

Chapter Five

CAPITAL IMPROVEMENT PROJECTS

Airport Layout Plan Report

Grove Field

Through the evaluation of the facility requirements and the development of the airport layout plan, the improvements needed at Grove Field over the next 20-year period have been determined. The capital improvement plan provides the basis for planning the funding of these improvements. The planned phases of development are in the 5-, 10- and 20-year time frames.

CAPITAL IMPROVEMENT PROJECTS

The Capital Improvement Plan (CIP) develops both the timeline for the airport improvements and estimated costs for those improvements. The plan is divided into three phases: Phase I, 2006-2010, Phase II, 2011-2015, and Phase III, 2016-2025.

Phase I

Phase I is the first five years of the planning period, 2006 to 2010. The projects included in this stage are focused on removing object penetrations from critical areas, and constructing hangar buildings.

- Land Acquisition and Relocation of Mobile Home Park
- Delp Road Relocation
- Tree Removal on South Side of Runway
- Relocate Wind Cone and Segmented Circle
- Remove Six Tie-Down Pads

- Land Acquisition on South Side of Runway
- Construct Hangars (both T-hangars and conventional hangars)
- Install SuperUnicom

Phase II

Phase II is the second five years of the planning period, 2011- 2015. The projects planned during this stage focus on improving existing facilities and increasing the amount of hangar storage:

- Runway Shift/Widening/Extension & Txwy connector stub (includes runway & taxiway pavement removal on 25 end)
- Widen and Extend North Side Parallel Taxiway
- Construct Hangar buildings

Phase III

Phase III is the last ten years of the planning period, 2016 – 2025. These projects include enhancement and maintenance of existing facilities:

- Construct South Side Parallel Taxiway
- Construct Pilot Lounge
- Create Commercial Development Areas
- Pavement Maintenance
- ALP Update

PROJECT COSTS

A list of improvements and costs over the next 20-years are included in **Table 5A** at the end of this chapter. All costs are estimated in 2005 dollars. Total project costs include construction, temporary flagging and signing, construction staking, testing, engineering, administration, and contingency, as applicable. Utilities including phone and power are included in all new hangar projects, along with septic costs. No water service cost was added for the hangar developments. **Table 5B** presents the CIP in the FAA’s formatted spreadsheet.

FUNDING SOURCES

Funding for a CIP can come from several different sources, including the FAA, the State of Washington, the Port of Camas-Washougal, and private sources. Each project listed in the CIP has been assigned a total cost, which is then assigned a percentage based on its funding source(s) eligibility.

FAA

Federal grants are available through the current Airport Improvement Program (AIP) legislation called Vision 100 – Century of Aviation Reauthorization Act. This program was funded at \$3.4 billion in fiscal year 2004 and is allowed to increase \$100 million each year through 2007. Under

most circumstances, projects that qualify for AIP funding are eligible for up to 95 percent of total project costs through 2007. It is anticipated that a similar reauthorization will continue in fiscal year 2008 and beyond. Typically, the remaining 5 percent of the project cost is funded by the airport sponsor. It is important to note that even though a project may be eligible for federal funding, this does not ensure that funds will be available or granted to the project by the FAA.

State

The Washington State Department of Transportation also provides grants. For projects eligible for AIP funding, the State typically matches the local share on a 50/50 basis, therefore, the funding percentages could be FAA -95%, State – 2.5%, Local – 2.5%. For projects funded by the State only, the minimum sponsor share is 5%.