

Chapter Six

CAPITAL IMPROVEMENT PLAN

Airport Master Plan Update

Grants Pass Airport

Through the evaluation of the facility requirements, identification of the Master Plan Concept, and the development of the Airport Layout Plan, the improvements needed at the Grants Pass Airport over the next 20-year period have been determined. The Capital Improvement Plan (CIP) provides the basis for planning the funding of these improvements.

CAPITAL IMPROVEMENT PROJECTS

The CIP develops both the timeline for airport improvements and estimated costs for those improvements. The plan is divided into three phases: Phase I (2011-2016), Phase II (2017-2021), and Phase III (2022-2031).

The anticipated plan for the Airport follows. As many of these projects are demand-based (*i.e.*, hangar construction), the actual timing of construction is estimated. Funding for these projects has not yet been committed and the actual costs may vary depending upon final construction costs. The date of implementation may also vary due to funding availability.

Phase I (2011-2015)

Since Phase I represents the near-term future, which is more certain than the long-term future, Phase I development projects are identified by individual year, rather than a multi-year period. Projects in this phase include:

2011

- Pavement Maintenance Program (PMP)
- Runway Rehabilitation - complete

2012

- Conduct Environmental Assessment for Runway 12 extension¹
- Hangar Taxiway Development in the Triangle Area

2013

- Extend Runway 12 and parallel taxiway by 2,000 feet
- T-hangar Construction in the Triangle Area

2014

- Install Runway End Identifier Lights (REILs) and Precision Approach Path Indicators (PAPIs)
- PMP

2015

- Relocate beacon and SuperAWOS

Phase II (2016-2020)

Phase II projects during this phase include:

- Construct eastside parallel taxiway
- Relocate fuel farm²
- Construct FBO facility
- Install nonprecision approach with minimums greater than 3/4 mile
- Install taxiway edge lights and taxiway edge reflectors
- Install access road and parking area to provide entry to the triangle area
- T-hangar construction in the triangle area
- Install access road to the Corporate Development Reserve area
- Construct the helicopter operations area
- Construct conventional hangars
- PMP (2017 and 2020)

¹ The County believes the level of business jet activity to justify a longer runway is higher than can be documented now and that activity is growing at a higher rate than projected in Chapter Two, *Forecasts*. Additionally, when the economy begins to improve, developments at the Destination Resort will impact the Airport's operations and fleet mix. Consequently, the runway extension Environmental Assessment and runway extension projects are programmed in Phase I.

² Item is demand based. Timing of project contingent upon need.

Phase III (2021-2030)

Phase III is the last ten years of the planning period. Projects falling within this timeframe include:

- Realign Brookside Boulevard and expand parking area
- Update Airport Master Plan
- Expand Chipley Road and dead-end Denver Avenue
- Acquire land for Runway 12 runway protection zone (RPZ)
- PMP (2023, 2026, and 2029)

PROJECT COSTS

A list of improvements and costs over the next 20 years are included in **Table 6A**. All costs are estimated in 2009 dollars. Total project costs include construction, temporary flagging and signing, construction staking, testing, engineering, administration, and contingency, as applicable. Power utilities are included in all new hangar projects. No water service cost was added for the hangar developments. For hangar development, site preparation and taxiway access is assumed to be funded by the County, while private individuals would fund actual hangar construction. Private development costs, such as the costs associated with aviation-related business and aviation compatible commercial/industrial development, were not prepared as they can vary greatly and do not have a financial impact to the County.

FUNDING SOURCES

The Airport is part of the National Plan of Integrated Airport Systems (NPIAS), and is eligible to receive federal Airport Improvement Program (AIP) funding. Currently, general aviation airports such as Grants Pass receive \$150,000 in annual entitlements from the AIP and are eligible for discretionary AIP funding and state apportionment grants. Therefore, the majority of funding for airport improvement projects is likely to come from the Federal Aviation Administration (FAA). For projects eligible for FAA AIP funding, the FAA may fund up to 95% of the total project cost. The airport owner must contribute the remaining amount. AIP funding is available for most capital projects, but at this time it is difficult to receive funding for revenue-producing items such as hangars, since airside needs must be met first.

The Airport is designated as a Category III airport by the State of Oregon. As such, the Airport is eligible for the State-sponsored Financial Aid to Municipalities (FAM) discretionary grant and Pavement Maintenance Program (PMP). Under current legislation, FAM Grants are to be awarded annually for an amount not-to-exceed \$25,000 for projects including planning, development and capital improvement. However, the grant program is on hold until a time when the State can reinstitute the program. The PMP consists of annual funds of up to \$1,000,000 dedicated to preserving and maintaining pavements at eligible Oregon airports.

The State of Oregon currently has a grant program, *ConnectOregon*, which is on its third year of funding. The *ConnectOregon* initiative was developed to fund non-highway multi-modal transportation projects. If the *ConnectOregon* program continues, certain airport-related projects

may be eligible for application. Currently, there are two grant types available: one that matches up to 80% of a project and another that matches the 5% local amount needed for FAA AIP projects.

Other funding may come directly from the County or other sources such as economic development agencies or private entities.

Table 6A. Grants Pass Airport Proposed Capital Improvement Projects (2011 – 2031)

Project Description	Total Cost	Airport Owner (5%)	FAA* (95%)	ODA* (95%)	Private/Other
Phase I (2011-2015)					
2011					
Pavement Maintenance Program (PMP)	99,000	4,950	-	94,050	-
Runway Rehabilitation - Complete	-	-	-	-	-
2012					
Conduct Environmental Assessment for Runway 12 extension ³	240,000	12,000	228,000	-	-
Hangar Taxiway Development in the Triangle Area	1,127,000	56,350	22,800	-	-
2013					
Extend Runway 12 & parallel taxiway by 2,000'	2,804,000	140,200	2,663,800	-	-
T-hangar construction in the Triangle Area	1,300,000	-	-	-	1,300,000
2014					
Install REILs & PAPIs	244,000	12,200	231,800	-	-
PMP	99,000	4,950	-	94,050	-
2015					
Relocate beacon & SuperAWOS	75,000	3,750	71,250	-	-
Subtotal Phase I	\$ 5,988,000	\$ 234,400	\$ 3,217,650	\$ 188,100	\$ 1,300,000
Phase II (2016-2020)					
Construct eastside parallel taxiway	4,914,000	245,700	4,668,300	-	-
Relocate fuel farm	886,000	44,300	-	-	841,700
Construct FBO / Terminal facility	4,000,000	800,000	-	-	3,200,000
Instrument approach survey	50,000	2,500	47,500	-	-
Install taxiway edge lights & taxilane edge reflectors	659,000	32,950	626,050	-	-
Install access road & parking area to triangle area	859,000	27,700	526,300	-	-
T-hangar construction in the triangle area	2,500,000	37,128	705,432	-	4,187,440
Install access road to Corporate Development Reserve	904,000	45,200	858,800	-	-
Construct helicopter operations area	436,000	21,800	414,200	-	-
Construct conventional hangars	1,931,000	11,633	221,018	-	1,698,350
PMP (2017)	99,000	4,950	-	94,050	-
PMP (2020)	99,000	4,950	-	94,050	-
Subtotal Phase II	\$ 17,337,000	\$ 1,278,811	\$ 8,067,600	\$ 188,100	\$ 9,927,490
Phase III (2021-2030)					
Realign Brookside Boulevard & expand parking area	856,000	42,800	813,200	-	-
Update Airport Master Plan	250,000	12,500	237,500	-	-
Expand Chipley Road (dead end Denver Avenue)	245,000	12,250	232,750	-	-
Acquire land for Runway 12 RPZ	232,000	11,600	220,400	-	-
PMP (2023)	99,000	4,950	-	94,050	-
PMP (2026)	99,000	4,950	-	94,050	-
PMP (2029)	99,000	4,950	-	94,050	-
Subtotal Phase III	\$ 1,880,000	\$ 94,000	\$ 1,503,850	\$ 282,150	\$ -
Cumulative Total	\$ 25,205,000	\$ 1,607,211	\$ 12,789,100	\$ 658,350	\$ 11,227,490

* Eligibility for FAA or ODA funding does not insure that funds will be available or granted for the project.

³ Unless justified by the FAA, other funding sources may be appropriate.
Grants Pass Airport