

**City of Brookings**  
**WORKSHOP Agenda**

**CITY COUNCIL**

**Monday, March 6, 2023, 4:00 PM**

City Hall EOC, 888 Elk Drive, Brookings, OR 97415

**A. Call to Order**

**B. Roll Call**

**C. Topics**

1. Border Coast Regional Airport Authority Update [Pg. 1]
  - a. PowerPoint BCRAA Rehabilitation Project [Pg. 2]
  - b. Cal-Ore Letter of Support [Pg. 26]
2. Offshore Wind Energy Proposal Update - [Pg. 27]
  - a. CCEC – FOSW Local Roadshow Power Point [Pg. 28]

**D. Council Member Requests for Workshop Topics**

**E. Adjournment**

All public City meetings are held in accessible locations. Auxiliary aids will be provided upon request with at least 72 hours advance notification. Please contact 469-1102 if you have any questions regarding this notice.

# CITY OF BROOKINGS

## COUNCIL WORKSHOP REPORT

Meeting Date: March 6, 2023

\_\_\_\_\_  
Signature (submitted by)

Originating Dept: Finance & Admin

  
\_\_\_\_\_  
City Manager Approval

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### Subject:

Border Coast Regional Airport Authority Update

### Background/Discussion:

Councilor Schreiber, the Council-appointed board member to the Border Coast Regional Airport Authority (BCRAA), requested that BCRAA Executive Director make a presentation at a Council Workshop.

The attached PowerPoint includes a request for matching funds. It is understood that no decisions are made at a workshop. The primary purpose of the presentation is to give the City Council information prior to the 2023-24 budget process, and for the Council to have an opportunity to ask questions

### Attachments:

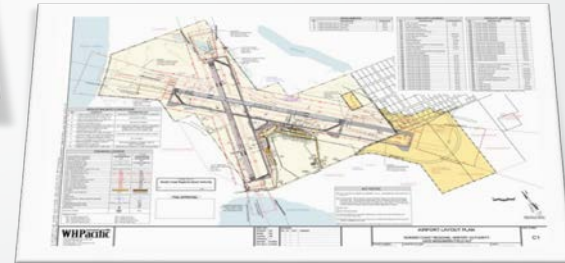
- a. PowerPoint BCRAA Rehabilitation Project
- b. Cal-Ore Letter of Support



DEL NORTE COUNTY AIRPORT  
AT JACK MCNAMARA FIELD • CRESCENT CITY, CA

**DEL NORTE COUNTY REGIONAL AIRPORT  
JACK MCNAMARA FIELD (CEC)  
RUNWAY 18-36 REHABILITATION, MARKING, AND  
LIGHTING UPGRADE PROJECT**

# Jack McNamara Field - CEC



# YOUR REGIONAL AIRPORT

The Del Norte County Regional Airport – Jack McNamara Field (CEC)

- Situated 20 miles south of the California/Oregon border via Highway 101 on the northern California Pacific Ocean coast.
- Located approximately 3 miles northwest of the town of Crescent City.
- Covers 544 acres on Point St. George which is south of the Tolowa Dunes State Park, east of the Pacific Ocean, and west of Highway 101.



# JOINT POWERS AUTHORITY

The Border Coast Regional Airport Authority is a California Joint Powers Authority (JPA). The JPA is composed of:

- The County of Del Norte (CA)
- The City of Crescent City (CA)
- The Elk Valley Rancheria (Tribal Government)
- The Tolowa Dee-ni' Nation (Tribal Government)
- Curry County (OR)
- The City of Brookings (OR)





Commercial Air Service is critical to our region for tourism and business.

Contour Airlines provides daily round trip service to Oakland International Airport from CEC.

Contour Airlines operates 30 seat ERJ 135 Regional Jet Aircraft for our market.



## 2022 Regional Reservation Data\*

Contour Passenger Reservations Data						
January 1, 2022 through December 31, 2022						
City	Zip	Week 1	Week 2	Week 3	Week 4	Total
Brookings, OR	97415	226	133	105	112	576
Gold Beach, OR	97444	47	27	21	25	120
Agnes, OR	97406	2	1	0	0	3
Port Orford, OR	97465	1	1	0	1	3
TOTAL:		276	162	126	138	702
City	Zip	Week 1	Week 2	Week 3	Week 4	Total
Crescent City, CA	95531	344	151	128	171	794
Gasquet, CA	95543	7	5	3	4	19
Klamath, CA	95548	0	4	0	2	6
Ford Dick, CA	95538	10	4	2	0	16
Smith River, CA	95567	33	18	23	24	98
TOTAL:		394	182	156	201	933

\*Reservation Data was collected from Contour Airlines. Reservation Data gathered in weekly increments per month.  
e.g. Week 1 of every month from January through December.



**Curry County: 702**

**Del Norte County: 933**

**Total Reservations: 1,635**







## Enplanements

**2022 - 7,635 (66.97%)**

**2021 – 6,958 (58.27%)**

**2020 – 4,087 (37.63%)**

**2019 – 9,084 (70.26%)**





Cal-Ore Life Flight is the locally based emergency air ambulance provider based at the Del Norte County Regional Airport in Crescent City, CA (CEC).

Cal-Ore Life Flight:

- Transports an estimated 1,000+ patients per year from CEC
- Approximately 50% are Del Norte County residents
- 35% are Curry County residents
- 15% travelers/tourists from other areas.

Communities depend on Cal-Ore Life Flight for time sensitive medical emergencies due to their remote locations. Many Curry County patients are ground transported to CEC and then flown to higher level care, due to weather and other restrictions at the smaller, nearby airports in Brookings and Gold Beach.

# **CAL-ORE** **Life Flight**

Cal-Ore Life Flight operates twin-engine, pressurized, all-weather, Beechcraft King Air jet prop airplanes.\*

Each Cal-Ore plane is effectively a portable ICU and is outfitted with state-of-the-art Advanced Life Support (ALS) equipment to facilitate the highest quality air ambulance medical care available.\*





"Experience and Dedication  
You Can Depend On"

February 15, 2023

JPA Members  
Border Coast Regional Airport Authority  
1650 Dale Rupert Road, Suite 100  
Crescent City, CA 95531

Dear JPA Members,

As you are aware, Cal-Ore Life Flight is the locally based emergency air ambulance provider based at the Crescent City Airport (CEC). We, along with other providers, in total transport an estimated 1,000+ patients per year from CEC to destinations throughout CA and OR. Those patients represent approximately 50% Del Norte County residents, 35% Curry County residents, and 15% travelers/tourists from other areas.

CEC is the only fully certified IFR airport in the area, with longer runways and precision approaches. Many Curry County patients are ground transported to CEC and then flown to higher level care, due to the weather and/or wet runway restrictions at the smaller, nearby airports (Brookings and Gold Beach).

We understand the Border Coast Regional Airport Authority (BCRAA) is considering grant funding to rehabilitate runway 18-36 at CEC, requiring an approximate \$400,000 match, which is a considerable commitment. However, please be advised that due to the challenging weather environment producing strong crosswinds, Runways 18-36 are an essential part of rapidly transporting patients to higher level hospitals. Thus, these runways are used frequently to mitigate the crosswinds, allowing for safer overall operations.

As a reminder, the CEC airport runways were originally designed to be misaligned with the prevailing winds to provide "real world" crosswind training to military pilots.

We strongly support BCRAA's effort to undertake this project and would encourage you to seek the ability to source the match funding needed to keep these runways operational.

Sincerely,

Dan Brattain, VP

**Administrative Office**

PO Box 1986  
311 Cove Road  
Brookings, Oregon 97415

800-761-5183

541-469-7911

541-469-4518 Fax

[www.cal-ore.com](http://www.cal-ore.com)

camts

# GROWTH – PAST, PRESENT AND FUTURE

According to the US Census Bureau, our region has been experiencing regional population growth. The airport continues to be responsive to the increase in growth by expanding capacity and maintaining facilities with multiple projects which include:

- Recent construction of a new passenger terminal building
- Planned Runway and Taxiway pavement rehabilitation projects
- Further airport infrastructure improvements



<https://www.census.gov/quickfacts/currycountyoregon>  
<https://www.census.gov/quickfacts/delnortecountycalifornia>  
<https://www.census.gov/quickfacts/brookingscityoregon>  
<https://www.census.gov/quickfacts/crescentcitycalifornia>



# CEC Runway Infrastructure

CEC has two runways:

- Runway 18-36, longest runway running north east to south west
- Runway 12-30, longest runway running north west to south east

CEC Has two taxiways:

- Taxiway A, runs parallel to runway 12-30
- Taxiway B, runs parallel to runway 18-36



# PAVEMENT CONDITION

The most recent **Pavement Maintenance & Management Plan (PMMP)** indicates that the pavement of **runway 18-36** condition is between ***Fair*** and ***Poor***, with alligator cracking along the center 50 feet of the runway just south of Taxiway A, which is deteriorating quickly. Rehabilitation of this pavement is critical to ensuring a safe, operable surface for aircraft to take off and land on, especially in poor meteorological conditions requiring the use of runway 18-36.



***Runway 18-36 Cracking***



# PAVEMENT CONDITION contd.

Pavement rehabilitation is critical to ensuring a safe, operable surface for aircraft to utilize. Left untouched, aging pavement will fail, causing cracks, foreign object debris (FOD) and other hazards which make it unsafe for aircraft to operate.



*Runway 36 – Approach End*

# Runway 18-36

- Runs North East to South West
  - Is 5,000-ft long
  - Is 150-ft wide

Considering the necessary rehabilitation of Runway 18-36, the runway improvement project was listed on the Airports Capital Improvement Plan (ACIP). Currently in the design phase, construction is scheduled for CY 2024.



*Runway 18-36 Centerline*

# LIGHTING UPGRADES

The existing **MIRL (Medium Intensity Runway Lights)** incandescent edge lighting system and runway exit signs will be upgraded and replaced with **LED lighting**.

LED lights last considerably longer, shine brighter, provide better visibility, and are more energy efficient compared to incandescent lights, adding to long term cost savings on both labor and parts.



# BENEFITS

The rehabilitation of runway 18-36 will provide options to all aircraft, especially commercial and air ambulance, allowing the use of the most optimal runway for takeoff and departure. These benefits will include:

- A safe, FOD and hazard free surface for aircraft to operate on
- Shorter travel distance for taxi to take off in calm winds
- Shorter travel distance to taxi to park upon landing in calm winds
- The ability to take off in the direction of travel reducing time in the air which will in turn provide:
  - Shorter operation time
  - Reduce fuel consumption
  - Reduce emissions.

# IMPACT

There will be minimal economic displacement because of the primary runway being kept in service during the rehabilitation of runway 18-36. Aircraft will continue to operate, the airport will remain open, and the public will still be able to travel.



# COST

The cost estimate used in the Airports Capital Improvement Plan (ACIP) from WHPacific, the airport consultants and engineers for this project, is \$8,000,000 of which 95% will be paid for utilizing FAA AIP Grant and Entitlement funds. The mandatory 5% local match will cover the remaining \$400,000.

The FAA can approve on a case-by-case basis up to a 15% increase in unexpected project costs. This 15% increase would bring the project maximum to \$9,200,000 which would bring the local match to \$460,000.

Calculating a potential 15% increase in project costs is a proactive effort to ensure appropriate funding is in place due to current economic times.



We are asking for an equal  
contribution of:

**\$77,000**

From each member of the  
JPA towards the local  
match.





Your contribution towards this vital and critical airport infrastructure and economic development project will help ensure that the rehabilitation of this runway will be completed.



As a wise airport director once said...

“We are all in this together as a community, a community comprised of cities, counties, states, and sovereign nations....When communities build airports, airports build communities.”

Jack McNamara Field is YOUR communities' airport.

# THANK YOU!

# Questions or Comments?

Address:

Border Coast Regional Airport Authority  
1650 Dale Rupert Rd.  
Suite 100  
Crescent City, CA  
95531

Phone : 707-464-7288 #2

**Airport Director**

*Ryan Cooley*

[ryan.cooley@co.del-norte.ca.us](mailto:ryan.cooley@co.del-norte.ca.us)

**Fiscal & Program Manager**

*Patty Stanley*

[pstanley@co.del-norte.ca.us](mailto:pstanley@co.del-norte.ca.us)

February 15, 2023

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# CITY OF BROOKINGS

## COUNCIL WORKSHOP REPORT

Meeting Date: March 6, 2023

Originating Dept: PW/DS



Signature (submitted by)

City Manager Approval

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Subject:

Offshore Wind Energy Proposal Update

Background/Discussion:

Council directed staff to give an update on the status of the offshore wind energy proposed by Bureau of Ocean Energy Management (BOEM). Coos Curry Electric GM/CEO Brent Bischoff has prepared a presentation from CCEC's perspective. Also in attendance via zoom will be Andy Lanier who is the Marine Affairs Coordinator for Department of Land Conservation and Development (DLCD) who can answer any questions regarding permitting as well as timeline of the project.

Attachments:

- A. CCEC - FOSW Local Roadshow Power Point



# Oregon Floating Off-Shore Wind



Your Touchstone Energy Cooperative



Brent Bischoff  
GM/CEO



# Oregon FOSW - Recent Work



## Oregon Offshore Wind Site Feasibility and Cost Study

Walter Musial,<sup>1</sup> Philipp Beiter,<sup>1</sup> Jake Nunemaker,<sup>1</sup>  
Donna Heimiller,<sup>1</sup> Josh Ahmann,<sup>2</sup> and Jason Busch<sup>3</sup>

<sup>1</sup> National Renewable Energy Laboratory

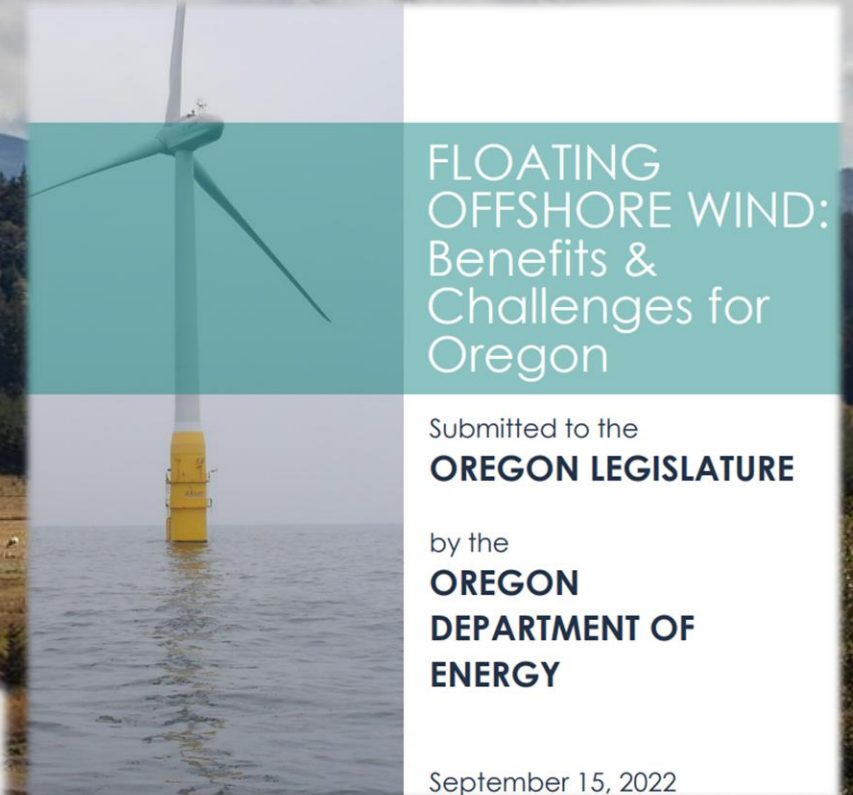
<sup>2</sup> Parametrix

<sup>3</sup> Pacific Ocean Energy Trust

Technical Report  
NREL/TP-5000-74597  
October 2019

U.S. DEPARTMENT OF THE INTERIOR

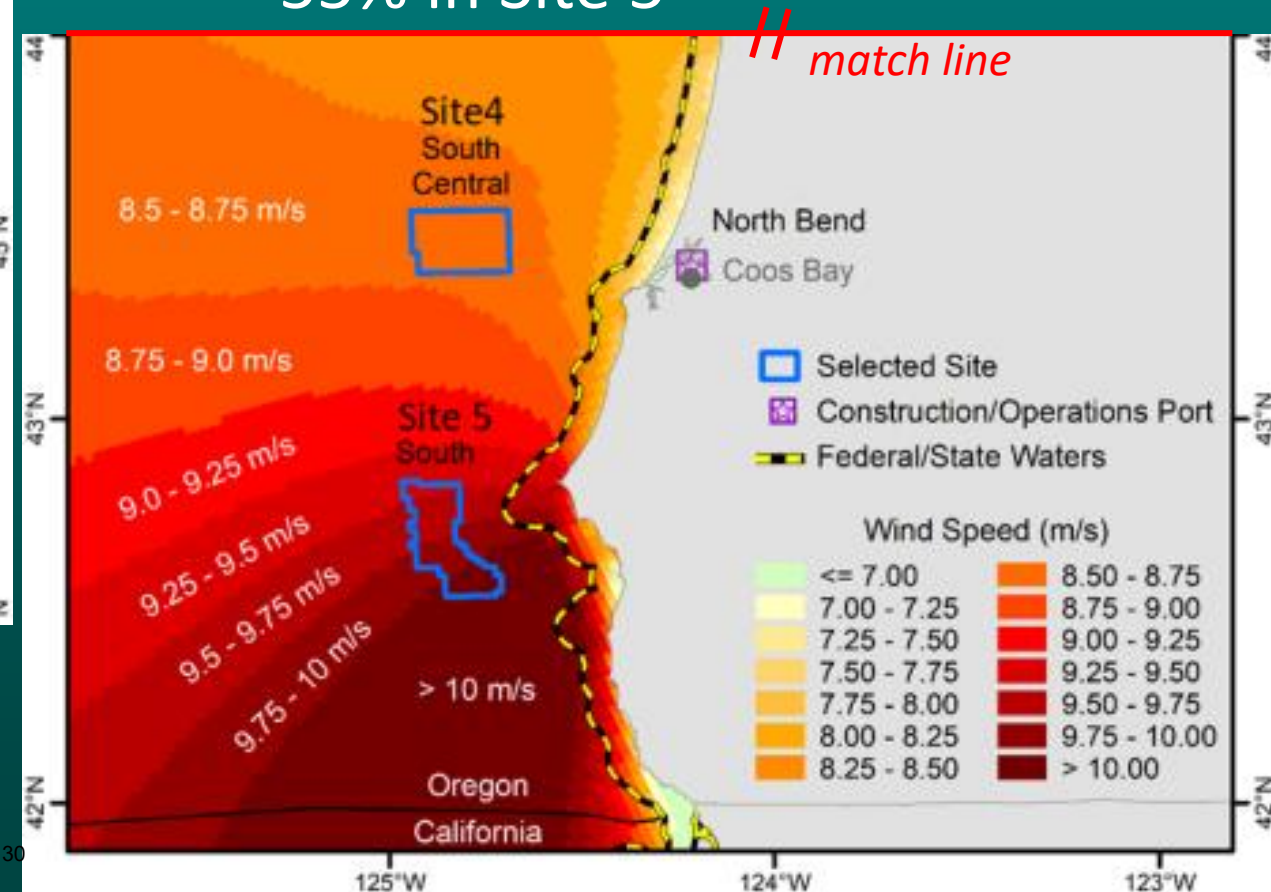
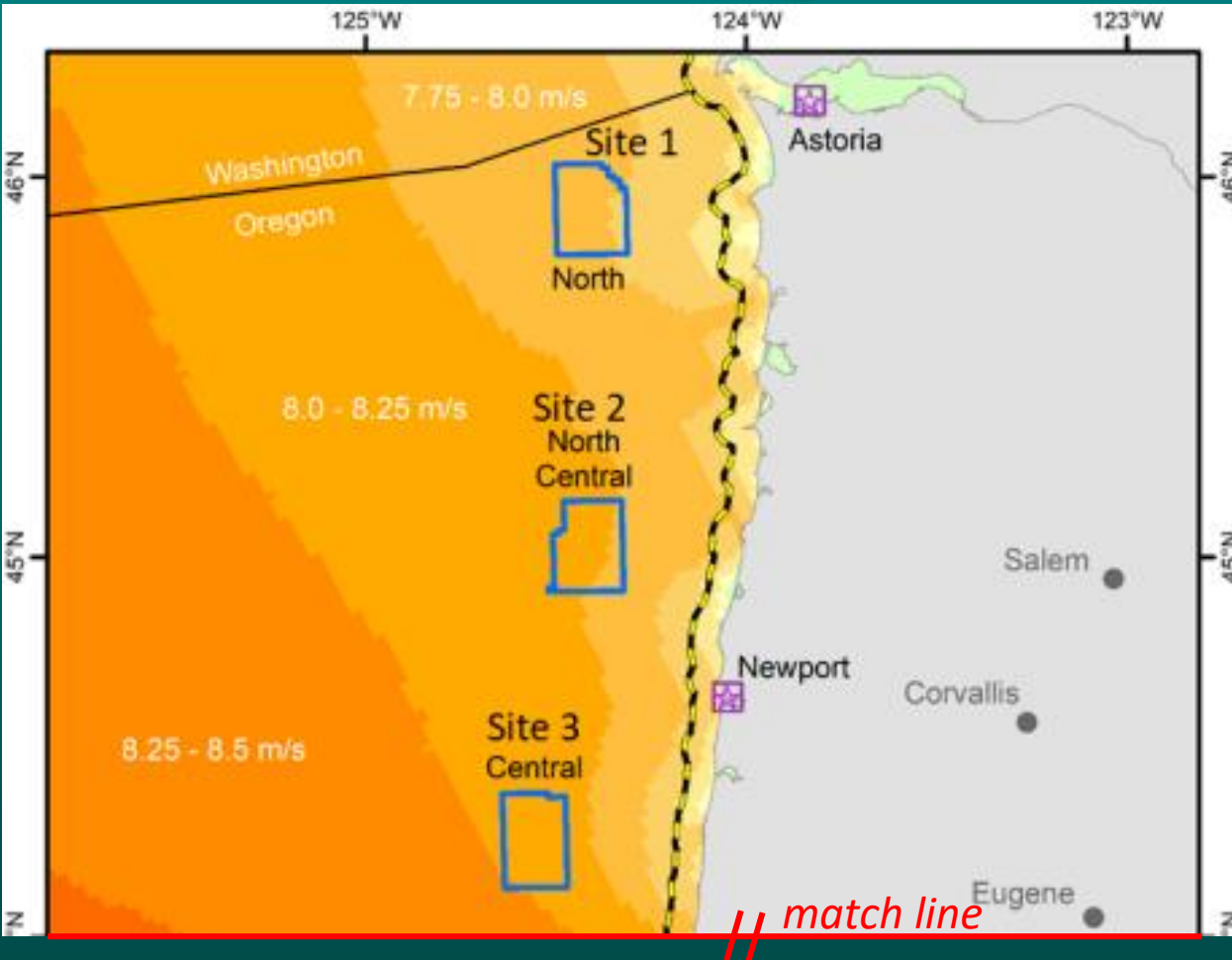
**BOEM**  
Bureau of Ocean Energy  
Management





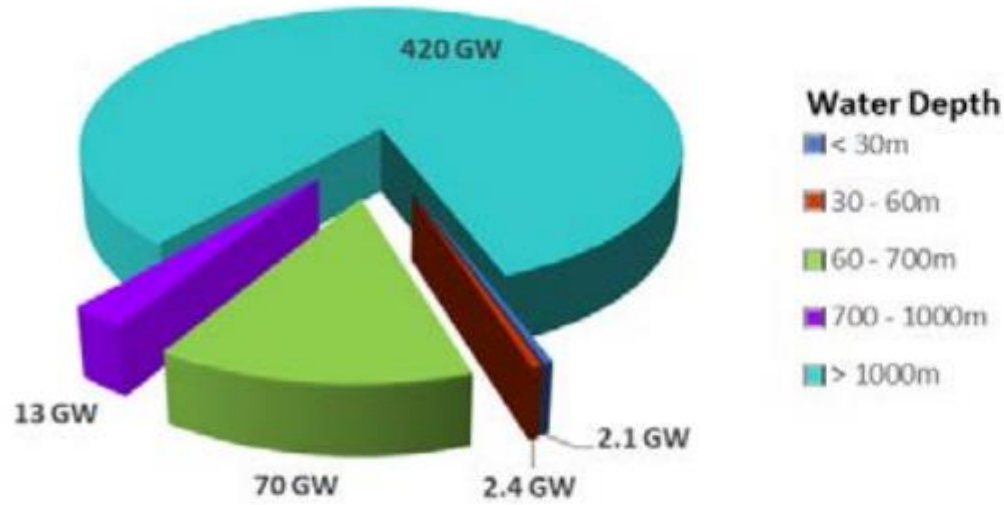
# Oregon FOSW – Why Oregon?

- avg windspeed at 100 meters
- net capacity factor (for 15 MW turbines)
  - 40% in Site 1
  - 55% in Site 5

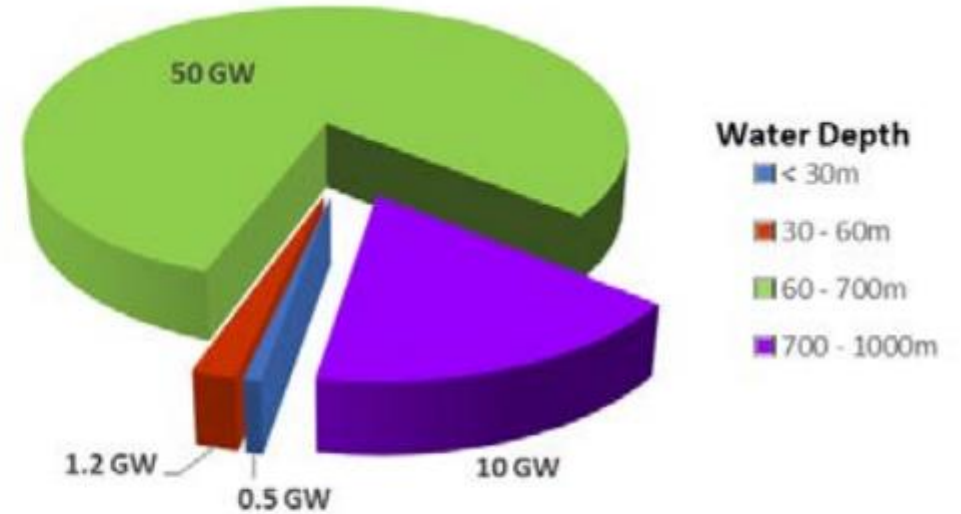


7 m/s = 15.7 mph  
10 m/s = 22.4 mph

# Oregon FOSW – Why Oregon?

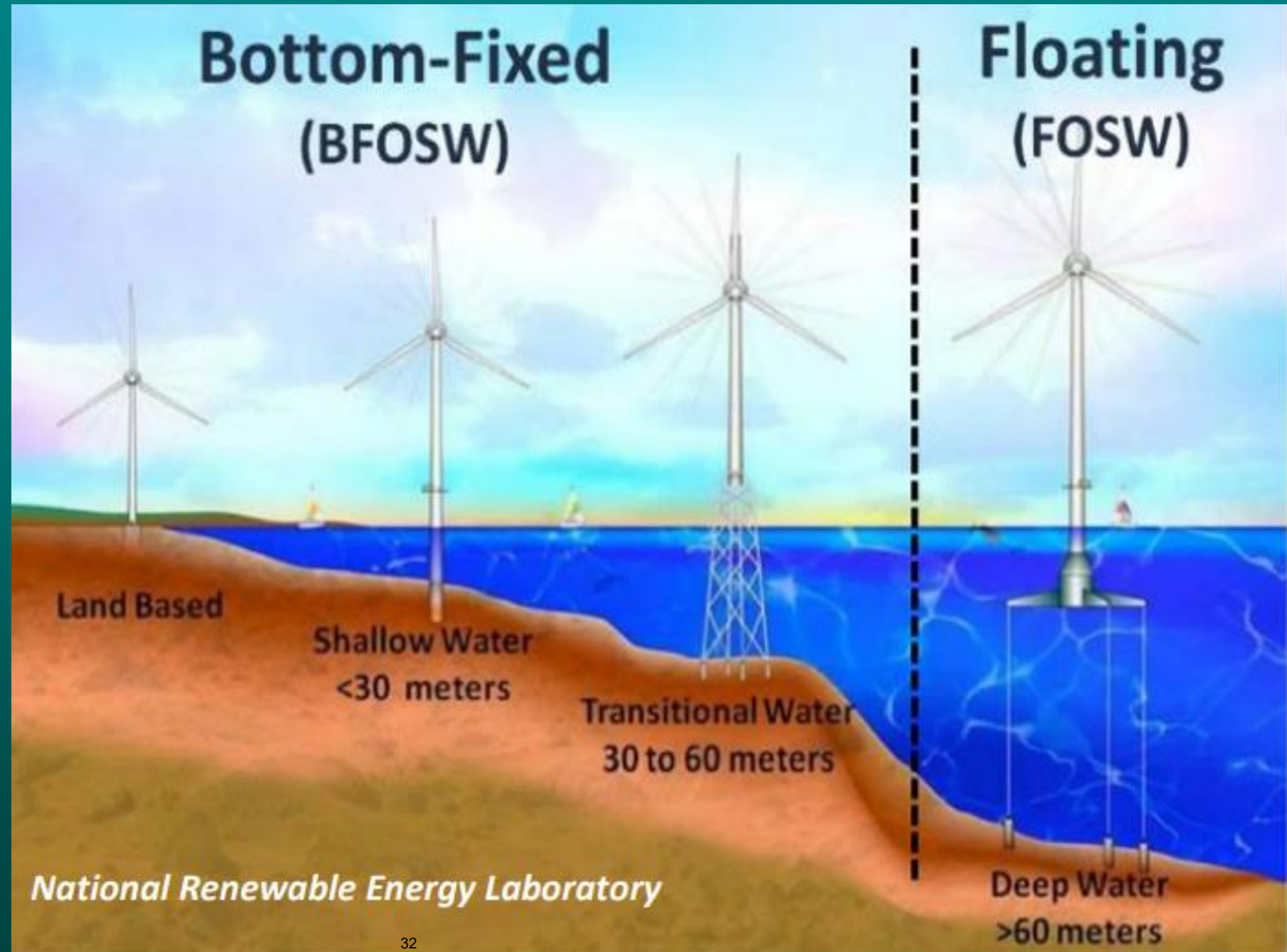


**Gross Resource Capacity – 508 GW**



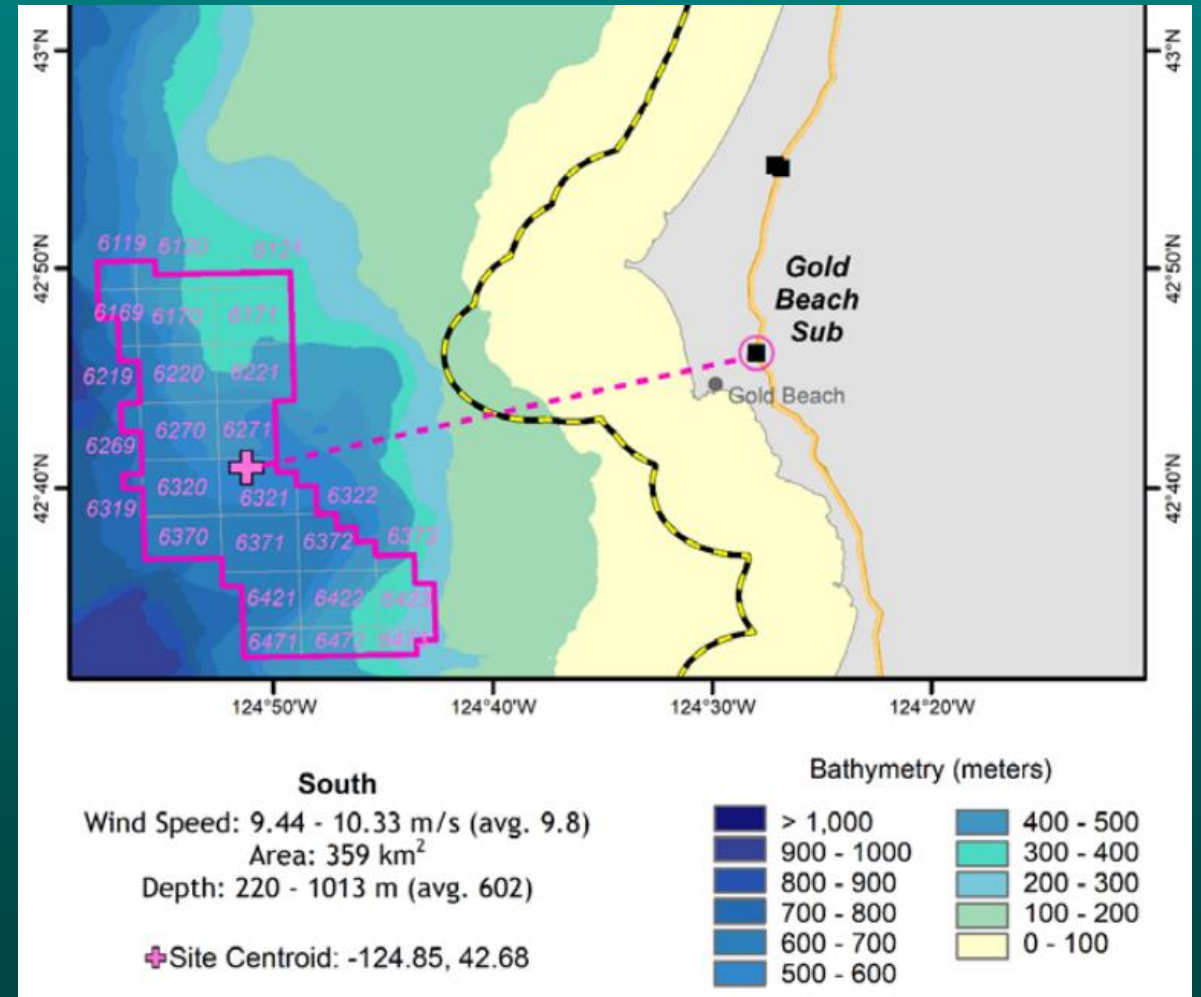
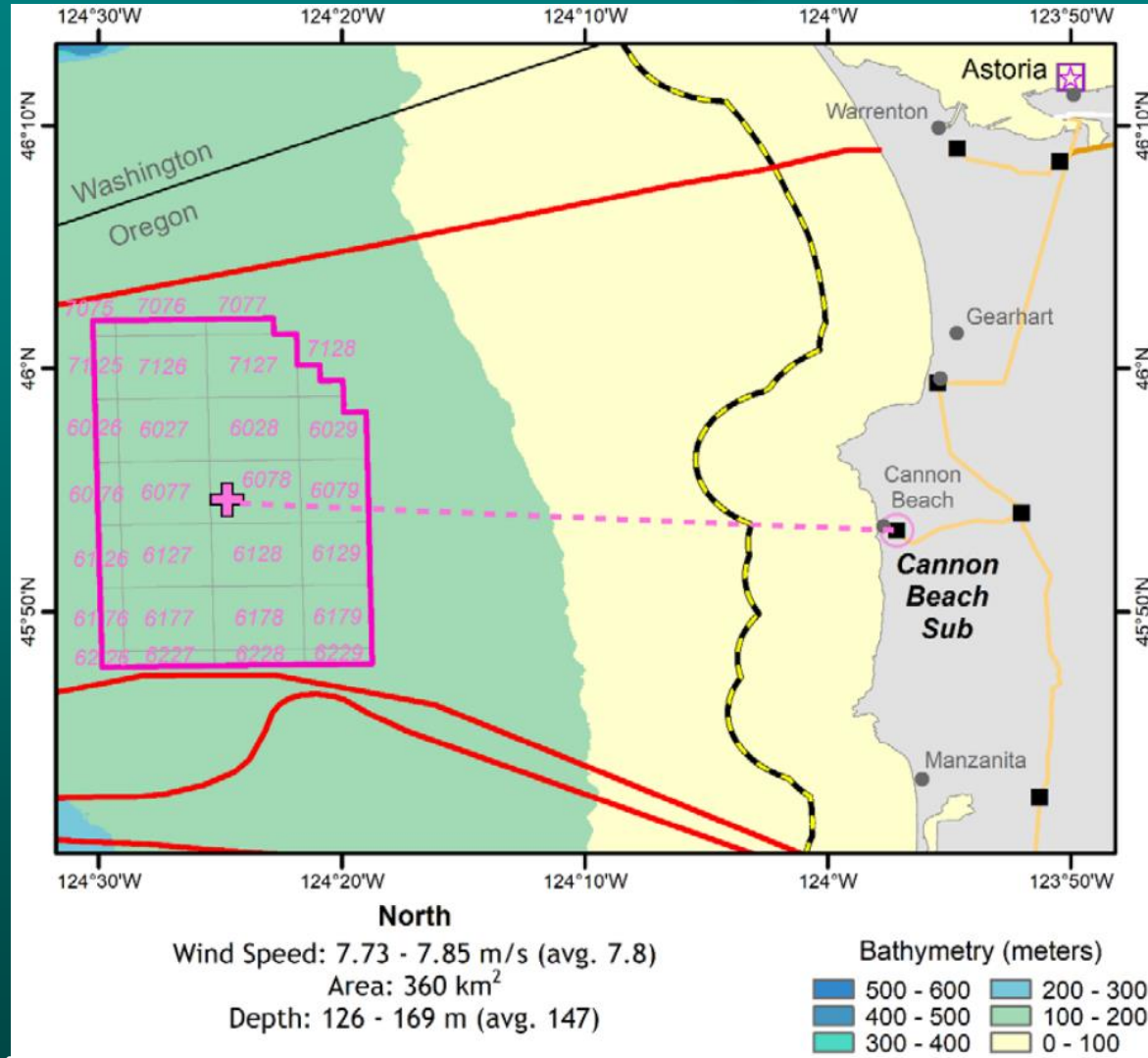
**Technical Resource Capacity – 62 GW**

# Oregon FOSW – Why Floating?





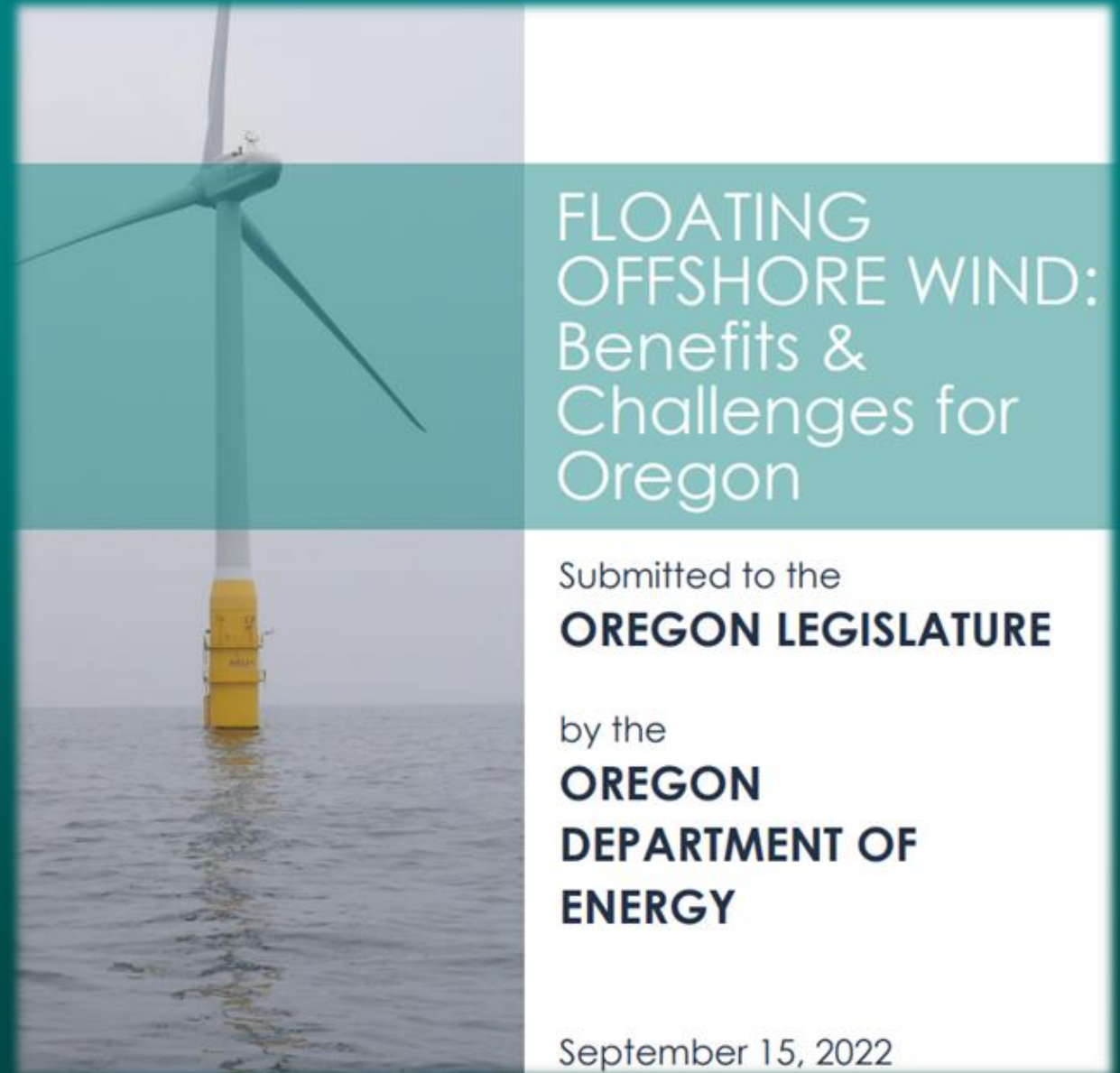
# Oregon FOSW – Why Floating?



# Oregon FOSW - HB 3375 (2021)

## Directs ODOE to:

- Study benefits and challenges
- Integrate into the Oregon electric grid
- 3 GW FOSW
- By 2030





# Oregon FOSW - Oregon GHG Reduction Goals

## EO 20-04 (2020):

- Establish the Climate Protection Program (CPP)
- Reduce GHG through cap on emissions
- 50% reduction by 2035
- 90% reduction by 2050

## HB 2021 (2021):

- 100% clean electricity standard
- By 2040 for large retail electricity providers
- 80% reduction by 2030
- 90% reduction by 2035



# Oregon FOSW - Oregon GHG Reduction Goals

May 2019 study by Evolved Energy Research:

80 GW of new solar and wind capacity is needed to meet the Pacific Northwest's collective GHG reduction goals by 2050

How much is 80 GW?



$$80 \div 1.2 = 67$$



$$80,000 \times 19.5 = 1,560,000 \text{ acres}$$

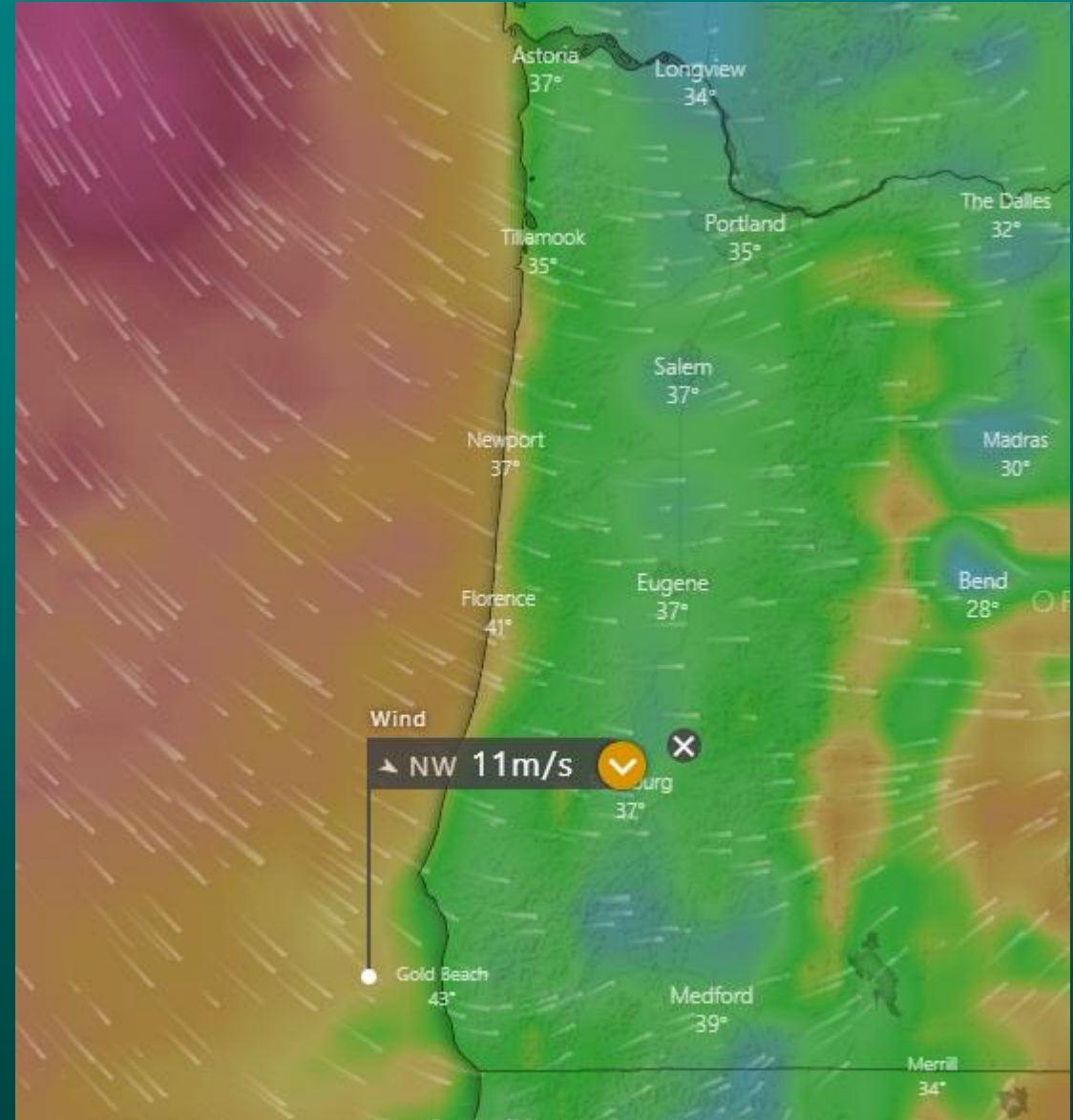
= 33% of OR total cropland

$$(80,000 \div 15) \div 0.4 = 13,333$$

# Oregon FOSW - ODOE Study

## Benefits

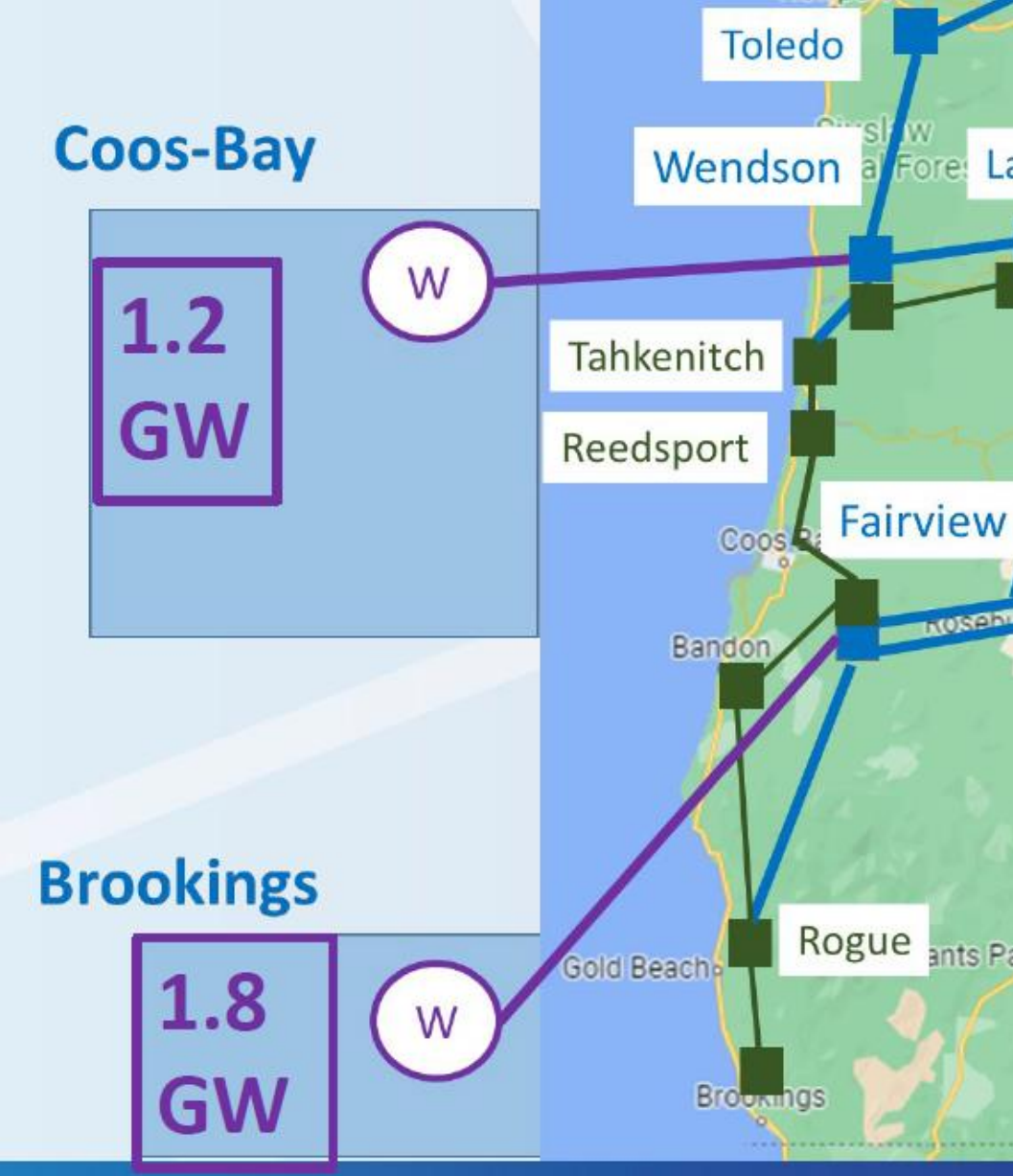
- Immense scale of offshore wind resource
- Generation diversity value
- Offsets land use impacts of onshore renewable development
- Power system reliability
- Local energy resilience
- Economic development



# Oregon FOSW - ODOE Study

## Challenges

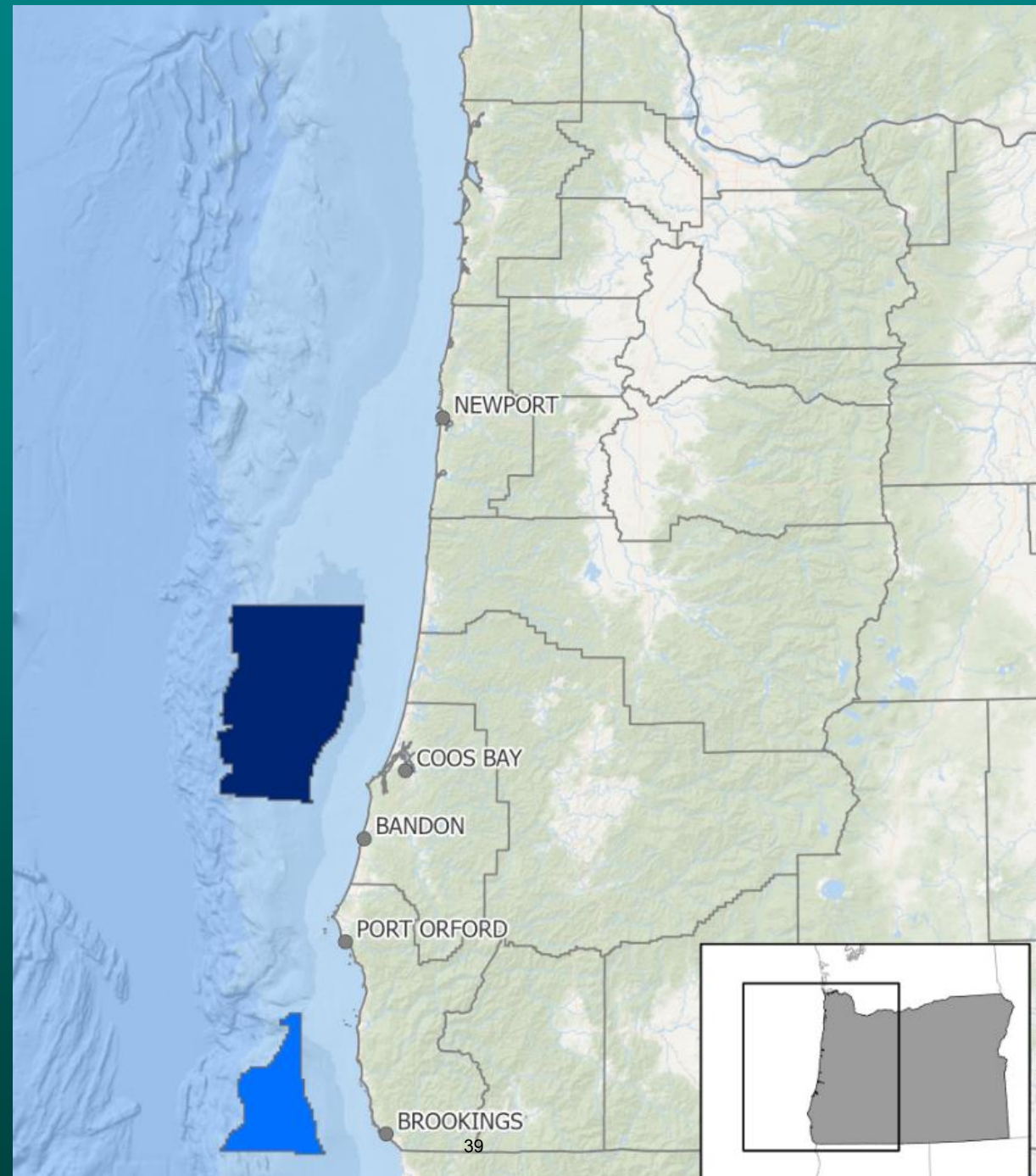
- Adverse effects on coastal communities, industry, the environment & cultural resources
  - Siting and permitting
- Technology readiness and cost
  - Port infrastructure
- Transmission infrastructure
- Power offtake commitments







# Oregon FOSW - BOEM Call Areas

- Call for information and nominations
- Opened 4/29/2022
- Closed 6/28/2022



## Oregon Call Areas

-  Coos Bay Call Area
-  Brookings Call Area



0 40 80  
Miles

0 60 120  
Kilometers

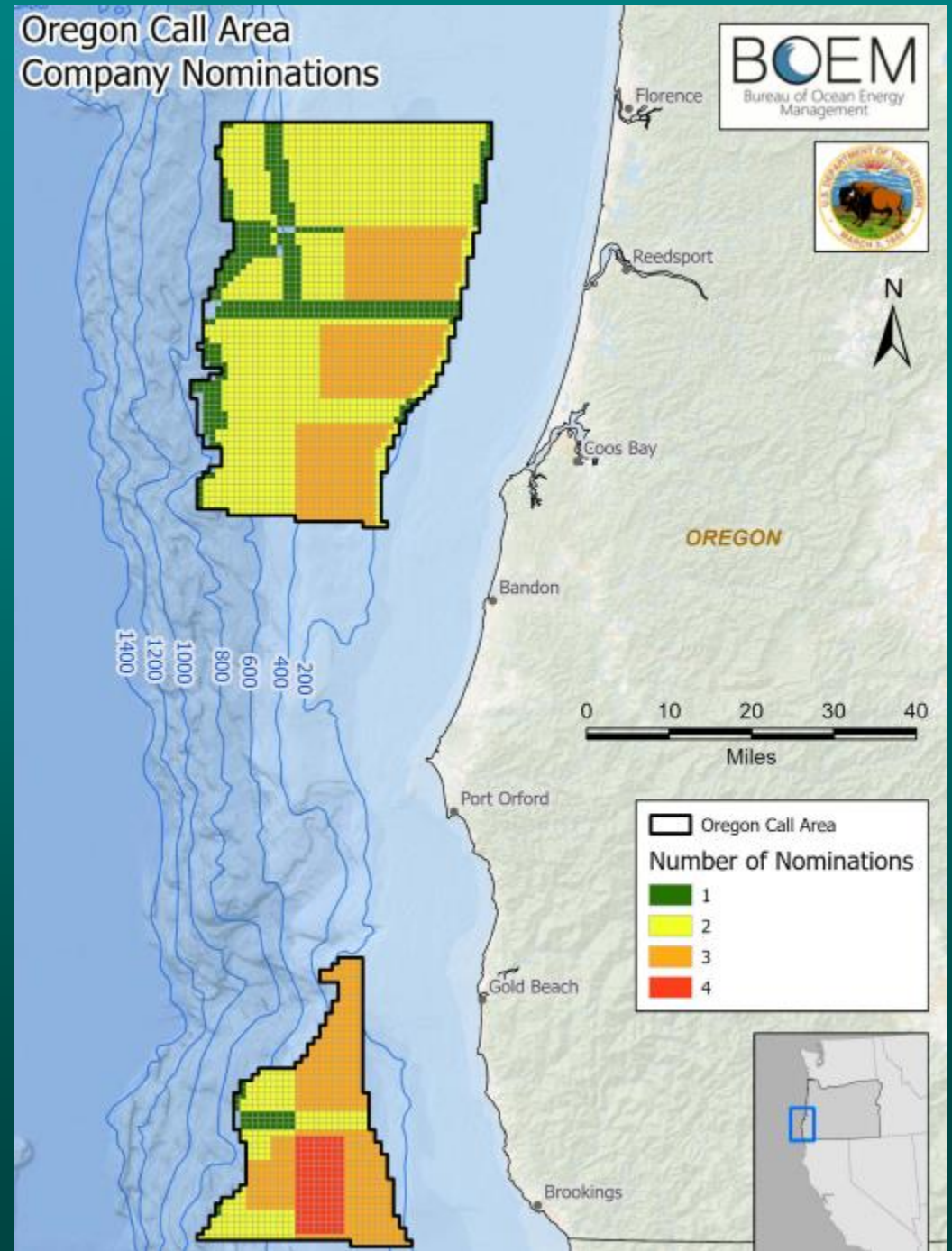
Map Date: 04/22/2022

**BOEM**  
Bureau of Ocean Energy  
Management

# Oregon FOSW - BOEM Call Results

Four nominations received

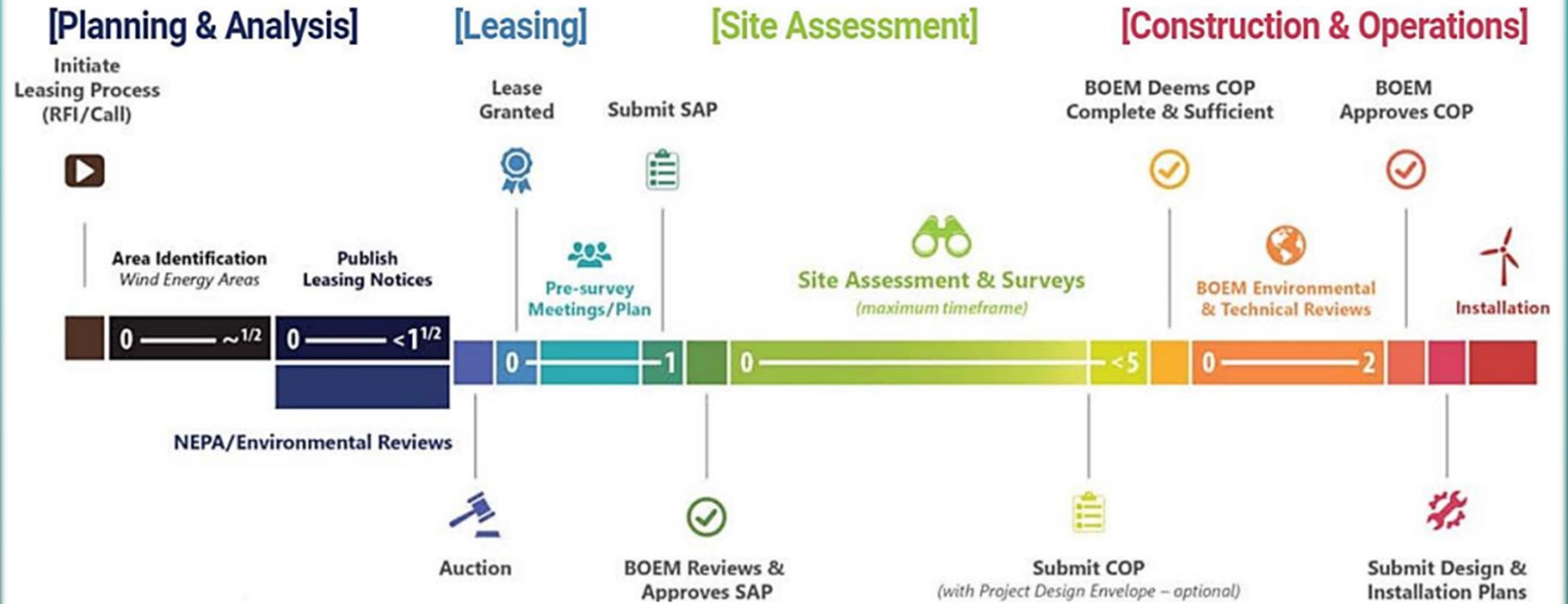
- 1 OW North America Ventures LLC
- 2 Avangrid Renewables LLC
- 3 US Mainstream Renewable Power Inc
- 4 BlueFloat Energy Oregon LLC





# Oregon FOSW - BOEM Timeline

Figure 12: Bureau of Ocean Energy Management Siting Process





# THANK YOU

## Questions?

