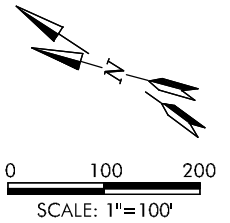
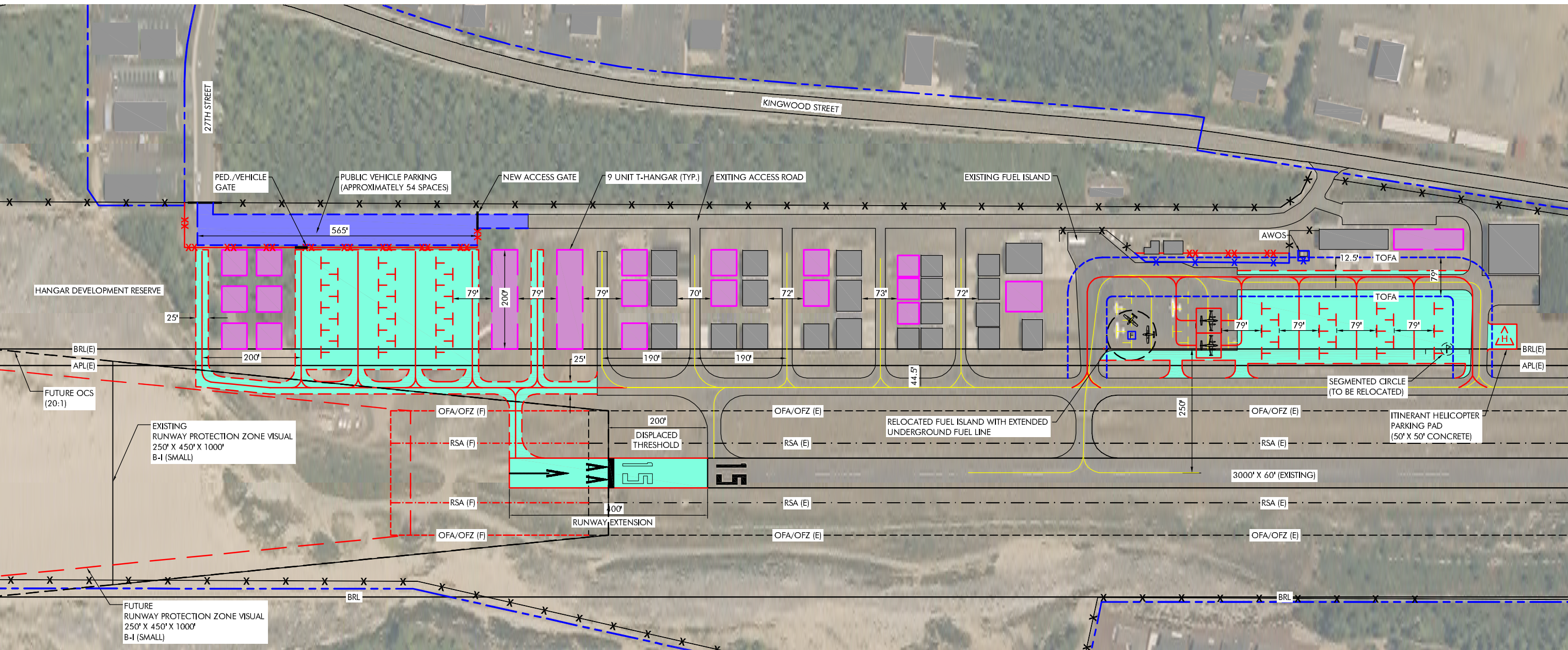


| LEGEND | | | |
|--------|---|--|-------------------------------|
| | TAXIWAY/TAXILANE/APRON MARKINGS (EXISTING) | | FENCE (EXISTING) |
| | TAXIWAY/TAXILANE/APRON MARKINGS (FUTURE) | | FENCE (FUTURE) |
| | PROPOSED AIRFIELD PAVEMENT (FUTURE) | | FENCE TO BE REMOVED/RELOCATED |
| | PROPOSED ACCESS ROAD/VEHICLE PARKING (FUTURE) | | HANGARS (EXISTING) |
| | PROPERTY LINE (EXISTING) | | HANGARS (FUTURE) |
| | TIEDOWN TO BE REMOVED | | |

| KEY FEATURES | |
|---|---|
| ADD | RECONFIGURE |
| <ul style="list-style-type: none"> 2 BUSINESS AIRCRAFT PARKING POSITIONS 18 LIGHT AC TIEDOWNS (SOUTH APRON) ITINERANT HELICOPTER PARKING POSITION 27 LIGHT AC TIEDOWNS (NORTH APRON) T-HANGAR AND CONVENTIONAL HANGAR DEVELOPMENT AREA | <ul style="list-style-type: none"> RELOCATED FUEL ISLAND WIDEN APRON (WEST FRONTAGE) TO INCREASE PARKING SPACE RELOCATED TAXILANES TO MEET OFA STANDARD RELOCATE TERMINAL AREA FENCING RELOCATE SEGMENTED CIRCLE |



FLORENCE MUNICIPAL AIRPORT

TERMINAL AREA AND NORTH AIRPORT IMPROVEMENTS

FIGURE NO.
5-8

Chapter Six Development Program

CHAPTER SIX FINANCIAL AND DEVELOPMENT PROGRAM

Introduction

The purpose of this chapter is to present the projects identified in the Airport Capital Improvement Program (ACIP) that have been developed and assembled based on the analyses conducted in the Facility Requirements and Development Alternatives chapters (Chapters Four and Five). The ACIP projects are summarized in **Table 6-1**.

As noted earlier in the report, the preferred development alternative selected for Florence Municipal Airport is based on maintaining design standards for small aircraft (Airplane Design Group I). Long term facility planning also reflects the addition of nonprecision instrument approach capabilities.

The preferred alternative includes airside elements (runway and parallel taxiway extensions, new taxiway access, lighting upgrades, etc.) and landside elements (main apron reconfiguration, helicopter parking, hangars, FBO related facility development areas). In addition to specific construction related activities, some projects will require environmental study. Minor pavement maintenance items such as vegetation removal and crack filling are not included in the capital improvement program, but will need to be undertaken by the City on an annual or semi-annual basis.

The ACIP lists all major projects included in the twenty year planning period addressed in the Master Plan. Individual projects for the first five years of the planning period are listed in order of priority by year. Projects for the intermediate and long-term phases of the planning period (years 6-20) are listed in order of priority but have not been assigned a year. Each project's eligibility for FAA funding is noted, based on current federal legislation and funding formulas. Specific project details are depicted on the updated airport layout plan and terminal area plan drawings contained in Chapter Seven.

A primary source of potential funding identified in this plan is the FAA's Airport Improvement Program (AIP). As proposed, approximately 95 percent of the airport's 20 year ACIP will be eligible for federal funding. Funds from this program are derived from the Aviation Trust Fund, which is the depository for all federal aviation taxes collected on such items as airline tickets, aviation fuel,

lubricants, tires, aircraft registrations, and other aviation related fees. These funds are distributed by FAA under appropriations set by Congress to all airports in the United States that have certified eligibility.

However, as noted in **Table 6-1**, the projected twenty year total for FAA eligible projects in the ACIP significantly exceeds current FAA funding levels through the non-primary entitlement program. While other types of FAA funding may be available for some projects, it is reasonable to assume that despite establishing eligibility for FAA funding, not all eligible projects are likely to be funded by FAA. As the City manages its ACIP, maximizing the use of available FAA and other outside sources of funding is assumed. However, in some cases, the limited availability of outside funds may require projects to be deferred, or funded with increased levels of City or private funding.

AIRPORT DEVELOPMENT SCHEDULE AND COST ESTIMATES

Cost estimates for each individual project were developed in 2009 dollars based on typical construction costs associated for the specific type of project. The project costs listed in the ACIP represent order-of-magnitude estimates that approximate design engineering, environmental, other related costs, and contingencies. The estimates are intended only for preliminary planning and programming purposes. Specific project analysis and detailed engineering design will be required at the time of project implementation to provide more refined and detailed estimates of the development costs.

In future years, as the plan is carried out, these cost estimates can continue to assist management by adjusting the 2009-based figures for subsequent inflation. This may be accomplished by converting the interim change in the United States Consumer Price Index (USCPI) into a multiplier ratio through the following formula:

$$\frac{X}{I} = Y$$

Where:

X = USCPI in any given future year

Y = Change Ratio

I = Current Index (USCPI)¹⁵

| |
|--------------------------|
| USCPI |
| 213.856 |
| (1982-1984 = 100) |
| May 2009 |

Multiplying the change ratio (Y) times any 2009-based cost figures presented in this study will yield the adjusted dollar amounts appropriate in any future year evaluation. Several different CPI-based indices are available for use and any applicable index may be substituted by the City in its financial management program.

The following sections outline the recommended development program and funding assumptions. The scheduling has been prepared according to the facility requirements determined through the master plan evaluation. The projected staging of development projects is based upon anticipated needs and investment priorities. Actual activity levels may vary from projected levels; therefore, the staging of development in this section should be viewed as a general guide. When activity does vary from projected levels, implementation of development projects should occur when demand warrants, rather than according to the estimated staging presented in this chapter. In addition to major projects, the airport will continue to require regular facility maintenance such as pavement maintenance, vegetation control, sweeping, lighting repair and fuel system maintenance.

The first phase of the capital improvement program includes the highest priority projects recommended during the first six years. Intermediate and long term projects are anticipated to occur in the 6 to 20 year period, although changes in demand or other conditions could accelerate or slow demand for some improvements.

¹⁵ U.S. Consumer Price Index for All Urban Consumers (USCPI-U)

Short Term Projects

The short term program contains work items of the highest priority. Priority items include improvements related to safety. Because of their priority, these items will need to be incorporated into Airport District Office and FAA capital improvement programming. To assist with this process, the short term projects are scheduled in specific calendar years for the first six years of the planning period (2009/10-2014).

Short Term Projects:

- Relocate and upgrade fencing (Terminal Area, adjacent to FBO and rear of apron).
- Pavement maintenance (crack filling and slurry seals) on runway, major taxiways, hangar taxilanes) and repaint markings.
- Airport Lighting Projects: Replace airport beacon; install PAPI Runway 15.
- Airport obstruction survey for existing Runway 33 approach, and west transitional surface (trees, terrain), and non-precision instrument approach.
- Develop non-precision instrument approach (FAA).
- Obstruction removal Runway 33 Approach, primary surface and transitional surface (west side).
- Reconfigure and Expand main apron to meet FAA standards and improve efficiency:
 - Relocate aircraft fueling island
 - Reconfigure & upgrade taxilanes
 - 18 aircraft tiedowns
 - 2 business aircraft parking positions
- Relocate Segmented Circle.
- Construct itinerant helicopter parking pad (Portland Cement Concrete).
- Helicopter Parking Pad.
- Install taxiway edge reflectors (parallel taxiway).
- Conduct environmental evaluation for runway and parallel taxiway extension.

Intermediate & Long Term Projects

Several intermediate or long term projects are considered to be current needs. However, based on the limited funding resources available, it was necessary to shift some projects to the longer term timeline. However, projects may be completed sooner in the event that additional funding can be generated.

Intermediate Term Projects (6-10 years)

- 400-foot runway north extension; extend parallel taxiway; extend MIRL and taxiway reflectors.
- Add wind sock (@ north runway end).
- Complete pavement maintenance projects: Regular crack filling, slurry seal all airfield (asphalt) pavements on 6 to 8 year intervals; repaint airfield markings.
- Construct North T-hangar area taxilanes (demand based).
- Install REIL - Runway 15 & 33.
- Terrain Removal (Sand Dune) – Future Runway 15 approach surface (phased based on funding availability).
- Construct aircraft wash pad adjacent to main apron.
- Complete pavement rehabilitation projects: (overlay North hangar taxilane #1).

Long Term Projects (11-20 years)

- Terrain Removal (Sand Dune) – Future Runway 15 approach surface (phased based on funding availability).
- Complete pavement maintenance projects: Regular crack filling, slurry seal all airfield (asphalt) pavements on 6 to 8 year intervals; repaint airfield markings.
- Pavement maintenance (crack filling and slurry seals) on runway, major taxiways, hangar taxilanes; repaint markings.
- Complete pavement rehabilitation projects: (overlay North hangar taxilanes #2-5; main apron, runway, parallel taxiway).
- Install medium intensity taxiway edge lighting (MITL) on parallel taxiway.
- Extend north section of parallel taxiway (access to north landside area).
- Construct north landside area apron (Phase 1) - 9 aircraft tiedowns.

- North landside area access improvements (fence reconfiguration, vehicle gate relocation, vehicle access road and parking at 27th Street & Kingwood.
- Install automated vehicle gate at north end of Airport Way (tenant access to north hangar area).

Florence Municipal Airport
Florence, Oregon
2009-2029

20-YEAR CAPITAL IMPROVEMENT PROGRAM (DRAFT)

| Short Term | Yr | Project | Project Category | Unit | Quantity | Unit Cost | Subtotal Cost | 35% Engineering / Environmental / Contingency | Total Cost | FAA Eligible | Airport Sponsor | Accumulated NPES (including FY09) |
|----------------------------------|------|--|-----------------------|------|----------|-----------|---------------|---|-------------|--------------|-----------------|-----------------------------------|
| | | | | | | | | | | | | \$543,245 |
| 2009-2010 | 0, 1 | Relocate & Upgrade Terminal Area Airport Fencing; add pedestrian gate | Security | LF | 240 | \$18 | \$6,820 | \$2,387 | \$9,207 | \$8,747 | \$460 | \$150,000 |
| | | Install PAPI (Rwy 15) | Lighting | ea | 1 | \$100,000 | \$100,000 | \$35,000 | \$135,000 | \$128,250 | \$6,750 | |
| | | Replace Airport Beacon & Pole | Lighting | ea | 1 | \$80,000 | \$80,000 | \$28,000 | \$108,000 | \$102,600 | \$5,400 | |
| | | Relocate Segmented Circle | Other | LS | 1 | \$60,000 | \$60,000 | \$21,000 | \$81,000 | \$76,950 | \$4,050 | |
| Subtotal - Year 1 & 2 | | | | | | | \$246,820 | \$86,387 | \$333,207 | \$316,547 | \$16,660 | |
| 2011 | 2 | Terminal Apron Expansion & Reconfiguraton | Pavement Construction | SY | 8,667 | \$65 | \$569,355 | \$199,274 | \$768,629 | \$730,198 | \$38,431 | \$150,000 |
| | | Relocate Aircraft Fueling Island | Other | LS | 1 | \$125,000 | \$125,000 | \$43,750 | \$168,750 | \$160,313 | \$8,438 | |
| | | Helicopter Parking Pad (50 x50' PCC) | Pavement Construction | SY | 278 | \$100 | \$37,800 | \$13,230 | \$51,030 | \$48,479 | \$2,552 | |
| | | Slurry Seal Main Apron; repaint markings & tiedowns | Pavement Maintenance | SY | 7,288 | \$4.00 | \$31,652 | \$11,078 | \$42,730 | \$40,594 | \$2,137 | |
| Subtotal - Year 2 | | | | | | | \$763,807 | \$267,332 | \$1,031,139 | \$979,582 | \$51,557 | |
| 2012 | 3 | Obstruction Survey (Instrument Approach & West Transitional Surface (trees/terrain)) | Other | LS | 1 | \$125,000 | \$125,000 | \$43,750 | \$168,750 | \$160,313 | \$8,438 | \$150,000 |
| | | Slurry Seal Runway 15/33; repaint markings | Pavement Maintenance | SY | 22,667 | \$4.00 | \$98,668 | \$34,534 | \$133,202 | \$126,542 | \$6,660 | |
| | | Slurry Seal Parallel Taxiway; repaint markings | Pavement Maintenance | SY | 13,898 | \$4.00 | \$59,592 | \$20,857 | \$80,449 | \$76,427 | \$4,022 | |
| | | Install Parallel Taxiway Edge Reflectors | Lighting | LF | 3,000 | \$3 | \$9,000 | \$3,150 | \$12,150 | \$11,543 | \$608 | |
| Subtotal - Year 3 | | | | | | | \$292,260 | \$102,291 | \$394,551 | \$374,823 | \$19,728 | |
| 2013 | 4 | Terrain Grading/Tree Removal - Rwy 33 Approach & Primary Surface | Other | LS | 1 | \$30,000 | \$30,000 | \$10,500 | \$40,500 | \$38,475 | \$2,025 | \$150,000 |
| Subtotal - Year 4 | | | | | | | \$30,000 | \$10,500 | \$40,500 | \$38,475 | \$2,025 | |
| 2014 | 5 | Slurry Seal North Hangar Taxilane #1 | Pavement Maintenance | SY | 612 | \$4.00 | \$2,448 | \$857 | \$3,305 | \$3,140 | \$165 | \$150,000 |
| | | Slurry Seal North Hangar Taxilane #2 | Pavement Maintenance | SY | 612 | \$4.00 | \$2,448 | \$857 | \$3,305 | \$3,140 | \$165 | |
| | | Slurry Seal North Hangar Taxilane #3 | Pavement Maintenance | SY | 708 | \$4.00 | \$2,832 | \$991 | \$3,823 | \$3,632 | \$191 | |
| | | Slurry Seal North Hangar Taxilane #4 | Pavement Maintenance | SY | 693 | \$4.00 | \$2,772 | \$970 | \$3,742 | \$3,555 | \$187 | |
| | | Slurry Seal North Hangar Taxilane #5 | Pavement Maintenance | SY | 693 | \$4.00 | \$2,772 | \$970 | \$3,742 | \$3,555 | \$187 | |
| Subtotal - Year 5 | | | | | | | \$13,272 | \$4,645 | \$17,917 | \$17,021 | \$896 | |
| Yr 0-5 Total | | | | | | | \$1,346,159 | \$471,156 | \$1,817,315 | \$1,726,449 | \$90,866 | \$1,293,245 |

| Intermediate Term | Yr | Project | Project Category | Unit | Quantity | Unit Cost | Subtotal Cost | 35% Engineering / Environmental / Contingency | Total Cost * | FAA Eligible | Airport Sponsor | |
|-----------------------------|----|--|-------------------------|------|----------|-----------|---------------|---|--------------|--------------|-----------------|-----------|
| 2015-2019 | | Environmental Assessment (Runway & Parallel Taxiway Extension) | Other | LS | 1 | \$75,000 | \$75,000 | \$26,250 | \$101,250 | \$96,188 | \$5,063 | |
| | | North Runway Extension (400' x 60') w/ Parallel Taxiway; MIRL; relocate PAPI | Pavement Construction | SY | 4,000 | \$65 | \$320,000 | \$112,000 | \$432,000 | \$410,400 | \$21,600 | |
| | | Wind Sock (north end of runway) | Other | ea | 1 | \$2,000 | \$2,000 | \$700 | \$2,700 | \$2,565 | \$135 | |
| | | North Hangar E/W Taxilane # 1 (250' x 25') | Pavement Construction | SY | 750 | \$65 | \$78,750 | \$27,563 | \$106,313 | \$100,997 | \$5,316 | |
| | | Install REIL (Rwy 15 & 33) | Lighting | ea | 2 | \$20,000 | \$40,000 | \$14,000 | \$54,000 | \$51,300 | \$2,700 | |
| | | Terrain Removal - Rwy 15 Approach (Phase 1) | Other | CY | 80,000 | \$5.50 | \$440,000 | \$154,000 | \$594,000 | \$564,300 | \$29,700 | |
| | | Construct Aircraft Wash Pad | Other | LS | 1 | \$20,000 | \$20,000 | \$7,000 | \$27,000 | \$25,650 | \$1,350 | |
| | | Overlay North Hangar Taxilane #1 | Pavement Rehabilitation | SY | 612 | \$40.00 | \$24,480 | \$8,568 | \$33,048 | \$31,396 | \$1,652 | |
| | | North Hangar E/W Taxilane # 2 (250' x 25') | Pavement Construction | SY | 750 | \$65 | \$78,750 | \$27,563 | \$106,313 | \$100,997 | \$5,316 | |
| | | ALP/Master Plan Update | Other | ea | 1 | \$85,000 | \$85,000 | \$29,750 | \$114,750 | \$109,013 | \$5,738 | |
| Subtotal - Year 6-10 | | | | | | | \$1,088,980 | \$381,143 | \$1,470,123 | \$1,396,617 | \$73,506 | \$750,000 |

| Long Term | Yr | Project | Project Category | Unit | Quantity | Unit Cost | Subtotal Cost | 35% Engineering / Environmental / Contingency | Total Cost | FAA Eligible | Airport Sponsor | | |
|------------------------------|----|--|-------------------------|------|----------|-----------|-----------------------|---|--------------------|--------------------|--------------------|------------------|--------------------|
| 2020-2029 | | | | | | | | | | | | | |
| | | Terrain Removal - Rwy 15 Approach (Phase 2) | Other | CY | 161,000 | \$5.50 | \$885,500 | \$309,925 | \$1,195,425 | \$1,135,654 | \$59,771 | | |
| | | Install Medium Intensity Taxiway Edge Lights (MITL) | Lighting | LF | 3,000 | \$40 | \$120,000 | \$42,000 | \$162,000 | \$153,900 | \$8,100 | | |
| | | Slurry Seal Runway 15/33; repaint markings | Pavement Maintenance | SY | 22,667 | \$4.00 | \$98,668 | \$34,534 | \$133,202 | \$126,542 | \$6,660 | | |
| | | Slurry Seal Parallel Taxiway; repaint markings | Pavement Maintenance | SY | 13,898 | \$4.00 | \$59,592 | \$20,857 | \$80,449 | \$76,427 | \$4,022 | | |
| | | Slurry Seal Main Apron (south section); repaint markings & tie-downs | Pavement Maintenance | SY | 8,667 | \$4.00 | \$37,168 | \$13,009 | \$50,177 | \$47,668 | \$2,509 | | |
| | | Overlay/Reconstruct Main Apron (north section) | Pavement Rehabilitation | SY | 7,288 | \$50 | \$364,900 | \$127,715 | \$492,615 | \$467,984 | \$24,631 | | |
| | | Slurry Seal North Hangar Taxilane #2 | Pavement Maintenance | SY | 612 | \$4.00 | \$2,448 | \$857 | \$3,305 | \$3,140 | \$165 | | |
| | | Slurry Seal North Hangar Taxilane #3 | Pavement Maintenance | SY | 708 | \$4.00 | \$2,832 | \$991 | \$3,823 | \$3,632 | \$191 | | |
| | | Slurry Seal North Hangar Taxilane #4 | Pavement Maintenance | SY | 693 | \$4.00 | \$2,772 | \$970 | \$3,742 | \$3,555 | \$187 | | |
| | | Slurry Seal North Hangar Taxilane #5 | Pavement Maintenance | SY | 693 | \$4.00 | \$2,772 | \$970 | \$3,742 | \$3,555 | \$187 | | |
| | | Overlay Runway 15/33; Repaint Markings | Pavement Rehabilitation | SY | 20,000 | \$40 | \$808,000 | \$282,800 | \$1,090,800 | \$1,036,260 | \$54,540 | | |
| | | Overlay Parallel Taxiway; repaint markings | Pavement Rehabilitation | SY | 12,862 | \$40.00 | \$518,480 | \$181,468 | \$699,948 | \$664,951 | \$34,997 | | |
| | | Replace PAPI (Rwy 33) | Lighting | ea | 1 | \$40,000 | \$40,000 | \$14,000 | \$54,000 | \$51,300 | \$2,700 | | |
| | | Slurry Seal Main Apron; repaint markings & tie-downs | Pavement Maintenance | SY | 7,288 | \$4.00 | \$31,652 | \$11,078 | \$42,730 | \$40,594 | \$2,137 | | |
| | | Slurry Seal North Hangar Taxilane #1 | Pavement Maintenance | SY | 612 | \$4.00 | \$2,448 | \$857 | \$3,305 | \$3,140 | \$165 | | |
| | | Overlay North Hangar Taxilane #2 | Pavement Rehabilitation | SY | 612 | \$40.00 | \$24,480 | \$8,568 | \$33,048 | \$31,396 | \$1,652 | | |
| | | Overlay North Hangar Taxilane #3 | Pavement Rehabilitation | SY | 708 | \$40.00 | \$28,320 | \$9,912 | \$38,232 | \$36,320 | \$1,912 | | |
| | | Overlay North Hangar Taxilane #4 | Pavement Rehabilitation | SY | 693 | \$40.00 | \$27,720 | \$9,702 | \$37,422 | \$35,551 | \$1,871 | | |
| | | Overlay North Hangar Taxilane #5 | Pavement Rehabilitation | SY | 693 | \$40.00 | \$27,720 | \$9,702 | \$37,422 | \$35,551 | \$1,871 | | |
| | | North Landside Area Access Road (paved) & Parking (gravel) | Other | LF | 680 | \$55 | \$37,400 | \$13,090 | \$50,490 | \$47,966 | \$2,525 | | |
| | | North Tiedown Apron - 9 tie-downs (Phase 1) | Pavement Construction | SY | 3,920 | \$65 | \$284,800 | \$99,680 | \$384,480 | \$365,256 | \$19,224 | | |
| | | North Hangar Access Taxiway (N-S section) | Pavement Construction | SY | 1,600 | \$65 | \$134,000 | \$46,900 | \$180,900 | \$171,855 | \$9,045 | | |
| | | Install new Automated Vehicle Access Gates & Reconfigure Fence (North Hangar Area) | Other | LS | 1 | \$35,000 | \$35,000 | \$12,250 | \$47,250 | \$44,888 | \$2,363 | | |
| | | Modify/Upgrade Airport Fencing & Gates (27th Street) | Security | LF | 690 | \$18 | \$22,420 | \$7,847 | \$30,267 | \$28,754 | \$1,513 | | |
| | | MIRL (Replace existing lighting system @ end of useful life) | Lighting | LF | 3,000 | \$40 | \$120,000 | \$42,000 | \$162,000 | \$153,900 | \$8,100 | | |
| Subtotal - Year 11-20 | | | | | | | Yr 11-20 Total | \$3,719,092 | \$1,301,682 | \$5,020,774 | \$4,769,735 | \$251,039 | \$1,500,000 |
| | | | | | | | 20 Yr Total | \$6,154,231 | \$2,153,981 | \$8,308,212 | \$7,892,801 | \$415,411 | \$3,543,245 |

CAPITAL FUNDING SOURCES

Federal Grants

Federal funding is provided through the Federal Airport Improvement Program (AIP). This reauthorization is the latest evolution of a funding program originally authorized by Congress in 1946 as the Federal Aid to Airports Program (FAAP). The program provides grant funding for airports listed in the National Plan of Integrated Airport Systems (NPIAS). Under current legislation, eligible general aviation airports can receive up to \$150,000 per year in general aviation “non-primary entitlement” grants. If a project is anticipated to cost in excess of \$150,000, the participating airport can roll over the funding allocations for up to four years, at which time the accumulated total of funds can be used for larger projects. Any unused funds that remain beyond the maximum allowable roll over period revert to the FAA for use at other airports. These funds may only be used for eligible capital improvement projects and may not support airport operation and maintenance costs.

FAA funding is limited to projects that have clearly defined need that has been identified through preparation of an FAA approved airport layout plan (ALP). Periodic updates of the ALP are required when new or unanticipated project needs or opportunities exist that require use of FAA funds. The FAA will not generally participate in vehicle parking, utilities, building renovations or projects associated with non-aviation developments.

Some changes in funding levels and project eligibility were included in the current Airport Improvement Program (AIP) legislation (extending through FY 2009). Projects such as hangar construction or fuel systems, which have not traditionally been eligible for funding, are currently eligible, although the FAA indicates that this category of project would be considered to be a lower priority than other airfield needs. In addition, FAA funding levels have been increased from 90 percent to 95 percent.

The FAA also provides discretionary grants to airports. The dollar amounts of individual grants vary and can be significantly larger than the primary entitlements. Discretionary grants are awarded at the FAA's sole discretion. Discretionary funds are distributed after all entitlement funds have been allocated. For larger projects requiring substantially larger amounts of funding, non-primary entitlement and discretionary grants are often combined. Other types of FAA funding include facilities & equipment (F&E) projects and Congressionally-appropriated dollars for specific projects.

State Funding

No specific level of Oregon Department of Aviation (ODA) funding has been assumed in the CIP presented in **Table 6-1**. It is recommended that the City maximize use of any ODA funds that are available in the planning period.

Pavement Maintenance Program

The Pavement Management Program (PMP) programs airfield pavement maintenance funds on established multi-year cycles. This program is intended to preserve and maintain existing airfield pavements in order to maximize their useful lives and the economic value of the pavement. As noted earlier, several short-term pavement maintenance projects are identified for Florence Municipal State Airport in the most recent PMP. The program funds pavement maintenance and associated improvements (crack filling, repair, sealcoats, etc.), including some items which have not traditionally been eligible for FAA funding.

Funding for the PMP is generated through collection of aviation fuel taxes. ODA manages the PMP through an annual consultant services contract and work is programmed on a 3-year regional rotation. The program includes a regular schedule of inspection and subsequent field work. Benefits from the PMP include:

- Economy of scale in bidding contracts
- Federal/State/Local partnerships that maximize airport improvement funds
- PMP is not a grant program and local match is on a sliding scale (50% - 5% required).

The PMP includes the following features:

- Review prior year's Pavement Condition Index (PCI) reports
- Only consider PCIs above 70
- Apply budget
- Limit work to patching, crack sealing, fog sealing, slurry sealing
- Add allowance for striping
- Program to include approximately 20 airports per year, depending on funding levels.

Financial Aid to Municipalities (FAM) Grants

ODA's FAM grant program has been suspended in recent years due to a lack of funding. Efforts to resume the program are currently being considered by ODA. Previously, FAM grants up to \$25,000 were available to Oregon airports for eligible airport related projects.