

CHAIRMAN:
Mark Stedman
Commissioner – Lincoln
County
P.O. Box 28
Davenport, WA 99122
(509) 725-3031

LEAD AGENCY:
Lincoln County
27234 SR 25 N
Davenport, WA 99122
(509) 725-7041

QUADCO RTPO
SFY 2018-2019 UPWP Project Application Form

QUADCO REGIONAL TRANSPORTATION PLANNING ORGANIZATION

**Application for SFY 2018-2019
UPWP Transportation Planning Project Funding**

Applications are due: 3:00 p.m. April 17, 2017

To Be AT LEAD AGENCY (not postmarked)

Applications can be submitted by single signed hard copy by mail, OR signed copy (signature in colored ink) scanned in PDF format and submitted by email

to:

pnollmeyer@co.lincoln.wa.us

Applications must be signed by appropriate agency representatives
(NO Faxed Copies shall be accepted)

NOTE: SEE GUIDANCE CRITERIA for QUALIFYING PROJECTS

&

WSDOT SUBCONTRACTING & EQUIPMENT PURCHASING REQUIREMENTS PAGE 7

BASIC INFORMATION

Agency Name: City of Davenport

Project Name: Land Acquisition Engineering and AGIS Study

Road/Street Name: Davenport Municipal Airport

Location Map Included Yes No

RTPO Eligible Study Yes No

1. COST ESTIMATE AND FUNDING SOURCES

| Funding Source | Amount |
|---------------------------|-----------|
| RTPO UPWP FUNDS REQUESTED | \$16,000 |
| Match | |
| Other(FAA NPE) | \$144,000 |
| TOTAL | \$160,000 |

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2. PROJECT DESCRIPTION

Provide a description of your project, including:

- a) Work Items Anticipated:
- b) Budget detail:
- c) Who will perform the work (city, county, consultant):
- d) Project Readiness:
- e) Timelines for completion:

This project for the City of Davenport is to complete the planning and management of a land acquisition project for the Davenport Municipal airport as well as complete the planning work necessary for an AGIS survey of the airport.

These projects are necessary for the airport to not only meet FAA standards for airports but also to provide a growing and vibrant airport that attracts businesses and aviators.

The project consists of the planning and engineering work necessary to meet FAA requirements for land acquisition. Planning activities in the project include:

- Performing legal survey of property to be acquired as well as existing property lines for the airport
- Preparing and updating property exhibits utilizing FAA requirements ("Exhibit A" drawings)
- Complete FAA status reports and meeting coordination
- Confirmation and update of the existing ALP
- NEPA/SEPA environmental review/confirmation
- Title Search of subject properties to confirm ownership and encumbrances on the properties
- Preparation of an FAA grant application for subsequent purchase of the subject properties
- FAA grant closeout documentation
- Airport GIS update

The work proposed for this QuadCo grant does not include any money for property acquisition, utility relocation, or other non-planning activities. The entire project cost including appraisal costs, property purchase costs, and utility relocation is anticipated to be more than \$235,000. The City is required to match 10% of the grant cost and the \$16,000 requested through the UPWP program is a portion of the 10% match the City is providing.

The work will be performed by a consultant familiar with FAA procedures and protocols. This is a key aspect of the project as FAA will have the overall jurisdiction for the planning work and determine the requirements for the work.

The project is ready to proceed once FAA approves the scope of work and the fee for the work. FAA follows a rigorous process to determine that the fee proposed is fair and reasonable for the work to be performed. The FAA requires an independent fee estimate for the work that requires that the scope of work is sent to a neutral 3rd party for an independent estimate for the project based on the scope of work. If the fee is outside the reasonable margin of error, the fees are adjusted to be in line with the independent review. This process has already been completed for the project and the City is awaiting final approval from FAA.

The project will start upon FAA approval and will be completed in December 2017.

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RELATIONSHIP TO REGIONAL TRANSPORTATION PLANNING

3. Does this proposal assist in updating the regional transportation plan?

Yes No

If yes, describe how.

Not directly.

4. Does this proposal implement the regional transportation plan?

Yes No

If yes, please include page # references and a narrative describing how.

If no, is it consistent with the plan? (If it is not consistent with the plan, please explain).

The project will implement the Regional Transportation Plan in several ways. The project will support the *preservation of other transportation modes*, Goal #2, Objective #2 of the RTP listed on Page 8. This planning work is the first step in addressing several safety concerns at the Davenport Airport that are identified in the Airport Layout Plan and confirmed by the FAA. The Davenport Airport is a valuable asset to the community and the planning work associated with this project will extend the life of the airport by addressing safety concerns with the runway's width, line of sight and with the runway safety area and its proximity to Gunning Road.

The project also implements Goal #3 *Economic Vitality*, Objective #4, Strategy #1 *Support the identification of areas that are planned for economic development and the evaluation of transportation improvements needed to encourage this development* and Strategy #2 *Support transportation improvement projects that encourage economic development that is consistent with adopted comprehensive and land use plans*. These Strategies are listed on pages 9 and 10 of the RTP. The Davenport Airport has had multiple inquiries for available hangar space at the airport and could be a source of economic development for the City. This planning work will lead to an eventual design and construction project to improve the airport to create more hangar space available for lease by the City. Right now the City is out of leasable area until the design and construction project is complete. This project is identified in the City's Airport Layout Plan and the City has completed the necessary land use planning compatible with airport zones and approach zones.

Finally, the project implements Goal #4 *Mobility* specifically Objective #1, Strategy #5 listed on page 10 of the RTP *Support needed improvements for public transportation, rail and aviation system improvements and potential funding sources for these alternative modes*. This planning project is just the first step in a large design/construction project at the airport that will be very costly. The funding Quadco

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could provide for this planning work will save the City funds that can be used for the capital improvement portion of the project. As an alternative funding source for planning work, QuadCo could play a vital role in the improvement project planning for the airport.

The Davenport Municipal Airport serves as an important public facility for Airport Emergency Services as well for services such as Life Flight Network which provides air ambulance service to and from hospitals throughout the QuadCo area. The Davenport Airport is identified as an important link for this service on Page 66 of the RTP.

The eventual design/construction project that this planning work supports is listed in the RTP on page 85 in Table 23.

5. Does this proposal assist in developing or implementing local comprehensive plans?

Yes No

If yes, describe how. If no, please explain why.

The improvements that will eventually be designed and constructed after this planning process are identified in the Davenport Airport Layout Plan. Funding for the airport has also been identified as a priority for community improvement and enhancement.

Airport improvements up to this point have been actively shared through grants offered by the Lincoln County Economic Development Council as the airport is included in their regional economic drivers.

In addition to the project being identified in the most recent ALP and supported by the local EDC the improvements of airport safety concerns and financing are addressed on page 55 of the city's Comprehensive Plan, revised 6/17/2016, under the Transportation Element, Objective H, policies 1-3.

BENEFITS TO REGIONAL SYSTEM

6. Does this proposal benefit safety, efficiency, effectiveness and/or preservation of the regional transportation system?

Yes No

If yes, describe how. If no, please explain why.

The Davenport Airport Layout Plan identified several safety concerns that were out of compliance with FAA requirements. One of those safety concerns relates to the location of Gunning Road at the 23 end of the runway. To mitigate this issue, the Airport instituted a displaced threshold at the 23 end of the runway. This caused other problems however due to the shortened length of the runway to accommodate the runway safety area. The solution to this issue for the City has been to extend the

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runway to the west to have a runway length capable of serving the design aircraft as well as appropriate runway safety areas at both ends of the runway and a defined runway width to meet FAA design standards. Line of sight safety issues will also be addressed during the construction phase of the project.

The planning work for this project is associated with the planning for the land acquisition on the west end of the runway such that the runway extension can be designed and constructed. It also includes the required Airport GIS planning work to incorporate the new property and GIS information into the FAA database.

7. Does this proposal benefit transportation infrastructure needs of the region's major sources of economic development and/or communities?

Yes No

Explain

As identified earlier, the Davenport Airport is out of developable space due to constrictions with the crosswind runway and its configuration. This project will eliminate the cross wind runway and open up more space for the development of not only general aviation products and services but those that support local and regional businesses. The work under this planning project will be the first step towards that goal.

The major economic driver in Lincoln county and Davenport proper is the agricultural businesses and farmers that rely heavily on the crop dusting community to deliver product without damage to the fields. Without the viability of the Davenport Municipal Airport and the ability to have agricultural aircraft sprayers operate off the airport safely the farmers that rely on this service can suffer severe economic losses which can be felt region wide.

8. Does this proposal examine multimodal travel options, easy connections, and/or reduce delays for people and goods?

Yes No

If yes, explain.

As an airport related project, it is directly related to alternative travel modes. While not a mass transit option for travel, it does present the opportunity for reduced delays for people and easy connections for emergency medical air service for companies such as Life Flight Network as identified in the RTP.

Many local and regional business and recreational travelers fly into Davenport and for local stops take advantage of the courtesy car or a short walk along defined pedestrian routes. This seems to be the preferred method rather than continue their travels with the time loss by driving or experiencing the delays of flying to a larger airport and renting another mode of transportation.

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This proposal's indirect benefit is that aircraft will more easily access the 24 hour self-service fuel system at the airport which will allow for quicker refueling reducing delays for people and the goods they deliver.

9. Does this proposal demonstrate a cost-effective manner to achieve a viable solution to a potential or recognized problem?

Yes No

If yes, explain.

As previously identified, as an FAA sponsored project, the fee estimate for this project must complete an independent review and estimate process that ensures that the fee for the project is appropriate for the scope of work. The FAA ensures that the project is cost-effective.

10. Will this proposal compliment other planning and strategy development work in the region, or projects being advanced and promoted by Member Agencies, WSDOT and other agencies?

Yes No

If yes, describe how this study will compliment other work and how the proposed study costs will be used towards the regional transportation system.

The Davenport Airport is a vital part of the regional transportation system. The planning work completed through this project will lead to a design and construction project at the airport that will enhance the facility and the regional transportation system. This project is very important to the City of Davenport, WSDOT Aviation and the FAA in order to bring the airport up to required design standards and to provide an economic development area for the City.

Attach letters of local support, and/or collaborative decision making between jurisdictions and partners.

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CERTIFICATION IS HEREBY GIVEN THAT THE INFORMATION PROVIDED IS ACCURATE AND ALL INFORMATION IS COMPLETE AND INCLUDED AS PART OF THE APPLICATION

Date: April 4, 2017



SIGNATURE OF AUTHORIZED MEMBER AGENCY REPRESENTATIVE TITLE
Mayor



SIGNATURE OF MEMBER AGENCY OFFICIAL RESPONSIBLE FOR ADMINISTRATION TITLE
City Administrator

City of Davenport

MEMBER AGENCY

PO Box 26

ADDRESS

Davenport WA 99122

CITY STATE ZIP

(509) 725-4352 (509) 725-4300

TELEPHONE FAX

EMAIL: sjgoemmel@centurytel.net

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CRITERIA for QUALIFYING PROJECTS

Type of Planning Projects considered for possible funding:

Criteria: Agency Planning Projects should be directed toward planning studies or projects, as identified in the goals, objectives and strategies outlined in the QUADCO Regional Transportation Plan. First tier projects fulfill transportation planning needs of regional significance. Second tier projects fulfill planning needs of sub-regional and local significance and used to provide examples to assist other member agencies in their planning efforts. Completion of regional and/or local planning studies fulfills significant needs to improve the sustainability of the QUADCO regions economic vitality. Projects will include possible solutions to issues of safety, preservation, economic vitality, mobility, environment, and stewardship (not necessarily in that order) and generally include:

- a. Collection of data/information and studies specific to regional corridors.
- b. Studies specific to regional and local major market routes
- c. Transportation issues affecting larger geographic scales.
- d. Work promoted by a combined group of member agencies and interested parties.
- e. Work that compliments other planning and strategy development work in the region.
- f. Projects being advanced and promoted by Member Agencies, WSDOT and other agencies.

SUBCONTRACTING & EQUIPMENT PURCHASING REQUIREMENTS

ATTENTION: All applicants must comply with the WSDOT/MPO/RTPO Agreement, GCA 1769, Section 12 when subcontracting or purchasing equipment. For your reference, the applicable sections are attached. The complete agreement is available upon request.

Subcontracting and Equipment

12.1 The services of the MPO/RTPO are to be directed by a Project Manager. The MPO/RTPO shall not assign, sublet, or transfer any of the work provided for under this Agreement without prior written approval from the STATE, and the STATE shall review and approve the MPO/RTPO's consultant agreement prior to execution. The MPO/RTPO shall comply with all current federal and state laws and regulations governing the selection and employment of consultants. The STATE reserves the right to appoint a representative to serve on the Consultant Selection Committee. Subcontracts for consultant services must contain all the required provisions to the extent applicable of Sections 3, 5, 8, 9, 13 through 15, and 19 through 22 of this Agreement.

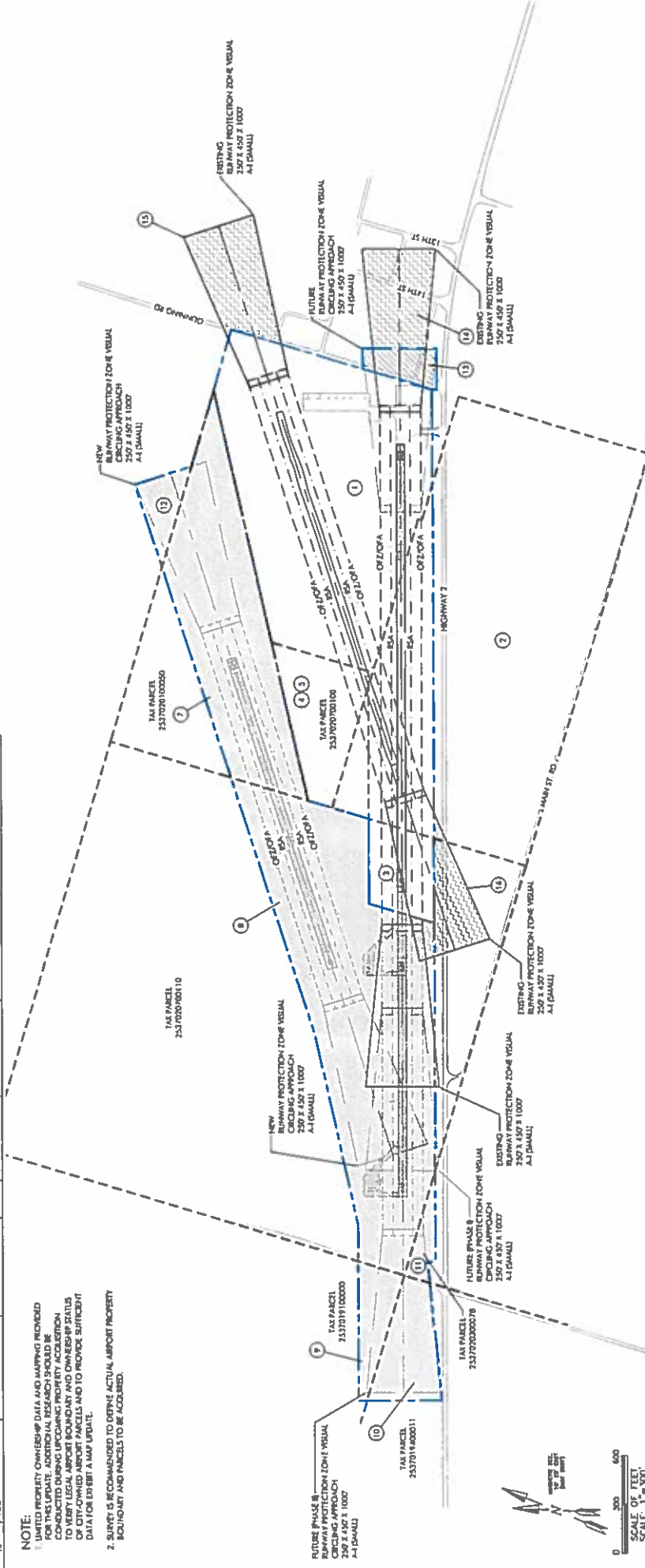
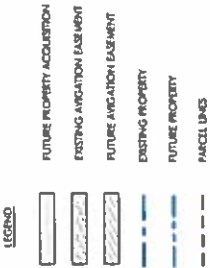
12.2 Any equipment to be purchased under this Agreement shall be listed in the scope of work. All equipment must be purchased, managed, and disposed of in accordance with all current federal and state laws and regulations and the nondiscrimination provisions of Section 18 of this Agreement. The procurement of all equipment must be used for the sole purpose of urban and regional transportation planning activities. Any equipment on hand at the completion of the work shall become the property of the STATE.

| PARCEL | GRANTOR | GRANTEE | TYPE OF INTEREST | ACRE | ASSESSOR TAX PARCEL # | AUDITORS FILE NO. | BOOK AND PAGE | DATE | FAA PROJECT NUMBER |
|--------|----------|-------------------|------------------|------|-----------------------|-------------------|--------------------------------|----------|--------------------|
| 1 | NICHOLLS | CITY OF DAVENPORT | FREE | 2.8 | 25370200000 | 268208 | 6A, 260 | 11/14/51 | NA |
| 2 | NICHOLLS | CITY OF DAVENPORT | FREE | 4.3 | 25370200000 | 268208 | 11A, 326 | 11/20/51 | NA |
| 3 | NICHOLLS | CITY OF DAVENPORT | FREE | 3.2 | 25370200000 | 268208 | 12A, 328 | 11/20/51 | NA |
| 4 | NICHOLLS | CITY OF DAVENPORT | FREE | 5.3 | 25370200000 | 268208 | 13A, 331 | 11/20/51 | NA |
| 5 | NICHOLLS | CITY OF DAVENPORT | EASEMENT | 10.0 | 25370200000 | 335564 | 1, 2A | 07/17/5 | NA |
| 6 | NICHOLLS | CITY OF DAVENPORT | OUT CLAIM DEED | 10.0 | 25370200000 | 335564 | 114, 304, 32, 30A, 53, 307, 54 | 01/17/1 | NA |

| PROPERTY TO BE ACQUIRED | | | | | | | | | |
|-------------------------|---------|-------------------|---------------------|------|-----------------------|-------------------|---------------|------|--------------------|
| PARCEL | GRANTOR | GRANTEE | TYPE OF INTEREST | ACRE | ASSESSOR TAX PARCEL # | AUDITORS FILE NO. | BOOK AND PAGE | DATE | FAA PROJECT NUMBER |
| 7 | TBD | CITY OF DAVENPORT | FREE | 22.8 | 25370200000 | TBD | TBD | TBD | TBD |
| 8 | TBD | CITY OF DAVENPORT | FREE | 43.3 | 25370200000 | TBD | TBD | TBD | TBD |
| 9 | TBD | CITY OF DAVENPORT | FREE | 3.2 | 25370200000 | TBD | TBD | TBD | TBD |
| 10 | TBD | CITY OF DAVENPORT | FREE | 5.3 | 25370200000 | TBD | TBD | TBD | TBD |
| 11 | TBD | CITY OF DAVENPORT | FREE | 1.4 | 25370200000 | TBD | TBD | TBD | TBD |
| 12 | TBD | CITY OF DAVENPORT | FREE | 2.0 | 25370200000 | TBD | TBD | TBD | TBD |
| 13 | TBD | CITY OF DAVENPORT | NAVIGATION EASEMENT | 2.4 | 25370200000 | TBD | TBD | TBD | TBD |
| 14 | TBD | CITY OF DAVENPORT | NAVIGATION EASEMENT | TBD | TBD | TBD | TBD | TBD | TBD |
| 15 | TBD | CITY OF DAVENPORT | NAVIGATION EASEMENT | TBD | TBD | TBD | TBD | TBD | TBD |
| 16 | TBD | CITY OF DAVENPORT | NAVIGATION EASEMENT | TBD | TBD | TBD | TBD | TBD | TBD |

NOTE: PROPERTY OWNERSHIP DATA AND MAPPING PROVIDED FOR THIS MAP ARE FOR INFORMATIONAL PURPOSES ONLY. THE CITY OF DAVENPORT WILL CONDUCT A FIELD SURVEY TO VERIFY LEGAL AIRPORT BOUNDARY AND OWNERSHIP STATUS OF CITY-OWNED AIRPORT PARCELS AND TO PROVIDE SUFFICIENT DATA FOR EXHIBIT 'A' MAP UPDATE.

2. SURVEY IS RECOMMENDED TO DEFINE ACTUAL AIRPORT PROPERTY BOUNDARY AND PARCELS TO BE ACQUIRED.



DAVENPORT MUNICIPAL AIRPORT

EXHIBIT 'A' AIRPORT PROPERTY PLAN

DATE: MARCH 2009

SCALE: AS SHOWN

PROJECT NO: 41402002 01

CENTURY WEST

ENGINEERS & ARCHITECTS

1000 WEST 17TH AVENUE, SUITE 200

DAVENPORT, IOWA 50319

PHONE: 319.281.1111

FAX: 319.281.1112

WWW.CENTURYWEST.COM

DATE: MARCH 2009

SCALE: AS SHOWN

PROJECT NO: 41402002 01

DATE: MARCH 2009

SCALE: AS SHOWN

PROJECT NO: 41402002 01