AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item:

Action Requested: Motion

Parties to the Agreement: BOCC, Jviation, Gunnison CB Regional Airport

Term Begins: **Term Ends:** **Grant Contract #:**

Summary:

Jviation will present to the BOCC the preferred alternatives for the Airport Master Plan in order to gain a concurrence for the remainder/future efforts of the Master Plan.

Fiscal Impact:

Submitted by: Stephanie Williams **Submitter's Email Address:** swilliams@gunnisoncounty.org

Finance Review: ○ Required ◉ Not Required

Comments:

Reviewed by: Discharge Date:

County Attorney Review: ○ Required ◉ Not Required

Comments:

Reveiwed by: Discharge Date: Certificate of Insurance Required Yes ○ No ○

County Manager Review:

Comments:

Reveiwed by: GUNCOUNTY1\mbirnie Discharge Date: 7/31/2015

○ Consent Agenda ○ Regular Agenda ◉ Worksession Time Allotted: 1 hour

Agenda Date: 8/11/2015

Revised April 2015

Master Plan Update

Board of County Commissioners
August 11, 2015

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Today's Work Session Agenda

- Brief review of work done to-date
- Review of alternatives
- Discussion of staff and consultant recommendation for the Preferred Alternative
- Identification of Preferred Alternative
- Understanding of next steps

Master Plan Process

MASTER PLAN PROCESS

INVESTIGATION	SOLUTIONS	IMPLEMENTATION
Pre-Planning	Alternatives Analysis	Financial Planning
Inventory	Contingency Scenario Development	Improvement Plan (CIP)
Forecasts and Planning Activity Levels	Identification of Preferred Alternatives	Final Master Plan Documentation
Facility Requirements		Airport Layout Plan (ALP)
PREPARATION	EVALUATION	DOCUMENTATION

P U B L I C O U T R E A C H

Outreach

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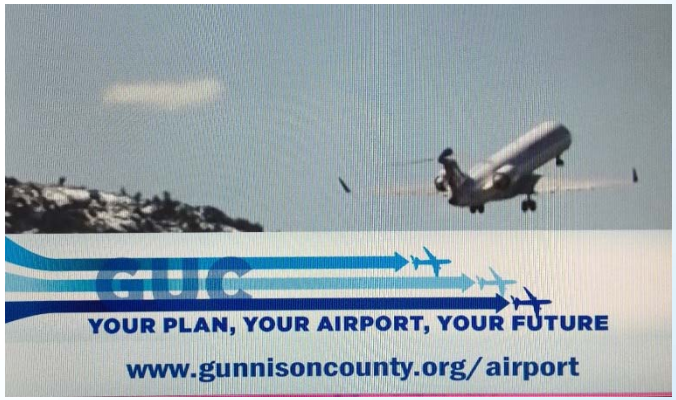
Outreach

- Tenant & Pilots Focus Group Discussions
- Airport Master Plan Video Production
- Ongoing Website Updates
- Social Media & Display Ads
- PAC Meetings
- Meeting with City of Gunnison
- Community Open House



GUC Tenant Web Surveys & Focus Group

- Tenants Said Business Grew in 2014
- Tenants Anticipate Growth in 2015
- Peak Period = December-March
- Peak GA Traffic = July 4th Holiday
- Tenants Identified Need For Additional
  - Terminal Space
  - GA Hangars
  - Vehicle Parking
  - Better Signage

Investigation Phase

- Air Service Analysis – ***complete***
- Inventory - ***complete***
- Aviation Demand Forecast – ***complete***
- Facility Requirements – ***complete***

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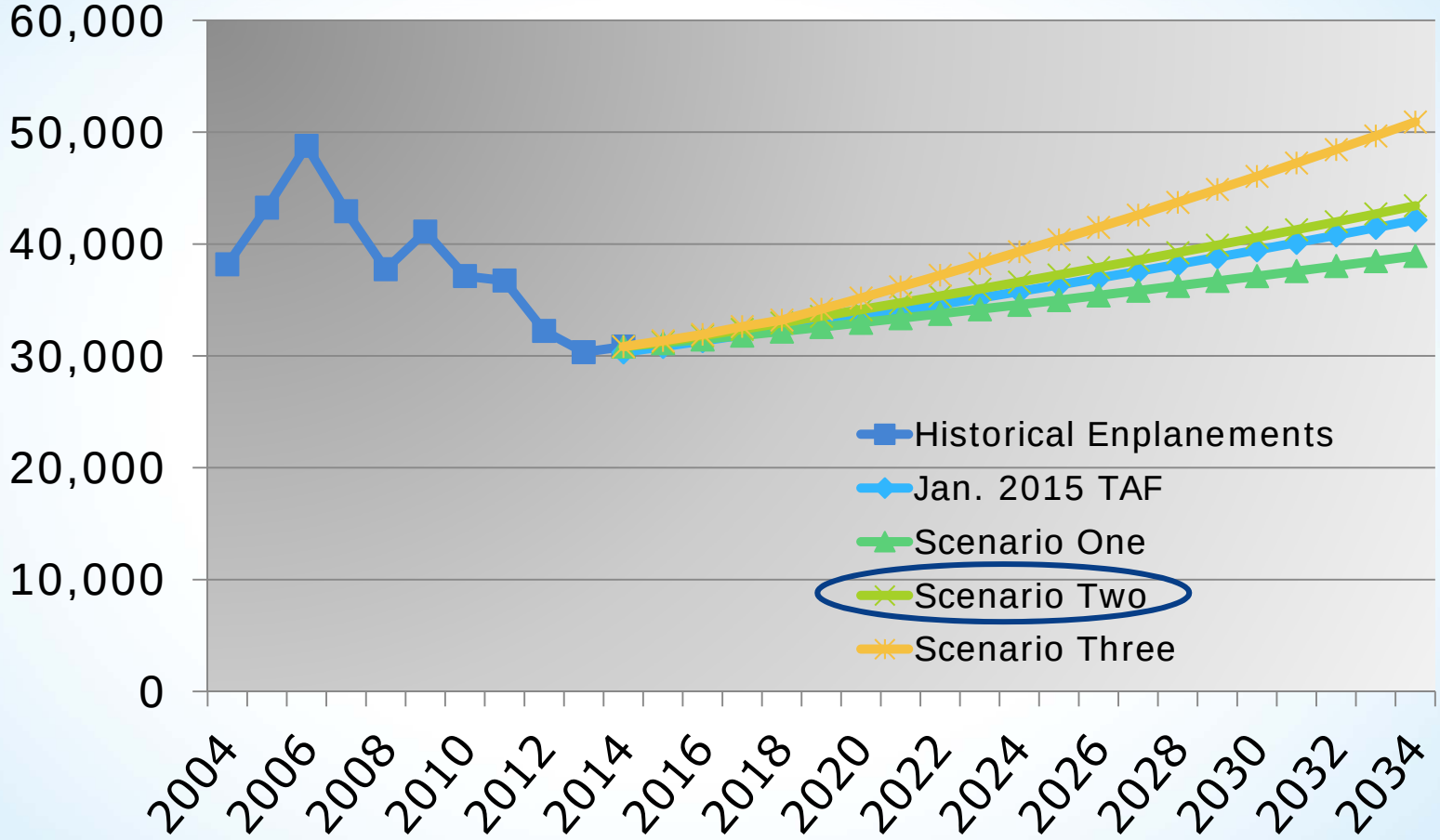
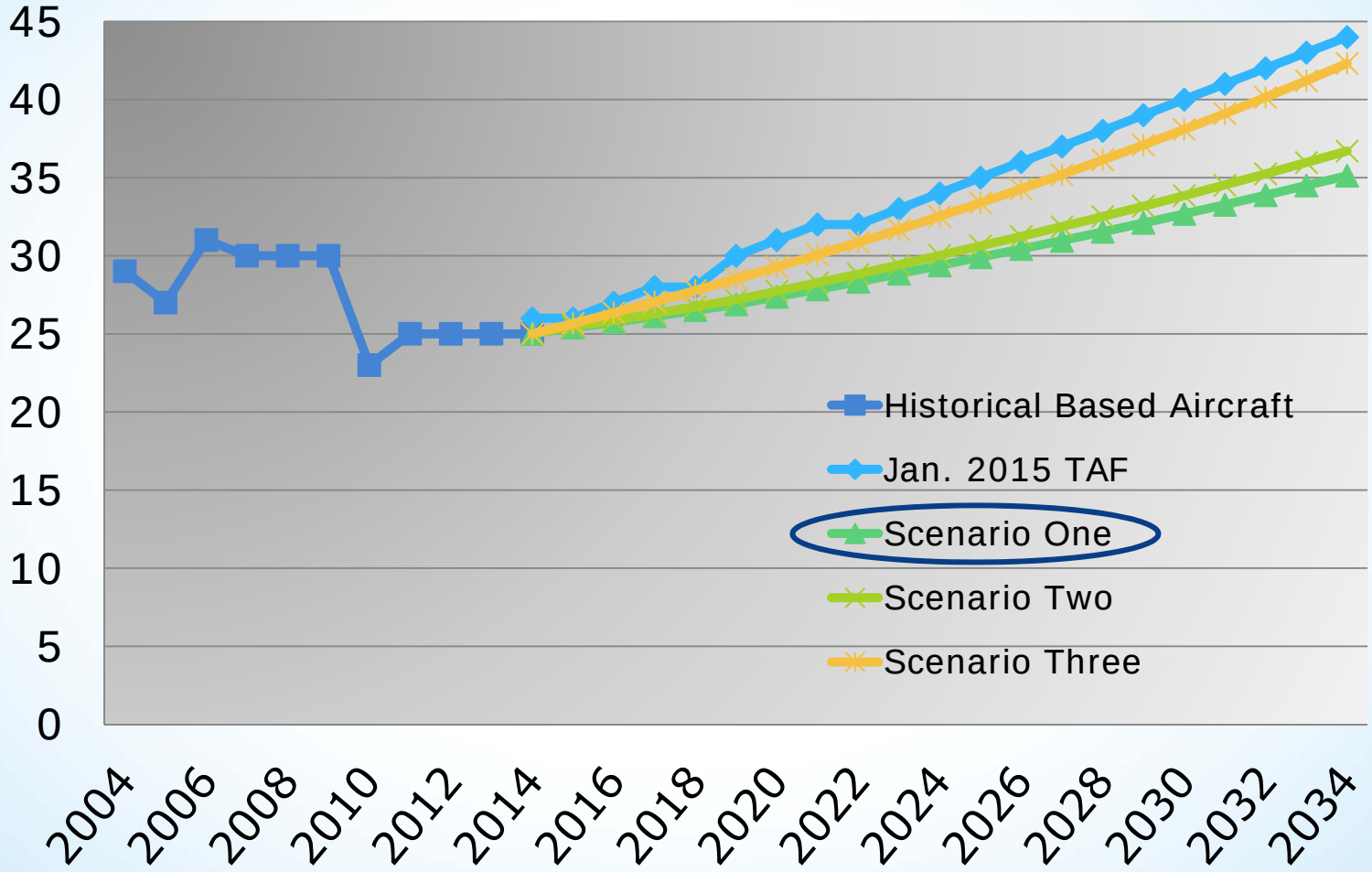
Passenger Enplanement Forecasts



Based Aircraft Forecast



Forecast Summary

Operations	2014	2019	2024	2029	2034
Commercial Service	***1,292***	***1,300***	***1,352***	***1,508***	***1,612***
Regional Jet	1,032	1,040	1,092	1,248	1,352
Narrow Body	262	260	260	260	260
General Aviation	***5,235***	***5,620***	***6,140***	***6,710***	***7,340***
Single-Engine Piston	181	195	235	260	300
Multi-Engine Piston	367	390	400	410	415
Turboprop	1,850	1,990	2,180	2,410	2,650
Business Jet	2,137	2,290	2,500	2,735	2,990
Helicopter	700	755	825	895	985
Military	***1,100***	***1,100***	***1,100***	***1,100***	***1,100***
Fixed Wing	1,000	1,000	1,000	1,000	1,000
Helicopter	100	100	100	100	100
TOTAL OPERATIONS	***7,267***	***8,020***	***8,592***	***9,318***	***10,052***
Local Operations	1,373	1,404	1,461	1,537	1,608
Itinerant Operations	6,254	6,616	7,131	7,781	8,444
Passenger Enplanements	***30,831***	***33,540***	***36,600***	***39,900***	***43,430***
Based Aircraft by Type	***25***	***27***	***29***	***32***	***35***
Single-Engine Piston	20	21	22	23	25
Multi-Engine Piston	4	4	4	4	3
Helicopter	1	1	1	1	1
Turboprop	0	1	1	2	3
Business Jet	0	0	1	2	3

GUC Airport Inventory

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Inventory Conclusions

- Runways & Taxiways Provide Adequate Capacity
- Runway 6-24 Provides Adequate Length
- Terminal Building Space & Traffic Flows Are Inefficient: Creates Congestion & Confusion
- Non-compatible Land Uses South & Northeast
- Runway Pavement Deteriorating – Needs Reconstruction
- Voluntary night curfew – lights out

Terminal Building

- Space Constrained
- Inefficient Layout
- Lack of Concessions
- Need FIDS & Signage

Vehicle Parking

- No curbside drop-off or pick-up
- No covered parking
- No cell phone lot
- No covered areas for bus loading
- No automated parking control system
- No clear signage for short term, long term & rental car areas

Solutions Phase

- Airfield Alternatives - ***complete***
- General Aviation Alternatives - ***complete***
- Terminal Alternatives - ***complete***
- Roadway Alternatives - ***complete***

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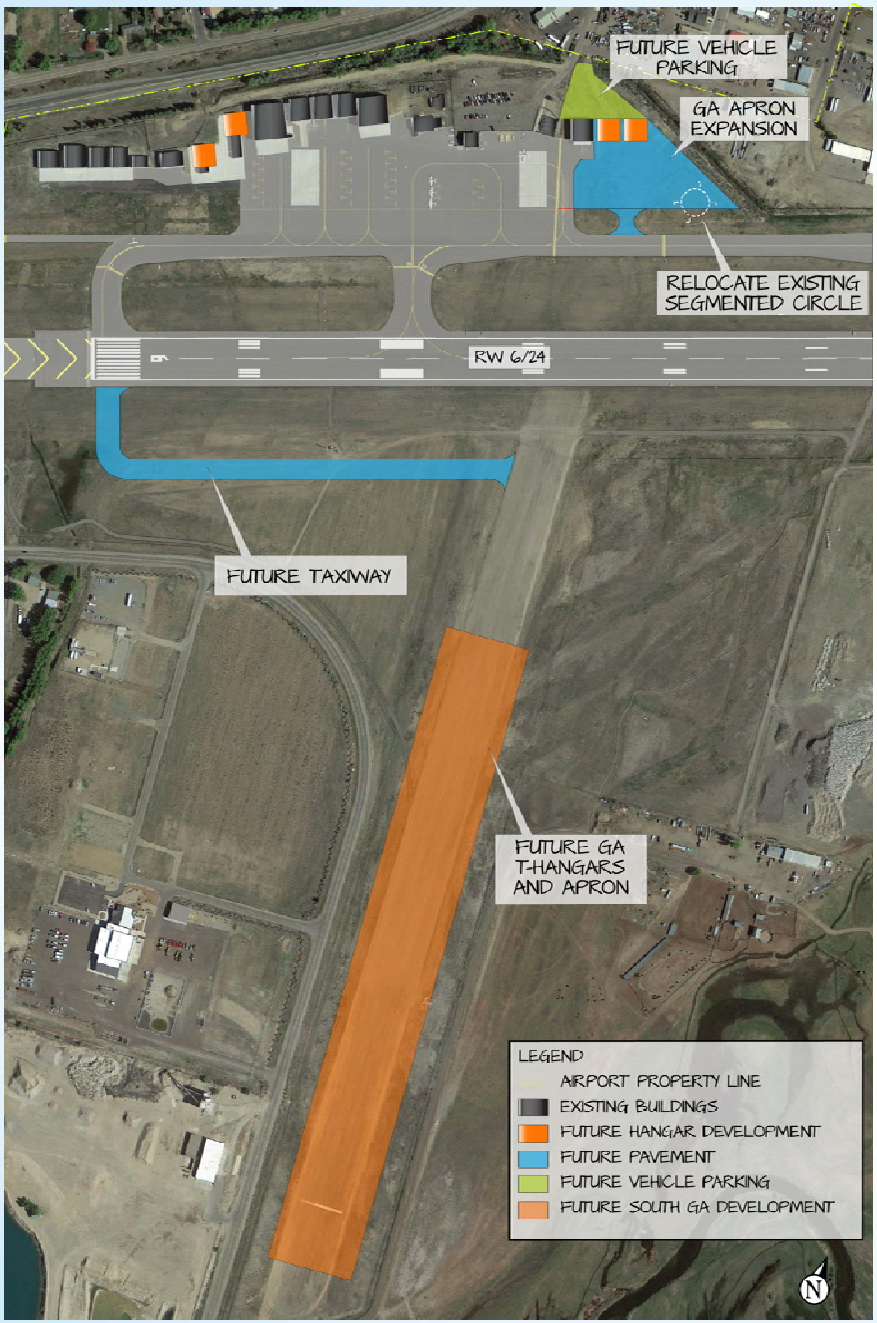
Airfield Recommendations

- Runway clearway should be designated on departure end of RWY 6 (off the end of RWY 24)
- Runway 17-35 should be closed and used for hangar facilities & aircraft parking apron
- Electronic navigation or communication aids are sufficient – no recommended changes
- Fuel storage is adequate – no recommended changes
- Airspace structure and air traffic control procedures are sufficient – no recommended changes



General Aviation Development Alternatives

- **Alternative 1** – Status Quo
- **Alternative 2** – North Side Development
- **Alternative 3** – North & South Side Development

Terminal Considerations

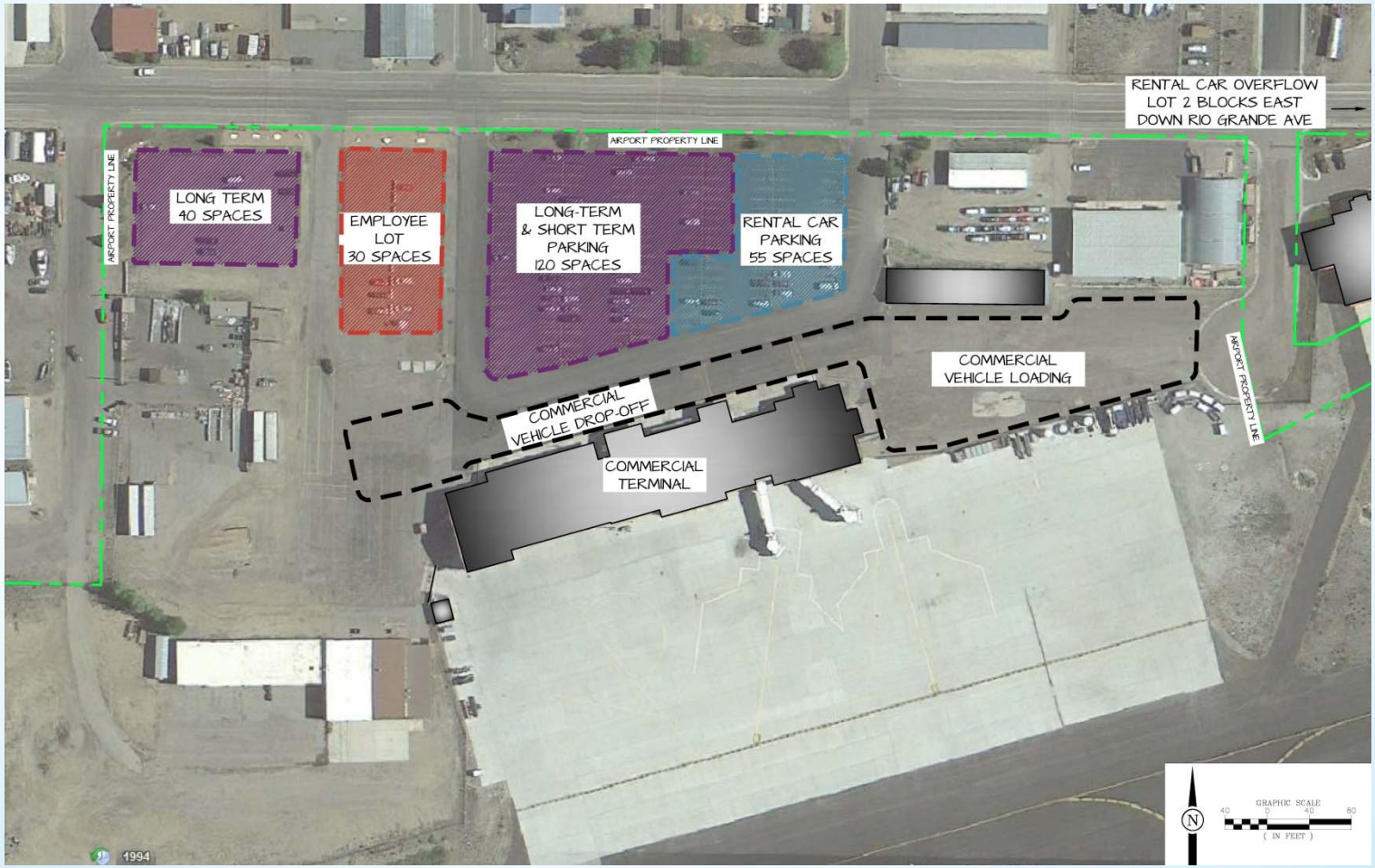
- **Building Considerations Evaluated**: Building Code Compliance, Life Safety, ADA Access, Building Core, Building Shell

- **Functional Areas Evaluated**: Ticket Lobby, Airline Offices & Ops Area, Baggage Make-Up, Ground Service Equipment, Holdroom, Baggage Claim, Airport Storage & Support, TSA Checkpoint/Baggage Screening & Offices, Concessions, Rental Cars, Ground Transportation, Restrooms, General Circulation, HVAC, Electrical & Plumbing

- **Site Considerations Evaluated**: Airside Location, Utilities, Parking & Roadways, Land Acquisition

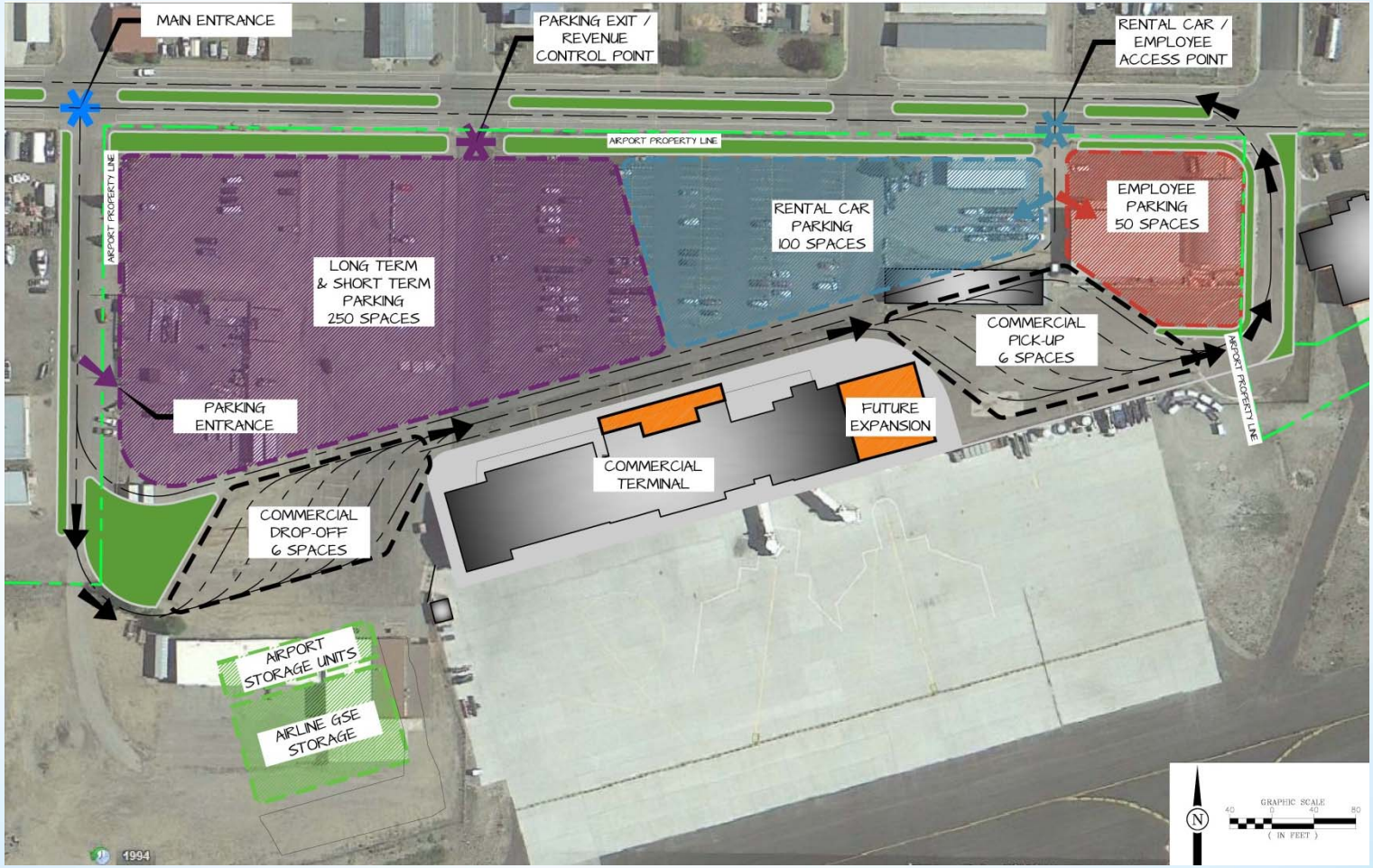
Alternative 1: Status Quo – Existing Terminal and Parking Lots

Cost Estimate $2-3.5M



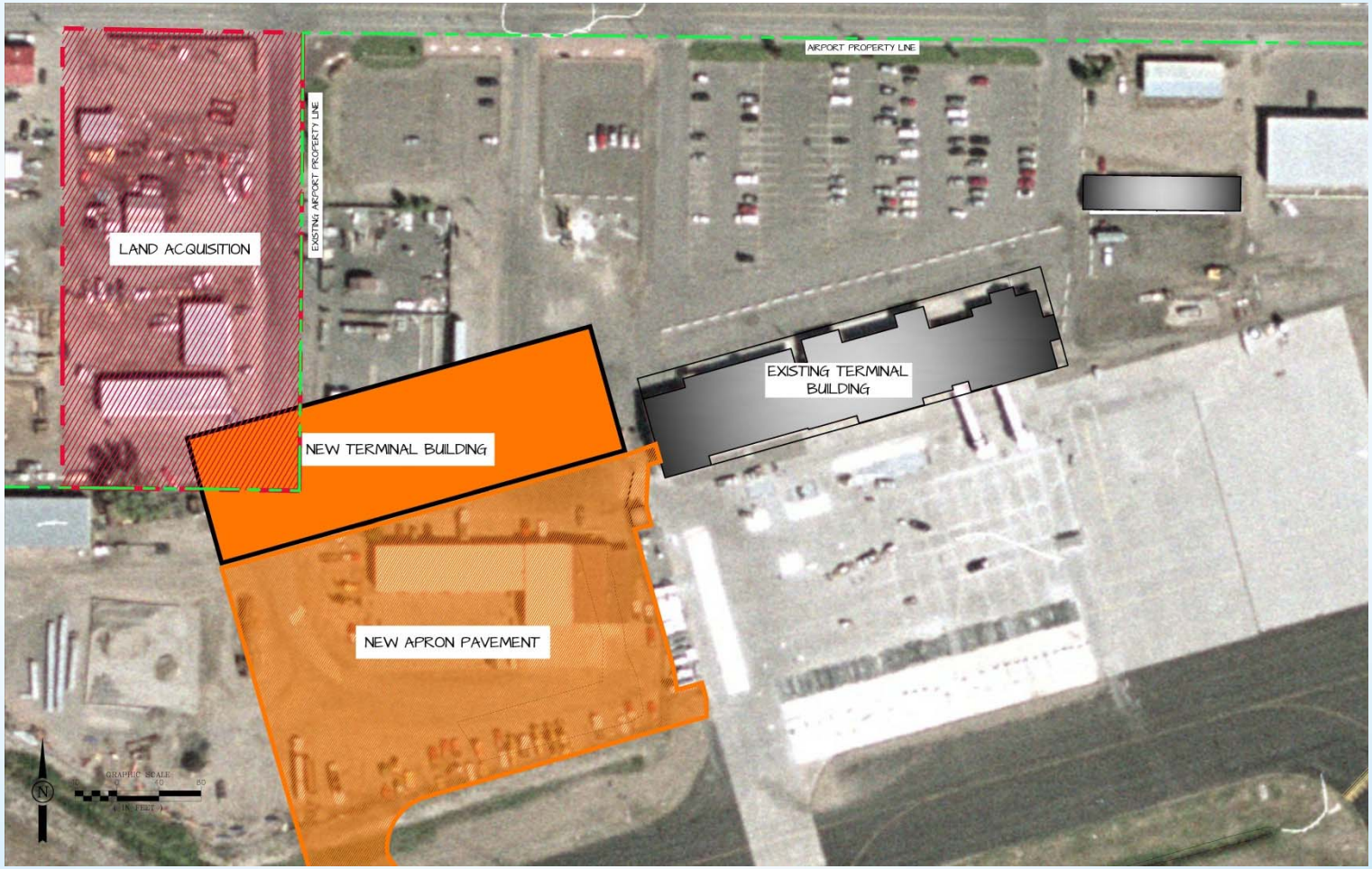
Alternative 2: Renovate Existing Terminal, Parking & Loop Road

Cost Estimate $8-13M



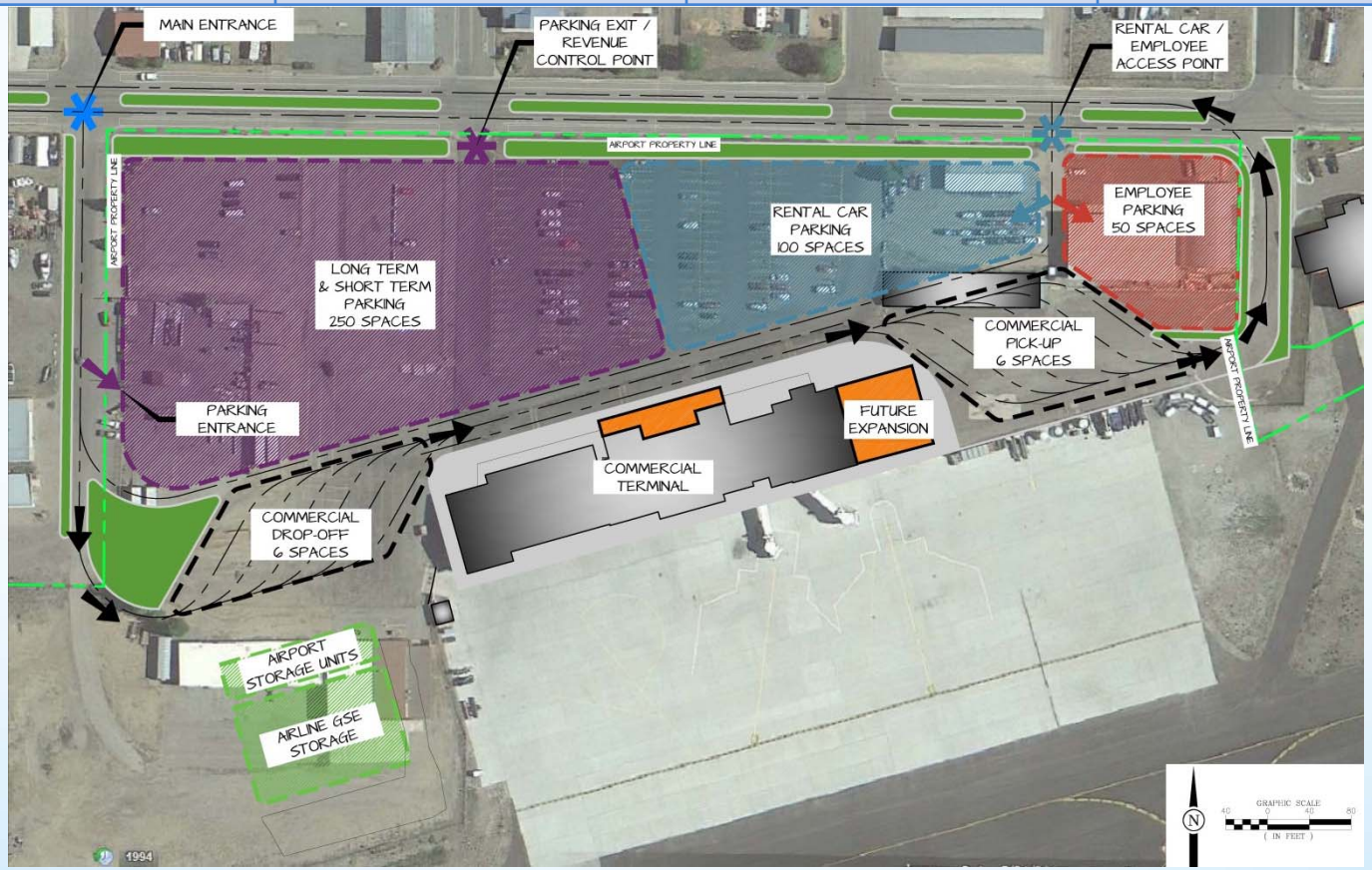
Alternative 3: New Terminal, Apron & Land Acquisition

Cost Estimate $22-28M

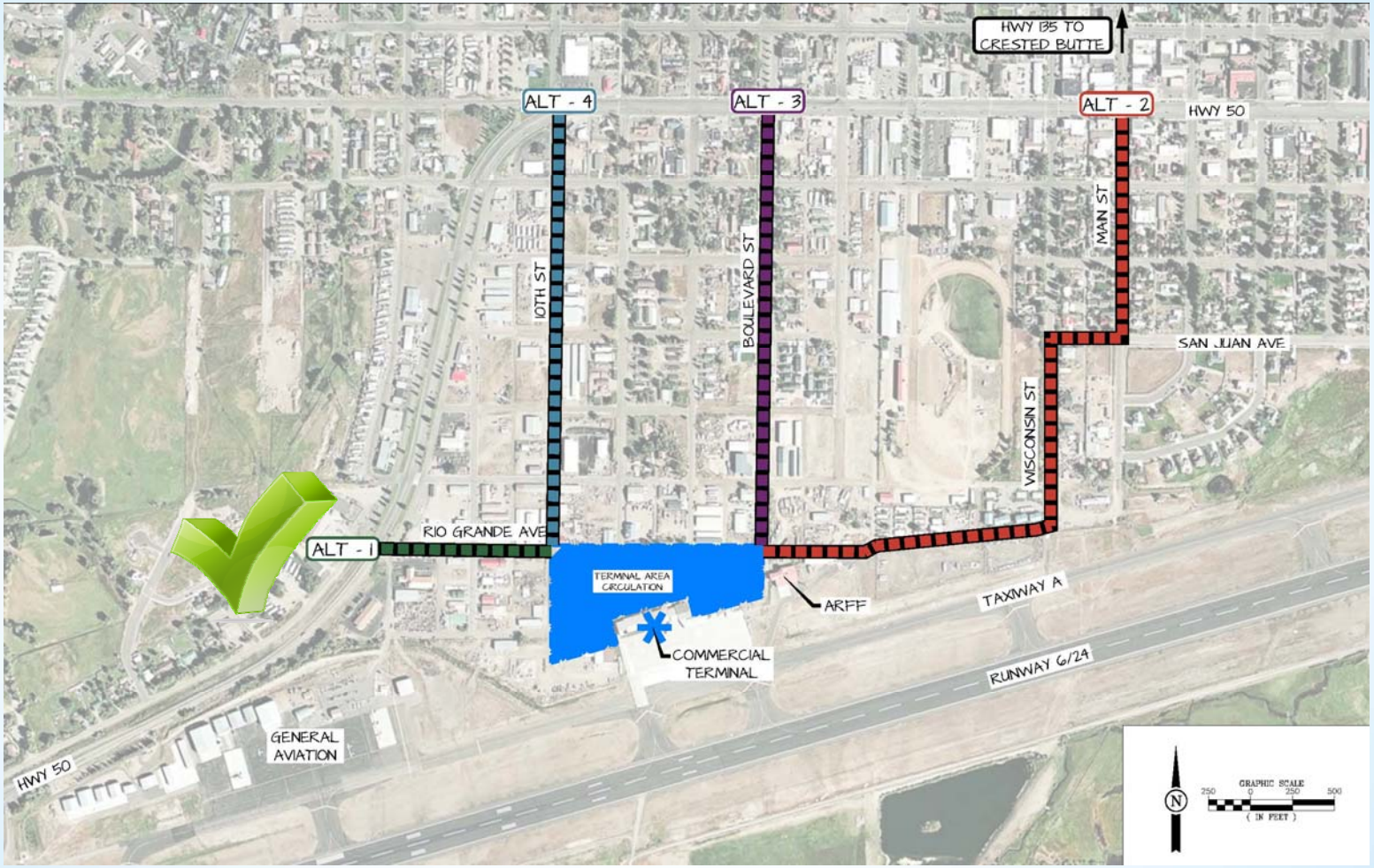


Terminal Recommendation

Terminal Alternatives	Alternative 1: Status Quo	**Alternative 2: Renovate**	Alternative 3: New
Cost	$2M to $3.5M	**$8M to $13M**	$22M to $28M



Access Route: Alternative 1 Recommended



City of Gunnison - Draft Trails System in the Vicinity of the Airport

Next Steps

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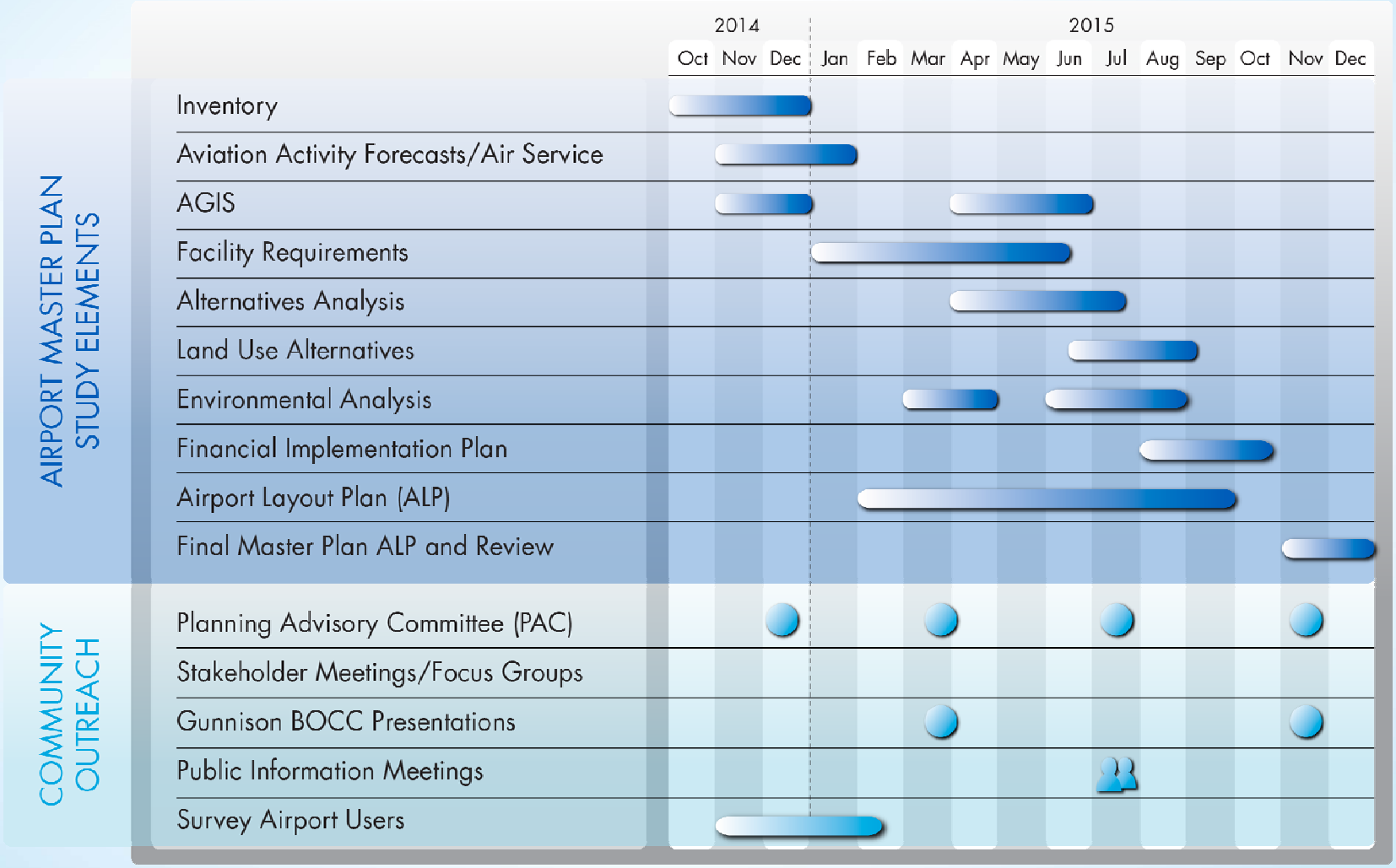
Next Steps

- Ongoing Outreach
- Development of Financial Analysis & Capital Improvement Plan (CIP)
- Preparation of updated Airport Layout Plan and Final Report

Master Plan Schedule



Thank You!

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