEN HUNDRED THOUSAND DOLLARS
$700,000*

**The value conclusion is subject to the Hypothetical Condition, Extraordinary Assumptions and General Assumptions and Limiting Conditions beginning on page 6*

This is a Summary Report intended to comply with the reporting requirements set forth under Standard Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. As such, it presents only summary discussions of the data, reasoning and analyses that were used in the appraisal process to develop the appraisers' opinion of value. Supporting documentation concerning the data, reasoning and analyses is retained in the appraisers' file. The depth of discussion contained in this report is specific to the needs of the

client and for the intended use. The appraisers are not responsible for unauthorized use of this report.

The attached appraisal report details the basis and reasoning for our value conclusion. Please refer to the Summary of Salient Facts on page 5. Your attention is also directed to the statement of Assumptions and Limiting Conditions contained on pages 6 and 7. This report conforms to the Uniform Standards of Professional Appraisal Practice (USPAP) adopted by the Appraisal Standards Board of the Appraisal Foundation.

We certify this appraisal has been prepared in accordance with the Code of Professional Ethics and Standards of Professional Practices set forth by the Appraisal Institute. We certify we have no present or contemplated interest in the property and our fee for making this appraisal is not predicated upon reporting any specified value or value range.

Please call at your convenience if any additional data or information is required.

Respectfully submitted,
DUNCAN & BROWN, INC.

Clint C. Becraft

Richard J. Duncan, MAI, SRA

CCB, Certification No. C000856, Exp. 04/30/08
RJD, MAI, SRA Certification No. C000106, Exp. 7/31/09

CCB/RJD/mh

HARRIS MILLER MILLER & HANSON INC.
345 University Avenue, Suite 203
Sacramento, CA 95825
Tel: (916) 565-1776
Fax: (916) 565-1207

FINAL MEMORANDUM

To:	Daren Griffin - State Airports Manager Oregon Department of Aviation 3040 25th Street SE Salem, Oregon 97302-1125
From:	Eugene M. Reindel Robert D. Benr
Date:	May 31, 2002
Subject:	Aurora State Airport Noise Mitigation Program
Reference:	HMMH Job No. 297750

Harris Miller Miller & Hanson Inc. (HMMH) has completed the noise mitigation task for the Aurora State Airport (ASA) Noise Mitigation Study for the Oregon Department of Aviation (ODA). This memorandum introduces the noise mitigation process and assesses existing and potential new noise abatement measures at ASA. The final recommended mitigation package is then modeled and compared to the unabated case for years 2007 and 2017. The package represents the combined effort of HMMH, ODA, and the ASA DECIBEL Committee. This memorandum is the final HMMH deliverable of this study and incorporates the comments from the DECIBEL meeting on May 29, 2002.

BACKGROUND

When developing and evaluating noise mitigation actions, the following principles should be considered. Does the action:

- Reduce existing incompatible uses and prevent or reduce the probability of the establishment of additional incompatible uses?
- Not impose an undue burden on interstate and foreign commerce?
- Not unjustly discriminate?
- Not degrade safety or adversely affect the safe and efficient use of airspace?
- To the extent possible, meet both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise impact?
- Allow implementation in a manner consistent with all the powers and duties of the Administrator of FAA?

Federal Land Use Compatibility Guidelines

A standard of land uses normally compatible, or non-compatible, with various exposures of individuals to airport-related noise is essential to providing a minimum uniform treatment of both airport operations and noise-sensitive land uses or activities. Reproduced directly from Appendix A of 14 CFR Part 150, Table 1 contains the federal guidelines or standards for land use compatible with aircraft noise. According to Table 1, all land uses are compatible with aircraft operations when the aircraft Day-Night Average Sound Level (DNL) is less than 65 dB.

Table 1: FAR Part 150 Noise / Land Use Compatibility Guidelines

Source: FAR Part 150 Table 1

	Yearly Community Noise Equivalent Level, DNL, in Decibels (Key and notes on following page)					
Land Use	<65	65-70	70-75	75-80	80-85	>85
Residential Use						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home park	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail--building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade--general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water rec	Y	Y	25	30	N	N

Key to Table 1

SLUCM	Standard Land Use Coding Manual
Y (Yes)	Land use and related structures are compatible without restrictions.
N (No)	Land use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table 1

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

Noise mitigation studies quantify incompatibilities by counting the number of homes, schools and churches within the incompatible DNL areas. Therefore the basis of evaluating the benefits of proposed noise abatement measures is to compare the number of dwellings impacted under the abated DNL contours to the number of dwellings impacted under the base-case noise contours. Efforts to reduce the number of impacted people/dwellings usually focus on reducing the people in highest noise levels first.

State of Oregon Noise Control Regulations

The Oregon State Department of Environmental Quality (DEQ) finds that noise pollution caused by Oregon airports threatens the public health and welfare of citizens residing in the vicinity of airports. The DEQ has established that the criterion for airport noise is a DNL of 55 dB. The airport noise criterion is not designed to be a standard for imposing liability or any other legal obligation except as specifically designated in the Division 35 Noise Control Regulations for Airports.[1] The DEQ does not set guidelines for compatible or incompatible land use.

FAR Part 150, which governs the development of aircraft noise exposure contours, requires the development of DNL contours of 65 dB, 70 dB, and 75 dB. Given the DEQ Noise Control Regulations, this noise mitigation study will generate the noise exposure contours as required by FAR Part 150 plus the 55 dB and 60 dB DNL contours.

Development of Noise Mitigation Measures

In general, when developing noise mitigation measures under FAR Part 150, airports must consider at least the following seven categories of alternatives:[2]

1) Land acquisition and interest therein
2) Barriers, shielding, public building soundproofing
3) Preferential runway system
4) Flight procedures
5) Restrictions on type/class of aircraft
6) Other actions with beneficial impact
7) Other FAA recommendations

Categories 1 and 2 address only land use measures. Categories 3, 4, and 5 address only noise abatement measures. Categories 6 and 7 are other measures not covered in the first five categories.

[1] Paragraph 340-035-0045, Division 35 Noise Control Regulations, Department of Environmental Quality, Oregon Administrative Rules, April 15, 2002.

[2] Paragraphs §150.7(b) (1) through (7) of FAR Part 150 list these seven categories.

POTENTIAL NOISE MITIGATION

At the ASA noise mitigation workshop on January 29, 2002, ODA, the ASA DECIBEL Committee, and HMMH developed the following list of potential measures for consideration.

Noise abatement alternatives to model separately for further analysis

- Establish Runway 35 as the preferential calm-wind runway.
- Change the traffic pattern for Runway 17 to a right-traffic pattern.
- Prohibit left turns when departing Runway 17.
- Eliminate/restrict touch-and-go operations on Runway 17.

Based on funding constraints and the ability to derive desired results from the other alternatives, the final alternative was not considered as a separate mitigation measure. The other three alternatives were modeled and the results reported to ODA in the "Noise Mitigation Measure Evaluations Results" memorandum, dated March 15, 2002.

Other noise abatement alternatives

- Establish an additional departure procedure for Runway 35 departures, which would allow a 90° right turn at 900' Above Mean Sea Level (MSL).
- Change the altitude limit on left turns when departing Runway 35, which would allow turns at 900' MSL rather than the existing 1200' MSL.
- Investigate the potential to allow a back-course approach to Runway 35 and encourage the FAA to publish this procedure.
- Install a sound barrier between the airport and mobile home park located west of midfield.

Land use mitigation alternatives

- Require the inclusion of Noise Disclosure Statements on real estate sale documents for properties inside the 55, 60, or 65 dB noise exposure contour.
- Provide sound insulation for homes inside the 65 dB contour.
- Relocate all mobile homes inside the 65 dB contour.

Implementation program

- Establish a continuing education program for pilots and tenants that includes:
  - a. Pilot education committee.
  - b. NBAA and AOPA noise abatement training, which includes use of helicopter flight patterns.
  - c. Low-level approaches.
  - d. Prop controls.
- Replace existing on-airport noise abatement informational signs with larger and clearer signs. The new signs should depict noise sensitive land use

areas and appropriate arrival and departure paths and procedures. Eliminate all unnecessary signs from the field.

- Establish an airport noise monitoring committee that meets quarterly to evaluate pilot compliance with established noise abatement procedures. The committee should be comprised of pilots, tenants, community members, and the ODA.
- Install Distance Measuring Equipment (DME/localizer) or Instrument Landing System (ILS) for Runway 35. According to the DECIBEL Committee and ODA either a DME or an ILS will be required before the FAA will allow Runway 35 to be used as the calm wind runway.
- Upgrade the existing Runway 17 DME. According to the DECIBEL Committee and ODA, an upgrade is required prior to instituting a back-course Runway 35 approach.

SEPARATE NOISE MITIGATION MODELING RESULTS

Upon reviewing the modeling results[1], we determined that two of the measures shifted some of the noise to another residential area, and, therefore, those measures were subsequently dropped from consideration. Changing the preferential and calm-wind runway from Runway 17 to Runway 35 provided the greatest noise reduction in all areas.

Changing the calm wind runway at ASA to Runway 35 significantly reduced the aircraft noise exposure for residential areas surrounding ASA without restricting aircraft operations. ODA and the DECIBEL Committee agreed to pursue changing the calm wind runway before taking further action to reduce aircraft noise exposure around ASA.

[1] Aurora State Airport Noise Mitigation Measure Evaluations Results, Memorandum to Daron Griffin - State Airports Manager, HMMH Job No. 297750, dated March 15, 2002.

RECOMMENDED NOISE MITIGATION PACKAGE

The following list details the recommended noise mitigation package for ASA. The main change for ASA is adopting Runway 35 as the preferred and calm-wind runway.

Noise Abatement Procedures

- ***Establish*** Runway 35 as the preferential/calm-wind runway.
- ***Establish*** an additional departure procedure for Runway 35 departures which would allow a 90° right turn at 900' MSL.
- ***Change*** the altitude limit on left turns when departing Runway 35 which would allow turns at 900' MSL rather than the existing 1200' MSL.
- ***Investigate*** the potential to allow a back-course approach to Runway 35 and encourage the FAA to publish this procedure.

Land Use Program

- ***No Recommendation at this time***

Implementation Program

- ***Establish*** a continuing education program for pilots and tenants that includes:
  - Pilot education committee
  - NBAA and AOPA noise abatement training which includes use of helicopter flight patterns
  - Low-level approaches
  - Prop controls
- ***Replace*** existing on-airport noise abatement informational signs with larger and clearer signs. The new signs should depict noise sensitive land use areas and appropriate arrival and departure paths and procedures. Eliminate all unnecessary signs from the field.
- ***Establish*** an airport noise monitoring committee that meets quarterly to evaluate pilot compliance with established noise abatement procedures. The committee should be comprised of pilots, tenants, community members and the ODA.
- ***Install*** Distance Measuring Equipment (DME/localizer) or Instrument Landing System (ILS) for Runway 35. According to the DECIBEL Committee and ODA either a DME or an ILS will be required before the FAA will allow Runway 35 to be used as the calm wind runway.
- ***Upgrade*** the existing Runway 17 DME. According to the DECIBEL Committee and ODA, an upgrade is required prior to instituting a back-course Runway 35 approach.

MODELING THE RECOMMENDED NOISE MITIGATION PACKAGE

This study used the Federal Aviation Administration's (FAA) Integrated Noise Model (INM) version 6.0c, to prepare noise contours for annual aircraft exposure in terms of the Day-Night Average Sound Level (DNL). The inputs to the INM remained the same as in the unabated cases (Years 2007 and 2017) except for:

- Change in runway use based on the change in preferential runway to Runway 35;
- Addition of a 90° right turn for Runway 35 departures; and
- Change in required altitude prior to initiating turn from 1200' to 900' MSL.

HMMH developed DNL noise contours, made estimates of current housing units within the DNL contour intervals, and made comparisons of the modeled DNL values at four residential sites. Table 2 lists these sites, which correspond to the locations of our residential noise measurement sites.

Table 2. Residential Site Locations for DNL Comparison

Site No.	Location
3	32575 SW Riviera Lane – Charbonneau Community
4	14635 Kasel Court – Aurora Community
5	21320/21331 Main Street – Aurora Community
6	22037 Carissa Avenue – Deer Creek Community

Modeling Inputs

The INM requires inputs in the following categories:

- Physical description of the airport layout;
- Annual-average weather information;
- Number and mix of aircraft operations;
- Day-night split of operations (by aircraft type);
- Noise and performance characteristics of aircraft types;
- Runway utilization rates;
- Prototypical flight track descriptions; and
- Flight track utilization rates.

Airport Physical Parameters[4]

ASA is located approximately mid-way between the Portland metropolitan area and the state capital at Salem. ASA is located on the I-5 corridor on the border between Marion County and Clackamas County. ASA is one of seven airports in the Portland area with published instrument approach procedures. ASA is currently without an Air Traffic Control Tower (ATCT). However, Portland International Airport (PDX) Terminal Radar Approach Control (TRACON) provides radar service, the ASA radio UNICOM provides voice communication

[4] Aurora State Airport Master Plan Update, October 2000.

and an Automatic Weather Observation Station (AWOS) provides meteorological information for aircraft using ASA.

ASA has one runway, Runway 17/35. The runway is 5,000 feet long by 100 feet wide. The full runway length is available for takeoff in both directions. The airport elevation is 196 feet above Mean Sea Level (MSL). Figure 1 presents the airport layout plan produced by W&H Pacific of Beaverton, Oregon.

Meteorological Parameters

Annual-average meteorological conditions are important for the calculation of atmospheric absorption that affects the noise-power-distance curves in the INM used to determine aircraft noise exposure levels. Input meteorological parameters were temperature (52.4 F), pressure (30.03 in. Hg), relative humidity (70%), and headwind (standard 8 knots).[5]

Aircraft Operations

For the future years of 2007 and 2017, the mix of aircraft was assumed to remain the same and the level of operations of those aircraft was obtained from the Master Plan Update. For the year 2007 the total fixed-wing operations were forecast to be 97,714 (+6.1%), and for the year 2017 the total fixed-wing operations were forecast to be 108,204 (+17.5%). The Master Plan Update did not provide information on helicopter operations. There is no reason to believe that helicopter growth will follow general aviation growth. From discussions with Columbia Helicopters, no growth in helicopter activity is projected in the future years.

The INM requires detailed information on specific aircraft types. The INM includes a database of over 100 aircraft types. While this is only a fraction of the actual number of discrete aircraft types operating at U.S. airports, it is extensive enough to include reasonable modeling surrogates for most aircraft. The FAA provides guidelines for selecting which INM aircraft type to use as a "substitute" for aircraft not specifically included in the database.

Tables 3 and 4 provide fleet mixes for annual-average daily activity (annual operations divided by 365) for 2007, and 2017, respectively. The fleet mixes are presented for specific aircraft types available in the INM database, and for the daytime and nighttime periods.

[5] WorldClimate.com, weather station averages in proximity to Aurora, Oregon.

Figure 1: Aurora State Airport Airport Layout Plan
Source: Aurora State Airport Master Plan, October 2000, W&H Pacific

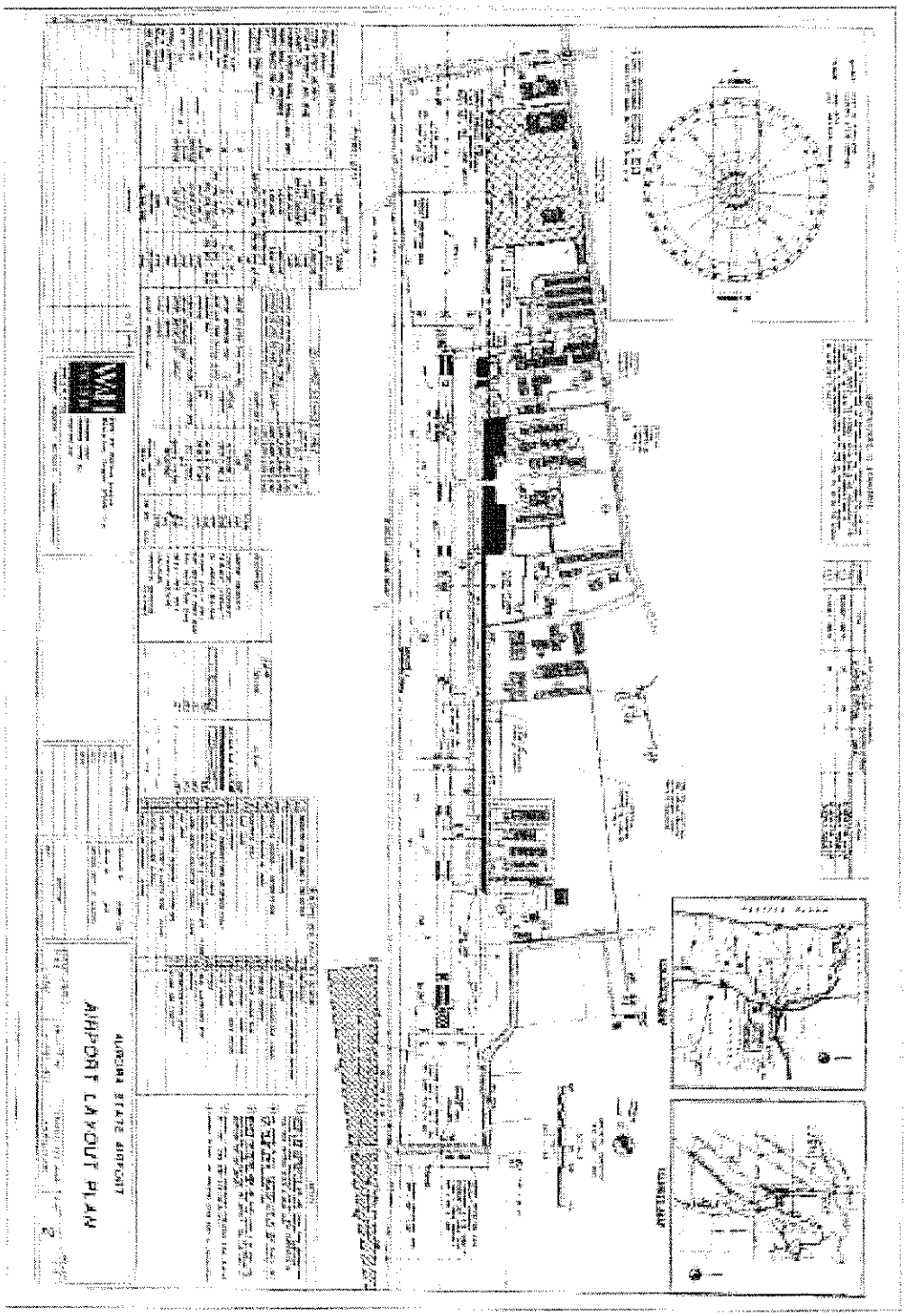

Table 3: Aurora State Airport Forecast Operations for 2007

Aircraft Category	Representative INM Aircraft Type	Departures		Arrivals		Touch & Go		Total
		Day	Night	Day	Night	Day	Night	
Single Piston	Fixed pitch	10.445	1.161	10.445	1.161	3.879	0.194	27.081
	Variable pitch	22.963	2.552	22.963	2.552	8.080	0.425	59.535
	Cessna 172	24.268	2.697	24.268	2.697	8.540	0.450	62.920
	Cessna 206H	19.123	2.125	19.123	2.125	6.729	0.354	49.579
Multiple Piston	Beech Baron 58P	7.228	0.803	7.228	0.803	2.543	0.134	18.739
Turbo-Propeller	Fixed pitch	4.519	0.502	4.519	0.502	1.589	0.084	11.713
Subtotal, non-jet fixed-wing		**88.545**	**9.840**	**88.545**	**9.840**	**31.156**	**1.641**	**229.567**
Jet	Cessna 500	0.121	0.014	0.121	0.014	0.000	0.000	0.270
	Cessna 550B	0.121	0.014	0.121	0.014	0.000	0.000	0.270
	Lear 25	0.723	0.081	0.723	0.081	0.000	0.000	1.608
	Lear 35	0.723	0.081	0.723	0.081	0.000	0.000	1.608
	Astra 1125	0.723	0.081	0.723	0.081	0.000	0.000	1.608
Subtotal, jets		**2.411**	**0.271**	**2.411**	**0.271**	**0.000**	**0.000**	**5.364**
Helicopters	Bell 206	0.448	0.038	0.448	0.038	0.000	0.000	0.972
	Bell 212	0.271	0.030	0.271	0.030	0.000	0.000	0.603
	Hughes 500	0.103	0.009	0.103	0.009	0.000	0.000	0.205
Subtotal, helicopters		**0.822**	**0.068**	**0.822**	**0.068**	**0.000**	**0.000**	**1.780**
Total		**91.778**	**10.179**	**91.778**	**10.179**	**31.156**	**1.641**	**236.711**

Notes: Day is 7:00 AM until 10:00 PM. Night is 10:00 PM until 7:00 AM
Totals may not add due to rounding
Each touch-and-go counts as two operations (one arrival and one departure)

Table 4: Aurora State Airport Forecast Operations for 2017

Aircraft Category	Representative INM Aircraft Type	Departures		Arrivals		Touch & Go		Total
		Day	Night	Day	Night	Day	Night	
Single Piston	Fixed pitch	11.566	1.285	11.566	1.285	4.070	0.215	29.987
	Variable pitch	25.429	2.826	25.429	2.826	8.943	0.471	65.929
	Cessna 172	26.874	2.986	26.874	2.986	9.456	0.498	69.674
	Cessna 206H	21.176	2.353	21.176	2.353	7.451	0.392	54.901
Multiple Piston	Beech Baron 58P	8.004	0.889	8.004	0.889	2.816	0.148	20.750
Turbo-Propeller	Fixed pitch	5.003	0.556	5.003	0.556	1.760	0.093	12.971
Subtotal, non-jet fixed-wing		98.052	10.895	98.052	10.895	34.501	1.817	254.212
Jet	Cessna 500	0.134	0.015	0.134	0.015	0.000	0.000	0.298
	Cessna 550B	0.134	0.015	0.134	0.015	0.000	0.000	0.298
	Lear 25	0.800	0.089	0.800	0.089	0.000	0.000	1.778
	Lear 35	0.800	0.089	0.800	0.089	0.000	0.000	1.778
	Astra 1125	0.800	0.089	0.800	0.089	0.000	0.000	1.778
Subtotal, jets		2.668	0.296	2.668	0.296	0.000	0.000	5.930
Helicopters	Bell 206	0.448	0.038	0.448	0.038	0.000	0.000	0.972
	Bell 212	0.271	0.030	0.271	0.030	0.000	0.000	0.603
	Hughes 500	0.103	0.000	0.103	0.000	0.000	0.000	0.205
Subtotal, helicopters		0.822	0.068	0.822	0.068	0.000	0.000	1.780
Total		101.542	11.259	101.542	11.259	34.501	1.817	261.922

Notes *Day is 7:00 AM until 10:00 PM, Night is 10:00 PM until 7:00 AM*
Totals may not add due to rounding.
Each touch-and-go counts as two operations (one arrival and one departure)

Runway Utilization

ASA runway use is dependent on prevailing winds and the preferred calm wind runway. ODA obtained archived weather data information for the past year and, in conjunction with the DECIBEL Committee, determined the new runway use for Runway 35 as the preferred/calm-wind runway at:

- 20% - - Runway 17
- 80% - - Runway 35

Flight Track Geometry and Utilization

For the base case (Year 2000), fixed-wing aircraft flight tracks were developed based on observations during the noise measurement periods, assumptions related to Runway 35 operations or north flow, and published noise abatement procedures. During the observation periods, ground tracks of arrivals, departures, and traffic patterns were noted and discussions were held with local pilots regarding local flight operations. Since the primary flow observed was south flow or operations on Runway 17, arrivals, departures, and traffic patterns for north flow mirrored that of south flow taking into account the published noise abatement procedures for departure from Runway 35. Helicopter helipads, based on coordinates provided by the ODA, were developed for transient helicopters, airport-based helicopters, and helicopters undergoing maintenance at the Columbia Aviation maintenance hangar. Since there were no established standard procedures for helicopters, HMMH designed nominal profiles for helicopters arriving and departing the various helipads that avoided conflict with the fixed-wing flight tracks. These profiles are for modeling purposes and only reflect actual flight tracks in the vicinity of the airport.

For the abated case, all flight tracks and helicopter profiles remained unchanged except as follows:

- Runway 35 departures were changed to begin the turn at 900 feet MSL
- A new Runway 35 departure was added with a 90° right turn after takeoff

Figures 2, 3, and 4 depict the modeled abated flight tracks for fixed-wing arrivals, departures, and touch-and-gos. Aircraft do not all fly on a single flight track, but rather fly in "corridors". Figures 2 through 4 utilize solid lines to depict the "backbone" or middle of the corridor, and dashed lines to depict the dispersion about the backbone, which make up the corridor. Figure 5 depicts the modeled flight tracks for helicopter operations. A total of seven helicopter flight tracks were modeled in an attempt to reach a reasonable depiction of the very diverse nature of actual helicopter tracks. Tables 5 and 6 list the flight track use percentages, using the "backbone" track names indicated in the figures for the fixed-wing aircraft and the flight tracks for the helicopters.

Figure 2: Modeled Fixed-Wing Arrival Flight Tracks for Noise Abatement

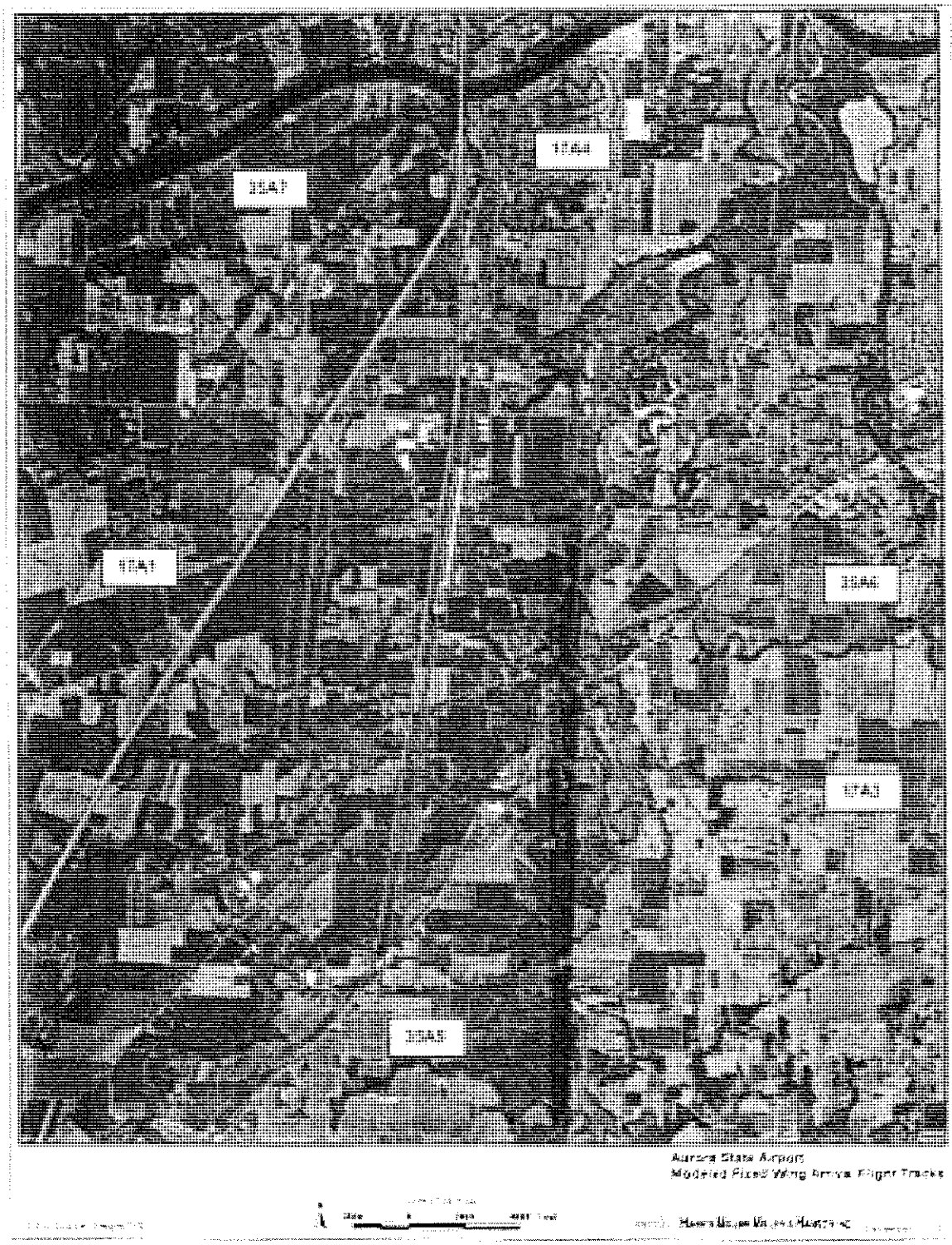

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Figure 3: Modeled Fixed-Wing Departure Flight Tracks for Noise Abatement

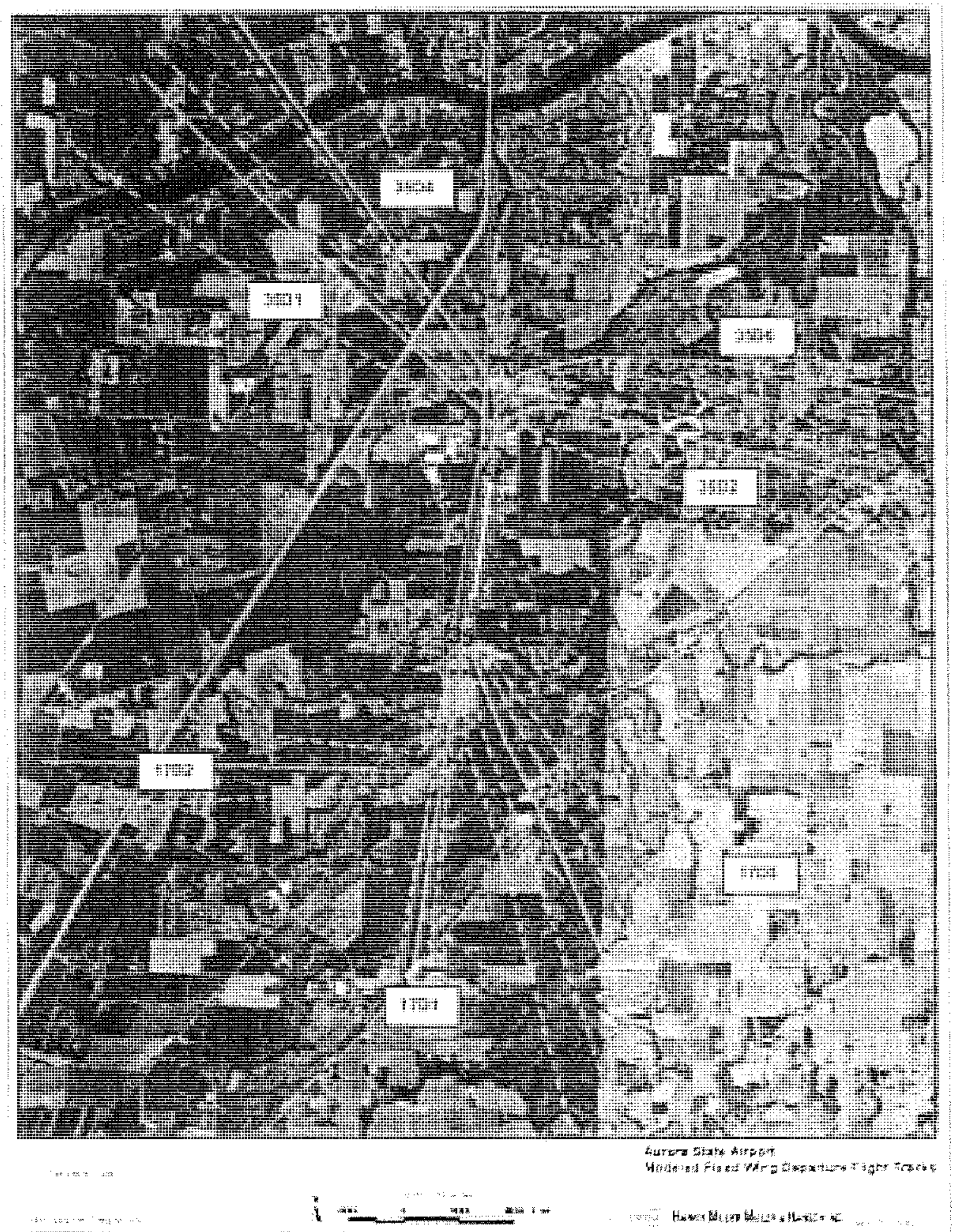

Figure 4: Modeled Fixed-Wing Touch-and-Go Flight Tracks for Noise Abatement

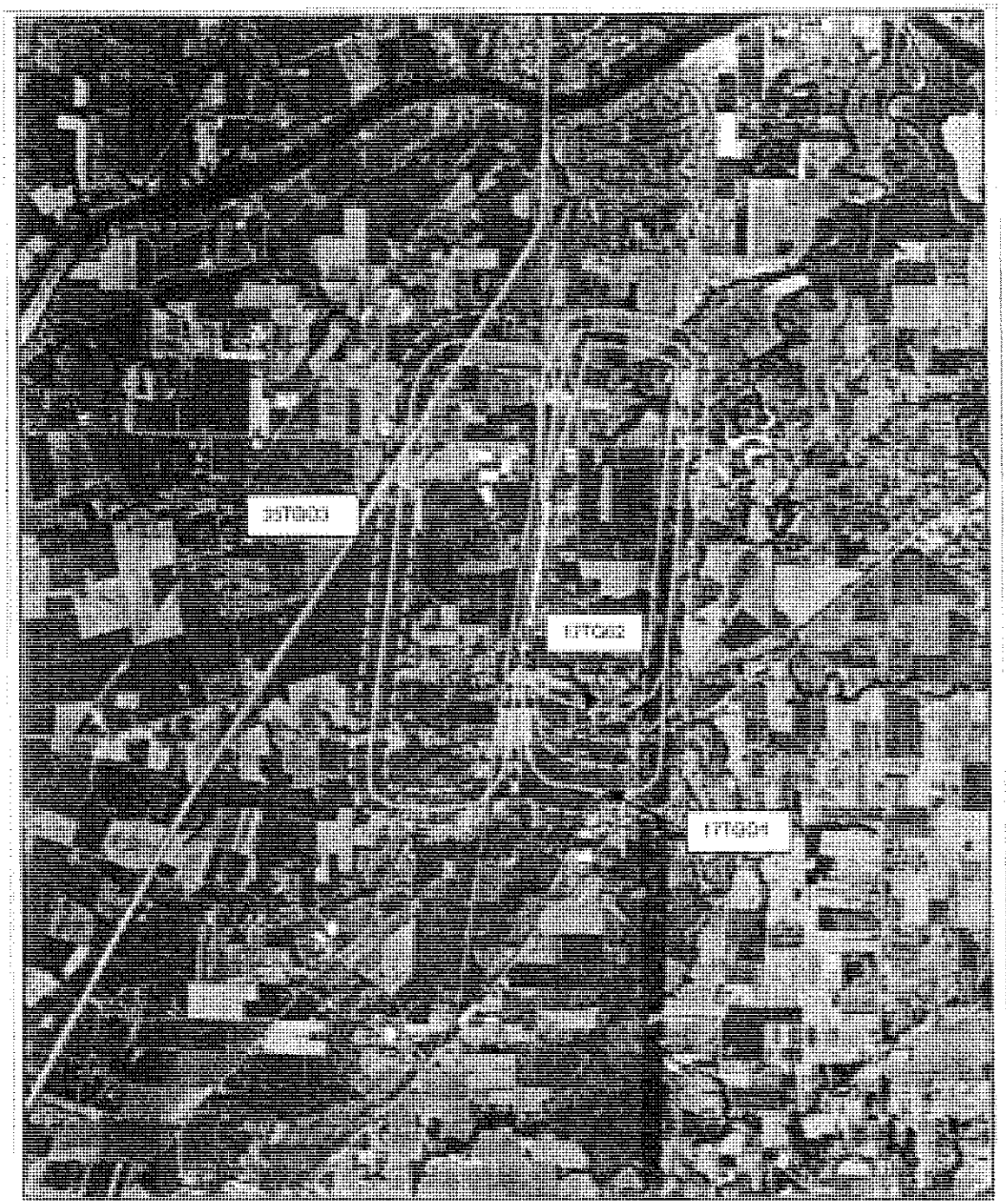

Figure 5: Modeled Helicopter Operation Flight Tracks for Noise Abatement

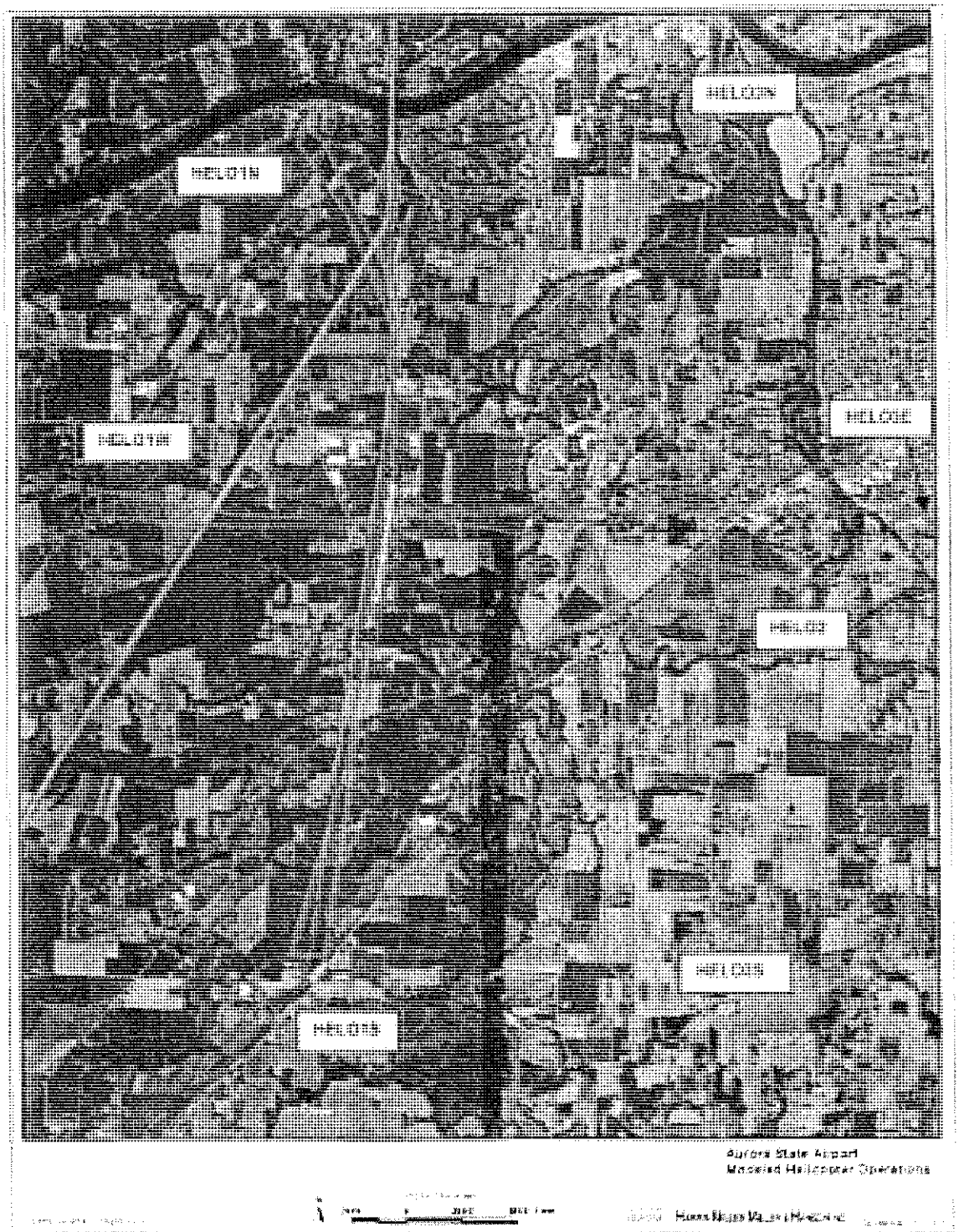

Table 5: Abated Flight Track Utilization Rates - Fixed-Wing

Aircraft Categories and Operations	Runway 17		Runway 35	
	Track	Use (%)	Track	Use (%)
Non-Jet Departures	17D1	25%	35D1	85%
	17D2	25%	35D2	15%
	17D3	50%		
Non-Jet Arrivals	17A1	40%	35A5	20%
	17A3	40%	35A6	40%
	17A4	20%	35A7	40%
Non-Jet Touch-and-Gos	17TGO1	50%	35TGO3	100%
	17TGO2	50%		
Jet Departures	17D1	100%	35D4	85%
			35D6	15%
Jet Arrivals	17A3	10%	35A5	90%
	17A4	90%	35A7	10%

Table 6: Abated Flight Track Utilization Rates - Helicopters

Aircraft Categories and Operations	Track	Use (%)
Helicopter Operations (Transient)	HELO1N	33%
	HELO1W	34%
	HELO1S	33%
Helicopter Operations (Maintenance)	HELO2	100%
Helicopter Operations (Based)	HELO3N	33%
	HELO3E	34%
	HELO3S	33%

NOISE EXPOSURE CONTOURS

This section presents two aircraft noise exposure contour sets with noise mitigation: (1) Year 2007 - Forecast Case, Figure 6; and (2) Year 2017 - Forecast Case, Figure 7. Also included in this section are estimates of housing units within DNL contour intervals with and without noise abatement. HMMH estimated the housing unit counts depicted in Table 7 using the aerial photo provided by ODA.

Table 7: Estimated Housing Units within the Aircraft DNL Contour Intervals
Source: ODA Aerial Photo, 19 October 1999

Year/Case	55-60 dB DNL	60-65 dB DNL	65-70 dB DNL	70-75 dB DNL	Total (within 55 dB DNL)
2007/Base	150	141	25*	0	316
2007/Abated	122	49	19*	0	190
2017/Base	195	146	37*	0	378
2017/Abated	149	57	25*	0	231

** Note: Incompatible land use according to FAA Guidelines (See Table 1)*

Incompatible Land Uses

Based on the FAA Guidelines in Table 1, the 19 and 25 estimated housing units within the abated 65-dB DNL contour constitute incompatible land use. These housing units consist of residences other than mobile homes and transient lodgings, and a mobile home park. These housing units are located to the west and southwest of ASA along the Wilsonville-Hubbard Highway and to the south of the airport. However, the change in preferential runway use from Runway 17 to Runway 35 has significantly decreased the incompatible land use by 6 and 12 estimated housing units for Years 2007 and 2017, respectively.

Aurora

The city of Aurora is primarily affected when ASA is operating in a south flow (landing and departing Runway 17). Arrivals from the south and east enter the traffic pattern on a flight track that is just east or northeast of the city. Departures off Runway 17 that turn left upon reaching 1,000 feet above ground level (AGL) also skirt the western and southwestern environs of Aurora. With the left traffic pattern, local flights in the pattern will fly anywhere from the northern edge to the southern edge of the city limits depending on other aircraft traffic or individual pilot technique. These aircraft are primarily the single-piston and turbo-prop aircraft. Making Runway 35 the preferential runway significantly reduces the noise exposure to the city and south of the city by reducing the number of departures and traffic patterns over the city and reduces the number of exposed housing units primarily in the 55-60 dB DNL contour interval. As Table 8 shows, the mitigation effort reduces the aircraft DNL at two Aurora residential areas by 3.9 dB and 6.0 dB. The FAA considers a change of 5 dB or more within the 45-60 dB DNL exposure interval as a slight-to-moderate degree of impact (Table 9).

Charbonneau

The community of Charbonneau is approximately 2 miles north of ASA directly under the arrival flight path for Runway 17. Most jet aircraft and some other aircraft, during periods of marginal weather, will fly published instrument approaches at altitudes of 800 – 1,400 feet above the Charbonneau community. Departures from Runway 35 are directed to turn left upon reaching 1,200 feet MSL to avoid flying over Charbonneau; however, these aircraft

Figure 6: Year 2007 Forecast DNL Noise Exposure Contours - Abated

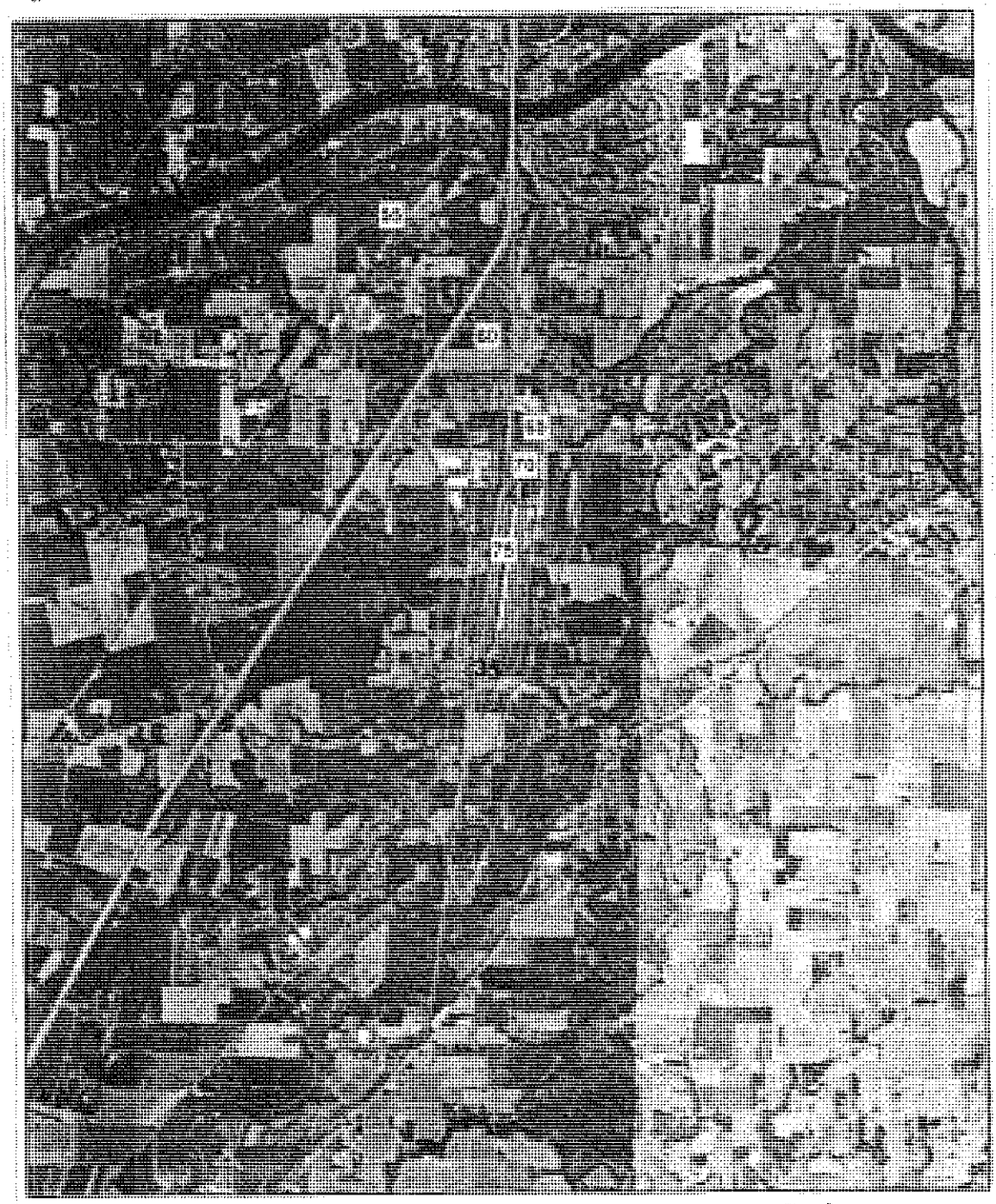

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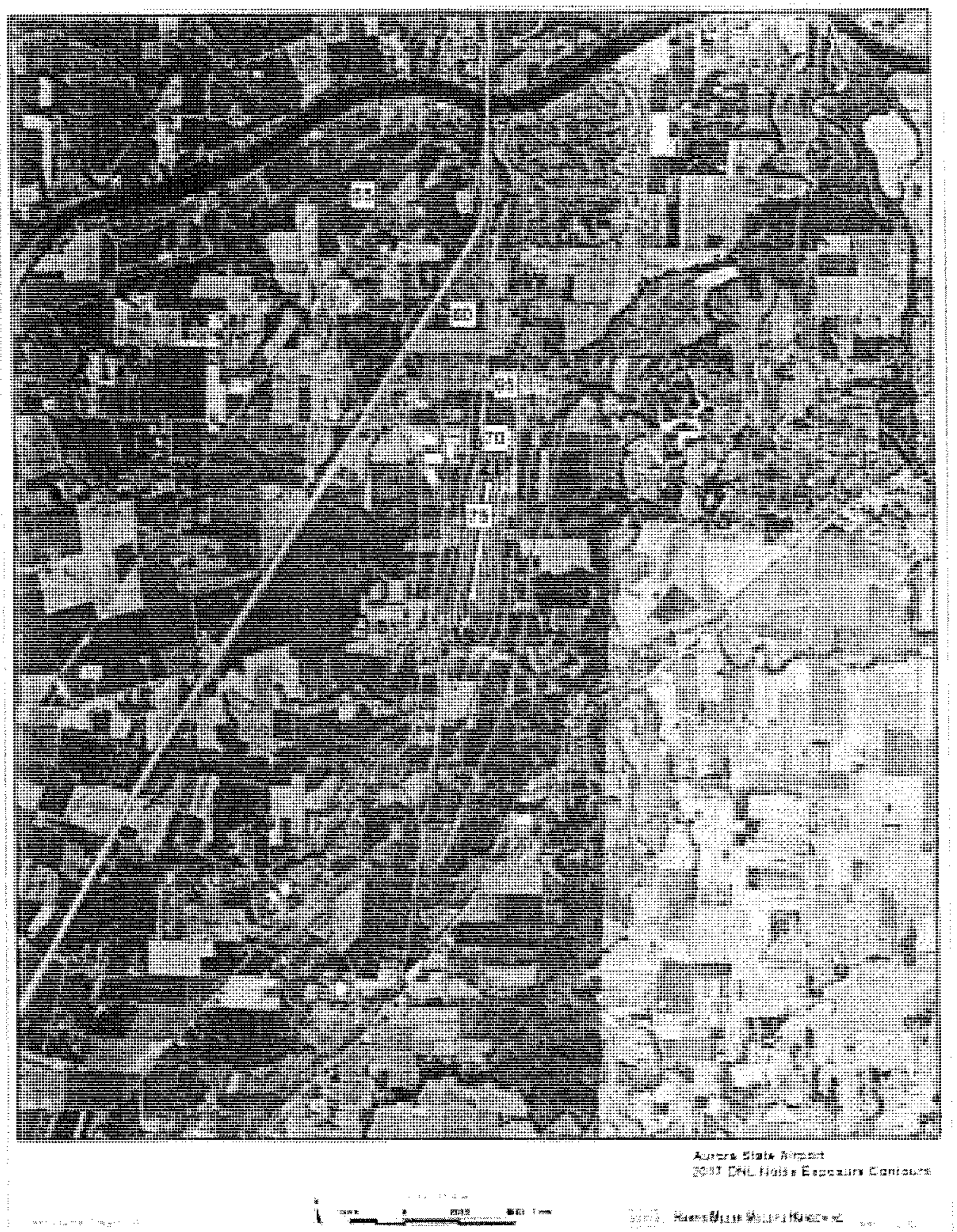
Figure 7: Year 2017 Forecast DNL Noise Exposure Contours - Abated



departures may still be audible in the westernmost parts of the community. The jets and twin-piston aircraft on approach to Runway 17 at ASA are the primary contributors to aircraft noise in this area. Changing the preferential runway to Runway 35 reduces the arrivals to Runway 17. In addition, having aircraft depart Runway 35 turn right or left after reaching 900 feet MSL, reduces the potential for aircraft noise exposure on the Charbonneau community. As Table 8 shows, the mitigation effort reduces the aircraft DNL at a Charbonneau residential area by 3.4 dB.

Deer Creek

The community of Deer Creek is just west of the south end of Runway 35. For Runway 17 operations, all departing aircraft are audible in Deer Creek. Those aircraft making a left turn after departure are less audible. For Runway 35 operations, the start-of-takeoff will be detected as well as noise from aircraft in the left traffic pattern. The primary contributors to aircraft noise in Deer Creek are jets and twin-piston aircraft departing Runway 17. With the abated case, the number of housing units affected is significantly reduced as the takeoff noise is predominantly start-of-takeoff noise versus noise associated with aircraft departing Runway17. Even with more aircraft in this vicinity due to the Runway 35 left traffic pattern, Table 8 shows the mitigation effort reduces the aircraft DNL at a Deer Creek residential area by 1.4 to 1.5 dB.

Table 8: Comparison of Base Case and Abated Case Aircraft DNL at Selected Sites
Source: INM 6.0c, HMMH

Year	Site	Base Case DNL (dB)	Abated Case DNL (dB)	Abated Case Delta (dB)
2007	Charbonneau	49.7	46.3	-3.4
	North Aurora	55.5	51.6	-3.9
	Central Aurora	53.6	47.6	-6.0
	Deer Creek	57.6	56.2	-1.4
2017	Charbonneau	50.1	46.7	-3.4
	North Aurora	55.9	52.0	-3.9
	Central Aurora	54.2	48.2	-6.0
	Deer Creek	58.1	56.6	-1.5

Table 9: Basis for Noise Impact Criteria

DNL Exposure Interval of Alternative or Proposed Action	Minimum Change in DNL	Degree of Impact	Source
Less than 45 dB	N/A	Minimal	ATNS (FAA, 1990)
45 dB to less than 60 dB	5 dB	Slight or Moderate	ATNS (FAA, 1990)
60 dB to less than 65 dB	3 dB		FICON, 1992 FAA Order 1050.1D, Change 4, 1999
Greater than or equal to 65 dB	1.5 dB	Significant	FAA Order 1050.1D, Change 4, 1999; 14 CFR Part 150, Section 150.21(2)(d); FICON, 1992

Note: ATNS = Air Traffic Noise Screening Procedure (FAA Notice 7210.360)

CONCLUSIONS

This study recommends adopting the noise abatement procedures and implementation program as outlined in the Recommended Noise Mitigation Package, which includes changing Runway 35 to the preferential runway. The recommended noise abatement procedures will provide a substantial reduction in aircraft noise exposure within the local environs of ASA as shown in Figures 6 and 7. These procedures will reduce the number of aircraft flying over the towns of Aurora and Charbonneau. The Recommended Noise Mitigation Package will benefit the ASA environs into the future by keeping the aircraft noise exposure to a minimum at locations of existing homes and where future homes are expected to be built as identified in the County's Master Plan (according to the DECIBEL Committee).

The recommended noise abatement procedures will ***reduce*** aircraft noise exposure by ***4 to 6 dB*** in Aurora, which according to FAA guidelines in Table 9 is a slight-to-moderate change in the degree of impact, and ***3.4 dB*** in Charbonneau and ***1.5 dB*** in Deer Creek.

TECHNICAL REPORT

NEW AIR TRAFFIC CONTROL TOWER
PRELIMINARY BENEFIT/COST ANALYSIS (2007)
Aurora State Airport
Aurora, Oregon

prepared for

State of Oregon
Department of Aviation

March 2007

prepared by

Quadrex Associates, Inc.
Airport Development Services

TABLE OF CONTENTS

I. Introduction

Quadrex Associates, Inc., was retained by the State of Oregon, to provide professional planning services for the development of the Benefit/Cost (B/C) documentation necessary for establishing the feasibility of a proposed new Air Traffic Control Tower (ATCT) at the Aurora State Airport (UAO) This information is intended for determining the potential range for federal participation in costs associated with the annual operation of the Control Tower by the Federal Aviation Administration (FAA) under the Contract Tower Program (CTP)

The following tasks were incorporated into the study:

1. Review FAA's current (2005) Terminal Area Forecast (TAF)
2. Develop pro-forma Benefit/Cost Analysis using FAA data
3. Review other site specific data relevant to the B/C analysis (master plan forecasts, based aircraft, etc.)
4. Develop pro-forma alternative B/C reflecting site-specific data, master plan forecasts and other data.
5. Prepare application materials for UAO's entry into the FAA's Contract Tower Program.

The following report narrative presents the findings and recommendations of the study The comments and opinions expressed in this report are those exclusively of Quadrex Associates and do not reflect the position of the Federal Aviation Administration or that of any other federal, state, or local agency.

II. Aircraft Activity Summary

Aurora State Airport (UAO) is a general aviation airport, located 1 mile northwest of the City of Aurora (OR). The Airport has one runway, Runway 17/35, which is 5,004 feet long Figure A illustrates the layout of the Airport. There are currently 421 aircraft based at the Airport Table 1 provides a breakdown of based aircraft by category. It has been noted that this information is significantly different from the based aircraft data on record with the FAA and will be used to develop an alternate scenario for the B/C calculations

As an airport currently without an operational air traffic control tower, aircraft activity characteristics (i.e., number of operations[1], aircraft mix, etc) at the airport are not officially counted on a regular basis. Since this information is a fundamental component used for determining the need and justification (benefit) for air traffic control services, a review of data sources was conducted. Normally, without an ATC Tower to keep contemporaneous records of aircraft activity, the airport activity at UAO would be estimated through the preparation of a master plan or airport layout plan update or from the FAA data developed from periodic inspections of the airport

[1] An operation is counted as either an aircraft take-off or landing

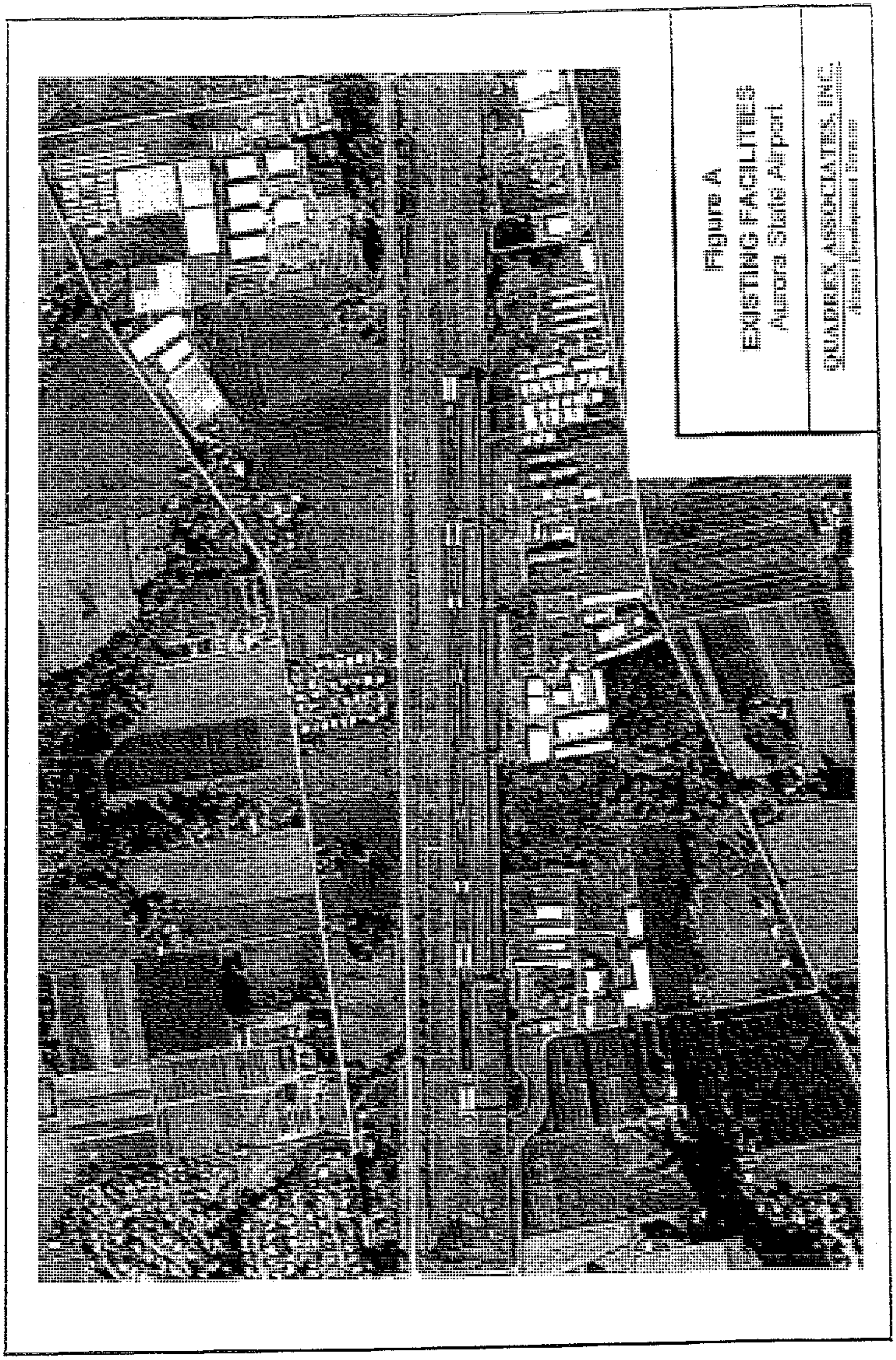


Figure A
EXISTING FACILITIES
Aurora State Airport
QUADREX ASSOCIATES, INC.

Table 1
Based Aircraft Census
Aurora State Airport

Aircraft Type	Actual Number	Percent of Total Aircraft	FAA TAF A/C Data
Single Engine Piston	322	76.5%	323
Multi-engine Piston	38	9.0%	27
Multi-engine Turbine	33	7.8%	7
Helicopter	27	6.4%	35
Other	1	0.2%	0
Total	**421**	**100.0%**	**392**

Source FAA TAF and UAO Airport Management Records

This information is also generally used as input data in the preparation of the FAA's Terminal Area Forecast (TAF). In 2006, the FAA's TAF for UAO used a 2005 baseline figure of 83,824 total operations[2]. Table 2 presents the breakdown of operations by type of activity as estimated by the FAA

Table 2
Estimated Aircraft Operations (CY 2005)
Aurora State Airport

Operations Type	Annual Operations	Percent of Total Operations
Itinerant		
Air Carrier	0	0.0%
Air Taxi/Charter	9,520	11.4%
General Aviation	40,426	48.2%
Military	250	0.3%
Subtotal Itinerant	50,196	59.9%
Local		
General Aviation	33,628	40.1%
Military	0	0.0%
Subtotal Local	33,628	40.1%
Total	**83,824**	**100.0%**

Source FAA 2006 Terminal Area Forecast (CY 2005 data for UAO)

[2] Reference: *FAA Terminal Area Forecast FY 2006-2022*

III. Aircraft Activity Forecasts

Table B-1 presents the FAA's 2006-2022 TAF projections for future activity at UAO. As this table indicates, nominal growth has been projected by the FAA for air taxi (1% annually) over the next 15-year period. The FAA has also forecast growth in general aviation air traffic activity with only a 0.06% annual increase in itinerant operations but 3.3 percent annual growth in local operations over the same period. The FAA does not generally forecast military operations

The FAA normally uses the TAF in order to develop a proposed Benefit/Cost ratio and as such the current TAF will be used to illustrate the "Base Case" scenario for comparison purposes. As an alternative to the current TAF, the FAA will consider a master plan forecast that has been recently approved (i.e., within the past 2 years). If a master plan forecast is not available, the FAA will generally accept the application of national forecast factors applied to existing baseline data as an acceptable alternative. With no recent master plan forecast in place for UAO, an alternative forecast was developed using the 12-month operations count (Table 1) as the baseline data. Growth factors from the FAA's most recent national forecast of aviation activity for airports with air traffic control services [3] was applied to the baseline data to develop an alternative forecast. Table C-1 in Appendix C presents the alternative forecast projection for future aircraft operations activity at UAO for CY 2006-2022

IV. ATCT Benefit Cost Ratio Analysis

A. General

The FAA's Air Traffic Division administers the funding for the operation of Level 1 VFR air traffic control towers through contract agreements with qualified vendors on a regional basis. This "Contract Tower" program has proven to be effective in significantly reducing the cost of providing air traffic control services so that many locations, which would have otherwise seen their ATC services eliminated, can continue to benefit from the services of an Air Traffic Control Tower facility.

The decision process for the funding of the operation of contract tower locations is primarily determined by a Benefit/Cost analysis. FAA Report APO 90-7, "*Establishment and Discontinuance Criteria for Air Traffic Control Towers*" outlines the procedures for calculating Benefit/Cost (B/C) ratios.

Costs are those direct costs associated with the operation of the Control Tower including labor and other expenses. Benefits are measured in terms of lives and property saved by the prevention of midair collisions and other accidents and the savings in flight time by providing controlled airspace. The benefit of the Control Tower must be greater than the cost (benefit/cost ratio of greater than 1.0) order to qualify for full funding under the FAA's Contract Tower program

The FAA also manages a separately funded Cost-Sharing program which allows airports with B/C ratios under 1.0 to continue to participate in air traffic control services. This cost-sharing program

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[3] *FAA Aerospace Forecasts, FY 2006–2017, Table 30*

uses the B/C ratio to determine the pro-rated share of FAA costs with the balance contributed by the airport sponsor

B. Critical Values and Other FAA Assumptions

The FAA in the B/C analysis process uses various "critical values" that represent the generic cost of specific items and are set by the General Accounting Office (GAO). The critical values for items used in the B/C Analysis include:

Table 4
FAA Critical Values & Assumptions

Statistical Life	$ 3,000,000
Serious Injury	580,700
Minor Medical Injury	42,900
GA Traveler's Time (per hour)	32.50
Other Traveler's Time (per hour)	28 00
Discount Rate (for net present value)	7%

Source FAA Office of Policy and Plans (Base Year 2002)

Generally, FAA policy considers new entrants into the Contract Program initially using the *establishment* criteria of APO 90-7 which applies the statistical "means" for accident risk as a primary factor in the B/C calculations. Also, for new entrants, projected operations are discounted by 7 5 percent to account for the number of operations that would not be handled by an ATCT facility open for at least 12 hours daily For subsequent years (Years 2-15), the B/C calculation is conducted using the *discontinuance* criteria which considers the "upper bounds" of the statistical risk of accidents Projected operations are not discounted in the discontinuance scenario since it is assumed that all operations handled by ATC are counted.

The establishment period for new ATC Tower facilities entering the Contract Tower Program generally applies to the first one-to-two years of operation, depending on the point the Tower enters the program since the FAA calculates the B/C biennially. All subsequent calculations of the B/C ratio by FAA after the initial establishment period are conducted using the discontinuance criteria.

While aircraft activity is associated with the benefit side of the equation, costs are represented by the FAA's annual cost to operate the ATC as charged by the regional FAA contractor. Generally, under the federal program, the estimated annual FAA Contract Tower cost for UAO is expected to range from **$350,000** to **$400,000**. For B/C calculations, the $400,000 cost will be used to represent the ATC costs for both the Base Case and Alternate Case scenarios. Also, in both the base and alternative cases, the annual ATC cost is held constant (as is FAA policy) throughout the 15-year period and is only adjusted for net present value

C Base Case Scenario Benefit/Cost Analysis

The Base Case scenario represents the projected Benefit/Cost ratio that would result from using the FAA's current data for UAO including the TAF (Table B-1) and other standard assumptions In other words, this B/C would be the likely result if the FAA were asked to provide a B/C for the Airport right now without receiving additional information. Table B-2 presents the summary benefit/cost calculation for the Base Case (Year 1 – Establishment) scenario and illustrates the cumulative and discounted life cycle costs and benefits of the Control Tower over the 15-year period. The discounted cumulative cost for the tower operation at $400,000 per year over the 15-year period is **$3,898,187** while the value of the ATC tower benefits at UAO is **$4,015,197**. Dividing benefits by cost yields a ratio of **1.03**. Under this scenario, the State would not be expected to contribute toward the initial annual ATCT costs and included in the fully funded Contract Tower Program.

The FAA generally does not provide a discontinuance B/C for proposed new entrant locations However, the B/C for discontinuance for the Base Case scenario can be determined by applying the same basic data (with no discounting of operations unlike the 92 5 percent factor discount for establishment calculations). The discounted cumulative cost for the tower operation over the 15-year period remains at **$3,898,187** while the value of the ATC tower benefits increases to **$6,829,847** with a resultant B/C ratio of **1.75**. Table B-3 presents the summary benefit/cost calculation for the Base Case (Year 2-15 – Discontinuance) scenario Detailed calculations of the Base Case scenario benefits are presented in Appendix B

D Alternate Case Scenario Benefit/Cost Analyses

An alternate scenario was developed to demonstrate the effect of current site-specific data This included using the current number of based aircraft count from Table 1 and the proposed forecast from Table C-1 as the input for aviation activity, Table C-2 presents the summary benefit/cost calculations for the Alternate Case (Year 1 – Establishment) scenario As the table illustrates, while the discounted cumulative cost remains the same, the discounted value of the ATC tower benefits increases to **$4,482,058** and the resultant B/C is **1.15**. Under this scenario, the State would not be required to fund the operational costs of the new ATC Tower facility For the Alternate Case (Year 2-15 – Discontinuance), Table C-3 shows the value of the ATC Tower benefits increasing to **$7,615,813** with a resultant B/C ratio of **1.95**. Appendix C contains the detailed calculations of the benefits from the Alternate Case scenario.

V. Conclusions and Recommendations

Based on the analysis using the current based aircraft and the national forecast trends applied to the baseline activity, it appears that full funding of ATC services at Aurora State Airport under the FAA's Contract Tower Program would be likely once the facility is constructed. It is therefore recommended that formal application for entry into the FAA's Contract Tower Program office be submitted immediately so that the operational cost of the facility can be programmed into the FAA's FY 2011 budget.

It is also understood that the Department of Aviation is beginning a $2.9 million Capital Improvement Project in CY 2007 at Aurora State Airport with the purpose of relocating the full length parallel taxiway to provide adequate runway/taxiway separation distance required for the airport design standards associated with accommodating Airport Reference Code (ARC) C-II aircraft weighing up to 60,000 pounds. While the construction impacts on air traffic will be temporary, the project supports the assertion that UAO is handling and will continue to handle increasing operations from corporate jets as a reliever airport to the Portland metropolitan area.

It is further recommended that updated aviation forecasts be prepared, either as part of an Airport Layout Plan Update or other study and submitted to the FAA's Office of Aviation Policy and Plans which is responsible for maintaining and updating the Terminal Area Forecast. In addition, accurate data on actual aircraft activity occurring at Aurora State Airport should also be acquired in the interim period to provide more accurate information for future benefit/cost calculations.

Appendix A
Supporting Documentation

Aurora State Airport
Master Plan Update

October 2000

Prepared for:

Oregon Department of Aviation
Salem, Oregon

Prepared by:

W&H Pacific, Inc.
8405 SW Nimbus Avenue
Beaverton, Oregon 97008
(503) 626-0455

In association with:

Jeanne Lawson Associates
Public Involvement Consultants
Portland, Oregon

Mark Greenfield
Land Use Consultant
Portland, Oregon

October, 2000

CHAPTER 1

Executive Summary

INTRODUCTION

In August 1997, the Aeronautics Section of the Oregon Department of Transportation retained W&H Pacific, Inc., to prepare a Master Plan Update for the Aurora State Airport. The Master Plan Update is intended to forecast airport aviation facility requirements, prepare a 20-year development program, and identify methods to implement airport-related programs for the planning period 1998-2017. As with any planning effort, the ultimate objective is to recommend adoption and implementation of the plan.

Findings and Conclusions

FAA Compliance

Land lease rates, fuel flowage fees and ingress/egress permits were evaluated to address FAA compliance requirements. Analysis of these issues and recommendations for future policies are included in a separate report, but a brief summary of that report's scope is described below.

Aurora State Airport is one of only a few in the state that allows access onto airport property from adjacent private property. The Oregon Aeronautics Division allows access from private property upon approval of an Ingress/Egress Agreement. The Aeronautics Division has experienced problems in the past implementing an agreement with some of the off-airport businesses, as well as with the different rate structures used within the program. The FAA became concerned that the airport was non-compliant with Grant Assurances that require the imposition of fair and equitable fees to all operators accessing the airport. An analysis of the existing Ingress/Egress agreements and a review of options for the existing agreements was completed in order to address the non-compliance issue.

The State of Oregon owns approximately 22 acres of developable land on the Aurora State Airport. The balance of the land owned by the State is used for runways and taxiways and is not available for development. This developable land is leased by the State to private parties wanting to establish aviation-related businesses at the airport. Land lease rates are set by Oregon Administrative Rules (OAR) Chapter 738, Division 10 – Aeronautics Division. However, these rates were last adjusted on April 20, 1981. Recommendations were developed for updated land lease rates, as well as fuel flowage fees, that will insure fair and equitable rates and charges.

Inventory

Aurora State Airport is located approximately mid-way between the Portland metropolitan area and the state capitol at Salem, on the border between Marion County and Clackamas County. The airport is an important general aviation airport serving the Portland metropolitan area and the northern Willamette Valley. It is the busiest State-owned airport and the overall fifth busiest airport in Oregon. The facility serves a wide-range of charter, corporate and recreational users. There are a number of businesses at the airport providing services such as fuel sales, maintenance, storage, charter, aircraft sales, and flight training.

The airport is made up of a combination of public and private parcels. Oregon Aeronautics owns the runway and taxiway area and some of the adjacent land in the mid-field area. The State owns approximately 144 acres of airport land. Additionally, the State has avigation easements over another 350 acres along the sides and off the ends of the runways. An avigation easement is a legal agreement between the State and a landowner that allows the State to protect airport airspace from natural and man-made obstructions in areas that the State does not own by fee title. Access to the airport is permitted from approximately 120 acres of privately-owned land through access agreements with the State known as "ingress/egress agreements".

Aurora State Airport has a single asphalt concrete runway with a full-length parallel taxiway. The runway is 5,000 feet long by 100 feet wide, and is equipped with Medium Intensity Runway Lights (MIRLs) with Visual Approach Slope Indicators (VASIs) at both ends. Runway pavement strength is rated at 30,000 pounds for aircraft with single wheel landing gear and 45,000 for aircraft with two (dual) wheels per landing gear.

Aurora State Airport is one of seven airports in the Portland area with published instrument approach procedures. Radar service is provided by the Portland International Airport Terminal Radar Approach Control (TRACON). Voice communication for aircraft using the airport is provided on the airport radio UNICOM on a radio frequency of 122.7. There is also an Automatic Weather Observation Station (AWOS) which reports altimeter setting, wind data and temperature, dew point and density altitude on frequency 118.52.

There are approximately 180 tie-down aircraft parking spaces. In addition, there are approximately 157 hangar spaces, of which 107 are T-Hangar type and the remainder open or corporate style. About 30 percent of both the tie-downs and the hangar spaces are on State-owned land. There is also a commercial helicopter operation (Columbia Helicopters) at the northeast end of the airport. Fuel service (Jet A, 100LL and 80) is provided primarily by 3 Fixed Based Operators.

Forecasts

Forecasts provide the basis for evaluating the type of facilities needed to meet future needs and are presented for the next 20 years, from 1998 through the year 2017, in five-year increments. However, a forecast is an estimate of future activity and can therefore serve only as a guideline.

As the forecast horizon gets further away, the assumptions which form the basis for the forecast become more subject to change and influence from outside events. Unforeseen changes will occur within the community and service area, and will result in deviations between the forecast and actual events.

Development of forecasts for the Aurora State Airport involved multiple processes. These included: defining the airport's service area; analyzing the relationship between the population within this service area and the number of based aircraft; and evaluating the relationship between the number of based aircraft and the level of operations at the airport. Other factors included in the forecast process were: estimated population and other demographic changes; business trends within the area; and changes in general aviation and aviation technology.

Demand forecasts for the Aurora State Airport have been developed in three categories: based aircraft; operations; and critical aircraft. "Based aircraft" refers to the number of aircraft that are located (either hangared or tied down) at the airport. "Operations" refer to the number of take offs and landings; i.e., one operation is either a take off or a landing. The "critical aircraft" is the type of aircraft or family of aircraft that is the most demanding of the facilities from a size, weight or speed standpoint. In addition, the designated critical aircraft must commonly and frequently use the airport. A small, but gradually increasing percentage of the growth in annual operations will come from business class aircraft. These aircraft will, however, remain a small percentage of the airport's overall operations compared to the number of single engine aircraft operations. Forecasts are summarized in **Table 1-1**.

Table 1-1
SUMMARY OF CONSTRAINED FORECAST

1998	2002	2007	2012	2017	
Based Aircraft	259	272	288	304	318
Annual Operations	87,914	92,270	97,714	103,159	108,204
Critical Aircraft	ARC B-II	Same	Same	Same	Same
	Beech King Air - Cessna Citation II or Similar Aircraft				

Source: W&H Pacific

Facility Requirements

The Airport Layout Plan (ALP) depicts the existing and proposed airport facilities. Preliminary airport development alternatives were presented and discussed at a series of public and airport advisory committee meetings. Further discussions with FAA and State Aeronautics staff helped refine the ALP into a long-range development plan.

Significant facility requirements include the following:

- Removal of obstructions to airspace
- Reconstruction and expansion of the Central Ramp
- Continued development of T-hangars, corporate hangars and FBOs in response to market demand
- Acquisition of aviation easements
- Construction of a relocated parallel taxiway at a 300 foot separation from the runway
- Comprehensive rehabilitation/maintenance of the runway, taxiways and other airport pavements
- Replacement of aged/outdated navigation and lighting systems

Land Use Compatibility

Land use compatibility was evaluated by comparing the effect of existing and forecast airport operations, both on-airport and off-airport, for the planning period. Three areas of compatibility were evaluated: ownership of Runway Protection Zones (RPZs); protection of airport airspace from obstructions; and zoning classification for the airport.

The airport already controls through existing avigation easements nearly enough surrounding property to adequately control airspace in the RPZs for both approaches, as well as for the transitional surfaces. The State should continue with its program of purchasing avigation easements by gaining control of two remaining areas southeast of Runway 35 and northwest of Runway 17. Upon acquisition of easements for those two areas, the airport will gain sufficient control of both RPZs to meet aviation needs.

Several areas of obstructions to airspace have been identified, particularly along the Wilsonville-Hubbard Highway. A program for removal/trimming of obstructing trees and vegetation has been included as a high priority item in the Capital Improvement Program.

Existing Marion County zoning classification of Public Use was evaluated, as well as compliance requirements to meet Senate Bill 1113. Recommendations were submitted to the Aeronautics Division for review.

A fourth issue of compatibility, aircraft noise, was originally part of the master plan scope and is a sensitive issue for the airport's neighboring communities. It became apparent during the course of the master plan study that effective evaluation of noise impacts was well beyond the

scope of this study. To adequately address issues and impacts related to noise, the Aeronautics Division has set aside additional funds for a separate noise study that is outside of the master plan scope.

Financial Plan

Three elements have been merged to create the financial plan for implementation of the Master Plan:

- The facilities and improvements required to accommodate forecasted demand.
- The estimated cost to provide the required improvements.
- A development schedule identifying when improvements are expected to be needed.

The proposed improvement projects fall within one of three phases. Phase I covers the first five years from 2000 to 2004 and is the most detailed. Phase II covers the next five years from 2005 to 2009. Phase III covers the next ten years from 2010 through the year 2019. Projects for Phase I are prioritized and scheduled for specific years, while Phase II and III projects are listed only in approximate anticipated order within each respective phase.

Capital improvements have been scheduled to accommodate forecast demand. A Twenty-Year Capital Improvement Program presents specific facility improvements required during the study period. This table lists the proposed schedule, estimated total cost in 1999 dollars and the level of anticipated federal and local funding. Actual implementation schedules may be altered in response to changing needs and the availability of funds. **Table 1-2** summarizes the total estimated cost for all three phases during the twenty-year planning period

Table 1-2
PHASED DEVELOPMENT PLAN - FINANCIAL PARTICIPATION

	Cost (1999)	Portion of Total
Federal Share of Public Development	$5,058,900	49 %
State Share of Public Development	$ 872,100	9 %
Private Property Development	$4,276,000	42 %
TOTAL CIP PROJECT COSTS	**$10,207,000**	**100 %**

Recommendations

In order to provide for and foster aviation in the best interest of the residents of the Aurora region, the Master Plan Update recommends the following:

- Provide for future development at the airport in accordance with this plan.
- Place a high priority on removal of identified airspace obstructions.
- Acquire remaining identified avigation easement areas to gain sufficient control of airport airspace.
- Maintain compatibility of this plan with the comprehensive plans, other necessary planning documents, and land use regulations for the City of Aurora, Marion County and Clackamas County.
- Request and utilize funding assistance as provided by the Federal Aviation Administration.

Marion County Assessor's Property Records
Property Summary

Property Identification

Property ID:	R10205	**Manufactured Home ID:**	
Situs Address:	14313 STENBOCK WY AURORA OR 97002	**Legal Description:**	ACRES 8.59, 8.395 ACRES EXEMPT, 1 605 ACRES TAXABLE, LEASED TO COMMERCIAL OPERATIONS
Map Tax Lot:	041W02D 00500		

Owner Information

Owner:	STATE OF OREGON-AVIATION 3040 25TH ST SE SALEM, OR 97302

Property Details

Year Built:		**Property Code:**	O11
Living Area:	528	**Property Class:**	201
Bedrooms:	0	**Levy Code Area:**	01561060
Bathrooms:		**Zoning:**	Contact local jurisdiction
Legal Acreage:	8 59 ←		

Value Information

RMV Land:	$1,496,720	**Exemption Description:**	STATE GOV'T OWNED PROPERTY, PARTIALLY TAXABLE
RMV Improvements:	$56 470		
RMV Total:	$1 553 190		
Assessed Value:	$41,960		

Tax Information

Taxes Levied:	$4 961 91	**Tax Payoff Amount:**	$4 813 05
Tax Rate:	10.5314		

Sales Information

Sale Date:	04/17/86	**Deed Number:**	04580411
Sale Price:	$211 500 ←	**Deed Type:**	RD
Sale Type:	03		

3 ACRES FOR TOWER

$$\frac{3}{8.59} = \frac{x}{211,500}$$

$$8.59x = 634,500$$

$$x = 73,864.91$$

ROUNDED TO 73,865

- Browse Multi-Database Jobs
- Post Resume-Member Login

Work at Home
- Work At Home Job Listings
- Get Paid To Write

Resume Resources
- Resume Writing Services
- Free Sample Resumes
- Resume Templates
- Resume Writing Tips

Cover Letters
- Instant Cover Letters
- Free Sample Cover Letters
- Cover Letter Articles
- Letters Index

Interviews
- Job Interview Questions
- Job Interview Articles

Employers/Recruiters
- **Member Login**
- Resume Database & Job Posting Packages
- HR & Recruiter Resources
- Corporate Directories

Resources
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- Colleges & Universities
- Career Profiles
- Salary Calculator
- Employment News
- Employment Guide
- Assessment Tools
- Directories
- Federal Government Jobs
- Fortune 500 Jobs
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- Career Articles

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Salary, Wages, Pay: Air Traffic Controllers

Median annual earnings of air traffic controllers in 2002 were $91,600. The middle 50 percent earned between $65,480 and $112,550. The lowest 10 percent earned less than $46,410, and the highest 10 percent earned more than $131,610.

The average annual salary, excluding overtime earnings, for air traffic controllers in the Federal Government—which employs 90 percent of the total—in nonsupervisory, supervisory, and managerial positions was $95,700 in 2002. Both the worker's job responsibilities and the complexity of the particular facility determine a controller's pay. For example, controllers who work at the FAA's busiest air traffic control facilities earn higher pay.

Depending on length of service, air traffic controllers receive 13 to 26 days of paid vacation and 13 days of paid sick leave each year, life insurance, and health benefits. In addition, controllers can retire at an earlier age and with fewer years of service than other Federal employees. Air traffic controllers are eligible to retire at age 50 with 20 years of service as an active air traffic controller or after 25 years of active service at any age. There is a mandatory retirement age of 56 for controllers who manage air traffic. However, Federal law provides for exemptions to the mandatory age of 56, up to age 61, for controllers having exceptional skills and experience.

Significant Information | Job Descriptions, Definitions Roles, Responsibility | Work Conditions | Employment | Training, Certifications, Skills, Advancement | Jobs Outlook | Related Jobs | Research Sources of Additional Information

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Cessna Pilot Center
Aurora Aviation, Inc.
22785 Airport Rd. NE
P.O. Box 127
Aurora, OR 97002
Hawker Beechcraft
Phone 503-678-1217
Fax 503-678-1219
Bruce@AuroraAviation.com
www.AuroraAviation.com

November 5, 2009

Oregon Transportation Commission
Attention: *Connect*Oregon Program
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, Oregon, 97301-3871

Dear Transportation Commission,

This letter is in support of the Control Tower installation at the Aurora Airport.

Besides the significant safety and noise mitigation effects this Tower would have an economic impact in that our company would be able to call back a recently laid-off Aircraft Mechanic and would be able to justify adding another Line Service/refueler technician.

Both of these positions are long-term permanent employees Our mechanics average $48,000 per year wages plus benefits and the line service earns $36,000 plus benefits.

We do also have a $1,200,000 building expansion project that would be undertaken with the change of traffic and customers justifying this project if, and only if this control tower is installed.

Thank you and please contact me with any questions,

Bruce Erik Bennett
President

North-end
Aurora State – KUAO – Airport
Company Frequency; 123.3

WESTWOOD
DEVELOPMENT CORPORATION

14366 Keil Rd. NE, Ste. 11
Aurora, OR 97002
503-678-6200
503-678-6204 Fax
www.westwooddevelopment.com

November 19, 2009

Oregon Transportation Commission
Attention: ConnectOregon Program
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

RE: ODA Application for Control Tower at Aurora State Airport

To Whom It May Concern:

This purpose of this letter is to express support for the Oregon Department of Aviation's application for funding of a control tower at the Aurora State Airport.

Westwood Development Corporation operates Southend Airpark, a 24-acre aviation business park at the south end of the Aurora runway. Westwood leases 245,000 square feet of hangar, office, and light manufacturing space to corporate flight departments, the Life Flight Network, aircraft maintenance shops, aviation parts manufacturers, and general aviation enthusiasts. We have 41 corporate business aircraft and 22 general aviation aircraft based at Southend Airpark, and contribute approximately $17,000 each year to the Oregon Department of Aviation in access fees and land leases. While Westwood employs just four full-time staff, it employs nearly 50 local contractors, suppliers, service providers, and professionals as part of its redevelopment and maintenance at Southend Airpark.

We have recently invested over $8.5 million of capital to build new hangar facilities, roadway/pavement/ramp/drainage improvements, security fences/gates/cameras and signage, FBO facilities, a community sewer system, and a fire suppression system at the Aurora State Airport. As a result, Westwood has attracted seven out-of-state corporations to move their flight operations to Oregon thus far, including one company headquartered in Singapore.

Westwood has plans for continued investment and growth of its business aviation facilities at the Aurora State Airport. The installation of a Control Tower at the Aurora State Airport is vital and extremely necessary to elevate the level of safety for companies considering flying in to or basing operations in Aurora. Improved safety can lower the costs of operating and insuring aircraft at a given location, and therefore a control tower would greatly improve the efforts to attract more businesses to Oregon.

I have been a long-time champion of aviation-related industry and economic development in Oregon, and look forward to continuing my long-standing partnership with public agencies to help fulfill this mission.

Sincerely,
Westwood Development Corp. dba Southend Airpark

Ted L. Millar
President

November 19, 2009

RE: ODA Application for Control Tower at Aurora State Airport

Oregon Department Commission
Attention: Connect Oregon Program
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, Or. 97301-3871

To Whom It May Concern:

Subject: This letter is in support of the Oregon Department of Aviation's Connect Oregon III application for funding of a control tower at the Aurora State Airport.

Metal Innovations is a small women-owned FAA Certified Repair Station and Aerospace manufacturing company specializing in fixed and rotor wing sheet metal and composite structural repair, parts manufacturing, and major subassemblies. The primary customers that we serve are Air Carrier, Air Cargo, Corporate, and Heavy lift helicopter operators and have a strong commitment to the small businesses within our region and state. We work hard to attain contracts that not only benefit our business but, allow for substantial subcontracting opportunities for over 70 local vendors.

In addition to our company there are approximately 75 other small businesses located at the Aurora State Airport. These businesses are comprised of Aircraft Repair Stations, Aircraft Maintenance, Corporate Flight Operations, Aircraft Manufacturing facilities, Aircraft Product Suppliers, Helicopter Heavy Lift and Fire Fighting, Flight Ambulance, Aircraft Fuel providers, Aircraft Detailing services, Flight Schools, Air Photography services, etc. There are also numerous private pilot's and airport users that provide revenues to the airport businesses through fuel sales and support needs. 100% of the airport businesses fall under the small business size standards of the SBA. The addition of a control tower at the Aurora State Airport will benefit all of these businesses by providing a safer aircraft operating environment, reduction of noise over neighboring communities, and providing more opportunity for companies to attract new customers.

The Aurora State Airport is a critical contributor towards the potential economic recovery of our region by providing a convenient location for corporate travels to access both Portland and Salem quickly but, is limited in its operations due to not having a control tower. The majority of large corporations and investors looking toward investing, expanding, or re-locating their corporate operations consider all aspects in making their decisions including accessibility and convenience of location. But, safety is number one especially when flying the CEO of a large corporation in a piece of equipment ranging from 2-60 million dollars. For many, landing at an airport without a tower is out of the question.

Aurora has several components that strongly suggest the need for a permanent control tower including:

- The mix of small fixed wing, rotor-wing, corporate, and air cargo aircraft accessing the airport. This can at times pose a serious safety issue and deters numerous corporate operators from utilizing the airport. We have witnessed first hand several near miss aircraft accidents due to the lack of a tower.
- The addition of the tower will help control noise issues by consistently diverting air traffic in a way that posses the least impact to our surrounding neighbors
- Due to the severe traffic congestion in both the Portland and Hillsboro areas drive time from these airports can be in excess of 2 hours just to reach downtown Portland. Several studies have been commissioned for alleviating the stifling traffic issues with no resolution. Having other options for corporate air traffic not only will help alleviate some traffic issues but will also provide job creation opportunities to the areas residing outside of our metro zones and provides a greener environment by reducing traffic congestion.

Rural areas have multiple advantages for the investors and should be aided anyway possible to attract new business and provide existing companies with possible expansion opportunities thus, creating new jobs. Our unemployment rate has climbed to almost 13% in Marion County and we need to do whatever we can to assure that no more residents lose jobs. Providing funding for a control tower at the Aurora State Airport will provide a safer operating environment thus opening up numerous opportunities for the businesses at the Aurora State Airport. Thank you for your consideration in this critical matter

Thank you,

Kim Wilmes, CEO
Metal Innovations Inc.

FLIR
The World Leader in Thermal Imaging

FLIR Systems, Inc.
27700 SW Parkway Ave
Wilsonville OR 97070
USA

1 503.498.3547
1 800.322.3731
1 503.498.3153 fax
www.flir.com

November 20, 2009

Oregon Transportation Commission
Attention Connect Oregon Program
ODOT Freight Mobility Unit
555 13th Street NE , Suite 2
Salem, OR 97301-3871

RE: ODA Application for Control Tower at Aurora State Airport

To Whom It May Concern:

The purpose of this letter is to show support from FLIR Systems, Inc. for the funding of a Control Tower for the Aurora State Airport, KUAO.

FLIR Systems is a Wilsonville, OR based business that employs over 300 people from the local area. Additionally we have invested over $12 million dollars in our Flight Operations department and base one of our company's PC-12/47E aircraft at the Aurora State Airport. We conduct extensive flight operations in support of our sales and engineering activities from there. In addition to the 400+ hours per year we operate our aircraft, we lease rotary wing aircraft as well and operate out of the airport for engineering work.

Our employee's safety is our foremost concern, and the addition of an Air Traffic Control Tower would greatly improve the safety of our commercial operations out of the Aurora Airport. Currently without the control tower, it is very difficult to obtain an IFR clearance and departure while numerous General Aviation aircraft operate in the traffic pattern. A Control Tower could regulate those activities and ensure that our IFR needs are met without extended ground time waiting for an opening for departure

The increased efficiency and safety brought by having a Control Tower is fully supported by FLIR Systems.

Sincerely,

Stephen M Bailey
CFO, Government Systems

xerox

John J. Mastrocinque

November 20th 2009

Oregon Transportation Commission
Attention: Connect Oregon Program
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

I would like to express our flight department's strong feelings for a control tower at Aurora State Airport in Aurora, OR. We have been trying to utilizing this airport exclusively for business when flying to Oregon since we have a major facility in Wilsonville. However, most times we end up in PDX since rain has an affect on our aircraft performance and being able to fly non-stop back to the east coast. We also feel that a control tower at KUAO is necessary to maintain a safe traffic environment for day and night operations into and out of this airport.

General aviation and corporate traffic has steadily been on the rise in this prime location. Having a control tower, adding an ILS and increasing the runway length by 500 to 1000 feet will not only increase safety, it will expedite traffic in and out of the area and attract even more business aircraft to KUAO that will have a positive impact on the economy.

For example; when we fly out of PDX we typically uplift 2000 gallons of fuel, put 3 crew members up in a hotel and also pay for meals – this would all come to the Aurora area instead of PDX.

I appreciate your time on this important matter and hope you take the necessary steps to keep this busy airspace safe.

Sincerely,

John J. Mastrocinque

Nick Hessler
Davidson Companies
8 Third Street North
Great Falls, MT 59401

November 20, 2009

Oregon Transportation Commission
Attention: Connect Oregon Program
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, OR 97301-3871

I would like to express our flight departments strong feelings for a control tower at Aurora State Airport in Aurora, OR. We have been utilizing this airport exclusively for business in the Portland area and feel that a control tower at KUAO is necessary to maintain safety.

General aviation and corporate traffic has steadily been on the rise in this prime location. Having a control tower will not only increase safety, it will expedite traffic in and out of the area and attract even more business aircraft to KUAO that will have a positive impact on the economy.

I appreciate your time on this important matter and hope you take the necessary steps to keep this busy airspace safe.

Sincerely,

Nick Hessler
Captain
Davidson Companies

Cessna Pilot Center
Aurora Aviation, Inc.
22785 Airport Rd. NE
P.O. Box 127
Aurora, OR 97002
Hawker Beechcraft
Phone 503-678-1217
Fax 503-678-1219
Bruce@AuroraAviation.com
www.AuroraAviation.com

November 5, 2009

Oregon Transportation Commission
Attention: *Connect*Oregon Program
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, Oregon, 97301-3871

RECEIVED NOV 16 2009

Dear Transportation Commission,

This letter is in support of the Control Tower installation at the Aurora Airport.

Besides the significant safety and noise mitigation effects this Tower would have an economic impact in that our company would be able to call back a recently laid-off Aircraft Mechanic and would be able to justify adding another Line Service/refueler technician.

Both of these positions are long-term permanent employees. Our mechanics average $48,000 per year wages plus benefits and the line service earns $36,000 plus benefits.

We do also have a $1,200,000 building expansion project that would be undertaken with the change of traffic and customers justifying this project if, and only if this control tower is installed.

Thank you and please contact me with any questions,

Bruce Erik Bennett
President

North-end
Aurora State – KUAO – Airport
Company Frequency; 123.3

WILSON

CONSTRUCTION COMPANY

A20160

November 15, 2009

RECEIVED NOV 18 2009

Oregon Transportation Commission
Attention: *Connect*Oregon Program
ODOT Freight Mobility Unit
555 13th Street NE, Suite 2
Salem, Oregon, 97301-3871

Re: Support of Control Tower at KUAO

Wilson Construction Company operates 3 multi-engine turbine airplanes and 6 turbine helicopters in support of our power line construction operations. The aircraft are based at Aurora State Airport (KUAO). Working all over the United States to include Alaska and Hawaii, these aircraft are vital to our success.

The company started in 1953 and has grown substantially. Companywide; we employ over 400 in the western US. Our corporate headquarters is in Canby, Oregon, just a few miles from KUAO. Our Canby shop employs 65 full time family wage earners. We find the proximity of the airport to not only to be very convenient, it's also extremely advantageous when considered against our competitors.

Wilson's flight department employs 14 full time and 5 part time workers. The full time positions are family wage jobs. The part time positions are either junior/apprentices still in school or senior/semi-retired workers that complement our full time staff. All the aircraft are maintained at KUAO. Additionally, our helicopters are outfitted with special adaptable equipment to aid in our construction operations. This equipment is stored and fitted to the aircraft at the airport.

The flight department has grown over the last ten years from an owner flown piston twin airplane into one of the largest flight departments in the region. As the need for our power line construction services increases in the next 20 years, we expect our flight department to continue to grow right along with it. This means jobs at KUAO now and more jobs in the future.

Our flight operations (landing + take off = 1) range from 5 to 7 per week at a low to as many 35 or more per week at busy times of year. Combining these with operations of other KUAO helicopter operators, corporate aircraft and student training of both fixed and rotary wing pilots, all of these add up to a very specific need for a Control Tower at KUAO.

We strongly support the idea of bring a tower to the airport and are actively participating in the volunteer efforts to do so.

Sincerely,

Tony Helbling
Logistics Manager
Wilson Construction Company

P.O. Box 1190
1190 N.W. Third Ave.
Canby, OR 97013

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Equal Opportunity Employer