

General Project Information: Taxiway A Extension Design

City of Roseburg
COAR Application 2022

Application Year: 2022
COAR-2022-RBG-00012

Applicant

Organization Name

City of Roseburg

Contact Person *

Ryan Herinckx

Address

900 SE Douglas Ave

Contact Person Title *

Design and Construction Manager

City	State	Zip Code
Roseburg	Oregon	97470

Phone Number	Email
(541) 492-6884	rherinckx@cityofroseburg.org

Project Name and Location

Project Name *

Taxiway A Extension Design

Project Location *

Roseburg Regional Airport

ODOT Region:

Region 3

County tax parcel identification number(s): *

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

https://odae-grants.com/_Upload/12998_1099937-RBGPropertyMapIDTL.xlsx

Airport Information

Airport Name: *

Roseburg Regional Airport

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: *

Assistance with FAA AIP grant match

Project Start Date: 6/1/2022

Project End Date: 12/31/2023

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Project Summary *

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

This phase of the project is for the design engineering services to extend Taxiway A 400 feet to the north.

Project Purpose and Description *

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

This project is the engineering design phase of a 400 foot extension to Taxiway A at the Roseburg Regional Airport. A previous project extended Runway 16-34 to 5,003 feet in order to meet the requirements of the critical aircraft. The extension of Taxiway A will eliminate the unsafe back-taxi situation that occurs in order to utilize the full runway length for departure on 16 or landing on 34. This phase of the project will include design of the 400 foot extension, subsurface drainage and necessary taxiway lighting and signage.

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

- **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

The project will modernize the airport by eliminating safety issues related to back-taxi maneuvers for departure on 16 or landing on 34. Roseburg Regional Airport has instrument approach procedures that allow for aircraft landings during reduced visibility conditions. RBG has two published instrument approach procedures both having visibility minimums of 1.25 miles.

- **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

The project provides a full length parallel taxiway, eliminating safety issues associated back-taxi operations and increased runway occupancy time.

- **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No

By meeting the needs of the critical aircraft, the airport can better compete for corporate jet traffic.

- **Does the project have local support? *** ✓ Yes No

This has been a high priority project that was originally slated to be constructed with the runway extension. Unfortunately, funding restrictions did not allow the construction at that time. The recently adopted Master Plan and ALP have justified the runway length and made the taxiway extension eligible for FAA funding.

Project Documentation: Taxiway A Extension Design

Documentation and Permits

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

Yes No Underway

Date of Completion: 1/23/2020

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Other

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

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

Statewide Impact: Taxiway A Extension Design

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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

By facilitating the use of the entire runway length, corporate jet traffic is more likely to be able to utilize RBG under all weather conditions. The elimination of the back-taxi for those aircraft will entice corporate traffic to use RBG in lieu of deferring to EUG or MFR and travelling I-5 to Roseburg. The industry cluster that is most impacted by improvements at RBG are natural resource industry clusters including agriculture, forestry and wood products, and tourism.

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

I-5 in Roseburg has been identified as having a capacity issue (currently being studied by ODOT - I-5 Bottleneck Study Exits 119-129). Increased usage at RBG can reduce vehicle traffic on I-5. Given that any proposed improvements on I-5 in this corridor could run in the hundreds of millions of dollars, any reduction in vehicle miles travelled on this corridor preserves the existing infrastructure. The benefit is magnified for any freight that is moved by air instead of by truck.

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

RBG is a critical link to the southern Oregon region both for air freight and air ambulance services. The project will have positive safety impacts on both types of air traffic. Air freight to and from RBG comes from I-5, located immediately west of the airport. By providing an air cargo option, local producers can move their product in a timely manner and are better able to compete in the market.

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

This phase of the project is for engineering design services only. Consultant selection is expected to begin prior to the end of this calendar year and be completed soon after the COARS grant selection process is complete. No permits are required for this phase of the project.

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

This phase of the project has a low risk of delay. There are no permits or land use approvals required. The project is programmed to receive FAA AIP funding through RBG's non-primary entitlement funding.

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 extension of the taxiway is expected to be a permanent improvement that will be eligible for FAA participation in funding of any future maintenance projects that may be needed. The life expectancy of the construction phase of this project will be 20 years.

Budget: Taxiway A Extension Design

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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	\$200,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$22,222.22	10 %
Total Project Cost	\$222,222.22	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	\$200,000.00	6/1/2021
Airport Fund	\$2,222.22	7/1/2021
Total Match Funds:	\$202,222.22	91 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$20,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$202,222.22	91 %
Funding request to ODA:	\$20,000.00	9 %
Total Project Cost:	\$222,222.22	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."

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Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
FAA 2020 CIP Letter	https://odae-grants.com/_Upload/13000_1100011-20205YRCIPLettertoSponsors-Roseburg-RBG.pdf

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	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$202,222.22 / 91 %	81
Funding Request to ODA:	\$20,000.00 / 9 %	
Total Project Cost	\$222,222.22 / 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

By facilitating the use of the entire runway length, corporate jet traffic is more likely to be able to utilize RBG under all weather conditions. The elimination of the back-taxi for those aircraft will entice corporate traffic to use RBG in lieu of deferring to EUG or MFR and travelling I-5 to Roseburg. The industry cluster that is most impacted by improvements at RBG are natural resource industry clusters including agriculture, forestry and wood products, and tourism.

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

Staff Entry	Review Score
1	5

I-5 in Roseburg has been identified as having a capacity issue (currently being studied by ODOT - I-5 Bottleneck Study Exits 119-129). Increased usage at RBG can reduce vehicle traffic on I-5. Given that any proposed improvements on I-5 in this corridor could run in the hundreds of millions of dollars, any reduction in vehicle miles travelled on this corridor preserves the existing infrastructure. The benefit is magnified for any freight that is moved by air instead of by truck.

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
1	5

RBG is a critical link to the southern Oregon region both for air freight and air ambulance services. The project will have positive safety impacts on both types of air traffic. Air freight to and from RBG comes from I-5, located immediately west of the airport. By providing an air cargo option, local producers can move their product in a timely manner and are better able to compete in the market.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

This phase of the project is for engineering design services only. Consultant selection is expected to begin prior to the end of this calendar year and be completed soon after the COARS grant selection process is complete. No permits are required for this phase of the project.

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

Staff Entry	Review Score
0	5

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Internal Review Sheet

required. The project is programmed to receive FAA AIP funding through RBG's non-primary entitlement funding.

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

Staff Entry	Review Score
1	5

The extension of the taxiway is expected to be a permanent improvement that will be eligible for FAA participation in funding of any future maintenance projects that may be needed. The life expectancy of the construction phase of this project will be 20 years.

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

Staff Entry	Review Score
0	0

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

The project will modernize the airport by eliminating safety issues related to back-taxi maneuvers for departure on 16 or landing on 34. Roseburg Regional Airport has instrument approach procedures that allow for aircraft landings during reduced visibility conditions. RBG has two published instrument approach procedures both having visibility minimums of 1.25 miles.

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

Staff Entry	Review Score
1	5

The project provides a full length parallel taxiway, eliminating safety issues associated back-taxi operations and increased runway occupancy time.

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

Staff Entry	Review Score
1	5

By meeting the needs of the critical aircraft, the airport can better compete for corporate jet traffic.

Does the project have local support?

Staff Entry	Review Score
1	5

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Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
278		278		