



GRAND COUNTY COUNCIL SPECIAL MEETING ADMINISTRATIVE WORKSHOP

Grand County Council Chambers
125 East Center Street, Moab, Utah

AGENDA

Tuesday, January 31, 2017

9:00 a.m.

- Call to Order**
- Action Items – Discussion and Consideration of:**
 - A. Approving proposed letter to Representative Ryan Zinke, the pending Secretary of Interior, inviting him to visit with Grand County Council (Council Member Baird)
- Joint County Council – Airport Board Workshop**
 - B. Airport expansion workshop (Judd Hill, Airport Manager)
- Future Considerations**
- Closed Session(s) if necessary**
- Adjourn**

NOTICE OF SPECIAL ACCOMMODATION DURING PUBLIC MEETINGS. In compliance with the Americans with Disabilities Act, individuals with special needs requests wishing to attend County Council meetings are encouraged to contact the County two (2) business days in advance of these events. Specific accommodations necessary to allow participation of disabled persons will be provided to the maximum extent possible. T.D.D. (Telecommunication Device for the Deaf) calls can be answered at: (435) 259-1346. Individuals with speech and/or hearing impairments may also call the Relay Utah by dialing 711. Spanish Relay Utah: 1 (888) 346-3162

It is hereby the policy of Grand County that elected and appointed representatives, staff and members of Grand County Council may participate in meetings through electronic means. Any form of telecommunication may be used, as long as it allows for real time interaction in the way of discussions, questions and answers, and voting.

At the Grand County Council meetings/hearings any citizen, property owner, or public official may be heard on any agenda subject. The number of persons heard and the time allowed for each individual may be limited at the sole discretion of the Chair. On matters set for public hearings there is a three-minute time limit per person to allow maximum public participation. Upon being recognized by the Chair, please advance to the microphone, state your full name and address, whom you represent, and the subject matter. No person shall interrupt legislative proceedings.

Requests for inclusion on an agenda and supporting documentation must be received by 5:00 PM on the Wednesday prior to a regular Council Meeting and forty-eight (48) hours prior to any Special Council Meeting. Information relative to these meetings/hearings may be obtained at the Grand County Council's Office, 125 East Center Street, Moab, Utah; (435) 259-1346.

A Council agenda packet is available at the local Library, 257 East Center St., Moab, Utah, (435) 259-1111 at least 24 hours in advance of the meeting.

AGENDA SUMMARY
GRAND COUNTY COUNCIL MEETING
JANUARY 31, 2017

Agenda Item: A

TITLE:	Approving proposed letter to Representative Ryan Zinke, the pending Secretary of Interior, inviting him to visit with Grand County Council
FISCAL IMPACT:	
PRESENTER(S):	Council Member Baird

Prepared By:

Chris Baird
cbaird@grandcountyuta
h.net

FOR OFFICE USE ONLY:

Attorney Review:

None Requested

RECOMMENDATION:

I move to approve the proposed letter to Representative Ryan Zinke, the pending Secretary of Interior, inviting him, along with Representatives Chaffetz and Bishop, to visit with Grand County Council and authorize the Chair to sign all associated documents.

BACKGROUND:

Rep. Ryan Zinke is the pending next Secretary of the Interior. It is possible that he may be passing through Grand County on his way to discuss matters in San Juan County soon. This letter invites him to spend some time visiting with Grand County council members if he should pass through.

ATTACHMENT(S):

1. Proposed letter



GRAND COUNTY COUNCIL MEMBERS
Jaylyn Hawks (Chair) · Mary McGann (Vice Chair)
Chris Baird · Evan Clapper · Greg Halliday
Rory Paxman · Curtis Wells

January 31, 2017

The Honorable Ryan Zinke
1419 Longworth House Office Building
Washington, DC 20515

Dear Representative Zinke,

As representatives of Grand County, Utah, we congratulate you on your pending nomination to be the next Secretary of the Department of Interior.

Should you visit southeastern Utah, we would like to invite you to visit with us on your trip.

Grand County consists largely of public land. Nearly 95% of our County is a mix of state, tribal and federal lands managed by different agencies. There is a close tie between public land resources and local economic activity. Management of these lands is important to our local businesses and residents.

Moab, our county seat, is the gateway to Arches and Canyonlands National Parks. The Bureau of Land Management manages over 65% of our County, with over 1,500,000 acres.

We've recently worked with the BLM to create a balanced Management Framework Plan for energy leasing in our county, and participated in Representative Bishop's Public Land Initiative process. We were also part of the most recent and successful Utah public lands legislation that exchanged state and federal land.

We would greatly appreciate the chance to discuss the public land issues facing Grand County. We look forward to meeting with you, and to a productive working relationship.

Sincerely,

Jaylyn Hawks

Grand County Council Chair

CC: Rep. Chaffetz, Rep. Bishop

AGENDA SUMMARY
GRAND COUNTY COUNCIL MEETING
JANUARY 31, 2017

Agenda Item: B

TITLE:	Airport Expansion Workshop
FISCAL IMPACT:	N/A
PRESENTER(S):	Judd Hill, Airport Manager

Prepared By:

Judd Hill
Airport Manager

FOR OFFICE USE ONLY:

Attorney Review:

N/A

RECOMMENDATION:

Discussion only; no recommendation at this time.

BACKGROUND:

Canyonlands Field Airport is in the process of significantly expanding its infrastructure. The catalyst for the expansion at this time was the loss of commercial air service in April of 2015. The goal is to give Grand County, and all of Southeastern Utah, a commercial service airport that will be able to provide reliable, transportation to meet the needs of the community for decades to come.

The importance of this workshop at this time it to address a change in the designation of the economic status of Grand County; specifically, a removal of an Economically Distressed Area classification. This means that our matching funds for FAA grants has changed from 2.5% to 4.685%, which translates to a significant increase in cost that will rely on unbudgeted funds in 2017.

The goal of this workshop is to present to new and existing council members and the general public with a basis to understand:

- History of airport
- Enplanements, operations, and other relevant terms and calculations
- Funding airport projects
- Multi-phased upgrade of the airport infrastructure
- Update on current environmental assessment, including archeological sites
- Changes in community economic classification
- Present possible funding options

ATTACHMENT(S):

- 1) Powerpoint Presentation of Airport Expansion

Expansion of Canyonlands Field Airport

Grand County Council and Airport Board Workshop
January 31, 2017

Judd Hill – Airport Manager

Overview

- Airport Terminology
- General Funding Breakdown
- Air Service & Airport History
- 3 Phases of Expanding the Runway and Taxiway
- Phase 1 Runway Expansion Funding (current)

Airport Terminology

Operation

- An aircraft landing or taking off

Enplanement

- A person paying for a flight to go somewhere away from the airport
- Departing airline passengers
- Charter passengers
- Air tour passengers*

Airport Reference Code (ARC)

- The design of an airport's runway(s)
- FAA determines need for ARC based around the number of operations of aircraft type
- Ex. B-II, C-III

Safety Area

- Runways are built for aircraft to land and take off
- Airports are built for deviations from normal operations
- Safety areas surround airport surfaces
- RPZ – Runway Protection Zone goes beyond Safety Area

Yearly FAA Entitlement Funding

- Currently \$150,000
- 10,000+ Enplanements: \$1,000,000

Airport Reference Code CNY (B-II to C-III)

CATEGORY	APPROACH	DESIGN	WINGSPAN
	SPEED (KNOTS)	GROUP	(FEET)
		I	to 48
A	< 90	II	49 – 78
B	91 – 120	III	79 – 117
C	121 – 140	IV	118 – 170
D	141 – 165	V	171 – 213
E	166 or more	VI	214 – 262

Funding Airport Projects: State Funding, and Past, Present, and Future Federal Funding

State Project	Federal Project Economically Distressed Area (EDA)	Federal Project No EDA	Federal Project 10,000 Enplanements
<ul style="list-style-type: none"> • \$1,000,000 total project • \$900,000 <ul style="list-style-type: none"> • UDOT-Aeronautics 90% • \$100,000 <ul style="list-style-type: none"> • Grand County 10% 	<ul style="list-style-type: none"> • \$1,000,000 total project • \$950,000 <ul style="list-style-type: none"> • FAA 95% • \$25,000 <ul style="list-style-type: none"> • UDOT-Aeronautics 2.5% • \$25,000 <ul style="list-style-type: none"> • Grand County 2.5% 	<ul style="list-style-type: none"> • \$1,000,000 total project • \$906,300 <ul style="list-style-type: none"> • FAA 90.63% • \$46,850 <ul style="list-style-type: none"> • UDOT-Aeronautics 4.685% • \$46,850 <ul style="list-style-type: none"> • Grand County 4.685% 	<ul style="list-style-type: none"> • \$1,000,000 total project • \$906,300 <ul style="list-style-type: none"> • FAA 90.63% • \$0 <ul style="list-style-type: none"> • UDOT-Aeronautics • \$93,700 <ul style="list-style-type: none"> • Grand County 9.37%

Funding – Why do we want to pay more????

Federal Project

<10k Enplanements

- \$500,000 total project
- \$453,150
 - FAA 90.63%
 - \$150,000 entitlement
 - **\$303,150 discretionary/competitive**
- \$23,425
 - UDOT-Aeronautics 4.685%
- \$23,425
 - Grand County 4.685%

Federal Project

10,000 Enplanements (Million \$ Club)

- \$500,000 total project
- \$453,150
 - FAA 90.63%
 - \$453,150 entitlement
- \$0
 - State
- \$46,850
 - Grand County 9.37%
- **\$1,546,850 entitlement next year**

What are we paying for now? Phase 1 Upgrade to C-II

Original Guess (yrs ago)

- \$10,000,000 total project
- \$9,500,000
 - FAA 95%
- \$250,000
 - UDOT-Aeronautics 2.5%
- \$250,000
 - Grand County 2.5%

Current Best Guess

EDA

- \$12,768,770 total project
- \$12,130,331
 - FAA 95%
- \$319,219
 - UDOT-Aeronautics 2.5%
- \$319,219
 - Grand County 2.5%

Current Best Guess

No EDA

- \$12,768,770 total project
- \$11,572,336
 - FAA 90.63%
- \$589,217
 - UDOT-Aeronautics 4.685%
- \$589,217
 - Grand County 4.685%

*We will come back to this

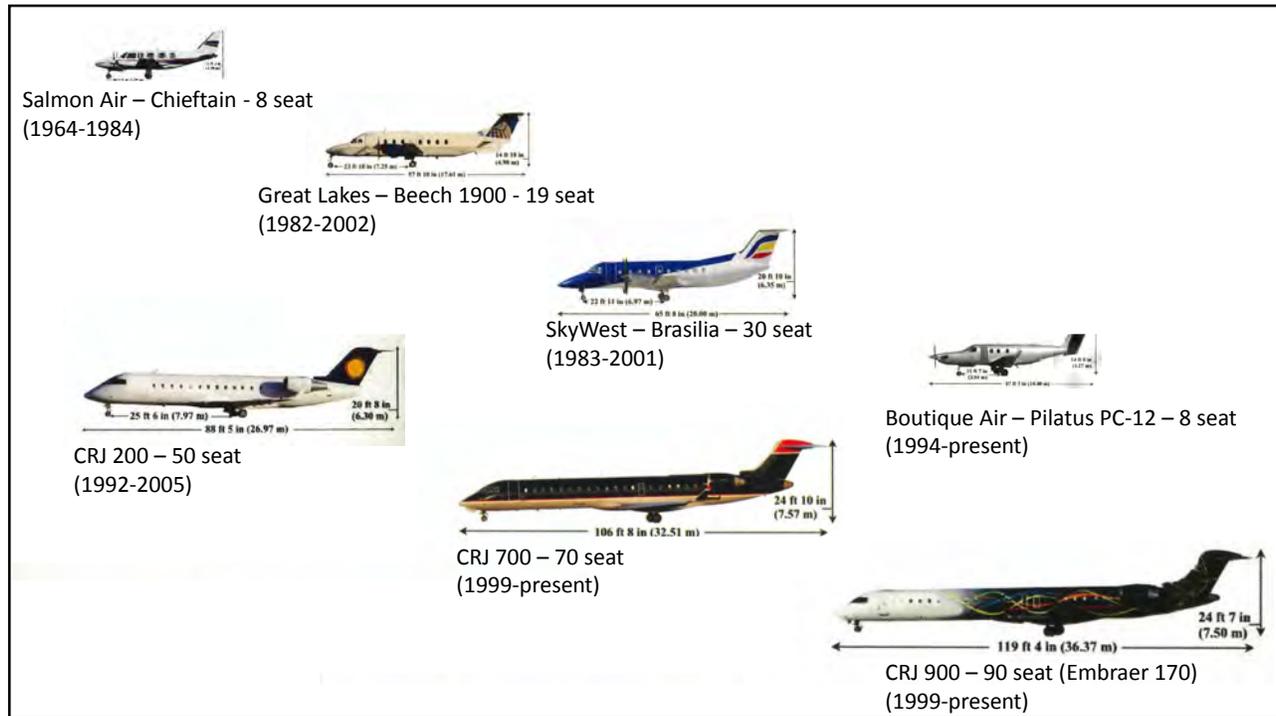
Past, Present, and Future of Commercial Air Service and CNY Infrastructure

Air Service History/Aircraft Design

- Multiple air carriers have provided service to CNY over the decades
- 1978 Federal government deregulated commercial air service; many smaller communities lost service
- Essential Air Service (EAS) started in response
 - Federal DOT establishes a contract with an air carrier to provide service to a community
 - Current EAS contract is with Boutique Air (~\$4M/year from Federal government)
- Recent history (last 20 years)



B - II			Salmon Air – Chieftain - 8 seat
			Great Lakes – Beech 1900 - 19 seat
			SkyWest – Brasilia – 30 seat
			Boutique Air – Pilatus PC-12 – 8 seat
C - II			CRJ 200 – 50 seat
			CRJ 700 – 70 seat
C - III			CRJ 900 – 90 seat (Embraer 170)



Airport History

- Airport moved to current location from Spanish Valley in 1965
- Original runway was parallel to HWY 191
- Current Runway (03/21) constructed in 1985
 - Old runway was poorly designed
 - Long-term wind study showed current configuration better for prevailing wind
- Historical satellite imagery



1997

- Runway and Taxiway in current configuration
- Original hangar (moved from Moab Airport)
- Original 'terminal'
- Mobile homes on property
- Uncontrolled airport
- Salmon Air (8 seat planes)



2003

- New Terminal (1998)
- 9/11/2001 Terrorist Attacks
- New county-owned hangar
- Small garage for 1st fire truck
- 2 private hangars
- Great Lakes Airlines (19 seat planes)



2006

- New taxi-lane and Group I taxi and parking
- New private hangar
- Airport becomes FAA Certified (Part 139)
- Fuel farm moved to middle of ramp for self-service
- Great Lakes Airlines (19 seats)



2009-2010

- Infield between runway and taxiway filled in
- 3 new private hangars
- County hired full time manager, 6 part-time Aircraft rescue firefighters
- Mobile homes removed (FAA compliance)
- Great Lakes Airlines (19 seat planes)



2011

- 1 new private hangar
- 1 storage garage in parking lot
- New Striker 1500 Fire Truck

- Great Lakes Airlines (19 seat planes)



2012

- ARFF/Airport Administration building constructed
- Concrete pad installed for heavy aircraft
- FAA design standards changed, thus reducing total number of aircraft parking spots
- Full time operations specialist hired

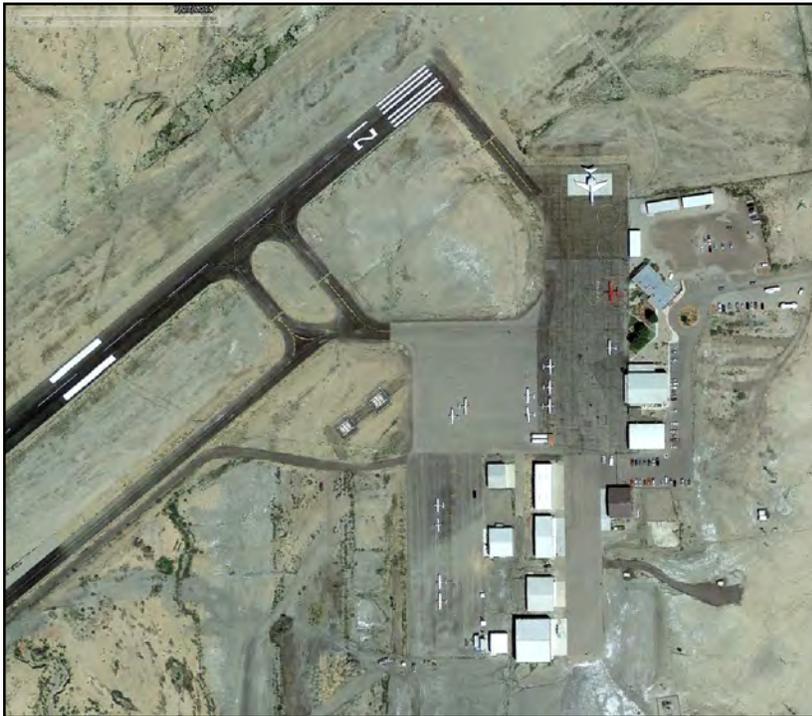
- Great Lakes Airlines (19 seat planes)



2013

- Pavement for vehicle access to ramp
- Lights installed in parking lot
- 2nd storage garage added

- Great Lakes Airlines (19 seats)



2014-2015

- 3rd storage garage
- Terminal redesign (interior)

- SkyWest Airlines (30-seat aircraft)

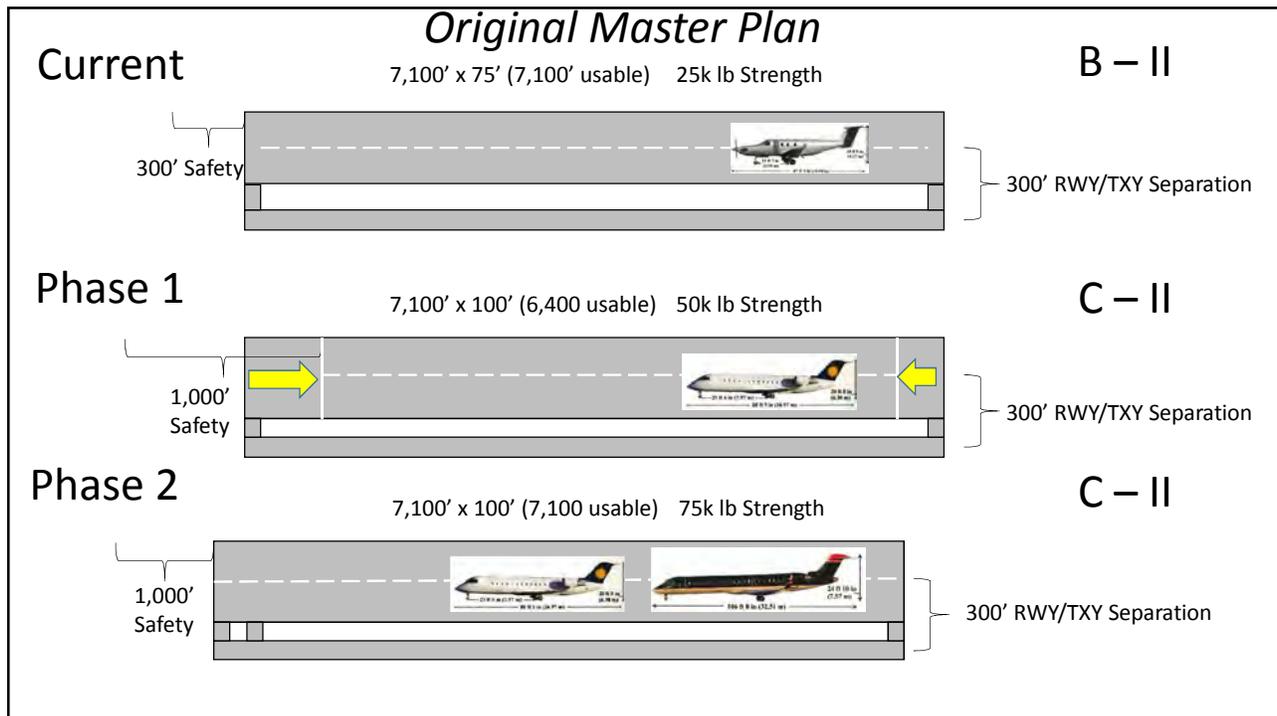
- **SkyWest leaves because they shifted to 50 and 70 seat jet aircraft that need C-II (minimum) runway

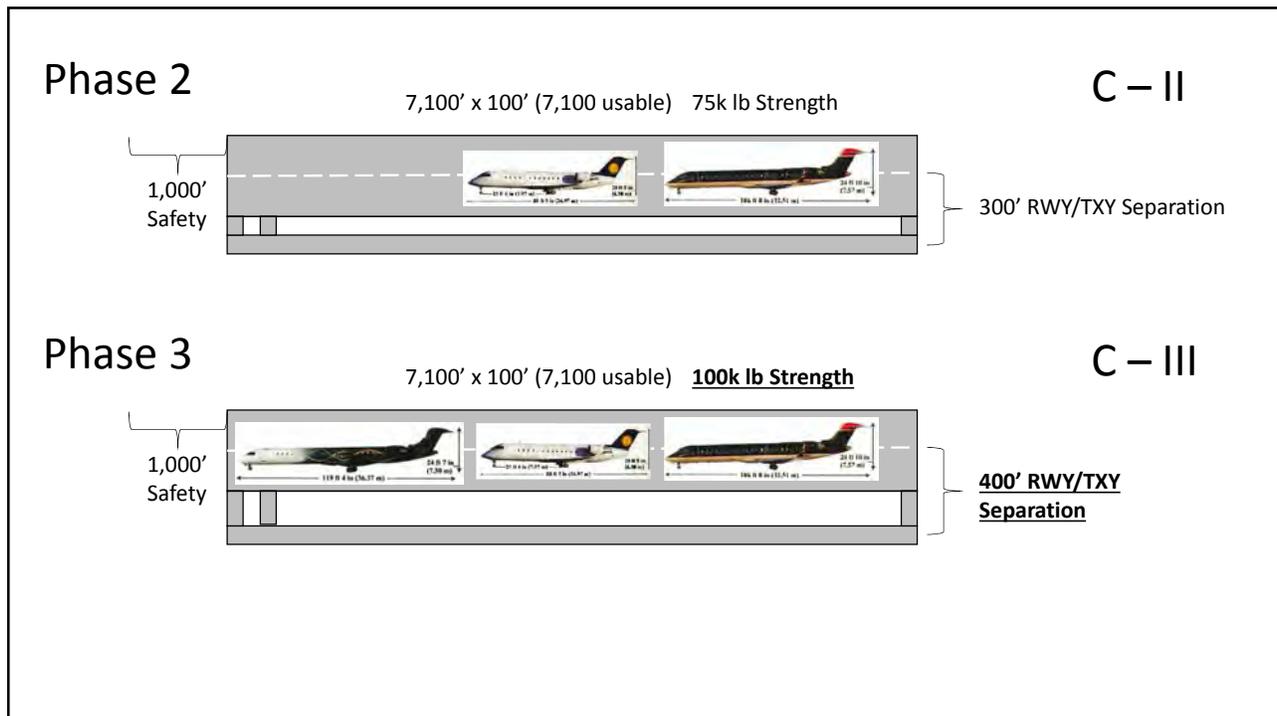
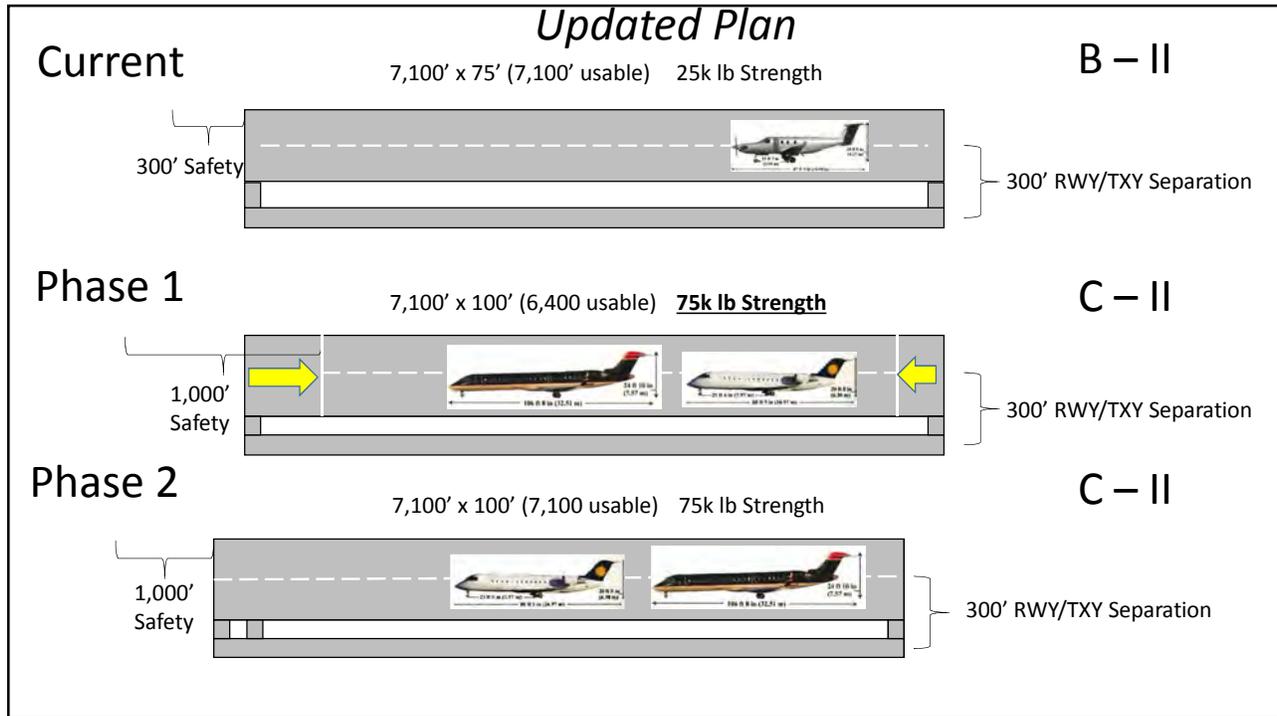


2015-2017

- New Master Plan/Airport Layout Plan
- New Taxiway lights
- Wildlife hazard assessment
- Environmental assessment
- Pavement/soil testing
- CIB-funded terminal expansion
- Up to 5 new private hangars
- 65,000 gal fuel farm
- Move storage garage

- Boutique Air (8-seat aircraft)





Phase 1

7,100' x 100' (6,400 usable) **75k lb Strength**

C - II



SCHEDULE I - OVERLAY RUNWAY 3/21 (75' X 7,100')					
Item	Description of Work	Quantity	Unit	Unit Price	Extension
	Mobilization	1	I.s.	\$ 400,000.00	\$ 400,000.00
	RotoMill PFC (2 Inch)	59,167	s.y.	\$ 2.00	\$ 118,333.33
	Asphalt Pavement (6 Inch)	20,413	ton	\$ 80.00	\$ 1,633,040.00
	Bituminous Material	1,429	ton	\$ 800.00	\$ 1,143,200.00
	Bituminous Tack Coat	17,750	gallon	\$ 5.00	\$ 88,750.00
Sub-Total Schedule					\$ 3,383,323.33
FOR PLANNING PURPOSES ONLY					
Contingency (5%)					\$ 169,167.00
Design (10%)					\$ 338,333.00
Construction Admin (10%)					\$ 338,333.00
Total Schedule					\$ 4,229,156.33

SCHEDULE II - WIDEN RUNWAY 3/21 TO 100' (25' X 7,100')					
Item	Description of Work	Quantity	Unit	Unit Price	Extension
1	Mobilization	1	I.s.	\$ 450,000.00	\$ 450,000.00
2	Unclassified Excavation	7,700	c.y.	\$ 20.00	\$ 154,000.00
3	Import Pit-Run (22 Inch)	0	s.y.	\$ 35.00	\$ -
4	Base Course (6 Inch)	0	s.y.	\$ 16.00	\$ -
5	Asphalt Pavement (14 Inch)	15,877	ton	\$ 80.00	\$ 1,270,160.00
6	Bituminous Material	1,112	ton	\$ 800.00	\$ 889,600.00
7	Bituminous Prime Coat	5,917	gallon	\$ 7.00	\$ 41,419.00
8	Bituminous Tack Coat	11,834	gallon	\$ 5.00	\$ 59,170.00
9	Pavement Marking	30,000	s.f.	\$ 2.00	\$ 60,000.00
10	Saw-Cut Grooving	19,725	s.y.	\$ 3.00	\$ 59,175.00
11	Edge Drain	15,120	l.f.	\$ 13.00	\$ 196,560.00
12	Seeding and Mulching	4	ac.	\$ 3,000.00	\$ 12,000.00
Sub-Total Schedule					\$ 3,192,084.00
FOR PLANNING PURPOSES ONLY					
Contingency (5%)					\$ 159,605.00
Design (10%)					\$ 319,209.00
Construction Admin (10%)					\$ 319,209.00
Total Schedule					\$ 3,990,107.00



SCHEDULE III - WIDEN TWY A1 & A7 FILLETS					
Item	Description of Work	Quantity	Unit	Unit Price	Extension
1	Mobilization	1	I.s.	\$ 20,000.00	\$ 20,000.00
2	Unclassified Excavation	389	c.y.	\$ 20.00	\$ 7,777.78
3	Import Pit-Run (12 Inch)	0	s.y.	\$ 24.00	\$ -
4	Subbase (14 Inch)	0	s.y.	\$ 35.00	\$ -
5	Base Course (8 Inch)	0	s.y.	\$ 32.00	\$ -
6	Asphalt Pavement (14 Inch)	805	ton	\$ 80.00	\$ 64,400.00
7	Bituminous Material	57	ton	\$ 800.00	\$ 45,600.00
8	Bituminous Prime Coat	300	gallon	\$ 7.00	\$ 2,100.00
9	Bituminous Tack Coat	150	gallon	\$ 5.00	\$ 750.00
10	Pavement Marking/Surface Painted Hold Signs	5,000	s.f.	\$ 2.00	\$ 10,000.00
11	MITL Lights	10	ea.	\$ 800.00	\$ 8,000.00
12	Adjust Splice Bases	10	ea.	\$ 700.00	\$ 7,000.00
13	Seeding and Mulching	2	ac.	\$ 3,000.00	\$ 6,000.00
Sub-Total Schedule					\$ 171,627.78
FOR PLANNING PURPOSES ONLY					
Contingency (5%)					\$ 8,582.00
Design (10%)					\$ 17,163.00
Construction Admin (10%)					\$ 17,163.00
Total Schedule					\$ 214,535.78

SCHEDULE IV - RUNWAY 3/21 BLAST PADS					
Item	Description of Work	Quantity	Unit	Unit Price	Extension
1	Mobilization	1	I.s.	\$ 90,000.00	\$ 90,000.00
2	Unclassified Excavation	4,500	c.y.	\$ 20.00	\$ 90,000.00
4	Subbase (12 Inch)	9,000	s.y.	\$ 30.00	\$ 270,000.00
5	Base Course (6 Inch)	9,000	s.y.	\$ 16.00	\$ 144,000.00
6	Asphalt Pavement (3 Inch)	1,546	ton	\$ 80.00	\$ 123,680.00
7	Bituminous Material	109	ton	\$ 800.00	\$ 87,200.00
8	Bituminous Prime Coat	2,688	gallon	\$ 7.00	\$ 18,816.00
9	Bituminous Tack Coat	1,344	gallon	\$ 5.00	\$ 6,720.00
10	Pavement Marking	5,530	s.f.	\$ 2.00	\$ 11,060.00
13	Seeding and Mulching	3	ac.	\$ 3,000.00	\$ 7,500.00
Sub-Total Schedule					\$ 848,976.00
FOR PLANNING PURPOSES ONLY					
Contingency (5%)					\$ 42,449.00
Design (10%)					\$ 84,898.00
Construction Admin (10%)					\$ 84,898.00
Total Schedule					\$ 1,061,221.00

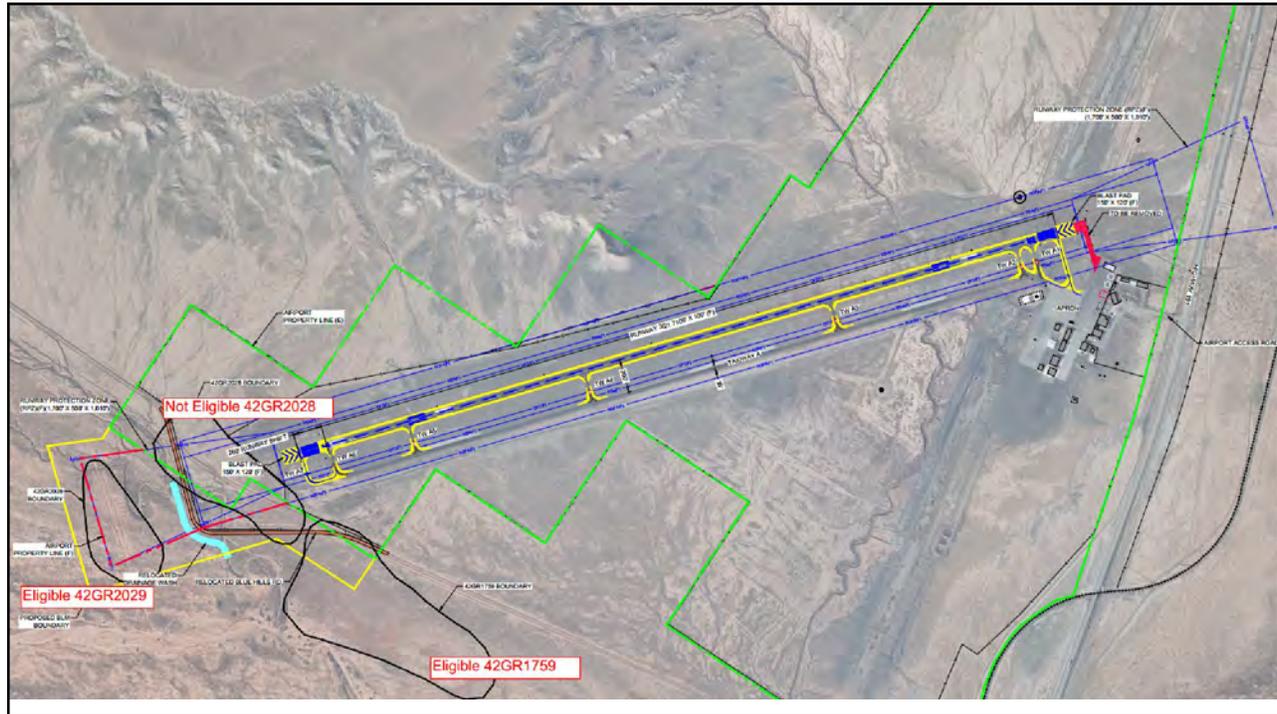
SCHEDULE V - LIGHTING AND MISC.			
1	Relocate PAPI	2 ea.	\$ 25,000.00 \$ 50,000.00
2	Relocate REIL	2 ea.	\$ 20,000.00 \$ 40,000.00
3	Seg Circle, Signage	1 l.s.	\$ 300,000.00 \$ 300,000.00
4	MIRL Circuit	18,000 l.f.	\$ 20.00 \$ 360,000.00
5	Fencing	7,000 l.f.	\$ 7.00 \$ 49,000.00
6	Relocate Blue Hills Road	1 l.s.	\$ 75,000.00 \$ 75,000.00
7	Box Culvert	750 l.f.	\$ 1,500.00 \$ 1,125,000.00
8	Aeronautical Survey	1 l.s.	\$ 120,000.00 \$ 120,000.00
9	Cultural Sites Mitigation	1 l.s.	\$ 500,000.00 \$ 500,000.00
			Sub-Total Schedule \$ 2,619,000.00
FOR PLANNING PURPOSES ONLY			Contingency (5%) \$ 130,950.00
			Design (10%) \$ 261,900.00
			Construction Admin (10%) \$ 261,900.00
			Total Schedule \$ 3,273,750.00

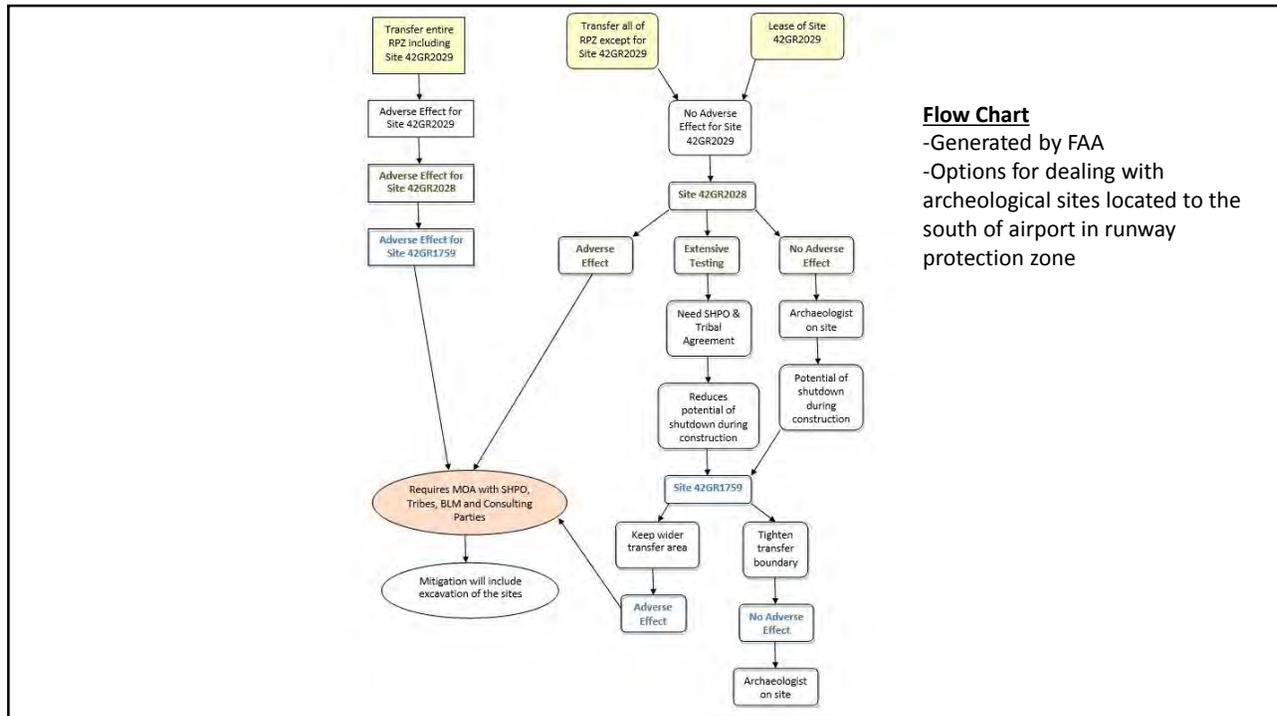
Total Alternative \$ 12,768,770.11

Phase 1

7,100' x 100' (6,400 usable) **75k lb Strength**

C - II





We're back to... Phase 1 Upgrade to C-II

~~Current Best Guess~~

~~EDA~~

- \$12,768,770 total project
- \$12,130,731
 - FAA 95%
- \$319,219
 - UDOT-Aeronautics 2.5%
- \$319,220
 - Grand County 2.5%

Current Best Guess

No EDA

- \$12,768,770 total project
- \$11,572,335
 - FAA 90.63%
- \$589,217
 - UDOT-Aeronautics 4.685%
- \$589,218
 - Grand County 4.685%

Current Best Guess

No EDA – 50k lb strength AND minimal architectural

- \$11,750,000 total project
- \$10,649,025
 - FAA 90.63%
- \$550,487
 - UDOT-Aeronautics 4.685%
- \$550,488
 - Grand County 4.685%
- **\$38,730 Less**
- Gamble on 50 seat aircraft not phasing out
- Gamble on no significant archeological finding during construction

Next Steps

- Self-fund increased cost, or:
- CIB loan could be pursued for funding Grand County match funds
 - \$300,000 @ 2.5% = \$15,380/yr for 20 years; \$7,600 total interest
 - \$600,000 @ 2.5% = \$30,760/yr for 20 years; \$15,200 total interest
- UDOT-Aeronautics director views ARC upgrade of CNY as the top priority for funding for the state of Utah

- Airport Manager Recommendation:
 - Full land transfer and full archeological mitigation
 - 75,000 lb strength at the onset
 - Apply for CIB loan for June 1 submission



20 Years of Growth

Where do we want to be 20 years from now?