

ONTARIO MUNICIPAL AIRPORT - ONO

CHAPTER 6 PHASED DEVELOPMENT

The overall goal of the phased development plan is to establish a realistic schedule for implementing the findings and recommendations of this planning effort. This schedule will guide the City of Ontario through annual project prioritization updates to the Airport's Capital Improvement Program (ACIP) for consideration under the FAA's ACIP. The proposed improvements that were outlined in the preferred landside alternative, were integrated into the phasing schedule based on the following potential project constraints:

- Funding availability
- Project sequencing limitations
- Environmental processing requirements
- Agency and tenant approvals and coordination processes
- Leases and land acquisition needs
- Sponsor priorities

The phasing schedule is divided into three successive planning periods: short term (years 0-5), intermediate term (years 6-10), and long term (years 11-20). The following sections describe and depict the various improvements planned for each phase and their estimated costs. The recommended phasing is not unchangeable. The timing or composition of improvements may be altered depending on aviation demand, grant funding, area economics, or Sponsor perspective.

6.1 CAPITAL IMPROVEMENT FUNDING SOURCES

Most airports included in the National Plan of Integrated Airport Systems (NPIAS) depend on federal and state cost-share arrangements to help fund many capital improvement projects. Those costs, not provided through federal or

state mechanisms, must be funded through local resources. This section describes the potential funding options available for facility improvements at Ontario Municipal Airport.

6.1.1 FEDERAL FUNDING

The Airport and Airway Improvement Act of 1982 established the Airport Improvement Program (AIP) as the FAA's funding mechanism for capital projects at public-use airports. AIP funds are distributed as entitlement and discretionary grants to those airports included in the NPIAS with eligible and justified projects. The FAA Reauthorization Act of 2018 approved an annual \$3.35 billion for AIP investments from 2018 to 2023. Any potential AIP funds that could be apportioned to Ontario Municipal Airport after 2023 are contingent on congressional authorization and a minimum annual appropriation of \$3.2 billion.

Under the AIP, general aviation (GA) airports with no large, certified air carrier service and less than 10,000 annual passenger enplanements are eligible for up to \$150,000 of nonprimary entitlement (NPE) funds per year. Ontario Municipal Airport is expected to remain classified as a nonprimary, local GA airport over the planning period, and is projected to receive \$150,000 in annual NPE funds.

The remaining AIP funds allocated for GA airports are distributed as state apportionment funds. This type of FAA grant is distributed among GA airports in each state, territory, and the District of Columbia according to an area/population formula. The highest priority projects in need of federal assistance within a state are then given preference to that state's apportioned AIP funds. The FAA allotted

ONTARIO MUNICIPAL AIRPORT - ONO

\$4,640,939 in state apportionment funds for airports in Oregon in 2022.

A national prioritization formula is similarly used to allocate any remaining AIP funds as discretionary grants. The highest priority projects that exceed entitlement allotments and require supplemental federal assistance are given preference in discretionary funding.

On November 15, 2021, President Biden signed into the law the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL). The legislation provides the FAA with \$25 billion in funding to invest in the nation's air transportation system over the next 5 years. As part of the airport infrastructure improvement initiative, \$500 million will be annually allocated to nonprimary airports over 5 years as a fixed amount based on their role in the NPIAS. Local GA airports, which includes Ontario Municipal Airport, are eligible to receive \$159,000 in annual BIL funds from 2022 to 2026.

The current federal share of AIP grants at nonprimary GA airports in Oregon is 90 percent, under FAA Order 5300-38D, *Change 1, Airport Improvement Program Handbook* (AIP Handbook). This federal share is reflected in the cost estimates for AIP-eligible projects proposed at Ontario Municipal Airport.

6.1.2 STATE FUNDING

The Aviation System Action Program (ASAP) fund supports the development of airports in Oregon. The Oregon Department of Aviation (ODA) and the State Aviation Board determine how ASAP funds are distributed to airports in Oregon through the Critical Oregon Airport Relief (COAR) and State-Owned Airports Reserve (SOAR) programs.

The COAR program assists airport sponsors in Oregon with federal grant match requirements

and distributes funding for emergency preparedness, infrastructure projects, and aviation related economic development. ODA uses a priority ranking system to allocate airport development funds. From 2016 to 2022, an average of \$2 million in COAR funding has been distributed annually.

ODA also funds pavement maintenance and associated improvements at Oregon airports through the Pavement Maintenance Program (PMP). The PMP is limited in scope and includes patching pavements, crack sealing, fog sealing, slurry sealing, and striping. As a regional GA airport in the *Oregon Aviation Plan v6.0* (OAP v6.0), Ontario Municipal Airport qualifies for PMP assistance up to 90 percent of the total pavement maintenance project cost.

Through the COAR program, ODA currently provides 9 percent match, up to \$150,000, for AIP funded projects. While the state contribution can vary depending on funding availability, the project cost summaries in **Table 6.1** assumed a state cost share of 9 percent. On pavement maintenance projects that may be eligible for PMP funds, the state cost share assumption was increased to 90 percent, with a recommended 10 percent local match.

6.1.3 LOCAL FUNDING

Any remaining costs on projects subsidized by federal or state funding mechanisms, or those ineligible for assistance, must be locally funded. The local share of AIP or BIL funded projects is 10 percent; however, state funding can help offset this local match requirement. As such, the cost estimates developed for proposed AIP-eligible projects at Ontario Municipal Airport assumed a funding share of 90 percent federal, 9 percent state, and 1 percent local. It is assumed that implementation of the phased development plan may require additional local

ONTARIO MUNICIPAL AIRPORT - ONO

funds to meet any shortfalls in federal funding or cover those projects not eligible for AIP grants.

Local funding sources may include Airport revenues, City of Ontario resources, bond proceeds, and private investments. At Ontario Municipal Airport, revenue generated from ground leases, fuel sales, and parking and ramp fees contribute to the local share of project costs.

6.2 PHASED DEVELOPMENT AND COST SUMMARIES

This section describes the short, intermediate, and long-term improvements planned at the Airport, which are depicted in **Figures 6.1-6.3**. These project depictions will be used to develop the ALP drawing set, while the descriptions will be refined into specific projects for the ACIP that better reflect how projects are approved, designed, and constructed.

Several factors were considered during the development of the proposed project timeline. Priority was given to projects that enhance safety, preserve infrastructure, improve standards compliance, and address capacity needs.

FAA grant assurances require that a pavement maintenance plan be established to maximize the airfield's life cycle. As such, pavement projects at Ontario Municipal Airport are scheduled at intervals that meet the useful life eligibility established by the FAA in the AIP Handbook. Minor rehabilitation is planned every 3 years to preserve the pavement with a crack fill and seal coat. More extensive rehabilitation, which will include asphalt replacement and an assessment of the base and subbase gravel conditions, is planned in the long-term and expected to obtain a minimum useful life of 10 years.

To determine if the facility improvements proposed at Ontario Municipal Airport are financially feasible for the Airport Sponsor to implement, project cost estimates and potential funding sources were considered during the preparation of the phased development plan.

Table 6.1 presents a summary of the plan with each project, estimated cost, and potential funding contribution grouped by planning period. The cost estimates include environmental documentation, design, engineering, construction administration, and contingencies that may arise during project implementation. Recent unit pricing from airport construction in the region was used to develop the estimates in 2022 dollars. These costs are a rough order of magnitude estimates, developed for planning purposes, and subject to further refinement during design.

The phased development plan summarized in **Table 6.1** includes three funding columns. These columns represent the federal, state, and local funding sources described in the previous section. The first column indicates the maximum potential funding, based on eligibility requirements, the FAA could provide the Airport Sponsor from three source categories: nonprimary entitlement (NPE), Bipartisan Infrastructure Law (BIL), and discretionary grants. The FAA's share, funded from the three categories, is shown as 90 percent of the total estimated cost for eligible projects.

The final two columns include the local AIP match requirement, which is the remaining 10 percent of the project cost; however, this is offset by the state's share from ASAP programs. On AIP-eligible projects, the Airport Sponsor's share of the total estimated cost is shown at an assumed 1 percent and the State's share at an assumed 9 percent. For all non-AIP eligible

ONTARIO MUNICIPAL AIRPORT - ONO

projects, funding is distributed between these two columns based on state grants, local state

match, or all local resources.

TABLE 6.1

PHASED DEVELOPMENT PLAN

No.	Description	Total Cost	Funding		
			FAA	State	Local
Short-Term Improvements (Years 0-5)					
1	Expand Jet Parking Apron	\$889,624	\$800,661	\$80,066	\$8,897
2	Hangar Taxilanes	\$1,382,726	\$1,244,453	\$124,445	\$13,828
3	Hangar Ground Lease Lots	\$0	\$0	\$0	\$0
4	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twy A, Taxilanes, and Tiedown Aprons)	\$541,864	\$487,677	\$48,767	\$5,420
5	Airport Access Gate Improvements	\$294,624	\$265,161	\$26,516	\$2,947
6	BLM SEAT Base	\$0	\$0	\$0	\$0
Years 1-5 Total Cost		\$3,108,838	\$2,797,952	\$279,794	\$31,092
Intermediate-Term Improvements (Years 6-10)					
7	Tiedown Apron North of GA Terminal Building	\$1,086,255	\$977,629	\$97,762	\$10,864
8	Hangar Taxilanes	\$1,185,842	\$1,067,257	\$106,725	\$11,860
9	Hangar Ground Lease Lots	\$0	\$0	\$0	\$0
10	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twy A, Taxilanes, and Tiedown Aprons)	\$588,696	\$529,826	\$52,982	\$5,888
11	Tiedown Apron to Southwest	\$1,316,463	\$1,184,816	\$118,481	\$13,166
12	Fuel Island and Apron	\$2,246,345	\$2,021,710	\$202,171	\$22,464
13	Helipads	\$225,045	\$202,540	\$20,254	\$2,251
14	Tiedown Apron Adjacent to Main GA Apron	\$1,493,872	\$1,344,484	\$134,448	\$14,940
15	Welcome Park Static Display	\$120,000	\$108,000	\$10,800	\$1,200
16	Realign SW 4th Avenue	\$2,947,701	\$2,652,930	\$265,293	\$29,478
Years 6-10 Total Cost		\$11,210,218	\$10,089,192	\$1,008,916	\$112,110
Long-Term Improvements (Years 11-20)					
17	Airport Master Plan Update	\$407,500	\$366,750	\$36,675	\$4,075
18	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twy A, and East Side Taxilanes/Aprons)	\$628,729	\$565,856	\$56,585	\$6,288
19	Property Land Acquisition to the South and East	\$929,600	\$836,640	\$83,664	\$9,296
20	Perimeter Fencing on West Side	\$397,605	\$357,844	\$35,784	\$3,977
21	Parallel Taxiway B, Connectors, and Hold Aprons	\$4,352,897	\$3,917,606	\$391,760	\$43,531
22	Hangar Taxilanes for Agricultural Operations	\$1,399,955	\$1,259,959	\$125,995	\$14,001
23	Agricultural Operations Ground Lease Lots	\$0	\$0	\$0	\$0
24	Avigation Easements to the North and South	\$203,950	\$183,555	\$18,355	\$2,040
25	Tiedown Apron on West Side	\$1,136,786	\$1,023,107	\$102,310	\$11,369

ONTARIO MUNICIPAL AIRPORT - ONO

No.	Description	Total Cost	Funding		
			FAA	State	Local
23	Agricultural Operations Ground Lease Lots	\$0	\$0	\$0	\$0
23	Agricultural Operations Ground Lease Lots	\$0	\$0	\$0	\$0
24	Avigation Easements to the North and South	\$203,950	\$183,555	\$18,355	\$2,040
25	Tiedown Apron on West Side	\$1,136,786	\$1,023,107	\$102,310	\$11,369
26	Relocate Segmented Circle and Lighted Wind Cone	\$146,125	\$131,512	\$13,151	\$1,462
27	Hangar Taxilanes	\$1,190,071	\$1,071,063	\$107,106	\$11,902
28	Hangar Ground Lease Lots	\$0	\$0	\$0	\$0
29	Corporate Tiedown Aprons and Taxilanes	\$6,863,995	\$6,177,595	\$617,759	\$68,641
30	Fuel Island and Apron on West Side	\$2,412,321	\$2,171,088	\$217,108	\$24,125
31	Vertiport	\$196,667	\$177,000	\$17,700	\$1,967
32	East Side Taxilanes and Tiedown Aprons Rehabilitation	\$346,680	\$312,012	\$31,201	\$3,467
33	Runway and Parallel Taxiway A Rehabilitation and Taxiway Modifications	\$661,311	\$595,180	\$59,518	\$6,613
Years 11-20 Total Cost		\$21,274,191	\$19,146,767	\$1,914,671	\$212,753
20 Year Project Totals		\$35,593,247	\$32,033,911	\$3,203,381	\$355,955

Source: J-U-B

6.2.1 SHORT-TERM IMPROVEMENTS (YEARS 0-5)

The short-term improvements represent the first five years of planned development at Ontario Municipal Airport and approximate \$3.1 million in capital needs. Since these projects are expected for early implementation, the short-term sequencing and funding plan aligns most closely with the current ACIP. The improvements planned for this period are described below and depicted in **Figure 6.1**; project numbers correspond with those in the depiction.

Project No. 1: Expand Jet Apron Parking

An expansion of the Airport's existing jet apron is planned to provide additional parking positions for aircraft requiring larger clearance areas than the main GA tie-down apron can safely accommodate. In addition to large aircraft parking, the expanded apron will provide access

to future hangar lots planned for FBO or corporate development.

Cost Estimate: \$889,624

Project No. 2: Hangar Taxilanes

This project is planned to accommodate future development between the proposed BLM SEAT Base and existing east side development. The improvements would establish a taxilane connection between Parallel Taxiway A and future hangar lease lots, which are situated around a looped taxilane to best maximize the space available in this area for landside development.

Cost Estimate: \$1,382,726

Project No. 3: Hangar Ground Lease Lots

Additional ground leasing opportunities on the east side are designated in areas accessible by existing and future taxilanes. There is a mix of box and corporate hangar lots planned northeast

ONTARIO MUNICIPAL AIRPORT - ONO

of the main tiedown apron, and in an area currently leased by the BLM, for SEAT operations. Future development in this area will be contingent on the relocation of the SEAT Base, which is currently in the predesign phase. Additional box, corporate, and FBO hangar lots are planned to accompany future east side taxiway development (Project No. 2). While the proposed aircraft hangar ground lease lots in the short-term planning period exceed forecasted demand, these aircraft storage opportunities were included in the proposed east landside development layout as a proactive planning measure to guide future growth and development at the Airport. These are leases only and do not have any associated capital costs.

Cost Estimate: \$0

Project No. 4: Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twy A, Taxiways, and Tiedown Aprons)

This project is part of a pavement maintenance plan established by Ontario Municipal Airport to maximize the airfield's life cycle. Runway 15/33, Taxiway A, plus existing taxiways and tiedown aprons, would benefit from a crack fill and seal coat at this point in the planning process to obtain at least 3 years of useful life. This recurring project extends the useful life of airfield pavements by preventing subsurface water infiltration and surface oxidation.

Cost Estimate: \$541,864

Project No. 5: Airport Access Gate Improvements

Airport Way access improvements are planned to accommodate future FBO development south of existing east landside facilities. The reconfiguration of the existing access point would maintain secure entry to east side hangars, limit the risk of vehicle/aircraft

accidents, and enable direct access to proposed FBO facilities and vehicle parking.

Cost Estimate: \$294,624

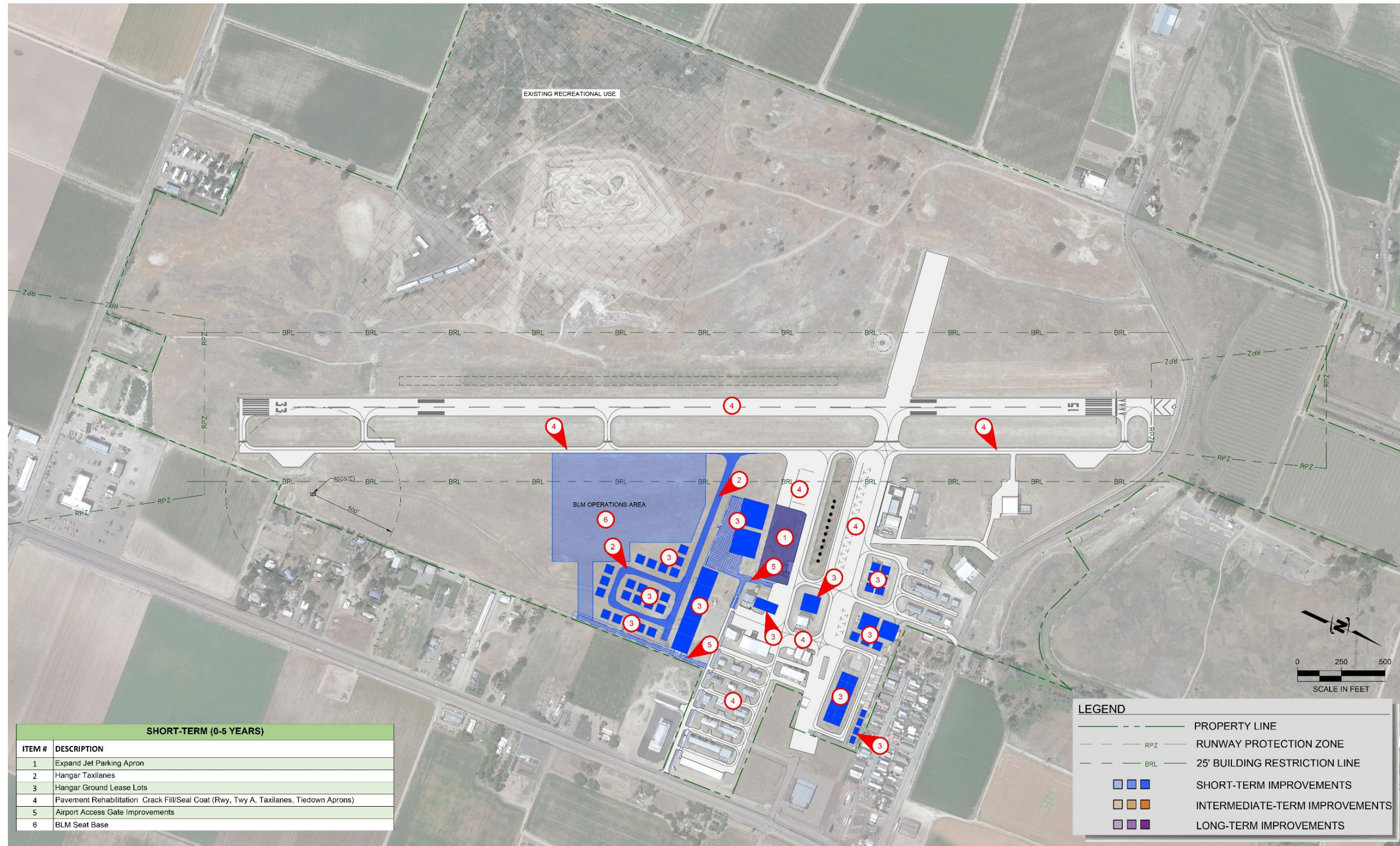
Project No. 6: BLM SEAT Base

East landside facility improvements were configured to accommodate a relocation and expansion of the BLM SEAT base. The proposed location of the new facility, which is currently in the predesign phase, is shown in **Figure 6.1**. While there are no associated capital costs, this improvement has been included to preserve the area for BLM lease and guide surrounding future development.

Cost Estimate: \$0

ONTARIO MUNICIPAL AIRPORT - ONO

FIGURE 6.1
SHORT-TERM IMPROVEMENTS (YEARS 0-5)



Source: J-U-B

ONTARIO MUNICIPAL AIRPORT - ONO

6.2.2 INTERMEDIATE-TERM IMPROVEMENTS (YEARS 6-10)

The intermediate-term improvements represent the next five years of planned development at Ontario Municipal Airport and approximate \$11.2 million in capital needs. The improvements planned for implementation during the intermediate term are described below and depicted in **Figure 6.2**; project numbers correspond with those in the depiction.

Project No. 7: Tiedown Apron North of GA Terminal

A new apron area will be constructed to provide space for additional aircraft tiedowns and to serve as access to future large corporate or FBO hangar space. This apron will accommodate up to five individual tiedown locations.

Cost Estimate: \$1,086,255

Project No. 8: Hangar Taxilanes

This project plans to accommodate future development on the southeast side of the Airport. The proposed taxilanes will be public-use facilities that extend from the taxilane improvement project planned in the short-term phase. The taxilanes will support future hangar development on the southeast side of the Airport, providing access between hangar lease lots and Parallel Taxiway A.

Cost Estimate: \$1,185,842

Project No. 9: Hangar Ground Lease Lots

Additional ground leasing opportunities are planned to accompany future taxilane development in Project No. 8. The layout of aircraft storage is compatible with current and future airport facilities and should be used as a guideline for ground lease lot placement. The proposed mix of box, corporate, and T-hangar lots is anticipated to meet the Airport's future forecasted demand; however, the lot sizing can

be adapted to accommodate varying hangar needs that may arise during the intermediate-term planning period. While these are leases only and do not have any associated capital costs, the city may consider constructing and renting out hangars to generate additional revenue.

Cost Estimate: \$0

Project No. 10: Pavement Rehabilitation Crack Fill/Seal Coat (Runway, Taxiway A, Taxilanes, and Tiedown and Aprons)

This project is part of a pavement maintenance plan, established by Ontario Municipal Airport, to maximize the airfield's life cycle. Runway 15/33, Taxiway A, along with existing taxilanes and tiedown aprons, would benefit from a crack fill and seal coat, at this point in the planning process, to obtain at least 3 years of useful life. This recurring project extends the useful life of airfield pavements by preventing subsurface water infiltration and surface oxidation.

Cost Estimate: \$588,696

Project No. 11: Tiedown Apron to Southwest

A new apron area will be constructed to provide space for additional aircraft tiedowns. This apron will accommodate up to 20 individual tiedown locations.

Cost Estimate: \$1,316,463

Project No. 12: Fuel Island and Apron

The relocation of fuel facilities to the south side of the existing jet apron is planned to improve the number and size of aircraft that can access the fuel pump. The proposed fuel apron will be designed to B-II, TDG 2A standards and include a centrally located fuel island. The proximity of these facilities to planned airport road and FBO improvements also creates an ideal location for fuel storage and delivery truck access.

Cost Estimate: \$2,246,345



Project No. 13: Helipad

This project proposes to construct a new helipad to the east of the existing terminal building. This helipad will be a designated parking pad without special helicopter approach procedures.

Cost Estimate: \$225,045

Project No. 14: Tiedown Apron Adjacent to Main GA Apron

A new apron area will be constructed to provide space for additional aircraft tiedowns. This apron will accommodate up to 27 individual tiedown locations.

Cost Estimate: \$1,493,872

Project No. 15: Welcome Park Static Display

The Airport currently has a McDonnell Douglas F-4 Phantom II aircraft on loan from the U.S. Air Force for public viewing. This project is planned to improve the main entrance of the Airport and mount the aircraft in an area easily accessed by the public.

Cost Estimate: \$120,000

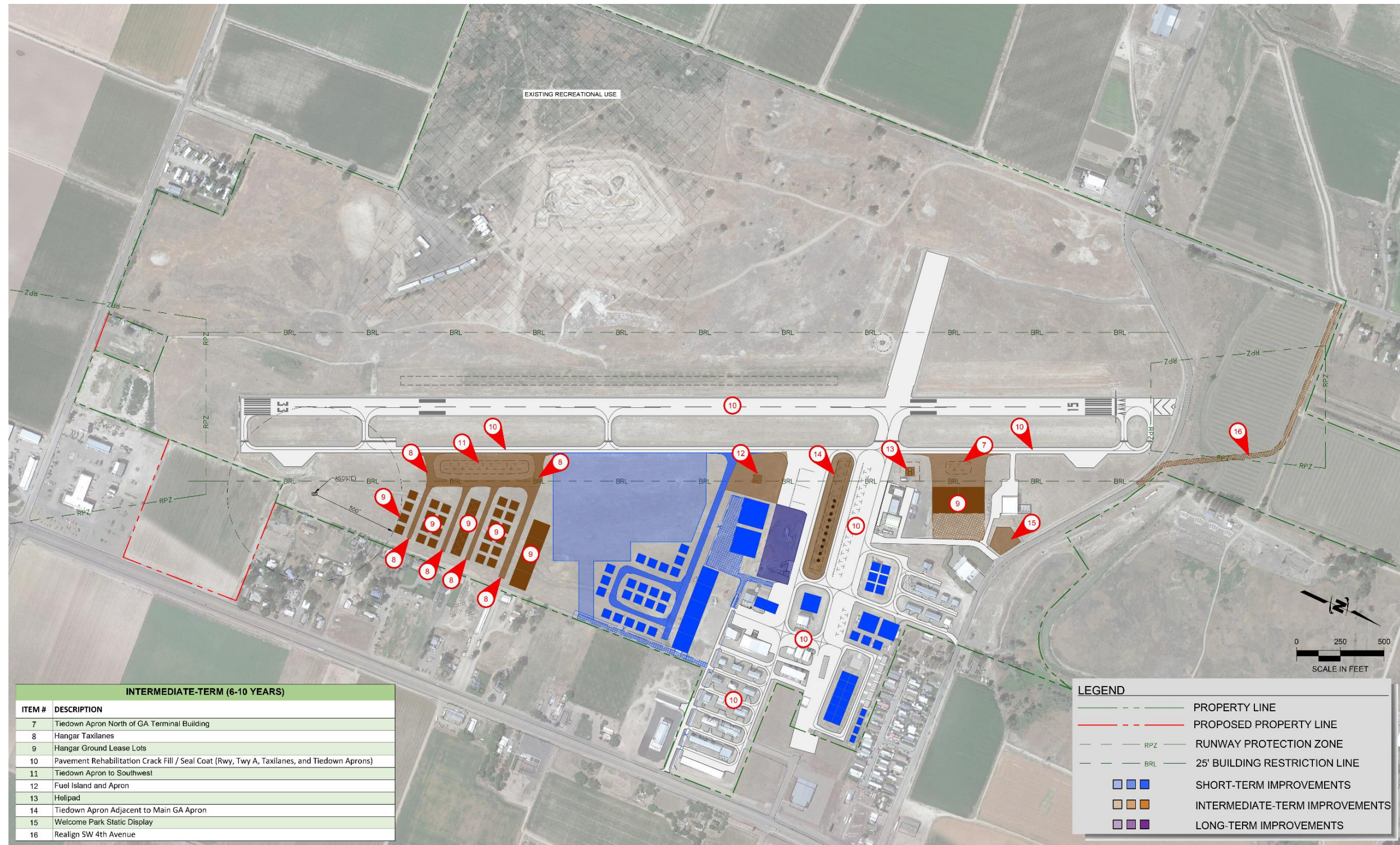
Project No. 16: Realign SW 4th Avenue

Currently, SW 4th Avenue runs through the Runway Protection Zone (RPZ) at Runway End 15. To increase safety and capability to Runway End 15, the road will be relocated further to the North where the land elevation is significantly lower.

Cost Estimate: \$2,947,701

ONTARIO MUNICIPAL AIRPORT - ONO

FIGURE 6.2
INTERMEDIATE-TERM IMPROVEMENTS (YEARS 6-10)



Source: J-U-B

ONTARIO MUNICIPAL AIRPORT - ONO

6.2.3 LONG-TERM IMPROVEMENTS (YEARS 11-20)

The long-term improvements represent the last ten years of planned development at Ontario Municipal Airport and approximate \$21.3 million in capital needs. During this phase, the focus is on west landside development, preventative maintenance, and RPZ protection. The improvements planned for this period are described below and depicted in **Figure 6.3**. Project numbers correspond with those in the depiction.

Project No. 17: Airport Master Plan Update

The FAA recommends Airport Sponsors update their airport master plans every 7 to 10 years or as conditions change. A master plan update is planned at the beginning of the long-term improvements to account for changes at the Airport and in the aviation industry.

Cost Estimate: \$407,500

Project No. 18: Pavement Rehabilitation Crack Fill / Seal Coat (Runway, Taxiway A, and East Side Taxilanes/Aprons)

This project is part of a pavement maintenance plan established by Ontario Municipal Airport to maximize the airfield's life cycle. Runway 15/33, Taxiway A, along with existing taxilanes and tiedown aprons, would benefit from a crack fill and seal coat, at this point in the planning process, to obtain at least 3 years of useful life. This recurring project extends the useful life of airfield pavements by preventing subsurface water infiltration and surface oxidation.

Cost Estimate: \$628,729

Project No. 19: Property Land Acquisition to the South and East

Land to the south and east of the existing airport property line have been identified for acquisition to protect the approaches into the Airport and

prevent incompatible land use in the Runway Protection Zones (RPZs).

Cost Estimate: \$929,600

Project No. 20: Perimeter Fencing on West Side

A perimeter fence around the entirety of the Airport boundary exists to control access to the airfield and enhance security around hangar development areas. This project is planned to separate future non-aeronautical use land on the west side of the Airport from proposed landside development with a 6-foot chain link fence.

Cost Estimate: \$397,605

Project No. 21: Parallel Taxiway B, Connectors, and Hold Aprons

A second parallel taxiway is proposed to support and attract future landside development on the west side of the Airport. Parallel Taxiway B should be designed to B-II, TDG 2A standards to accommodate larger jet traffic with more maneuvering space.

Cost Estimate: \$4,352,897

Project No. 22: Hangar Taxilanes for Agricultural Operations

Taxilanes, specific to agricultural applications, will be constructed with three individual spaces for aircraft to load and unload chemicals and supplies. These taxilanes are intended for easy in and out access of repeat operations.

Cost Estimate: \$1,399,955

Project No. 23: Agricultural Operations Ground Lease Lots

Leasing opportunities for agricultural operators are planned to accompany future taxilane development (Project No. 22) on the north side of the Airport. The three lots are planned near the decommissioned crosswind runway, which could support taxiing aircraft, should agricultural

ONTARIO MUNICIPAL AIRPORT - ONO

demand out pace other east side development. The three proposed agricultural hangar ground lease lots are anticipated to meet the Airport's future forecasted demands. These are leases only and do not have any associated capital costs.

Cost Estimate: \$0

Project No. 24: Avigation Easements to the North and South

Avigation easements should be purchased for any remaining property in the RPZs not protected by acquisition in Project No. 19. Control of the RPZ will help the Airport keep these areas obstacle free and accessible to maintenance and emergency personnel.

Cost Estimate: \$203,950

Project No. 25: Tiedown Apron on West Side

A new apron area will be constructed on the West Side of the runway, adjacent to the new parallel taxiway. This apron will provide space for additional aircraft tiedowns and serve as access to future large hangar spaces. This apron will accommodate up to five individual tiedown locations.

Cost Estimate: \$1,136,786

Project No. 26: Relocate Segmented Circle and Lighted Windcone

The existing segmented circle and lighted windcone on the west side of the Airport will need to be relocated to accommodate the construction of Parallel Taxiway B and its adjoining taxilanes. This project will relocate the segmented circle and lighted windcone to an area where it will continue to provide wind speed and direction indication to airport users.

Cost Estimate: \$146,125

Project No. 27: Hangar Taxilanes

This project plans to accommodate the continued development of the west landside area. The proposed taxilanes will be public-use facilities that provide access from Parallel Taxiway B to future hangar lease lots on the west side of the Airport.

Cost Estimate: \$1,190,071

Project No. 28: Hangar Ground Lease Lots

Additional ground leasing opportunities are planned to accompany future taxilane development in Project No. 27. The layout of aircraft storage is compatible with current and future airport facilities and should be used as a guideline for ground lease lot placement. The proposed mix of box and corporate hangar lots is anticipated to meet the Airport's future forecasted demand; however, the lot sizing can be adapted to accommodate varying hangar trends that may occur during the long-term planning period. While these are leases only and do not have any associated capital costs, the city may consider constructing and renting out hangars to generate additional revenue.

Cost Estimate: \$0

Project No. 29: Corporate Tiedown Aprons and Taxilanes

The west side of the Airport has been identified for future corporate development. The corporate tiedowns, taxilanes, and hangar spaces will provide space for business operations and large aircraft. The west side of these hangars will have public access with automobile parking space and storefront capabilities.

Cost Estimate: \$6,863,995

Project No. 30: Fuel Island and Apron on West Side

The installation of an additional fuel apron and self-serve fueling system is planned to complement corporate hangar development on

ONTARIO MUNICIPAL AIRPORT - ONO

the west side of the Airport. As such, this proposed facility improvement is designed and positioned to accommodate large aircraft use.

Cost Estimate: \$2,412,321

Project No. 31: Vertiport

A vertiport is proposed near a future primary access point on the west side of the Airport. Design standards do not yet exist for the infrastructure or airspace needed to safely land or launch electric vertical take-off and landing (eVTOL) aircraft. As such, the proposed vertiport location is subject to change over the 20-year planning period.

Cost Estimate: \$196,667

Project No. 32: Rehabilitate Taxilanes and Tiedown Aprons on East Side

This project is part of a pavement maintenance plan established by Ontario Municipal Airport to maximize the airfield's life cycle. The pavement of taxilanes and tiedown aprons on the east side will likely need to be replaced, at this point in the planning process, to obtain at least 10 years of useful life.

Cost Estimate: \$346,680

Project No. 33: Rehabilitate Runway and Parallel Taxiway A

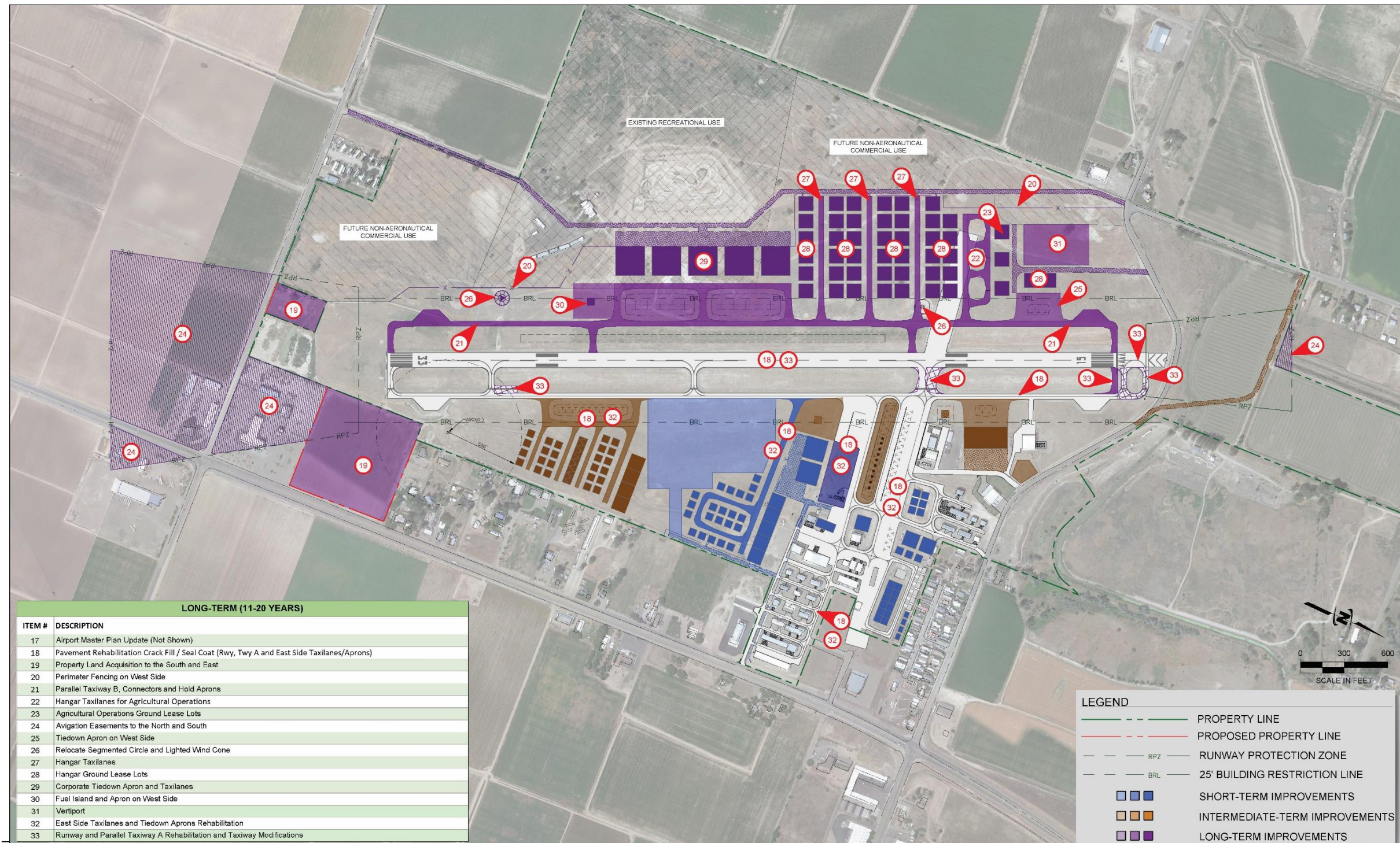
Similar to Project No. 32, this planned improvement is part of the pavement maintenance plan at the Airport. Runway 15/33 and Parallel Taxiway A pavement is expected to reach its useful life at this point in the planning

period and will likely need to be replaced. This project should also include the removal of non-standard pavement sections and the reconfiguration of Runway 15 End taxiways.

Cost Estimate: \$661,311

ONTARIO MUNICIPAL AIRPORT - ONO

FIGURE 6.3
LONG-TERM IMPROVEMENTS (YEARS 11-20)



Source: J-U-B

ONTARIO MUNICIPAL AIRPORT - ONO

6.3 ENVIRONMENTAL REVIEW

The proposed capital improvements and preventative maintenance projects included in Ontario Municipal Airport's phased development plan are the culmination of the master planning and public involvement processes. The short-term improvements include several development projects to address immediate needs, including increased aircraft storage availability, pavement rehabilitation, and preparations for planned future development. The intermediate and long-term projects focus on expansion of aircraft storage facilities and expansion of infrastructure to address the expected increase in operations.

Short-Term Improvements: The FAA will make the final determination regarding the level of NEPA documentation and resource evaluations required for the projects listed in the phased development plan. Based on the scope, scale, and location of the proposed airport improvements, the following environmental resource studies are anticipated to be required, prior to the implementation of the listed short-term projects:

- **Environmental Evaluation** – It is anticipated that the short-term improvements would meet the FAA's requirements for categorically excluded actions as detailed in FAA Order 1050.1F. Different resource studies may be required if a documented categorical exclusion/environmental evaluation is necessary for any of the short-term improvement projects.
- **Biological Evaluation** – A preliminary biological evaluation and site visit indicates that there is no habitat on the Airport for ESA-listed species. A biological evaluation is recommended prior to the implementation of the phased development plan to verify

that there is no suitable habitat for sensitive species at the Airport, and that there are no changes to the ESA species list.

- **Water Resources** – The USFWS National Wetland Inventory (NWI) map illustrates three ponded features and a number of linear wetland features, on and adjacent to, Ontario Municipal Airport. A field review of the documented features occurring in the vicinity of the proposed short-term improvements should be conducted to evaluate any potential impacts to waterbodies prior to implementation of planned capital projects. Impacts to jurisdictional waters would require the preparation of a Joint Permit Application with the USACE, a Removal/Fill Permit from the Department of State Lands and associated permitting with Oregon DEQ.
- **Construction Impact Analysis** – Construction activities have the potential to result in temporary impacts to air, noise, and water quality in the proposed project area. Therefore, construction impacts and mitigation measures, such as Best Management Practices, should be considered prior to the implementation of the phased development plan.

The following resource surveys are not anticipated to be required for the completion of the NEPA requirements associated with the Preferred Alternative:

- **Air Quality Analysis** – Malheur County is currently in attainment for all criteria pollutants and GA operations at the Airport are forecasted to remain under the operation threshold for air quality analysis. Therefore, the proposed improvements are anticipated to remain under the operation

ONTARIO MUNICIPAL AIRPORT - ONO

threshold for air quality. An air quality analysis may be required if Malheur County's air quality designation changes.

- **Cultural Resource Survey** – A cultural survey was completed by SWCA Environmental Consultants in October 2022 and is pending approval with the FAA. The survey did not identify any National Register of Historic Places (NRHP) -eligible sites at the Airport. If any potential resources are discovered during construction, all activities would stop and additional consultation with SHPO and THPO would occur.
- **Visual Resources** – The proposed short-term improvements are anticipated to be consistent with the existing built environment at the Airport and are not likely to cause any visual resource impacts.
- **Noise Analysis** – The phased development is not likely to impact the surrounding land uses based on the current 65 DNL contour. As such, a noise analysis is not an anticipated requirement.
- **Farmland Analysis** – There are no agricultural activities on the Airport property, nor are the proposed short-term improvements expected to convert any agricultural land to non-agricultural activities. A farmland analysis is not an anticipated requirement.
- **Land Use Analysis** – A land use analysis of the phased development plan is included in the next chapter. Pertinent information from this Master Plan Update will be included in the environmental documentation.
- **Environmental Justice Analysis** – The planned short-term development would take

place on the existing Airport property. No acquisitions or relocations are required. The construction and development actions are not predicted to impact health and safety conditions off the Airport. Therefore, an environmental justice analysis is not likely to be required.

- **Floodplain Analysis** – According to FEMA, the proposed short-term project areas are located outside of any mapped floodplain. Therefore, no impacts to floodplains are expected from the proposed short-term improvements. Small segments of the northern portion of the airport property are located between the 100-year and 500-year floodplain. Any future development in those areas would likely require the development of a floodplain analysis.

Intermediate-Term Improvements: The proposed projects in the intermediate-term period would not be pursued until completion of the appropriate environmental analysis as dictated by the FAA. In general, these projects focus on apron and hangar expansion, helipad construction, and entrance improvements. It is anticipated that these improvements would meet the FAA's requirements for categorically excluded actions as detailed in FAA Order 1050.1F.

Long-Term Improvements: The long-term projects focus on planning, land acquisition, and expansion of the parallel taxiway, connectors, and aprons at the Airport. NEPA requirements for each of the long-term projects would be assessed by the FAA at a later date.

ONTARIO MUNICIPAL AIRPORT - ONO

6.4 FINANCIAL REVIEW

The financial feasibility of the implementation plan is largely based on estimated costs, potential funding sources, proposed timing, and a projection of operating revenues and expenses. This section considers the historical operating budgets of Ontario Municipal Airport to project future revenue and expenditures.

6.4.1 HISTORICAL OPERATING BUDGET

Ontario Municipal Airport generates revenue from ground leases, fuel sales, tie down fees, and user fees. **Table 6.2** presents the historical net operating budget for the Airport from 2019 to 2021 and the adopted budgets for 2022 and 2023.

TABLE 6.2
ONTARIO MUNICIPAL AIRPORT HISTORICAL REVENUES AND EXPENSES, 2019-2021

	Actual			Adopted	
	2019	2020	2021	2022	2023
Beginning Fund Balance	\$38,913	\$42,254	\$37,031	\$0	\$69,829
Revenues	\$175,634	\$94,714	\$437,838	\$438,632	\$867,300
Total Operating Revenues	\$214,547	\$136,968	\$474,869	\$438,632	\$937,129
Transfers Out	\$4,164	\$1,685	\$1,333	\$5,000	\$6,250
Capital Outlay	\$48,835	\$0	\$45,750	\$232,000	\$712,120
Personnel Services	\$52,438	\$53,453	\$72,658	\$110,207	\$91,038
Materials and Services	\$66,857	\$44,798	\$84,365	\$91,425	\$127,721
Total Operating Expenses	\$172,294	\$99,936	\$204,106	\$438,632	\$937,129
Total Net Revenue	\$42,253	\$37,032	\$270,736	\$0	\$0

Source: J-U-B Analysis

6.4.2 FINANCIAL FORECAST

Historical revenues at Ontario Municipal Airport were generated by ground leases and fuel sales from 2019 to 2021. While the City has historically relied on these revenue sources to help meet the local match requirements for AIP capital improvement projects at the Airport, significant variations in aviation activity have the potential to influence ongoing cashflow. The arrival of an additional FBO or an increase in ground leases, for example, could produce revenues that contribute significantly to this growth. Other outside influences could have a more harmful impact on airport finances. Some of these include the effects of inflation, legislation, and changes in oil and natural gas prices. As the

forecasting horizon moves further out, these events have a greater likelihood of compounding, which can often have a more profound effect on the Airport's financial performance. As such, forecasts beyond a five-year horizon should be viewed as an indication rather than an estimate.

The financial forecast for Ontario Municipal Airport was adjusted to account for a reasonable amount of volatility by finding and adding together the mean and standard deviation of the total revenues, and the total expenses between 2019 and 2021. To improve the accuracy of this forecasting method, revenue and expense estimates, adopted by the city for years 2022 and 2023, were also included in the analysis.

ONTARIO MUNICIPAL AIRPORT - ONO

The resulting forecast is summarized in **Table 6.3**.

TABLE 6.3
ONTARIO MUNICIPAL AIRPORT FINANCIAL FORECAST, 2022-2027

	2023	2024	2025	2026	2027
Total Operating Revenues	\$937,129	\$720,076	\$762,772	\$799,335	\$831,308
Total Operating Expenses	\$937,129	\$675,669	\$722,275	\$762,185	\$797,085
Total Available for AIP Match	\$0	\$44,406	\$40,497	\$37,150	\$34,222
ACIP Local Project Match	\$8,897	\$13,828	\$5,420	\$2,947	

Source: Idaho County and J-U-B

The phased development plan identifies four AIP projects for implementation during the short-term period (years 0-5). It is anticipated that the current revenues will cover yearly expenses and five percent of the match for proposed AIP projects. While the remaining net revenue for Fiscal Year 2023 in Table 6.3 suggests there is not enough local funds available to meet the match requirement, this is an estimated value developed for a zero-based budget and is not reflective of forecasted trends.

There is always the potential for unforeseen factors to impact the outcome of the financial forecast. For planning purposes, assumptions were made regarding FAA and ODA funding contributions. However, the federal and state dollars depend on authorization by Congress and Oregon legislatures each year and are not guaranteed. Should federal grant monies diminish, certain capital improvements may have to be funded from other sources or postponed.