

General Project Information: Westside Taxilane Development - Phase 1

Josephine County (Grants Pass Airport)
COAR Application 2022

Application Year: 2022
COAR-2022-3S8-00030

Applicant

Organization Name

Josephine County (Grants Pass Airport)

Contact Person *

Jason Davis

Address

1441 Brookside Blvd

Contact Person Title *

Airports Director

City

Grants Pass

State

Oregon

Zip Code

97526

Phone Number

(541) 955-4535
X2

Email

jdavisl@co.josephine.or.us

Project Name and Location

Project Name *

Westside Taxilane Development - Phase 1

Project Location *

Grants Pass Airport (3S8)

ODOT Region:

Region 3

County tax parcel identification number(s): *

350622D0000200, 350622D0000300, 350622D0000400

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Grants Pass Airport (3S8)

Airport Category: *

Category 3

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Planning

Select the category of project for which you are requesting funding: *

Airport development for local economic benefit

Project Start Date:

7/1/2022

Project End Date:

10/31/2022

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Project Summary *

Provide a brief summary of the project in the space provided below:

This project is for engineering services necessary to design and bid phase 1 of the westside taxilane to support follow-on taxilane construction and hangar development projects.

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

The airport is deficient in land that is immediately ready for hangar development. By providing the engineering design and bidding services for the development of a westside taxilane the airport will be positioned to pursue subsequent FAA and other economic development grants for taxilane construction which will then allow the airport to offer hangar development leases to interested parties.

Clearly define the proposed project in each of the following areas:

- Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *** ✓ Yes No

One of the Oregon Aviation Plan's objectives is to have 75 percent of based aircraft stored in hangars. Given the current hangar waitlist demand and number of existing hangars at or approaching the end of their useful life at the airport, new hangar construction is needed so that the airport can continue to meet this objective.
- Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? *** ✓ Yes No

This project will modernize the airport by providing taxilane infrastructure for the follow-on construction of new hangars by others. Additionally it will ensure that the Oregon Aviation Plan objective to have at least 75 percent of based aircraft stored in hangars is met.
- Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

Hangars currently owned by the County are at or approaching the end of their useful life and need to be replaced to avoid additional shortfall in hangar availability. The airport currently has significant interest in hangar development from private developers.
- Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

The subsequent construction of a taxilane and hangars supported by this project will provide additional lease revenue for the airport. This will contribute to increasing the airport's financial self-sufficiency.
- Does the project have local support? *** ✓ Yes No

The Josephine County Commissioners and the Grants Pass Airport Advisory Board support this project.

Project Documentation: Westside Taxilane Development - Phase 1

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Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 7/30/2021

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the "SAVE" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
FAA Categorical Exclusion for environmental determination	7/1/2022	Don't Know	Required
County Development Permit	10/31/2022	Don't Know	Required

Statewide Impact: Westside Taxilane Development - Phase 1

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Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes No

It is anticipated that some of the hangars resulting from this project will support aircraft used by Oregon businesses. By allowing businesses the flexibility to locate their aircraft where needed, their transportation costs will be reduced.

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes No

Specific to this project, approximately 3 short-term jobs will be created during the design of the project. The follow-on taxilane construction and development of hangars will result in short-term construction jobs and long-term hangar leases which will benefit the state economically.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * Yes No

Is the proposed project ready for construction or implementation? * Yes No

The county funds to match this project will be available beginning on July 1, 2022.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The engineering work and design deliverable associated with this project will remain viable until funding for the construction of the taxilane is secured. The follow-on taxilane construction will have a 20 year minimum useful life.

Budget: Westside Taxilane Development - Phase 1

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Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects		0 %
FAA AIP Grant Match Requirement from Sponsor		0 %
Total Project Cost	\$0	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds		
Josephine County Airports	\$16,666.67	4/1/2022
Total Match Funds:	\$16,666.67	10 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$150,000.00	90 %
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Project Budget Summary

Total applicant matching funds:	\$16,666.67	10 %
Funding request to ODA:	\$150,000.00	90 %
Total Project Cost:	\$166,666.67	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

Budget: Westside Taxilane Development - Phase 1

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COAR-2022-3S8-00030

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

Miscellaneous Uploads

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File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Planning	7
Project Category	Airport development for local economic benefit	5
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$16,666.67 / 10 %	0
Funding Request to ODA:	\$150,000.00 / 90 %	
Total Project Cost	\$166,666.67 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
1	5

It is anticipated that some of the hangars resulting from this project will support aircraft used by Oregon businesses. By allowing businesses the flexibility to locate their aircraft where needed, their transportations costs will be reduced.

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
1	5

Specific to this project, approximately 3 short-term jobs will be created during the design of the project. The follow-on taxilane construction and development of hangars will result in short-term construction jobs and long-term hangar leases which will benefit the state economically.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
0	0

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The county funds to match this project will be available beginning on July 1, 2022.

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
0	5

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

The engineering work and design deliverable associated with this project will remain viable until funding for the construction of the taxilane is secured. The follow-on taxilane construction will have a 20 year minimum useful life.

Internal Review Sheet

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Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
1	5

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Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
1	5

This project will modernize the airport by providing taxiway infrastructure for the follow-on construction of new hangars by others. Additionally it will ensure that the Oregon Aviation Plan objective to have at least 75 percent of based aircraft stored in hangars is met.

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

Hangars currently owned by the County are at or approaching the end of their useful life and need to be replaced to avoid additional shortfall in hangar availability. The airport currently has significant interest in hangar development from private developers.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
1	5

The subsequent construction of a taxiway and hangars supported by this project will provide additional lease revenue for the airport. This will contribute to increasing the airport's financial self-sufficiency.

Does the project have local support?

Staff Entry	Review Score
1	5

The Josephine County Commissioners and the Grants Pass Airport Advisory Board support this project.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
157		157		