

Master Plan Kick-Off



GUC

YOUR PLAN, YOUR AIRPORT

YOUR FUTURE

Planning Advisory Committee
September 23, 2014

JVIATION

Planning Advisory Committee - PAC Welcome

→ Opening Comments

Russ Forrest, Asst. County Manager

Rick Lamport, GUC Airport Manager

→ Introductions

Planning Advisory Committee (PAC)
members

GUC Staff

Jviation staff

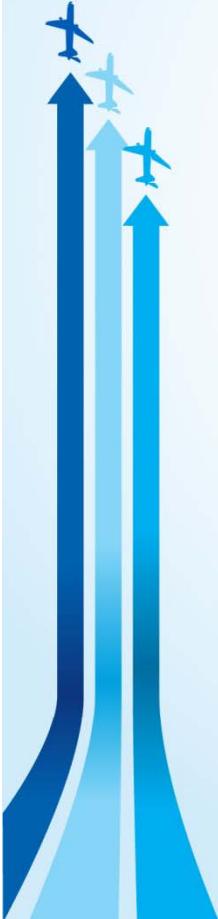


JVIATION

Meeting Expectations

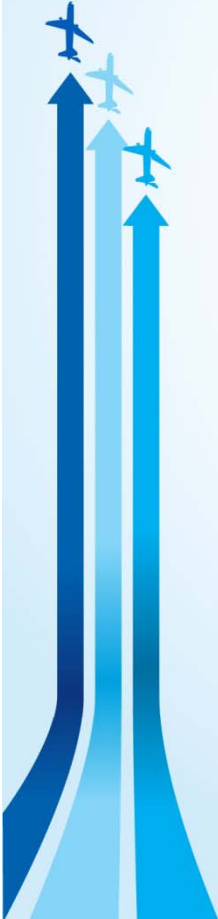
PAC members will leave with:

- ✓ Insight into general perceptions and future needs regarding the Airport and its facilities
- ✓ An understanding of the value provided, key partnerships elements included and processes used for development of the Airport Master Plan
- ✓ An awareness of next steps



Meeting Ground Rules

- › Start on time, end early
- › One person speaks at a time
- › Honor diversity of opinions
- › Be hard on the issue, not the person
- › Participate fully
- › No sidebar conversations
- › Stay focused and on point
- › Disclose financial interests related to the airport
- › Turn cell phones off/vibrate
- › Use humor!

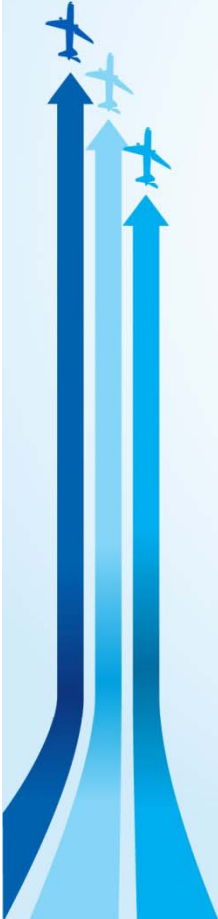


Perception Check

- Given your current knowledge, perception and understanding of GUC, how would you rate the airport on a scale of 1 to 5 (5 being the best)?

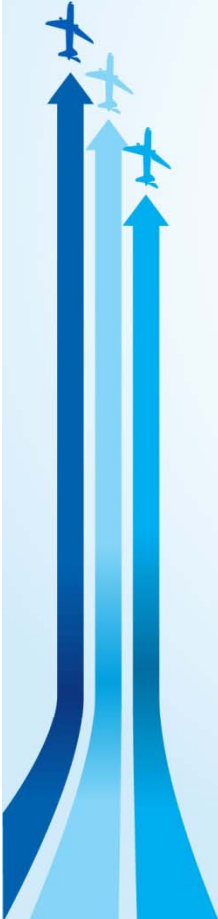


Master Plan Overview



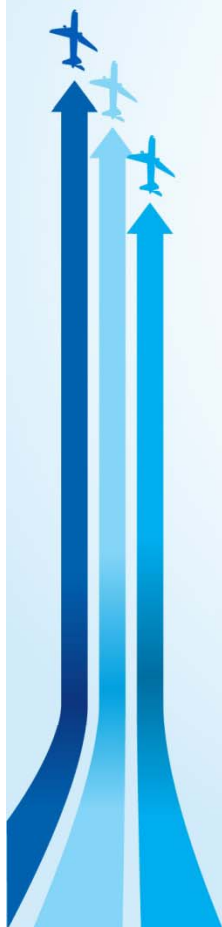
Why do we Master Plan airports?

- The Master Plan is a **20 year plan** to understand the needs of current and future users of the airport. This is important to ensure that **safe and orderly development** occurs in a manner that is **reflective of the community's values and goals**. The plan is developed through **a purposeful, inclusive and educational process**.

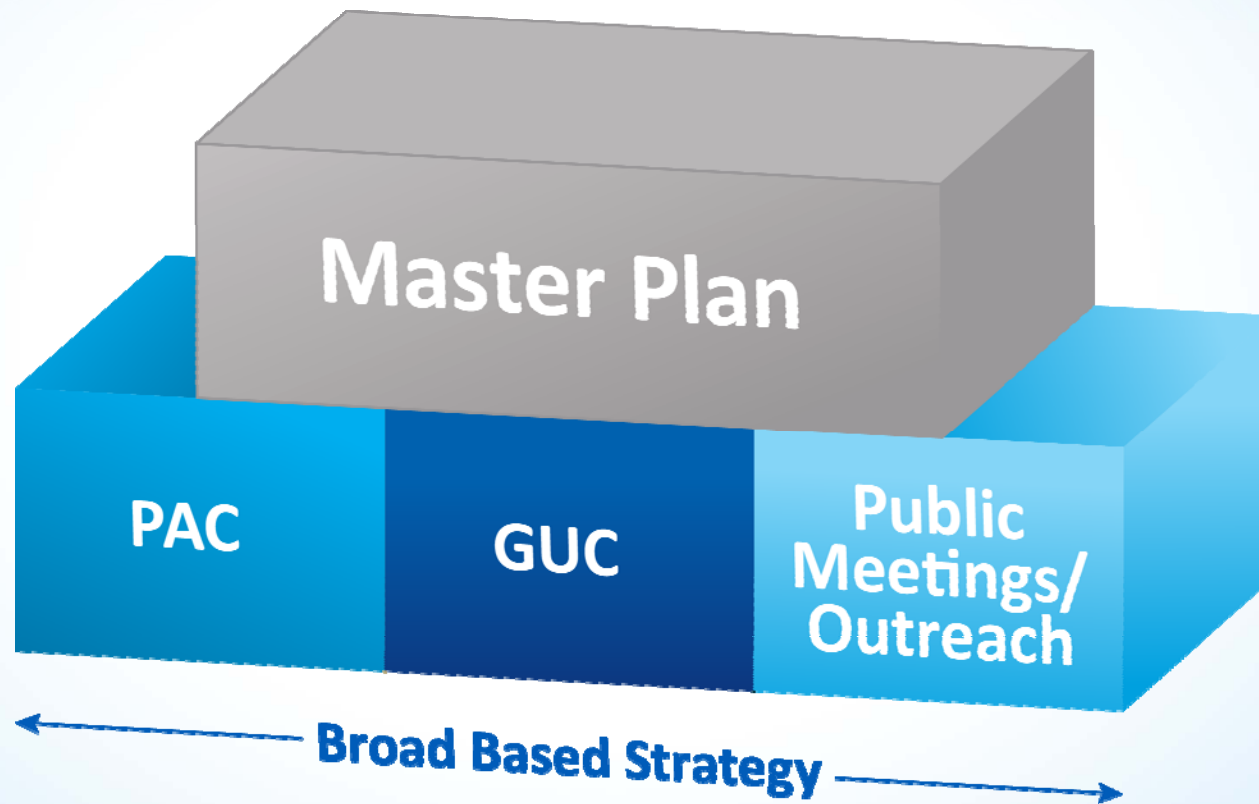


Why do we Master Plan airports?

- Previous GUC Master Plan prepared 2006
- Aviation Industry Changes
 - Airline consolidations & mergers
 - Different airline business & marketing strategies
 - Corporate aircraft activity fluctuating
 - Smaller GA activity declining
- Community Changes
- Regional & National Economy Changes



PAC Role – *Cornerstone*



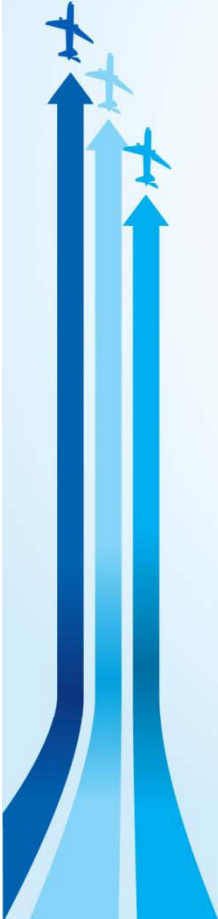
PAC - The Cornerstone

- The PAC is vital to the success of the Master Plan
- Crucial perspective on questions such as:

- How can we assure that the airport is valued as an integral community asset?
- Are we headed down the right runway?
- What do the citizens and visitors think of their airport and its future?

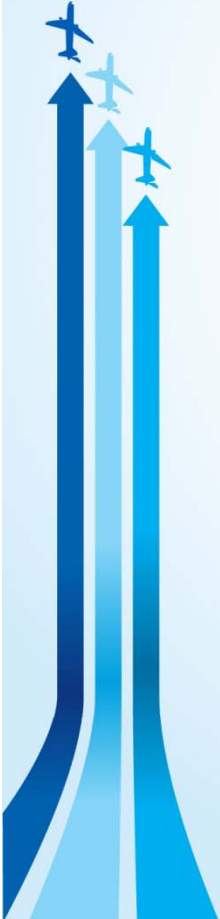


PAC Goal and Composition

- 
- Goal for the PAC is to obtain varied perspectives on the future of the airport
 - PAC Membership draws from...
 - Residents
 - Neighboring jurisdictions
 - Airport users and tenants
 - Chambers and Associations
 - Local businesses
 - Colorado Dept. of Transportation, Division of Aeronautics
 - FAA – Airports District Office

PAC Role and Responsibilities

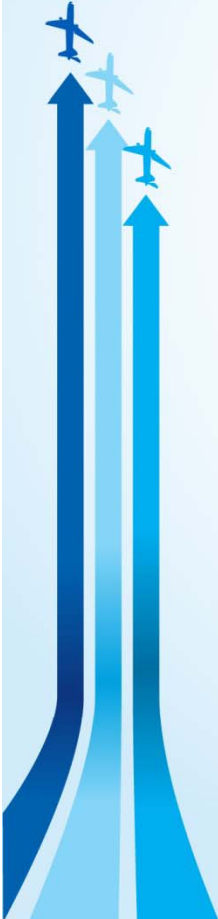
- The PAC functions best when you:
- are a conduit for citizens to access accurate and timely information
 - provide focused feedback on key elements of the Master Plan working papers and findings
 - think critically through the key issues
 - serve in an advisory capacity to the Board of County Commissioners



PAC Role and Responsibilities

→ Responsibilities

- ✓ Attend the meetings
- ✓ Be an engaged participant
- ✓ Familiarize yourself with advance material (if provided)
- ✓ Ask hard questions, insist on solid answers
- ✓ Voice your opinions, comments and concerns
- ✓ Share your thoughts on community perceptions
- ✓ Be open to new or different ideas



PAC Communications

- Information requests
- Media requests
- Regular PAC briefings

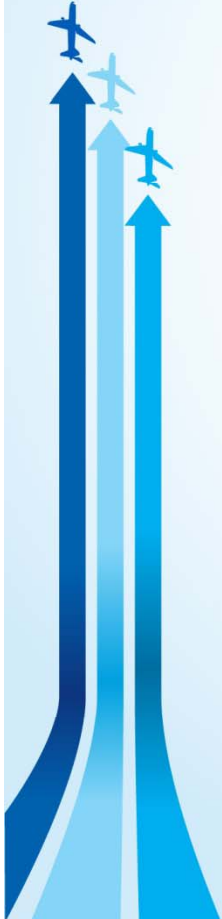
Primary:

Rick Lampport, GUC
rlampport@gunnisoncounty.org
(970)641-2304

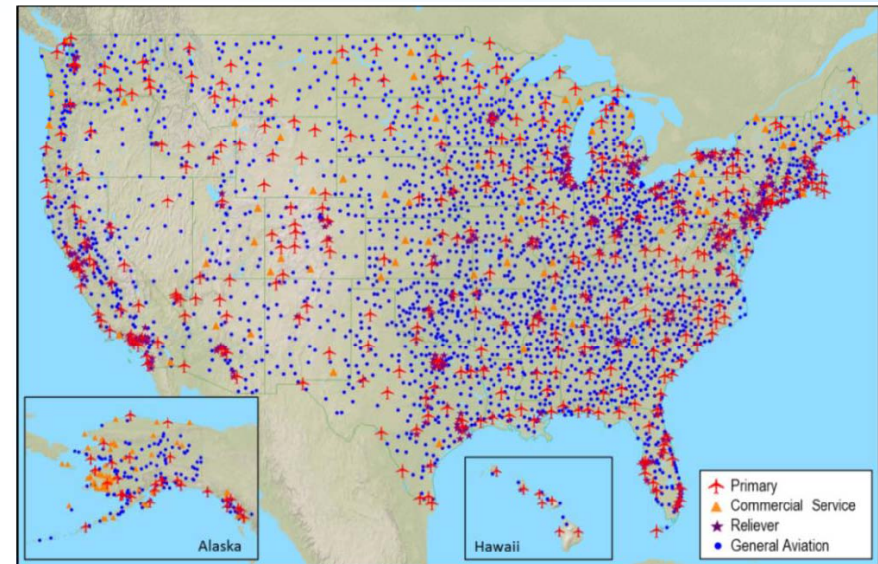
Secondary:

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Steve.berardo@jviation.com
(303)544-6504

Questions, Comments?

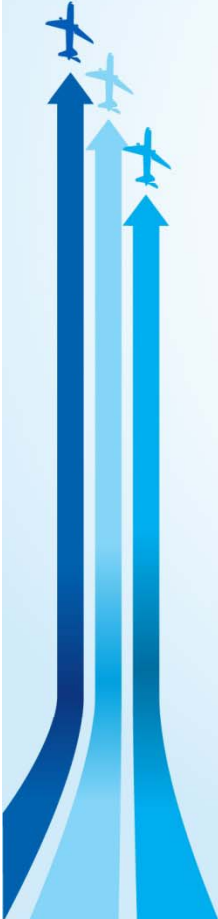
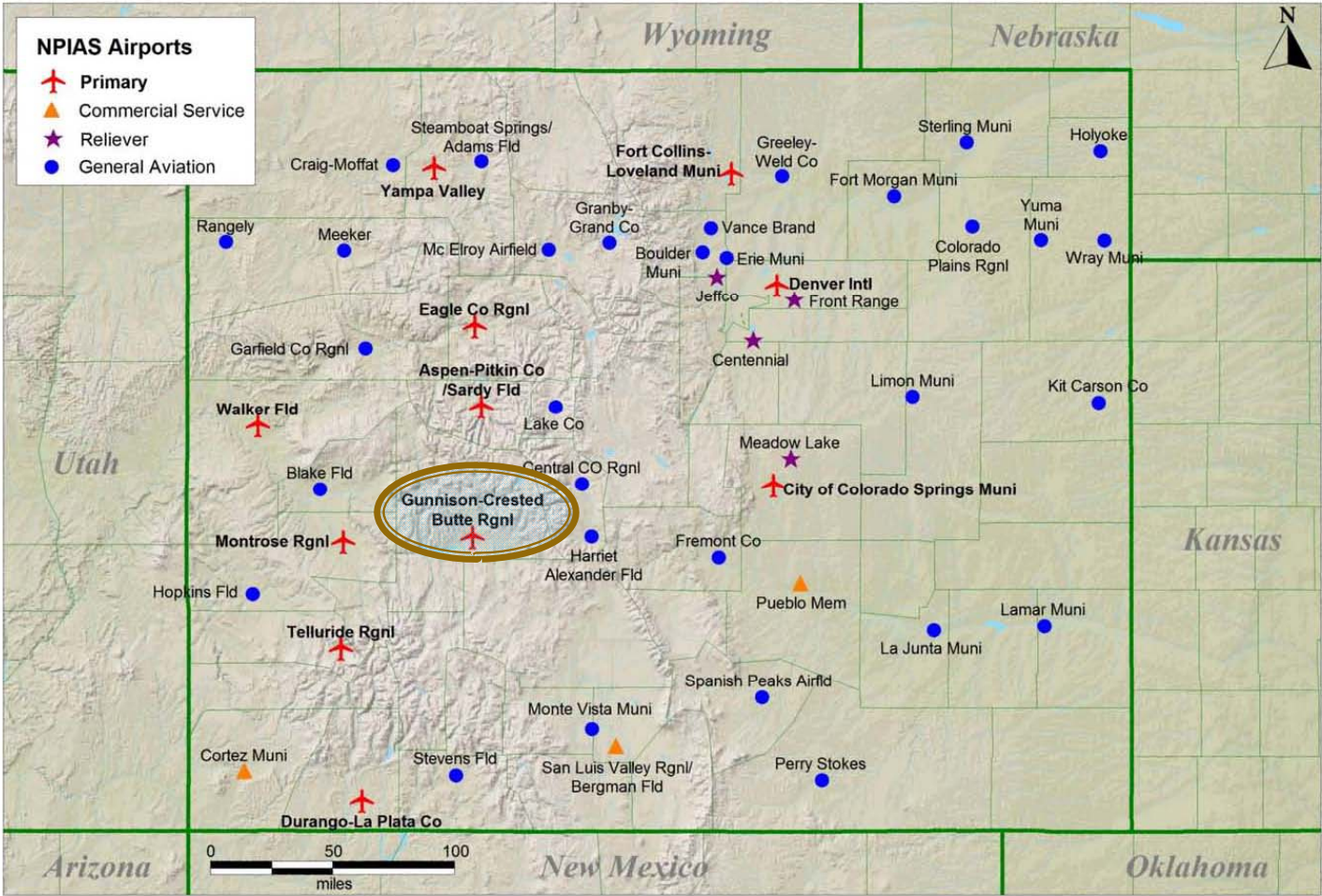


The Airport Systems



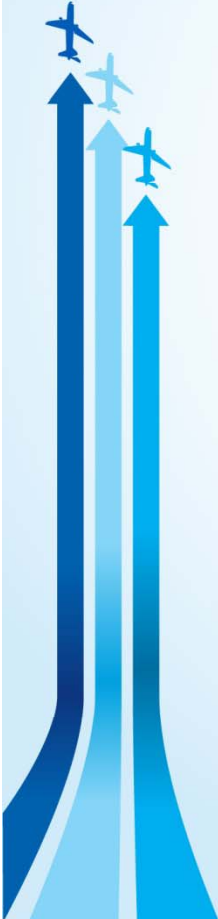
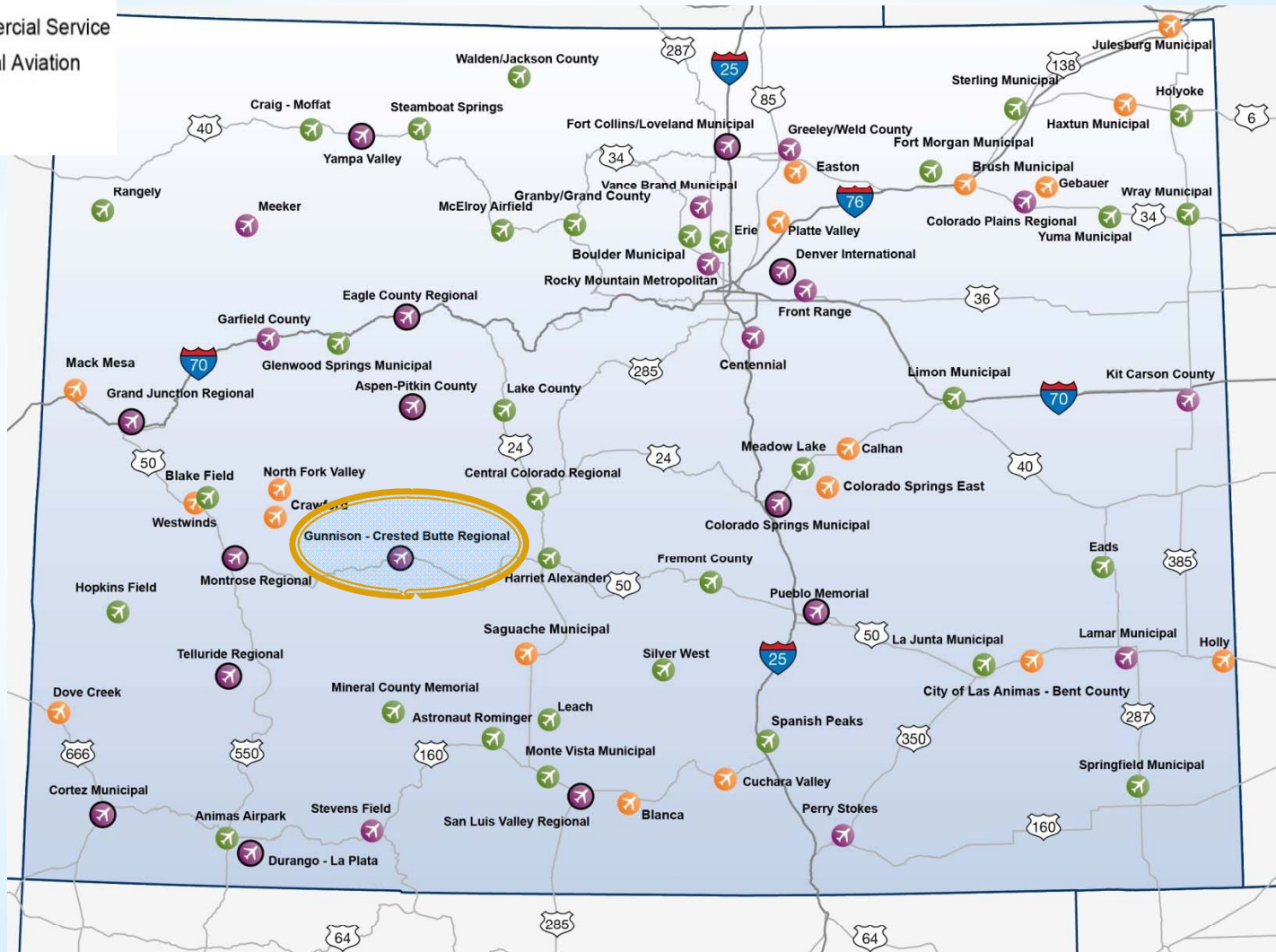
The National Airport System Role

Colorado

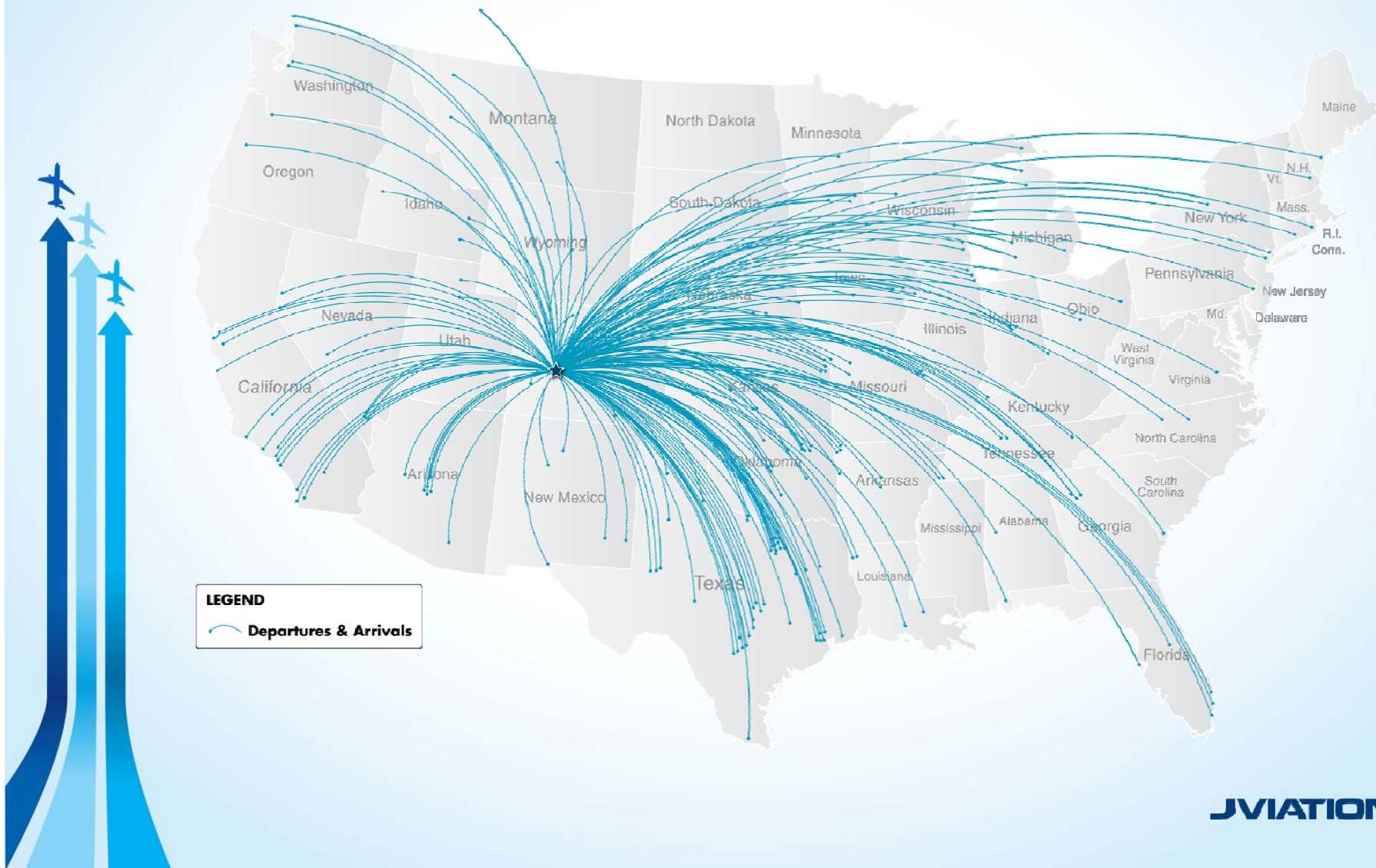


The Colorado Airport System Role

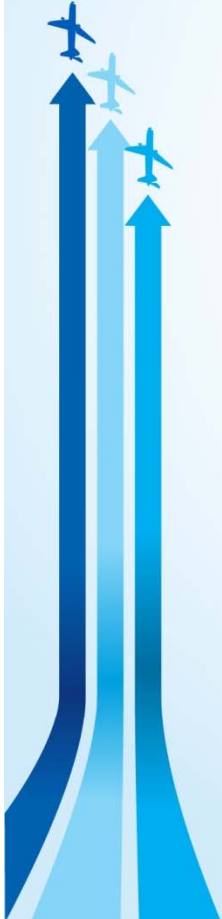
- Major Commercial Service
- Major General Aviation
- Intermediate
- Minor



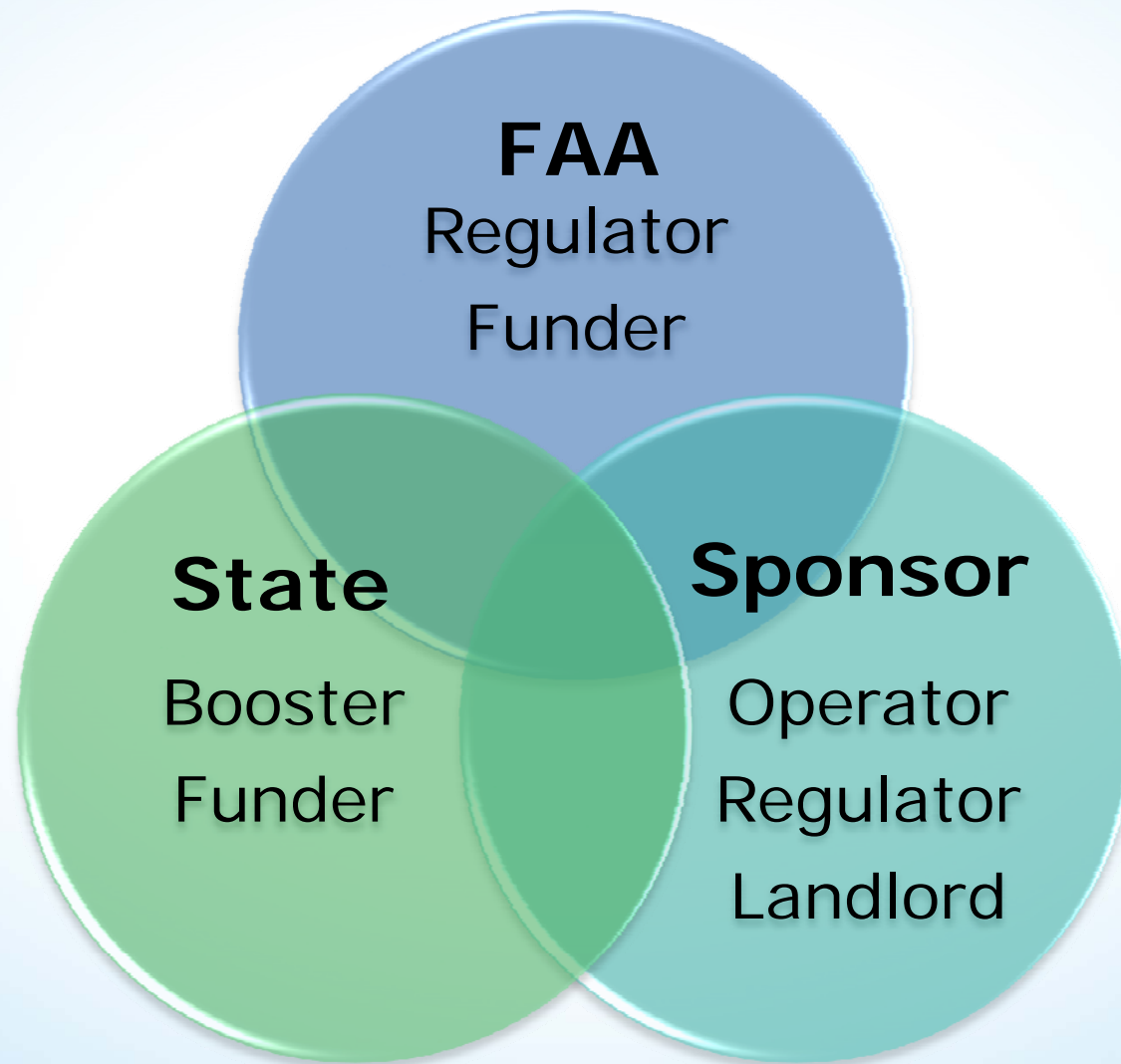
GUC Flight Map



Key Relationships & Roles



Relationship Among Key Players



FAA and State Roles

FAA

- 
- Preemptive authority on safety
 - Regulates
 - Airspace
 - Aircraft operations
 - Aircraft noise
 - Prescribes airport design standards
 - Administer the Airport Improvement Program (AIP)

State of Colorado

- Promotes aviation safety, aviation education and development
- Provides guidance to Sponsors
- Leads other initiatives that benefits Colorado Aviation
- Partners with FAA for programming AIP funds
- Funds projects through a discretionary grant program

Airport Operating Certificate

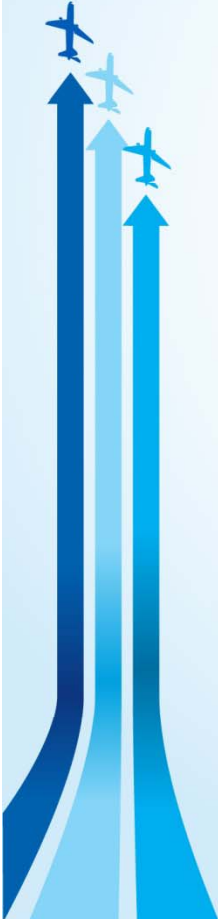
14 CFR Part 139

- 
- GUC Commercial Service – Primary Airport:
 - Scheduled airline service
 - Large aircraft charters
 - More than 10,000 passenger enplanements/year
 - Part 139 Prescribes Detailed Airport Operating, Maintenance, & Facility Condition Standards
 - FAA Inspects GUC Annually
 - GUC also Complies with TSA Regulations

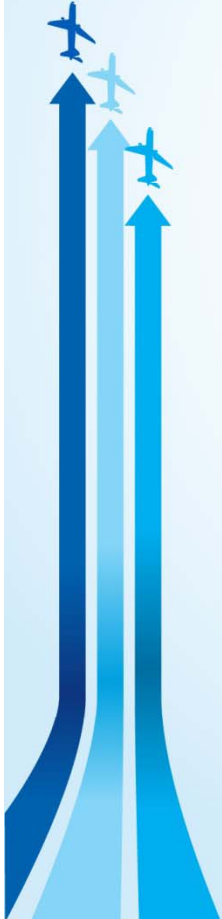
Gunnison County Responsibilities

→ As the Airport sponsor, Gunnison County Commissioners have final decision-making responsibility for the operation and maintenance of the airport and the responsibility for sound stewardship of the airport

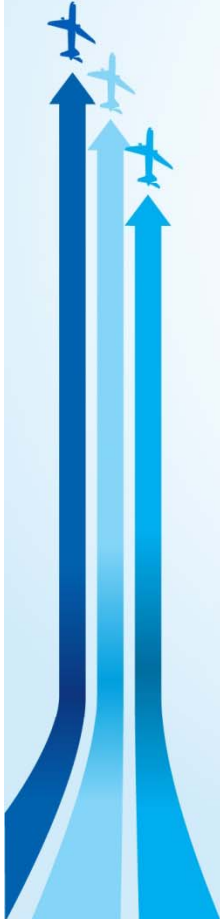
- Safe and efficient - highest priority (based on standard of care)
- Maintenance of all assets – infrastructure and equipment
- Sound fiscal management in compliance with federal and/or state grant assurances



Questions, Comments?



Airport Financing



Funding the Airport Program

FAA

- Primary Entitlement
- Discretionary

Local

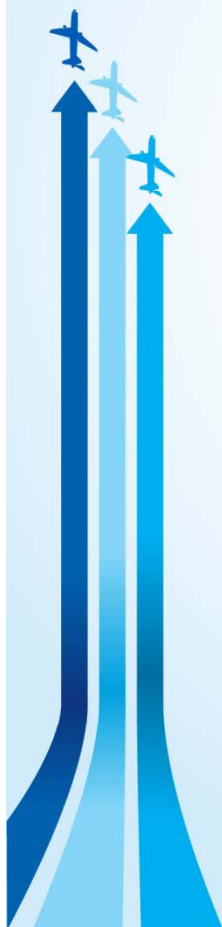
- Airport Revenue
- Passenger Facility Charges
- Local Municipalities
- Donations
- Economic Development Programs
- Third Party Funds
- Public Debt

State

- Fuel Tax Rebate
- State Discretionary Grant Program
- State Infrastructure Bank (SIB)

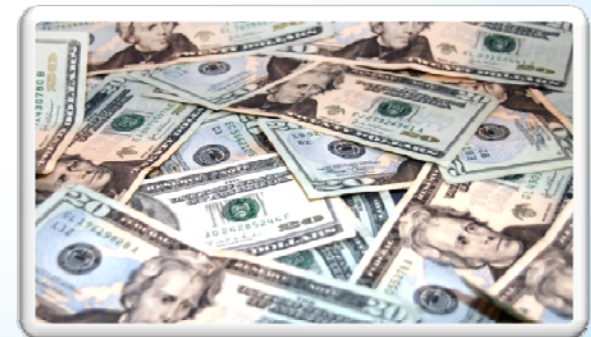
Airport Financing 101

- GUC operates as an Enterprise Fund
- Main Source of Funds
 1. Airport Revenues
 - Examples - landing fees, rent, fuel flowage, concession fees
 2. Federal grant funds through the Airport Improvement Program (AIP)
 3. Passenger Facility Charges (PFC)
 - Up to \$4.50 per enplaning passenger, collected by airlines
 4. Tax-exempt debt
 - General obligation or dedicated airport revenue
 5. State grants and loans



Airport Financing 101- Federal

- Airport Improvement Program - Federal
 - Funded from user fees, ticket tax and fuel tax
 - Roughly \$3 billion per year. BUT, may be less in coming years
 - Two parts
 - Entitlement Fund – formula-based
 - Discretionary Fund – limited, prioritized
 - Use of funds
 - Planning
 - Capital projects



Airport Financing 101 - State

→ Grants

- Source is Aviation Fuel Tax
- Primary generator – Denver International Airport
- Eligible for State discretionary funding
 - Tier 1 - \$400,000 (under review)
 - Tier 2 – up to \$1,000,000 additional funding
 - 2013 CDOT grants totaled just over \$20,000,000 state-wide



Airport Financing 101 - Local

- Passenger Facility Charge (\$4.50)
 - Generated by GUC Enplaned Passengers
 - Fewer use restrictions than grants
 - Requires User Coordination + FAA Approval
 - Use of funds
 - Planning (this master plan)
 - Capital projects
 - Terminal projects
 - Matching AIP grants
 - Securing bonds (leveraging)



Funding Priorities

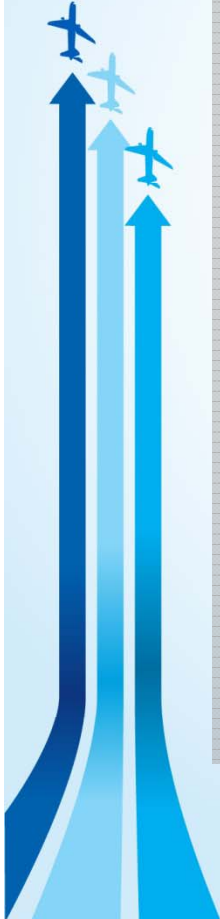


FAA Funding Eligibility

- Safety/Security
- Standards
- Reconstruction/Rehabilitation
- Environmental
- Equipment
- Other

State Funding Eligibility

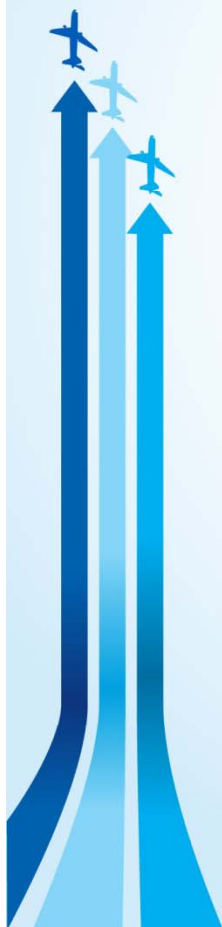
- Matching FAA Funding
- Pavement Maintenance
- Safety/Security
- Equipment



Airport Financing 101

→ Key Conditions and Limits

- Only certain types of projects can be funded through AIP and PFC
- Both AIP and CDOT require local match
- Airport Revenue can only be used for airport purposes, not for other County purposes
- County must charge a reasonable rate to airlines and other aeronautical users of the Airport
- County has latitude in charging for non-aeronautical use, and can charge fee for the privilege to conduct business on the Airport



Airport Revenues & Expenses

Capital	<ul style="list-style-type: none">▪ Runway construction▪ Terminal construction▪ Ground transportation infrastructure construction	<ul style="list-style-type: none">▪ Grants▪ Loans▪ Operating surplus
Operating	<ul style="list-style-type: none">▪ Maintenance▪ Operations▪ Administration	<ul style="list-style-type: none">▪ Aeronautical revenues▪ Non-aeronautical revenues
	Costs	Revenues/Funds



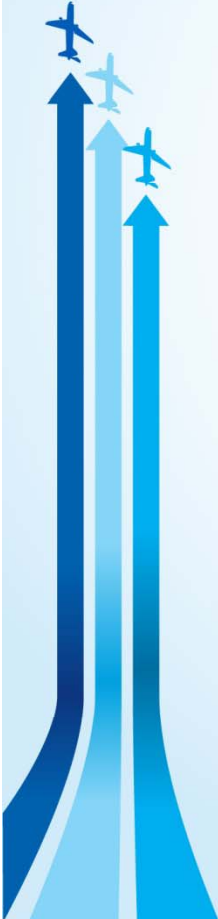
Federal & State Grant Assurances



**FAA
Airports**

ASSURANCES
Airport Sponsors

Understanding Grant Assurances

- 
- FAA allocates over \$3 billion annually for airport planning and development.
 - Federal law requires that airport sponsors agree to certain conditions in exchange for financial assistance.
 - Thirty-nine Grant Assurances
 - Many focused on specific project receiving funding; others apply generally to operation of airport
 - Legally binding
 - Typically expire after 20 years, except where grants used for land acquisition

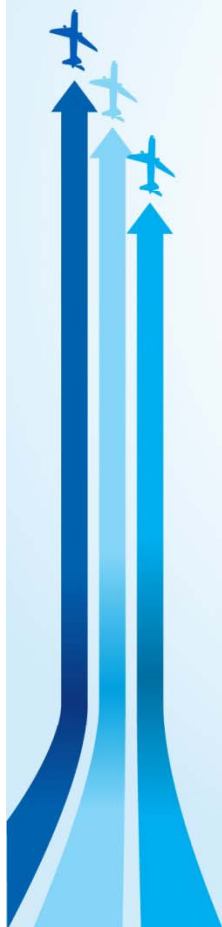
Key Grant Assurances

- ✓ Assurance 4 - Good Title
- ✓ Assurance 5 - Preserving Rights and Powers
- ✓ Assurance 19 - Operation and Maintenance
- ✓ Assurance 22 - Economic Nondiscrimination
- ✓ Assurance 23 - Exclusive Rights
- ✓ Assurance 24 - Fee and Rental Structure
- ✓ Assurance 25 - Airport Revenues
- ✓ Assurance 29 - Airport Layout Plan

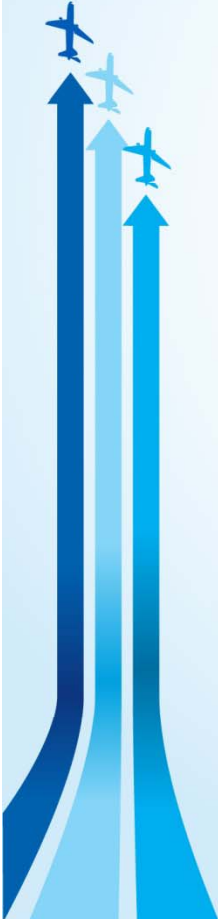


Implications of Grant Assurances

- Obligations are not scaled based on size of airport or volume of traffic
- No obligation to grow; obligation to maintain
- Airports can be subsidized, but cannot divert revenue off-airport
- Difficult for airports to allocate traffic, outside of a formal airport system
- Difficult for airports to share revenue, outside of a formal airport system
- FAA expects off-airport land uses to be compatible with airport



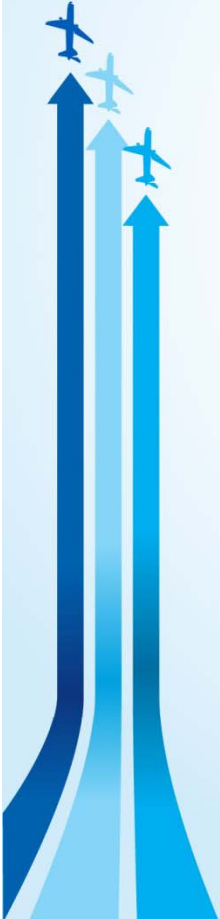
Colorado Airports - Authority

- 
- Colorado law authorizes counties, cities and public airport authorities to own and operate public use airports
 - The Division of Aeronautics is authorized to provide grant assistance to public use airports
 - Currently there are:
 - 76 public use airports in Colorado
 - Counties most common owner/operator
 - No formal airport systems in Colorado
 - No state-owned airports in Colorado

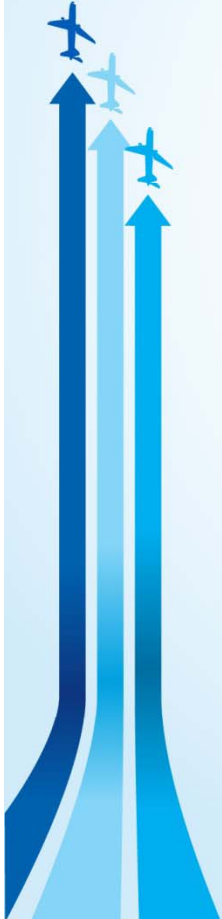
State Grant Assurances

→ Airport Obligations:

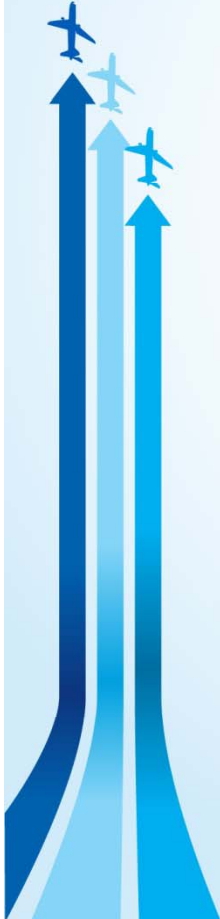
- ...the grant shall be used solely for aviation purposes...
- ...a) to keep the airport facility accessible to, and open to, the public during the entire useful life of the grant funded improvement/equipment; or
- b) to reimburse the Division for any unexpired useful life of the improvements/ equipment, or on a pro-rata basis.



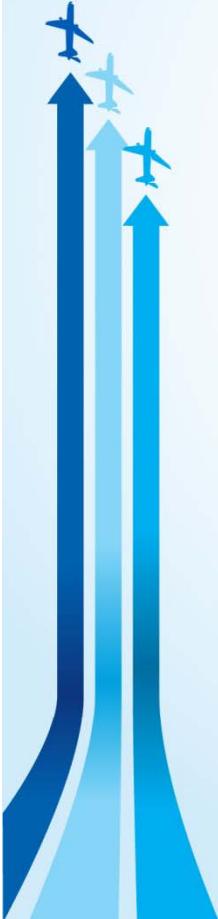
Questions, Comments?



The Planning Process



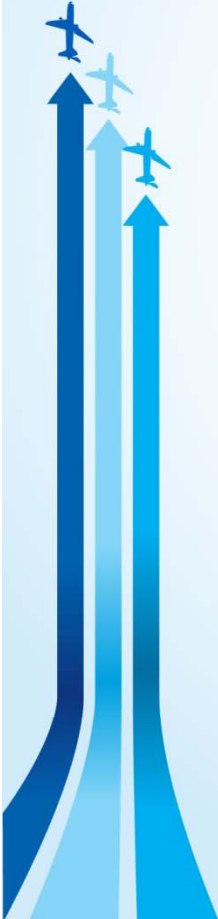
Airport Master Plan – Overview

- 
- Airport Master Plan
 - Recommended by FAA and CDOT
 - FAA does **not** approve Master Plan
 - FAA approves the forecast and ALP
 - Projects may be added to CIP
 - FAA approval for projects comes later
 - Airport Layout Plan (ALP)
 - Must be kept current
 - Airport development must be consistent with ALP
 - ***Gunnison County decides whether and what to build***

Master Plan Process



Master Plan – Key Features

- 
- Planning is **not prejudicial**
 - FAA mandates against predetermined outcomes
 - The plan must be based on current conditions, community input, and forecasts
 - Master Plan **Inclusions**:
 - Establish future facility needs
 - Measure aviation demand
 - Create the Airport Layout Plan set for FAA approval
 - Identify funding opportunities and strategies
 - Identify compliance issues/recommendations
 - Master Plan **Exclusions**:
 - Marketing strategies or management of the airport
 - Formal business planning

Additional Master Plan Emphasis

→ Public Engagement and Education

Meetings & Engagement

- Surveys (Tenants & Users)
- Airport Tours (General Public)
- Working Papers (PAC)
- Open Houses (General Public)
- Stakeholder Meetings (Targeted Audience)
- Civic Group Briefings
- Work Sessions & Public Hearing (BOCC)

Communication & Education

- Airport Website
- Media Outreach (PSAs, display ads)
- Brochures
- Informational Video/
Government TV

Master Plan Team

Gunnison BOCC
Paula Swenson
Commission Chair

Planning Advisory
Committee

Rick Lamport, Airport Manager

Linda Bruce, FAA
Scott Storie, CDOT

Jviation
Stephen Berardo, Project Manager
Hilary Fletcher, Senior Consultant
Angela Folkestad, P.E., Engineer

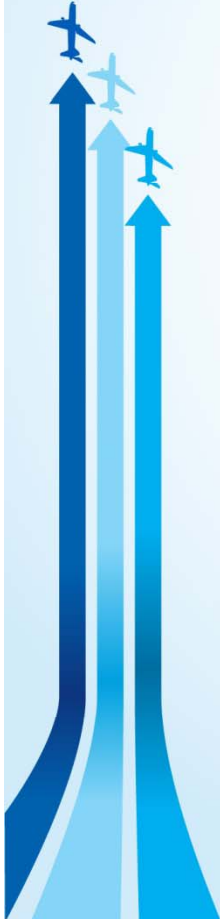
Woolpert
Mapping - AGIS

Mead & Hunt
Aviation Forecasts
Air Service Analysis

Project Timeline



September 2014 – November 2015



Project Timeline Tasks 1 - 6

TASK	Complete	2014			2015											
		OCT	NOV	DEC	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	
1.0 Project Management																
1.1 Preliminary Planning	X															
1.2 Consultant Team Coordination	X															
1.3 Project Initiation	X															
2.0 Public Outreach Program																
2.1 Planning Advisory Committee (PAC)		◆		◆												
2.2 Stakeholder Meetings/Focus Groups																
2.3 Gunnison BOCC Presentations		◆														
2.4 Public Information Meetings																
2.5 Survey Airport Users																
2.6 Meetings at Discretion of Airport Manager																
2.7 Public Outreach Materials																
3.0 Inventory																
3.1 Collect & Review Existing Documentation																
3.2 Acquire Aerial Imagery / AGIS																
3.3 Existing Facility Data Collection																
3.4 Regional Setting and Land Use																
3.5 Community Socioeconomic Analysis																
3.6 Environmental Overview																
3.7 Historical Aviation Activity																
3.8 Airport Financial Information																
3.9 Airport Users Surveys																
3.10 Coord w/Adjacent Land Owners																
3.11 Prepare Base Mapping																
3.12 Economic Benefits Provided by GUC Airport																
4.0 Aviation Activity Forecasts/Air Service																
4.1 Forecast Scoping	X															
4.2 Forecast of Aviation Activity																
4.3 Documentation and Meetings																
4.4 Forecast Approval																
5.0 Facility Requirements																
5.1 Airside Requirements																
5.2 Landside Requirements																
5.3 Terminal Building Requirements																
5.4 Regional Airport System Role																
5.5 GA Facility Requirements																
5.6 Airport Support Facilities																
5.7 Other Federal Agency Needs (FAA, TSA, BLM)																
5.8 Fuel Storage Requirements																
5.9 Deicing Facilities																
5.10 Utilities																
6.0 Alternatives Analysis																
6.1 Develop Alternatives																
6.2 Evaluate Alternatives																

Project Timeline Tasks 7 - 13

TASK	Complete	2014			2015												
		OCT	NOV	DEC	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	JULY	AUGUST	SEPT	OCT	NOV	
7.0 Land Use Alternatives																	
7.1 Land Use Controls																	
8.0 Environmental Analysis																	
8.1 Agency Coordination																	
8.2 Noise Analysis																	
8.3 Wildlife Management Options																	
8.4 Waste Management																	
8.5 Sustainability Inventory																	
8.6 Sustainability Planning																	
9.0 Financial Implementation Plan																	
9.1 Capital Cost Estimates																	
9.2 Airport Development Plan																	
9.3 Financial Plan/Funding Sources																	
10.0 Airport Layout Plan																	
10.1 Cover Sheet																	
10.2 Airport Layout Drawing & Data Tables																	
10.3 Terminal Area Plan																	
10.4 Airport Airspace Drawing																	
10.5 Existing /Ultimate Approach Profiles																	
10.6 Inner Portion Approach Drawings																	
10.7 Departure Surface Drawing																	
10.8 Land Use Drawing																	
10.9 Exhibit A Property Map																	
11.0 AGIS																	
11.1 Survey Matrix/Milestone Schedule	X																
11.2 Geodetic Control Survey	X																
11.3 Aerial Photography Control / Acquisition	X																
11.4 Feature Survey																	
11.5 Obstruction Analysis																	
12.0 Planning for Compliance																	
12.1 Background																	
12.2 Agreements, Rates & Charges, ALP, etc.																	
13.0 Master Plan Deliverables																	
13.1 Working Paper #1																	
13.2 Working Paper #2																	
13.3 Working Paper #3																	
13.4 Working Paper #4																	
13.5 Planning for Compliance Report																	
13.6 Final Report Preparation																	
13.7 Executive Summary																	

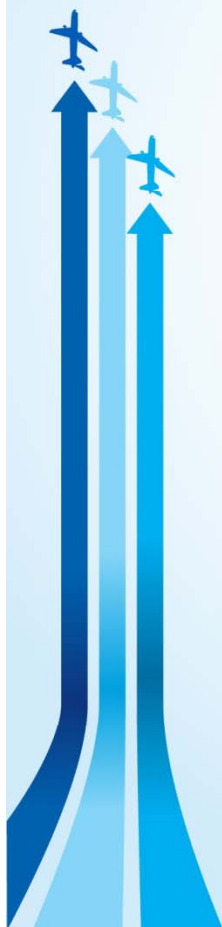
Phase I Deliverables

→ Inventory

- Documentation of current conditions
- Surveys will be sent to the following:
 - Airport Users (based aircraft owners, tenants, airlines, GA users)
- Community Stakeholder Meetings
 - Tenants/air carriers, neighbors, local businesses/chamber, lodging/visitor industry, large employers, college, etc.

→ Forecast

- Prepared in 5, 10, and 20 year increments
- Air Service Analysis & forecasts to be prepared by Mead & Hunt
- The FAA must approve based on their own Terminal Area Forecast (TAF)



Next Steps

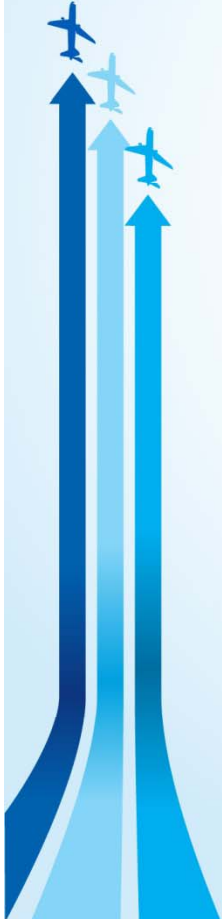
→ Phase I Deliverables

- Inventory
- Forecast

→ December PAC Meeting



Questions, Comments?



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303.544.6504

Thank You!

