

BRC Planning GRANT APPLICATION

Business Ready Community
Grant & Loan Program



“Promoting economic development at the local level in order to create additional economic health and a stronger state economy”

- *Support to Wyoming's communities which are diverse in size, resources, and economies*
- *Focus resources on projects that are likely to produce benefits that endure beyond the funding of the program*
- *Support projects which will help people, families and communities thrive*
- *Increase the capacity of community and economic development partnerships, and cooperative efforts between the private and public sectors*
- *Support and encourage communities that develop innovative responses to their economic challenges*



SECTION I COVER SHEET

1. PROJECT TITLE: Greater Green River Intergalactic Spaceport Master Plan	
2. APPLICANT INFORMATION	
Applicant (City, Town, County, JPB, Tribe):	City of Green River
Responsible Elected Official:	Mayor Hank Castillon
Mailing Address:	50 E 2 nd North Street Green River WY 82935
Local Contact:	Martin P. Black
Position:	City Administrator
Mailing Address:	50 E 2 nd North Street Green River WY 82935
Phone:	307-872-0554
Email:	mblack@cityofgreenriver.org
3. PROJECT ADMINISTRATION CONTACT	
Organization Name:	City of Green River
Contact Person:	Martin P. Black, City Administrator
Mailing Address:	50 E 2 nd North Street Green River WY 82935
Phone:	307-872-0554 (office); 307-870-6424 (mobile)
Email:	mblack@cityofgreenriver.org
4. TYPE OF PLAN <i>Briefly</i> describe applicable project type.	
<u>Project Type</u>	<u>Brief Description</u>
<input type="checkbox"/> Economic Development	
<input checked="" type="checkbox"/> Feasibility	Study the feasibility of developing the Green River airport for general aviation purposes.
<input type="checkbox"/> Promotional	
<input type="checkbox"/> Tourism	
<input type="checkbox"/> Regional Targeted Industry	
5. PROJECT COSTS Indicate minimum necessary total public project infrastructure costs.	
a. Amount of grant requested:	\$ 25,000 WBC BRC Planning Grant
b. Total local contribution (match and ineligible project costs):	\$ 90,000 WYDOT Aeronautics Commission \$ 35,000 City of Green River
TOTAL Project Cost (a+b):	\$150,000
DECLARATION: I HERBY CERTIFY THAT THE INFORMATION GIVEN IN THIS APPLICATION TO THE WYOMING BUSINESS COUNCIL IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.	
Responsible (Elected) Official's Signature	
and Date: <i>30 May 2013</i>	
Print or Type Name and Title: Hank Castillon, Mayor	

APPLICATION CHECKLIST

- Schedule a Consultation with WBC Regional Directors.** The WBC Regional Director must be consulted with during the application process and provided sufficient opportunity to provide written review and recommend adjustments to the application. The Regional Director, as part of the application, must provide preliminary comments about the plan, addressing how the plan aligns with regional economic and community development endeavors, and stating any early concerns that the Regional Director may have. An early consultation with the Regional Director will allow the applicant to begin addressing those concerns before the application is submitted.

A meeting was held May 3, 2013 with WBC Regional Director Pat Robbins and attended by Airport Task Force members Kevin Springer and Gordon Gunter, Mayor Hank Castillon, City Administrator Martin Black and Executive Assistant Ginni Lipka.

THIS IS A REQUIREMENT OF SUBMISSION. IF YOU DO NOT PROVIDE A COPY OF THE DRAFT APPLICATION TO YOUR REGIONAL DIRECTOR TWO WEEKS PRIOR TO THE GRANT DEADLINE AND OBTAIN THEIR SIGNATURE YOUR APPLICATION WILL NOT BE COMPLETE AND WILL NOT BE ACCEPTED.

The draft application was sent to Regional Director Pat Robbins May 17, 2013.

- Complete Application.** All questions must be fully answered.
- Secure Local Match.** A local cash match of twenty-five percent (25%) of *total eligible project costs* for planning grants is required. CDBG funds cannot be used as all or part of the required cash match.
- Attach public hearing notice, public hearing minutes.** An applicant is required to solicit citizen input through a published public hearing before submission of an application. For the purposes of this program **seven (7)** days is the minimum period for notification of a hearing date. An affidavit of publication or tear sheet, a completed Certification of Applicant form signed by the chief elected official as well as the certified or signed minutes from the public hearing and any other written comments received must be attached. **Tab #1**
- Attach Resolution(s) of Support and minutes.** **Tab #1** After a public hearing is held, the applicant must pass a resolution of support. If the applicant is a Joint Powers Board, all participating agencies to the joint powers agreement must pass separate resolutions. The resolution should state, at a minimum:
- the nature of the plan
 - public benefit
 - desired economic development outcomes
 - specified source of match funding by account name or other identifying characteristics
 - what will happen in the case of plan cost overruns

N/A Attach certifications, if applicable.

- If the applicant is a joint powers board, then attach a Certificate of Organization and an executed Joint Powers Agreement to the application.
- A Certificate of Incorporation is required if a Community or State Development Organization will oversee the planning process.

Attach site information. Tab #2 If the planning process includes a specific site, please attach a detailed map, photographs and/or site plan showing the general location of the site, project related buildings or any other relevant information.

N/A Include a letter of support from the local lodging tax board (If applicable), convention bureau, and/or visitor's bureau (Tourism projects only).

Describe the process that will be used to pre-qualify consultants for this project.

Tab #3 The City will follow the WYDOT Consultant Selection Process guidelines document which is a compilation of FAA and WYDOT policies and procedures regarding grants for airport planning services. A summary of the steps it contains pertaining to pre-qualifying consultants:

- **City develops a draft scope of work for WYDOT and FAA review/approval**
- **City forms Selection Committee to develop consultant qualifications criteria and evaluation system**
- **City advertises for Requests for Qualifications**
- **Selection Committee reviews and ranks prospective consultants**

Describe how the cost estimates for the application were developed. The Wyoming Department of Transportation Aeronautics Division provided the cost estimate based on their experience with similar projects in the state. Tab #4 Christy Yaffa, Planning and Programming Manager, 5/29/13 email

Provide an outline of the RFP that will be used to solicit bids for the planning process. Tab #3 The WYDOT Consultant Selection Process guidelines, which include example documents for various steps in the Master Plan process, will be used.

N/A If the application will directly benefit a specific business, provide a current business plan for review.

N/A Applicant and sub-applicant development agreement. For plans that include a sub-recipient, a draft agreement between the local government and sub-recipient must be received by the WBC with the application. If the application is

successful, a formal agreement must be received by the WBC before funds are released.

N/A Organization standing with the Secretary of State's office. If this application is being sponsored by local government on behalf of a non-profit entity, the status of the non-profit organization must be verified through the Secretary of State's office. This information can be obtained online at: <https://wyobiz.wy.gov/Business/FilingSearch.aspx> Please attach documentation that this standing has been checked. If the organization is not in good standing for any reason, it will bear on the decision to award a grant or not.

Include copies of any other community plans and/or planning efforts (including any implementation of these plans and/or efforts if applicable).

Tab #5 2012 Green River Comprehensive Master Plan

Tab #6 January 8, 2013 Green River Resolution No. R13-02 and Airport Task Force meeting agendas

Tab #7 "Local Issues" document is a collection of briefing pages updated periodically about key initiatives at the City of Green River. It is used by Mayor Castillon and City Administrator Marty Black at meetings with federal, state and local elected officials, business and industry leaders, community groups and members of the general public.

N/A Site Certification/Promotional Plans Only: Include the following as a part of the application (1) Copy of the Letter of Intent.

SECTION II: PRELIMINARY REGIONAL COMMENTS AND CONCERNS

The Regional Director must provide an overview of the proposed planning process and address any concerns he or she may have. If there are concerns, the applicant is urged to address those as soon as possible, before submitting the application. (Note, these comments are preliminary, and the Regional Director will have an opportunity to revise during the recommendation process.)

The City of Green River is seeking funding to conduct a feasibility study to determine the viability of expanding the Green River airstrip into a full serve general aviation facility. The Greater Green River Intergalactic Spaceport, located just south of the City of Green River is an unimproved dirt landing strip with a wind sock and perimeter fencing. The project would explore the possibility of expanding service to potentially increase freight delivery to business and industry; increase tourism; and encourage business development. This grant would be partnered with funding from the Wyoming Aeronautics Commission and the City of Green River.

This project is supported by the Green River City Council and their newly formed airport task force. While the study will analyze the financial feasibility of expanding the facility, hopefully the study will also look at the possible impact of the project on the Rock Springs/Sweetwater County airport which is located approximately 25 miles to the east



Regional Director

5/25/13

Date

SECTION III: PROJECT INFORMATION

1. PROJECT DESCRIPTION. Provide a description of the proposed planning process. **The project requires retaining the services of a qualified consultant to develop an Airport Master Plan meeting Federal Aviation Administration (FAA) and Wyoming Department of Transportation (WYDOT) standards. The scope of this Master Plan will include a cost-benefit analysis and feasibility assessment, a year-long wind analysis and an environmental assessment of the site, preparation of an FAA-approved airport layout, and long-term strategic planning for airport development.**

In December 1961 the land was conveyed to the Town of Green River by the U.S. Department of the Interior in accordance with Section 16 of the Federal Airport Act specifically for development of a public airport. It was referred to as the Green River Municipal Airport until 1994 when the City of Green River governing body passed a resolution renaming it the Greater Green River Intergalactic Spaceport.

Since the mid-1960s the airport site has consisted of a 5,800-foot dirt landing strip with perimeter barbed-wire fencing and a windsock. No other improvements have been made to the site. There is a rise in the middle of the landing strip which prevents end-to-end sight. The landing strip has been maintained by the City with occasional re-grading of its surface. The main use of the landing strip currently is for takeoffs and landings of the plane performing summer aerial mosquito spraying.

The completed Master Plan will determine the feasibility of airport development and identify the improvements necessary to transform the existing dirt landing strip site into a general aviation airport.

2. PUBLIC BENEFIT. Describe the public benefits that will be created if the plan is implemented of including the importance of the planning process and how it will lead to economic development.

Each airport in the United States is an integral component of its local economy. From commercial service airports to small municipal airstrips, every airport connects the community to the national airport system and promotes commerce. Services provided at airports create jobs and generate payroll which contribute to economic gains to the surrounding community. Airports help draw visitors, business, industry and cultural events to the area which further stimulates spending within the community at hotels, restaurants, retail stores and other service providers.

Preparing an Airport Master Plan will guide the future of the Greater Green River Intergalactic Spaceport. The public will benefit by having a roadmap that defines the appropriate scale and timing of upgrades to the existing unimproved strip. The airport will attract future investors in the local economy by offering new business opportunities as well as supporting existing ones. An active airport provides opportunities for increased tourism, air charter services, parts and services delivery to local industry, law enforcement and emergency services support, local medical evacuation services, flight ground school education in partnership with Western

Wyoming Community College (Tab #8), flying lessons, aircraft maintenance and storage.

Other prospective community partners in addition to Western Wyoming Community College are the gas, oil and trona industries as well as aviation interests in Green River and Sweetwater County.

Tab #4 Wyoming Statewide Airport Economic Impact Study Executive Summary

3. PROJECT GOALS AND OBJECTIVES. Describe the goals of the planning process and identify indicators or measures to be used to determine at the conclusion of the planning project if goals were achieved and if the project is a success

- **Hire a qualified consultant to develop an Airport Master Plan**
- **Complete an Airport Master Plan meeting WYDOT and FAA requirements to**
 - ♦ **determine the feasibility of developing the airport site**
 - ♦ **guarantee eligibility for state and federal grants for the development**

4. JUSTIFY THE NEED FOR THE PLAN. Describe in sufficient detail the need for the plan and why BRC funds are necessary. Include any other funding options which have been pursued for this plan. Evidence of need is demonstrated through a well-developed justification for public financing. The discussion should also address why other financing options could not be obtained or are not feasible and repercussions if funding is denied.

An Airport Master Plan is the vital first step to guide planning, development and investment in the Greater Green River Intergalactic Spaceport. An Airport Master Plan is mandatory in order for the City of Green River to be eligible to receive federal and state grants for engineering and construction improvements at the airport. The Master Plan will define the extent and nature of appropriate improvements to the airport to encourage economic development, expand tourism opportunities for the area and support local business and industry.

In April 2013 the City applied for state funding by submitting the Airport Master Plan Project PreApplication to the WYDOT Aeronautics Division. At their April 2013 meeting the Aeronautics Commission approved funding 60% or \$90,000 of the initial projected \$150,000 cost for qualified consultant services. Tab #4

BRC funds will help offset the remaining 40%, and the City of Green River has committed a minimum of \$35,000 in local funds. The \$25,000 BRC grant will help ensure that the Master Plan with feasibility analysis can be completed.

5. TIMELINE. Describe a realistic timeline for the planning process.

5/31/13 - submit WBC BRC Planning Grant Application

During the period of time between grant application submittal and final grant approval, the City will work towards completing the following steps as outlined in the WYDOT Consultant Selection Process guidelines (Tab #3). It is important to note that no expense is incurred while completing the (bulleted) steps.

- **Submit proposed draft scope of work for WYDOT & FAA review / approval**
- **Form committee to develop consultant selection criteria and evaluation method**

- **Advertise Requests for Qualifications**
- **Selection Committee reviews & ranks prospective consultants' statements of qualifications.**
- **First choice firm contacted to develop scope of work for which fees will later be negotiated**
- **Independent estimate source established**
- **City & consultant prepare detailed scope of services including cost estimates for WYDOT & FAA review / approval**
- **Independent estimator prepares costs estimate from detailed scope of work**
- **City negotiates fees with consulting firm**

Mid-November 2013 (earliest) - Consultant contract is executed

12/2013 through 12/2014 – Develop Master Plan including feasibility analysis

6. How were these planning needs identified and have efforts been made to address the issue?

- **Fall 2012 a citizens group approached Mayor Hank Castillon about their desire to see improvements made to the Intergalactic Spaceport. The Mayor and City Administrator Martin Black held two subsequent meetings with the group to discuss their ideas. The group agreed to serve on an airport task force.**
- **Specific planning needs were identified in Resolution R13-02 (Tab #6) passed January 8, 2013 by the governing body of the City of Green River with stated purposes including**
 - **Formation of the Green River Airport Task Force comprised of citizen volunteers;**
 - **Specific outlined responsibilities of the Airport Task Force to be carried out by the end of 2014:**
 - **Interact with government and elected officials, community, education and industry leaders, City staff, other citizens regarding airport development;**
 - **Present a preliminary feasibility study to identify economic and community development benefits;**
 - **Study the scope of improvements needed to develop the landing strip into a general aviation airport; and**
 - **Seek funding for the development of an Airport Master Plan.**
- **Mayor Castillon initiated a meeting in Cheyenne with Dennis Byrne, WYDOT Aeronautics Division Administrator and Christy Yaffa, Planning & Programming Manager. The meeting was held January 27, 2013 to discuss the process for airport planning and improvements. City Administrator Marty Black and Executive Assistant Ginni Lipka also attended the meeting via conference call.**
 - **Tab #4 Christy Yaffa 2/1/13 follow-up email summarizing key steps in Master Plan process**

- **April 2013 the City applied for and was notified of approval for state funding assistance by the WYDOT Aeronautics Commission for development of an Airport Master Plan. Tab #4**
 - **April 2, 2013 application - WYDOT *Project Preapplication Data Sheet***
 - **April 16, 2013 approval - Aeronautics Commission meeting minutes and 2013-14 Wyoming Aviation Capital Improvement Plan document**
 - **Airport Task Force meetings have been held monthly beginning January 25, 2013. The Mayor and the City Administrator are actively involved in these meetings. Tab #6 January – May 2013 Airport Task Force Meetings Agenda**
 - **WYDOT Aeronautics Division personnel have presented information to the Airport Task Force members in Green River at two meetings to date:**
 - ♦ **March 18, 2013: Christy Yaffa, Planning and Programming Manager, discussed airport ownership, responsibilities and the process to develop an Airport Master Plan.**
 - ♦ **May 20, 2013: John Mahoney, Senior Planner, reviewed the WYDOT Consultant Selection Process guidelines.**
 - **Airport Task Force members are planning a June 22nd Spaceport Day to raise community awareness about the airport.**

7. List any additional project partners.

**WYDOT Aeronautics Division
Federal Aviation Administration
Western Wyoming Community College Tab #8**

SECTION IV: SITE INFORMATION Tab #2

1. Does the planning process pertain to a specific piece of property?

Yes No

If yes, what is the location/address of the property?

4 miles south of Green River off State Highway 530 at coordinates N41°27', W109°29'

2. Is the property site publicly owned?

Yes No

If "no," identify current property owners with contact information.

5. How is the site currently used?

The site is currently used in the summer for takeoffs / landings of a small plane for aerial mosquito spraying operations. It is a standalone unsecured, unimproved surface (dirt) landing strip without operating facilities or support services.

6. What is the proposed future land use of the site? Is it based on a community development plan? Reference the plan and describe how this project is consistent with that land use plan.

The 2012 Green River Comprehensive Master Plan (Tab #5) designates the future land use of the site as Public. The airport is a consistent use within this land use category. The areas surrounding the airport are designated as Mixed Use Employment in anticipation of economic development opportunities as the airport is improved.

7. Is the site zoned?

Yes No **Tab #2**

If "yes," then what is the current zoning designation and is the proposed use consistent with that designation?

The Green River Zoning Map shows this property to be located in an O (Open Lands) Zoning District. The intent of the O (Open Lands) District is to provide for rural uses within the City of Green River. An airport is considered a public service installation and as such is permitted in the O (Open Lands) Zoning District. Tab #2

8. Are there any known environmental concerns at the site, especially asbestos, mold, lead-based paint, wetlands, floodplains, or sage grouse area?

Yes No

There are no known environmental concerns.

The issued Flood Insurance Rate Map shows that the site is located in a Zone X area, which has been determined to be outside the 500 year floodplain. Tab #2

If yes, explain:

9. What infrastructure is necessary to serve the proposed site (i.e., water, sewer, electricity, natural gas, transportation facilities, and telecommunications) and what are the current coverage, quality, and capacity of the existing infrastructure? If there are deficiencies within any of the infrastructure systems, explain how the deficiencies will be improved.

The project site currently has limited electrical services available and access to natural gas services if needed. It is anticipated that the Master Plan will define the nature, timing and extent of other infrastructure needed to support future improvements at the airport.

The site is well served by the transportation network, with direct access from State Highway 530 and an I-80 interchange within 6 miles and from County Road 37, commonly called Peru Hill Road, and another I-80 interchange within 10 miles. Tab #2

10. Please discuss the community’s capacity to implement the plan that results from this planning process.

The City of Green River currently maintains the existing dirt runway and has a long history of successful completion of a variety of public facility and public works projects, including multi-million dollar infrastructure, public buildings and other facilities improvements. City staff in engineering, public works, community development and administration will collaborate to ensure successful implementation of the Master Plan.

11. Describe any previous planning efforts that could provide a base for information upon which this planning process would build.

NA – This will be the first comprehensive Master Plan for the airport since the land was granted to the City of Green River in December 1961.

SECTION V: TOURISM PROJECTS ONLY

1. Please attach, or provide a brief narrative regarding current methods that are in place to track visitation or visitor profile analysis: Tourism related project applicants should describe any current methods that are used to track visitation to the destination. For destinations with current visitation data, it is requested that they provide the past three years information. **N/A**

SECTION VI: BUDGET INFORMATION

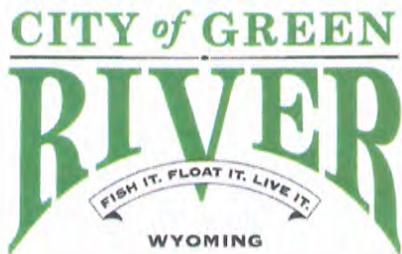
1. Total BRC Request			\$25,000
2. Local Match.			
Cash Match Source	Status (approved or pending)	Date of Approval	Cash Amount
WYDOT Aeronautics Commission	Approved	4/16/13	\$ 90,000 (60%)
City of Green River	Pending FY 13-14 Budget adoption	6/18/13	\$ 35,000
Total Cash Match			\$125,000
3. Total Project Costs (Sum 1+2)			\$150,000

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Business Ready Community
Grant & Loan Program



Planning Grant
Application
May 31, 2013



AIRPORT MASTER PLAN

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4	WYDOT Aeronautics
5	COMPREHENSIVE MASTER PLAN
6	AIRPORT TASK FORCE
7	LOCAL ISSUES
8	SUPPORT LETTERS

AFFIDAVIT OF PUBLICATION
GREEN RIVER STAR
Green River, Wyoming

STATE OF WYOMING

)ss.

County of Sweetwater

I, DAVID MARTIN, do solemnly swear that I am EDITOR of the GREEN RIVER STAR, a weekly paper of general circulation, published once each week at Green River, Sweetwater County, Wyoming, that the notice attached hereto, and which is a part of the affidavit, was published in said newspaper for 1 publication(s), the first publication having been made on the 15th day of May A.D., 2013, and the last publication on the 15th day of May A.D., 2013, that said notice was published in a regular and entire issue of the paper(s) in which it was published, and that said notice was published in the newspaper proper, and not in a supplement.

David Martin

Subscribed in my presence and sworn to before me this 15th day of May, A.D., 2013.

Nicole Malicoat



PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

The City of Green River will conduct a Public Hearing on May 21, 2013, at 7 p.m. in the Green River City Hall Council Chambers, 50 East 2nd North, Green River, Wyoming, 82935. The purpose of the hearing is to allow citizens to comment on a proposed Business Ready Community Planning Grant application for the preparation of a Master Plan for the Greater Green River Intergalactic Spaceport through the Wyoming Business Council. Written comments are welcome, and must be sent to Marty Black, City Administrator, City of Green River, 50 East 2nd North, Green River, WY 82935, and received by 5 p.m. on May 21, 2013.

Jeff Nieters, City Clerk

May 15, 2013

9095

PUBLIC HEARINGS

Wyoming Business Council Grant Application for the Greater Green River Intergalactic Spaceport Master Plan

Mayor Castillon opened the hearing at 8:02 pm.

Resident Nedra Runkel requested that this topic take a back seat to the developments and needs already waiting to be fulfilled within the city. She sent a letter to the City Administrator stating her concerns which will be put on record.

Resident Jim Panches said he supports moving forward with the Intergalactic Spaceport.

Member of the Airport Taskforce Ed DeCastro said this could be a start of something great. This is just the beginning of a project that could bring employment opportunities. He is in support of the Spaceport.

There were no other comments or concerns presented.

The Mayor closed the hearing at 8:21 pm.



H. Castillon, Mayor

ATTEST:



Jeffrey V. Nieters, City Clerk

RESOLUTION R13-29

A RESOLUTION AUTHORIZING THE SUBMITTAL OF A WYOMING BUSINESS COUNCIL BUSINESS READY COMMUNITY PLANNING GRANT FOR THE PREPARATION OF A MASTER PLAN FOR THE GREATER GREEN RIVER INTERGALACTIC SPACEPORT.

WHEREAS, the Governing Body of the City of Green River desires to apply for a Business Ready Community Planning Grant to complete a master plan for the Greater Green River Intergalactic Spaceport for a total amount of \$150,000 and

WHEREAS, the plan will study the feasibility of expanding the facility to a full service general aviation airport, and provide a public benefit by expand freight delivery to industry, and give tourists the opportunity to fly into the Green River area, the airport would save money for industry and increase tourism; and

WHEREAS, the Governing Body of the City of Green River wish to finance the project with funding from the Wyoming Business Council Business Ready Community Planning Grant; \$90,000 from the Wyoming Aeronautics Commission, and the City's match funding and any cost overruns from the General Fund.

NOW, THEREFORE, BE IT RESOLVED BY the City of Green River, Wyoming that a grant application for the Business Ready Community Planning Grant in the amount of \$25,000 will be submitted to the Wyoming Business Council.

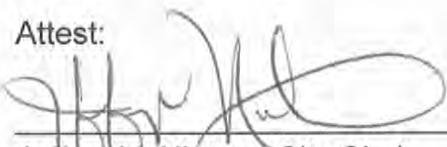
BE IT FURTHER RESOLVED THAT Marty Black, City Administrator, and a representative of the City of Green River will be the authorized representative of the City of Green River to act on matters relating to this grant application.

PASSED, APPROVED AND ADOPTED THIS 21ST day of May, 2013

Signed: _____

H. Castillon, Mayor

Attest:



Jeffrey V. Nieters, City Clerk

Greater Green River Intergalactic Spaceport Site – May 2013



5/26/13 Aerial photos by pilot Ed McPherson, Green River Airport Task Force member



5/15/13 Runway grading



5/23/13 WYDOT Aeronautics Commission site visit

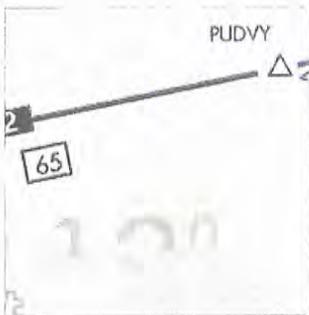
48U

Gtr Green River Intergalactic Spaceport Airport

Official FAA Data Effective 2013-05-02 0901Z

GTR GREEN RIVER INTERGALAC
W109°29.40'
7182 NOTAM FILE CPR
RWY 04-22: 5800X130 (DIRT)
AIRPORT REMARKS: Unattended.

Coordinates: N41°27.49' / W109°29.40'
Located 04 miles S of Green River, Wyoming on 400 acres of land.
View all [Airports in Wyoming \(/airports/United%20States/Wyoming/\)](/airports/United%20States/Wyoming/).
Surveyed Elevation is 7182 feet MSL.
Magnetic Variation from 1985 is 14° East



<http://maps.google.com/maps?ll=41.458138889,-109.489916667&t=h&z=16>

Airport Use:	Open to the public	A.R.T.C.C.:	SALT LAKE CITY
Activation Date:	November 1963	F.S.S.:	CASPER
Status:	Operational	NOTAMs Facility:	CPR (NOTAM-D available)
Control:	No	Sectional Chart:	SALT LAKE CITY
Tower:		Airspace Analysis:	NO OBJECTION
Seg-Circle:	No	Attendance:	Unattended
Beacon:	None		
Wind Indicator:	Yes, Not Lighted		

CTAF: 122.900
AWOS-2 at FBR (41.4 118.8 307-782-3226 W):
AWOS-3 at EMM (52.8 119.675 307-877-9838 NW):
AWOS-3PT at DWX (93.3 E): 119.425 307-383-2503

ID	Name	Freq	Radial / Range	ID	Name	Freq	Bearing / Range
<input checked="" type="checkbox"/>	OCS ROCK SPRINGS	116.00	236° 22.8				
<input checked="" type="checkbox"/>	FBR FORT BRIDGER	108.60	069° 42.4				
<input checked="" type="checkbox"/>	EVW EVANSTON	109.60	067° 71.2				
<input checked="" type="checkbox"/>	CKW CHEROKEE	115.00	243° 87.7				

Dimensions: 5800 x 130 feet
WIDTH MAY VARY BASED ON GRADING.
Surface: Dirt in Fair Condition
Coordinates: N41°27.21' / W109°29.91' N41°27.76' / W109°28.87'
Elevation: 7168.0 7182.0
Gradient: 0.3 0.3
Traffic Pattern: Left Left
Runway 041° Magnetic, 055° 221° Magnetic, 235°

✓ Ad muted.
[Undo](#)

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Heading: True

True

Fuel: NONE
Transient: NONE
Storage: NO OFF-RY PARKING, STORAGE OR ACCESS.
Airframe: NONE
Repair:
Engine Repair: NONE
Bottled: NONE
Oxygen:
Bulk Oxygen: NONE

Ownership: Publicly owned
Owner: CITY OF GREEN RIVER
50 E. 2 ND N
GREEN RIVER, WY
82935
307-872-0532
Manager: PUBLIC WORKS DIRECTOR
50 E 2ND N
GREEN RIVER, WY
82935
307-872-0532

LOCAL CONTACT MIKE NELSON.

Single Engine Aircraft Based on Field:	none	Statistics collected for 12 month period ending 2010-05-31
Multi-Engine Aircraft Based on Field:	none	Annual Commercial Operations:
Jet Aircraft Based on Field:	none	Annual Commuter Operations:
Helicopters Based on Field:	none	Annual Air Taxi Operations:
Military Aircraft Based on Field:	none	Annual Military Operations:
Gliders Based on Field:	none	Annual GA Local Operations:
Ultralights Based on Field:	none	Annual GA Itinerant Operations:

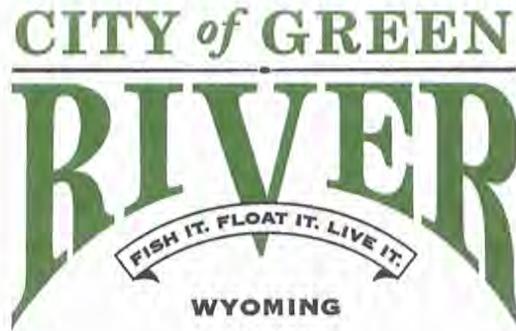
- RY SOFT WHEN WET. DEEP RUTS & TALL GRASS FULL LENGTH OF RY.
- ARPT ON TOP OF MOUNTAIN; LAND DESCENDS VERY STEEPLY FROM RWY ENDS.
- NO LINE OF SIGHT BTN RWY ENDS.
- NO SNOW REMOVAL AVAILABLE.
- UNCONTROLLED VEHICLE ACCESS.
- +3 FT BERM NEAR RY EDGES ENTIRE LENGTH OF RY.
- DEBRIS, TRASH, ANIMAL CARCASSES OFTEN FOUND ON RY.

ID

Name

Heading /

		Distance
✦ KRKS (/airport/RKS/Rock-Springs-Sweetwater-County-Airport)	<u>Rock Springs-Sweetwater County Airport</u> (/airport/RKS/Rock-Springs-Sweetwater-County-Airport)	052° 20.8
✦ KFBR (/airport/FBR/Fort-Bridger-Airport)	<u>Fort Bridger Airport</u> (/airport/FBR/Fort-Bridger-Airport)	250° 41.5
✦ KEMM (/airport/EMM/Kemmerer-Municipal-Airport)	<u>Kemmerer Municipal Airport</u> (/airport/EMM/Kemmerer-Municipal-Airport)	280° 52.8
✦ KVEL (/airport/VEL/Vernal-Regional-Airport)	<u>Vernal Regional Airport</u> (/airport/VEL/Vernal-Regional-Airport)	166° 61.0
✦ KEVW (/airport/EVW/Evanston-Uinta-County-Burns-Field-Airport)	<u>Evanston-Uinta County Burns Field Airport</u> (/airport/EVW/Evanston-Uinta-County-Burns-Field-Airport)	247° 70.6
✦ KBPI (/airport/BPI/Miley-Memorial-Field-Airport)	<u>Miley Memorial Field Airport</u> (/airport/BPI/Miley-Memorial-Field-Airport)	323° 72.9
✦ U06 (/airport/U06/Cokeville-Municipal-Airport)	<u>Cokeville Municipal Airport</u> (/airport/U06/Cokeville-Municipal-Airport)	284° 75.1
✦ 74V (/airport/74V/Roosevelt-Municipal-Airport)	<u>Roosevelt Municipal Airport</u> (/airport/74V/Roosevelt-Municipal-Airport)	186° 75.2
✦ KPNA (/airport/PNA/Ralph-Wenz-Field-Airport)	<u>Ralph Wenz Field Airport</u> (/airport/PNA/Ralph-Wenz-Field-Airport)	335° 81.6
✦ U69 (/airport/U69/Duchesne-Municipal-Airport)	<u>Duchesne Municipal Airport</u> (/airport/U69/Duchesne-Municipal-Airport)	194° 86.1
✦ KLND (/airport/LND/Hunt-Field-Airport)	<u>Hunt Field Airport</u> (/airport/LND/Hunt-Field-Airport)	008° 88.2
✦ 4V0 (/airport/4V0/Rangely-Airport)	<u>Rangely Airport</u> (/airport/4V0/Rangely-Airport)	143° 88.3



May 17, 2013

Ms. Ginni Lipka
50 E 2nd North
Green River, WY 82935

Re: Zoning Designation, Greater Green River Intergalactic Spaceport

Dear Ms. Lipka:

Thank you for contacting the City of Green River Community Development Department regarding the zoning classification of the above referenced property.

The Green River Zoning Map shows this property to be located in an O (Open Lands) Zoning District. The intent of the O (Open Lands) District is to provide for rural uses within the City of Green River.

An airport is considered a public service installation and as such is permitted in the O (Open Lands) Zoning District. It should also be noted that the airport was established long before zoning was adopted in the City of Green River.

In addition to zoning information, the Floodplain designation of this property should be noted. The issued Flood Insurance Rate Map, City of Green River, Wyoming, Sweetwater County (Community Panel Number 560050-0005 C) shows that the property is located in a Zone X area, which has been determined to be outside the 500 year floodplain.

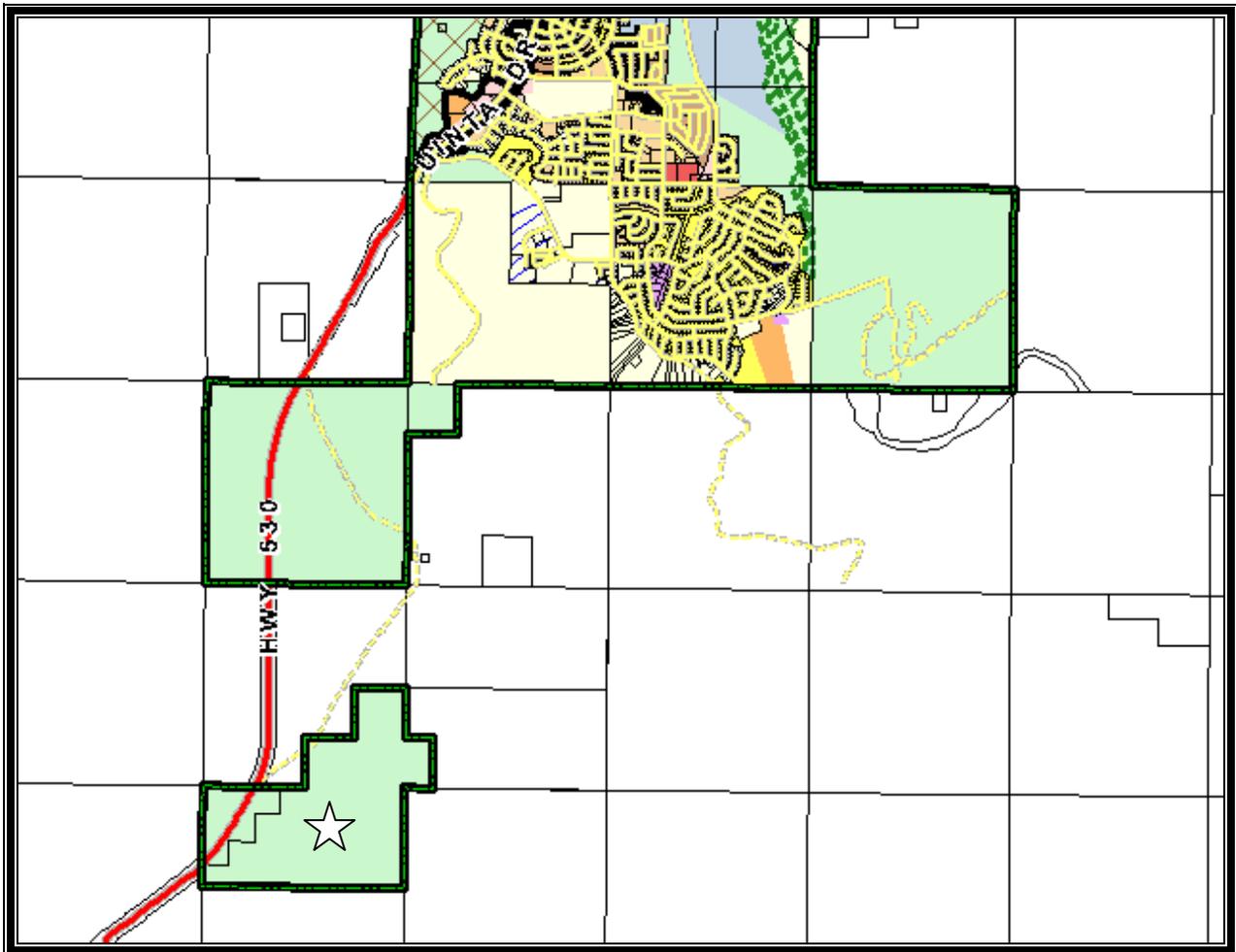
If you have any additional questions regarding the zoning or floodplain designations relative to this property, please feel free to give me call.

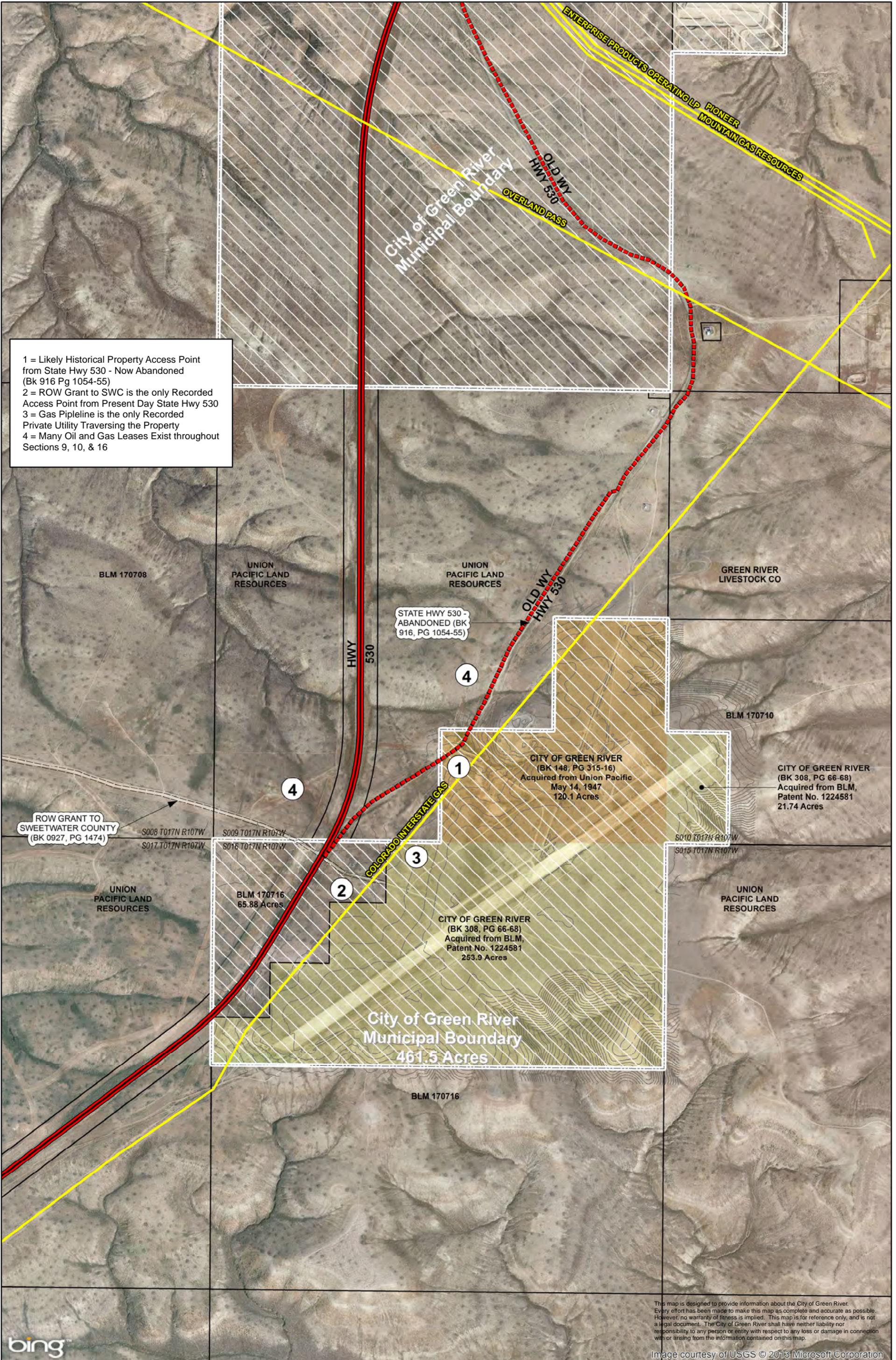
Sincerely,

A handwritten signature in black ink, appearing to read "Jennie Melvin".

Jennie Melvin
Zoning & Building Technician

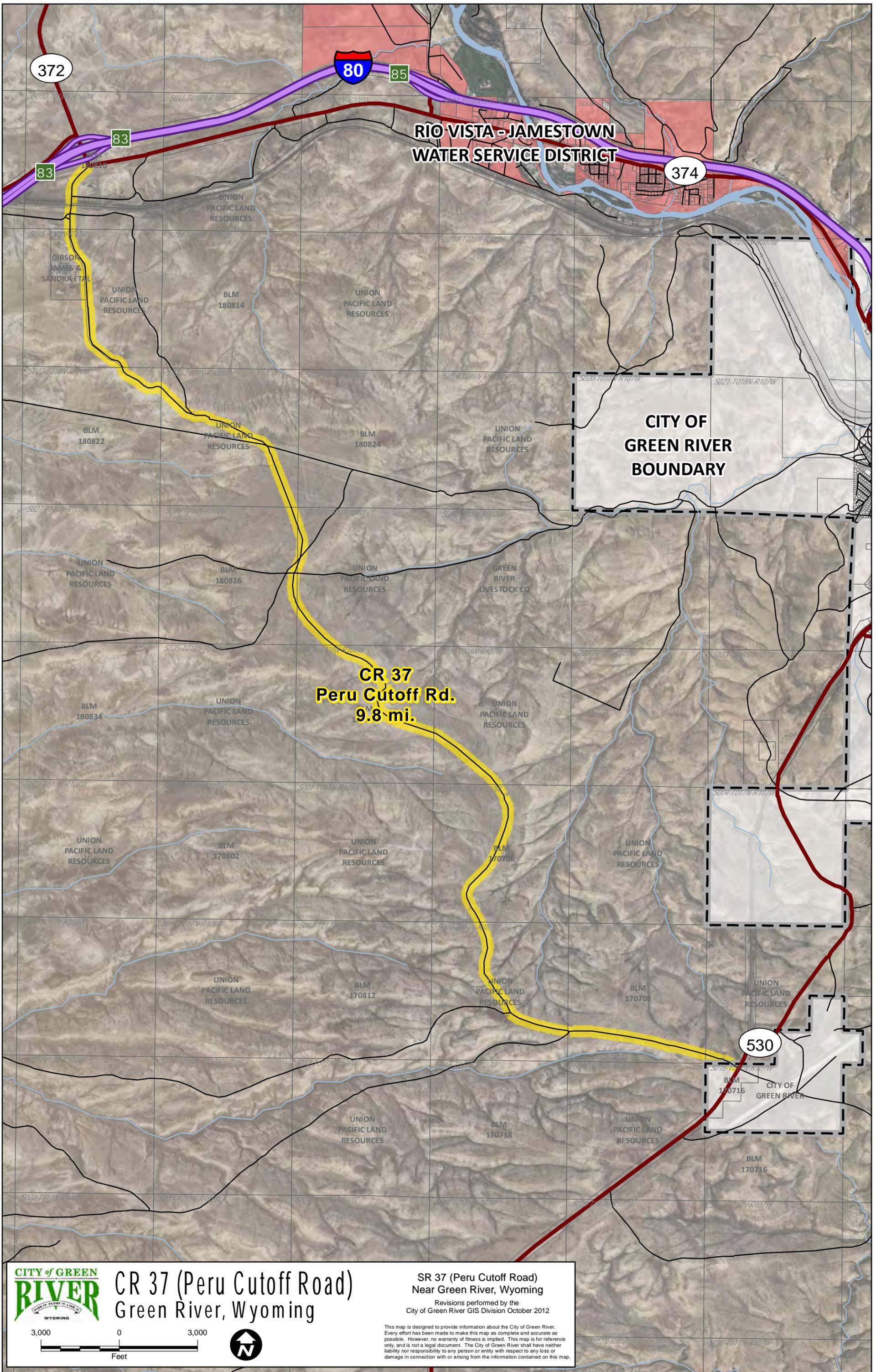
ZONING MAP





1 = Likely Historical Property Access Point from State Hwy 530 - Now Abandoned (BK 916 Pg 1054-55)
 2 = ROW Grant to SWC is the only Recorded Access Point from Present Day State Hwy 530
 3 = Gas Pipeline is the only Recorded Private Utility Traversing the Property
 4 = Many Oil and Gas Leases Exist throughout Sections 9, 10, & 16

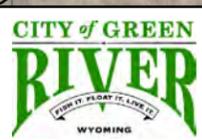
This map is designed to provide information about the City of Green River. Every effort has been made to make this map as complete and accurate as possible. However, no warranty of fitness is implied. This map is for reference only, and is not a legal document. The City of Green River shall have neither liability nor responsibility to any person or entity with respect to any loss or damage in connection with or arising from the information contained on this map.



**RIO VISTA - JAMESTOWN
WATER SERVICE DISTRICT**

**CITY OF
GREEN RIVER
BOUNDARY**

**CR 37
Peru Cutoff Rd.
9.8 mi.**



**CR 37 (Peru Cutoff Road)
Green River, Wyoming**

**SR 37 (Peru Cutoff Road)
Near Green River, Wyoming**
Revisions performed by the
City of Green River GIS Division October 2012

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Consultant Selection Process

The procurement of engineering and planning service for work under Federal Aviation Administration (FAA) and WYDOT Aeronautics Commission airport grant programs must conform to the policies and procedures contained in:

- 49 Code of Federal Regulations (CFR) 18.36, *Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments*, Section 511, paragraph (a)(16) of the Airport and Airway Improvement Act of 1987: and FAA Advisory Circular (AC) 150/5100-14C, *Architectural, Engineering, and Planning Consultants Services for Airport Grant Projects*.
- Wyoming Department of Transportation Operating Policy 40-1 – *Consulting and Special Service Agreements*.

These Consultant Selection Process Guidelines were compiled in conformance with the above policies and regulations in an effort to streamline the process for Wyoming Airports' Sponsors. In order to be in conformance with those regulations it is incumbent upon the Sponsor to conduct the selection process in a manner whereby the selection is based strictly on qualifications and subsequent successful negotiation of a fair and reasonable fee.

See Appendix A.

We have prepared the following guidance for the Sponsor's reference throughout the selection process. The selection process is presented in a series of steps that need to be completed in sequence in order to comply with the policy and procedures cited above. For additional information the Sponsor should refer to FAA Advisory Circular 150/5100-14C, *Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects*.

In the event that consultant services will not exceed \$25,000 in the aggregate, procurement of those services must meet the requirements of 49 CFR Section 18.36 (d)(1), *Procurement by small purchase procedures*. In order to comply with that standard the Sponsor must obtain price or rate quotations from at least three qualified sources. WYDOT operating policy states that at least three consultants qualified to perform the necessary work must be contacted. The Sponsor must be certain to satisfy local procedures as well.

STEPS TO CONSULTANT CONTRACT

1. SPONSOR DEVELOPS DRAFT SCOPE OF WORK.
2. WYDOT AND FAA REVIEW AND APPROVE PROPOSED SCOPE OF WORK.
3. SPONSOR FORMS SELECTION COMMITTEE.
4. COMMITTEE DEVELOPS SELECTION CRITERIA AND EVALUATION SYSTEM.
5. SPONSOR PREPARES ADVERTISEMENT FOR REQUESTS FOR QUALIFICATIONS.
6. COMMITTEE REVIEWS STATEMENTS OF QUALIFICATIONS AND RANKS PROSPECTIVE CONSULTANTS.

SPONSOR MAY ALSO ELECT TO INCLUDE THE FOLLOWING ADDITIONAL STEPS, DEPENDING UPON THE TYPE OF PROJECT TO BE COMPLETED:

- A.) COMMITTEE SELECTS A SHORT LIST OF 3-5 FIRMS.
 - B.) SPONSOR REQUESTS PROPOSALS AND/OR PRESENTATIONS.
 - C.) COMMITTEE RANKS SHORT-LISTED FIRMS.
7. TOP RATED FIRM IS CONTACTED.
 8. SOURCE IS ESTABLISHED FOR INDEPENDENT ESTIMATE.
 9. SPONSOR AND CONSULTANT PREPARED DETAILED SCOPE OF WORK.
 10. WYDOT AND FAA REVIEW AND APPROVE PREPARED SCOPE OF WORK.
 11. SCOPE OF WORK IS GIVEN TO "INDEPENDENT ESTIMATOR".
 12. SPONSOR RECEIVES INDEPENDENT ESTIMATE, REVIEWS.
 13. SPONSOR NEGOTIATES FEES WITH FIRST CHOICE FIRM.
 14. IF NEGOTIATIONS ARE SUCCESSFUL CONTRACT IS EXECUTED.
 15. RECORD OF NEGOTIATIONS & CERTIFICATION FOR SELECTION OF CONSULTANTS IS SUBMITTED TO THE FAA AND WYDOT.

PROJECT SCOPE

The essential first step in a smooth running project is establishing a clear understanding of the scope of the project. The scope of the project needs to be defined in terms of specific work items to be completed during the five year Capital Improvement Plan (CIP), and grant funds available. The Sponsor, WYDOT, and the FAA Project Manager should thoroughly discuss the scope of work and funds available so as to mutually understand the requirements of the project. FAA and State approval of the scope is necessary prior to proceeding with the selection process.

It is the policy of the FAA that the consultant selection process for planning projects and engineering projects be separate. This policy acknowledges the fact that not all potential consulting firms will provide both planning and engineering services. Separating these two disciplines opens up the selection opportunity to the widest number of firms available. WYDOT strongly supports this practice and encourages its use.

On Federal assistance projects where the total dollar amount for contracted services will exceed \$250,000, the Sponsor is required to have an approved Disadvantaged Business Enterprise (DBE) program in place. The engineering consultant that is selected will be expected to contribute to DBE participation in accordance with the approved DBE program. Consult with the FAA project manager if assistance with this process is needed.

SELECTION COMMITTEE

When the Sponsor has concurrence from the appropriate funding agencies on the scope of the project and is ready to begin the selection process, it is appropriate to designate a selection committee. Selection committees are usually comprised of at least three persons designated by the Sponsor to set evaluation criteria, review qualifications, interview, rank candidates, and make a recommendation to the Sponsor. At least one member of the committee should have professional knowledge of the services to be required of the consultant, possibly an engineer or planner. In order to be effective, the committee members should be impartial throughout the selection process.

SELECTION CRITERIA AND EVALUATION

In order to insure a fair and open selection process that is based solely on qualifications and experience possessed by the consultants, it is highly recommended that the selection board develop criteria on which the various candidates are to be evaluated and a system that will assign a rating to those criteria. Many Sponsors have found that use of a matrix, which assigns a

numerical rating to each candidate for each evaluation element, to be effective. Examples of evaluation criteria could include the following:

1. Capability to perform specific aspects of the project (rating for each aspect).
2. Recent experience on projects of a comparable nature.
3. Reputation of firm and key people to be utilized on the project.
4. Current workload and ability to meet the schedule.
5. Experience and reputation of firms subcontracting work on the project.
6. Degree of interest in undertaken project and capabilities in dealing with various local, state, and federal agencies that may be involved.
7. Quality of work and recommendations of clients from previous projects.

It is highly recommended that the board arrange the selection elements in a “matrix” that allows a relative weight to be assigned to each element and a rating to be assigned to each candidate. Two examples of such a matrix are provided in **Appendix B**.

ADVERTISE FOR REQUEST FOR QUALIFICATIONS

In order to insure the broadest publicity and best response, public announcements should be placed in newspapers of statewide distribution, trade journals, and magazines. It is recommended that public announcements also be placed in newspapers within the region where consulting firms are known to have their headquarters. The public announcement should contain a description of the project, its location, a description of the services to be procured, and estimated cost. WYDOT also recommends direct mailing of the public announcement to all firms registered in the WYDOT Engineering Services Consultant Database.

The public announcement needs to make clear that the consulting engineer will be expected to contribute DBE participation in accordance with the approved DBE Program.

Airport Sponsors must provide DBE the maximum opportunity to compete and perform services for all Airport Improvement Program (AIP) contracts. Steps to insure maximum opportunity for DBE firms include:

1. Inclusion of qualified DBE firms on solicitation lists.
2. Where feasible, division of the total requirements into small tasks to increase the likelihood of DBE firms’ participation.
3. Utilization of the services of minority and women business organizations that provide assistance in the recruitment and placement of disadvantaged businesses.

If the Sponsor solicits proposals at the time of advertisement, the announcement must indicate where the selection criteria can be obtained.

See Appendix C, Examples 1 and 2.

SELECTION COMMITTEE REVIEWS QUALIFICATIONS AND RANKS PROSPECTIVE CONSULTANTS

After the Sponsor receives the experience and qualifications data from the consultants, the selection committee should narrow the field and prepare a “short list” of the best-qualified consultants for further consideration. Ideally, the short list should consist of three to five consulting firms. At this point, firms that express interest in the project but were not successful should be notified.

The selection board should then request proposals for the firms on the “short list.” The proposals may not include any cost information but should include information such as the following:

1. Team members, other key personal, previous experience, and the role they will fill on the project.
2. Current workload.
3. Proposed project schedule, including major tasks and target completion dates.
4. Technical approach- a brief discussion of the tasks or steps that the consultant will undertake to accomplish the work described in the scope of work.

After reviewing the proposals the board is ready to conduct interviews (a telephone interview may be sufficient for some projects.) After interviews are completed the board members should review the experience and qualifications, project proposal, and interview results, and using the ranking criteria (and the matrix) rank the consultants.

The selection committee makes its recommendation to the Sponsor.

TOP RATED FIRM IS CONTACTED

After the selection board makes the determination which firm is the most highly qualified, that firm should be contacted and a meeting should be scheduled to develop the scope of work for which fees will be negotiated (note-they have not been officially selected yet).

**SOURCE IS ESTABLISHED FOR INDEPENDENT ESTIMATE
(If total consultant fees will exceed \$100,000)**

If the Sponsor has a staff with the experience in estimating the cost of professional services, the estimate may be prepared in house. Sponsors having no staff expertise in this area may retain the services of an independent engineering or planning firm to prepare an estimate of costs for the scope of work agreed upon between the Sponsor and the top ranked candidate. The firm selected to prepare the independent estimate may not be involved in the project in any manner. A lower ranked candidate may be retained (3rd or lower) or state Aeronautics Division personnel may provide the estimate. Fees for the preparation of the estimate are eligible for Federal and State participation (usually \$500 to \$3,000 depending on the complexity of the project.)

SPONSOR, WYDOT, FAA, AND CONSULTANT DEVELOP DETAILED SCOPE OF WORK

The general scope of work developed for advertisement and interview process is too broad to establish fees. A detailed scope of services must be developed at a meeting between the Sponsor and the top ranked consultant. WYDOT and the FAA must review and approve the proposed detailed scope of work before it is passed to the independent estimator. If possible, the independent estimator should be present at the meeting in order that the scope of services are clearly understood by both parties.

The scope of services needs to be sufficiently detailed so that the consultant and the independent estimator can make a reasonable cost estimate. Typical items to be considered are:

1. Meetings where the consultant will be required to attend.
2. Project schedule.
3. Special service required.
4. Complexity.
5. Safety and operational consideration.
6. Environmental consideration.
7. Surveying and testing requirements.
8. Inspection services.
9. Document preparation.
10. ALP and Exhibit "A" preparation.

THE SCOPE OF WORK IS GIVEN TO THE INDEPENDENT ESTIMATOR

The independent estimator prepares an estimate of costs using the scope of work supplied by the Sponsor. The estimate needs to be presented in a format

that will allow the Sponsor to easily compare the hours and costs for major work items with those to be encountered at the negotiation session. It would be beneficial to use a previously agreed upon format for breaking down costs. An example format for the cost breakdown can be found in **Appendix D**, along with a copy of *FAA Data Sheet To Support Engineering Services Contracts*. The estimate must be prepared without consultation with the top ranked firm.

SPONSOR RECEIVES INDEPENDENT ESTIMATES & REVIEWS

The independent estimate is delivered to the Sponsor for review prior to meeting for the negotiation session. The Sponsor should review the estimate and make sure the scope of services is correct and the format for cost breakdown is appropriate to proceed. When the Sponsor is satisfied with the independent estimate the negotiation session should be arranged. If the independent estimate differs from the First Choice Firm's estimate by more than ten percent (10%), then the FAA and WYDOT must be notified and both estimates must be examined by these two agencies to determine why the difference exists before the selection process can proceed.

SPONSOR NEGOTIATES FEES WITH FIRST CHOICE FIRM

Prior to initiating discussions with the top ranked firm, the Sponsor must sign and date the independent cost estimate and retain a copy for record purposes. If an independent firm has been retained by the Sponsor to prepare a cost estimate, the Sponsor may consult them during negotiations in order to clarify problem areas. The independent firm may not review the top ranked consultant's cost proposal or attend the negotiation sessions.

The top ranked consultant must submit the cost breakdown in a format that is compatible with the independent estimate. The breakdown should show an estimate of hours and cost for each of the major tasks. In addition to labor costs, the consultant should indicate costs for subcontractors, travel, living expenses, reproduction, and other out of pocket expenses.

The Sponsor should identify differences in the work hour estimates. Significant differences should be resolved. All costs should then be evaluated with any proposed costs above the independent estimate being resolved (the Sponsor may contact the firm that prepared the independent estimate for clarification of figures). The Sponsor must justify acceptance of any proposed fees that exceed those of the independent estimate.

The FAA and WYDOT will not participate in the negotiation process. The role of these agencies is to make a judgment on the reasonableness of the

compensation for the services to be furnished, and to ensure that all services required for a particular project have been included in the project.
See Appendix E.

IF NEGOTIATIONS ARE SUCCESSFUL, CONTRACT IS EXECUTED

If mutually satisfactory fees cannot be negotiated with the highest ranked consultant, negotiations should be terminated and the consultant should be notified. Negotiations should then be initiated with the consulting firm ranked second by the selection board. The procedure continues in the sequence of ranking until a mutually satisfactory contract has been resolved. Once negotiations have been terminated with a firm and begun with another, they cannot be reopened with the former firm.

Upon completion of successful negotiations, all consultants on the “short list” should be informed that the selection has been made.

Since the selection process is not complete until the fees have been successfully negotiated, no work should commence on the project before a contractual agreement that defines the complete extent and character of the work to be performed and includes terms and payments for various services.

Many government agencies, business firms, and engineering organizations have developed standardized forms for engineering and planning contracts. If the Sponsor wishes to use these forms it is generally necessary to modify them to include the specific terms and conditions applicable to a project, as well as the mandatory contract provisions, which are listed below. An example of a standard form of Master Agreement for Professional Services between Sponsor and Engineer-along with a sample Index can be found in **Appendix F**. All contracts involving airport development projects or airport planning must contain the applicable procurement standards in 49 CFR 18.36. Those provisions which pertain to consultant contracts are:

1. Contracts shall contain provisions or conditions which allow for administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms and provide for sanctions and penalties as may be appropriate.
2. Contracts shall contain suitable provisions for the termination by the Sponsor, including the manner by which it will be affected and the bias for the settlement. In addition, contracts shall describe conditions under which the contract may be terminated for default, as well as conditions where the contract may be terminated because of circumstances beyond the control of the consultant.
3. All negotiated contracts shall include provisions to the effect that Sponsors, the FAA, WYDOT, the Comptroller General of the United

States, or any of the duly authorized representatives shall have access to any books, documents, papers, and records of the consultant which are directly pertinent to a specific grant program, for the purpose of making audits, exterminations, excerpts, and transcriptions. Sponsors shall require consultants to maintain all required records for 3 years after the Sponsor makes final payment and all other pending matters have closed.

4. Title VI and DBE Assurances shall be included in each contract. DBE Required Statements can be found in **Appendix G**.

FAA Airports District Field Office and WYDOT personnel are available to assist the Sponsor and provide guidance on the scope of services to be provided, the appropriate type of contract, and the mandatory contract provisions to be included.

The Sponsor's proposed contract must have pre-award review and approval in any of the following circumstances.

1. The Sponsor's procurement system is not in compliance with one or more significant aspects of 49 CFR 18.
2. The procurement is expected to exceed \$25,000 and is to be awarded without competition, or only one response is received in response to the request for qualification and experience data.

The FAA may require pre-award review and approval of a Sponsor's proposed contract if:

1. The Sponsor's procurement system has not yet been reviewed by the FAA for compliance by the FAA for compliance with 49 CFR 18.
2. The Sponsor has requested pre-award assistance.
3. The proposal is one of a series with the same firm.

RECORD OF NEGOTIATION & CERTIFICATION FOR SELECTION OF CONSULTANTS IS SUBMITTED

A record of negotiations shall be prepared by the Sponsor and included in the contract file. The record shall contain sufficient detail to reflect any changes in the scope of work controlling the establishment of costs and other terms of the contract. Justification must be provided for differences between the Sponsor's independent estimate and the cost finally agreed on.

The record of negotiations and all attachments shall be submitted to the FAA and WYDOT for a reasonableness of cost determination and is necessary prior to the issuance of any grant funding associated through the contract.

A sample record of negotiation can be found in **Appendix H**.

Appendix



Appendix A

SPONSOR CERTIFICATION FOR SELECTION OF CONSULTANTS

Sponsor's Name

Airport

FAA Project Number

State Project Number

Project Description:

Section 509 (d) of the Airport Airway Improvement Act of 1982, as amended (herein called the "Act"), authorizes the Secretary to require certification from Sponsors that they will comply with statutory and administrative requirements. The following list of certified items include major requirements for this aspect of project implementation. However, the list is not comprehensive nor does it relieve Sponsors from fully complying with all applicable statutory and administrative standards. Every certified item must be marked. Each certified item with a "no" response must be fully explained in an attachment to this certification. If the item is not applicable to this project, mark the item "N/A." General procurement standards for consultant's services within Federal Grant programs are described in 49 CFR 18.36. Sponsors may use other qualifications based procedures provided they are equivalent to specific standards in 49 CFR 18 and Advisory Circular 150/5100-14C.

1. Advertisements (were) (will be) placed to ensure fair and open competition from a wide area of interest.

Yes___ No___ N/A___

2. For contracts over \$25,000, consultants (were) (will be) selected using competitive procedures based on qualifications, experience, and disadvantaged business enterprise requirements with the fee determined through negotiation.

Yes___ No___ N/A___

3. An independent cost analysis (was) (will be) performed, and a record of negotiations (has been) (will be) prepared reflecting the considerations involved in the establishment of fees.

Yes___ No___ N/A___

4. If engineering or other services are to be performed by Sponsor force account personnel, prior approval (was) (will be) obtained from the FAA.

Yes___ No___ N/A___

5. The consultant services contracts clearly (establish) (will establish) the scope of the work and delineate the division of responsibilities between all parties engaged in carrying out elements of the project
Yes___ No___ N/A___
6. Costs associated with work ineligible for federal AIP funding (are) (will be) clearly identified and separated form eligible items
Yes___ No___ N/A___
7. All mandatory contracts provisions for grant assisted contracts (have been) (will be) included in all consultant services contracts
Yes___ No___ N/A___
8. If the contract is awarded without completion, pre-award review and approval (was) (will be) obtained.
Yes___ No___ N/A___
9. Cost-plus-percentage-of-cost methods of contracting prohibited under Federal standard (were not) (will not be) used
Yes___ No___ N/A___
10. If services being procured cover more than the single grant project referenced in this certification, the scope of work (was) (will be) specifically described in the advertisement, and future work will not be initiated beyond three years.
Yes___ No___ N/A___

I certify that, for the project identified herein, the responsibility to the foregoing items is correct as marked and that the attachments, if any, are complete and correct.

Signed _____

Date _____

Sponsor's Authorized Representative

Typed Name and Title of Sponsor's Representative

Appendix B Example 1

		EVALUATOR CAPABILITY	EXPERIENCE	REPUTATION	ABILITY TO MEET SCHEDULE	REFERENCES	
CRITERIA WEIGHT		20%	20%	20%	20%	20%	
FIRM NAME							TOTALS
ABC ENGINEERING	A	12	15	10	16	18	
	B	15	14	12	18	18	
	C	17	16	14	18	18	
	AVERAGE	14.67	15.00	12.00	17.33	18.00	77.00
NORTHWEST MOUNTAIN CONSULTING	A	11	12	14	12	16	
	B	17	18	18	16	17	
	C	20	19	18	18	15	
	AVERAGE	16.00	16.33	16.67	15.33	16.00	80.33
AIRPORT ENGINEERING UNLIMITED	A	18	18	20	20	20	
	B	17	20	18	20	20	
	C	15	18	20	18	20	
	AVERAGE	16.67	18.67	19.33	18.67	20	88.33
BEST ENGINEERS	A	19	18	20	20	20	
	B	20	20	18	20	20	
	C	19	18	20	18	20	
	AVERAGE	19.33	18.67	19.33	19.33	20	96.66

APPENDIX B
Example 2
CONSULTANT PROPOSAL AND INTERVIEW EVALUATION FORM

POTENTIAL PROJECT: _____

FIRM: _____ FIRM LOCATION: _____ DATE OF REVIEW: _____

Rating Scale: 1 = Poor, 2 = Fair, 3 = Average, 4 = Good, 5 = Superior

	Notes	Rating	Weight	Total
Firm's Related Work Experience			3	
Personnel Qualifications			3	
Knowledge and Understanding of Project			3	
Previous Experience of Project and/or Work with WYDOT Aeronautics Division			1	
Computer Equipment Hardware, Software and Experience			2	
New or Creative Ideas for Project			3	

Appendix C Example 1

EXAMPLE REQUEST FOR QUALIFICATIONS ANYWHERE AIRPORT, ANYWHERE, USA

The Anywhere Airport Board is soliciting statements of qualifications and experience from consultants interested in conducting a feasibility study. The intent of the study is to determine if the Anywhere, USA Airport should remain at the present location for the foreseeable future or develop an airport at an alternative location. The decision will be based upon an evaluation of present and projected economic activity in the airport service area as it impacts the ability of the airport to accommodate demand. Included in the study will be the costs associated with possible expansion and needed improvements at the current airport and costs associated with relocation of the airport to an alternative site. Development of an Airport Layout Plan acceptable to the FAA will be necessary for the new airport scenario.

Consulting firms interested in submitting proposals should submit TEN COPIES OF QUALIFICATIONS AND EXPERINCE no later than 2:00 PM, May 1, 2005, to:

ANYWHERE AIRPORT MANAGER
ANYWHERE AIRPORT
ANYWHERE, USA

For additional information, contact Orville Wright- Airport manager (900) 123-1234 FAX (900) 123-2345.

Anywhere Airport is located in the Northeast corner of Anywhere, USA. Anywhere serves as the regional shopping center for the Anywhere County and the surrounding area. The anywhere area is rich in natural resources and tourist attractions and is expected to experience rapid economic growth.

The current airport is a general aviation airport with one fixed base operator and serves an increasing number of general aviation aircraft and is also experiencing increasing charter and air taxi service.

The airport runway is 5,400 ft. long and 75 ft. wide. The airport has approximately 2,490 enplanements and 10,000 operations annually.

Selection procedures will be in accordance with FAA advisory circular 150/100-14C, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects and WYDOT policy and procedure for selection of professional services.

Based on the response from the “Request for Qualifications”, the selection Board will produce a “short list” of consulting firms who will be invited for oral presentations before the selection board. Selection will be based on submissions received, as well as personal interviews with top rated firms. Prospective firms must not include estimated fees in the submission. A schedule of fees and billing procedures will be negotiated with the highest rated firm.

Firms will be evaluated on the following criteria:

1. Capability and experience in performing economic studies and projections.
2. Capability and experience in preparing Airport Layout Plans.
3. Background and capabilities in dealing with the various local, state, and federal agencies that may be involved in the study.
4. Reputation of firm and key people to be utilized in the project.
5. Interest shown and availability of key people to perform the needed tasks.
6. Quality of work and recommendations of clients on previous projects.
7. Ability to meet project schedule.

Please limit statements of qualifications and experience to a minimum of 20 pages including promotional material. All submissions shall become the property of the Anywhere Airport Board.

This project will be conducted in conformance with the provisions of the Airport and Airways Improvement Act of 1982, as amended. It is anticipated that notice to proceed will be issued in July dependent on the availability of funds as well as FAA and WYDOT approval.

The contract for services is subject to provisions of Executive order 11246 (Affirmative Action to Ensure Equal Employment Opportunity) and to the Department of Transportation Regulations 49 CFR 26 (Disadvantaged Business Enterprise).

Appendix C

Example 2

The Pumpkin Butte Airport Board (a Wyoming Joint Powers Board governed by the Town of Pumpkin Butte, Wyoming) is soliciting qualifications and experience information for use in the selection of a Principal Consultant to provide Engineering Services at Gourd Field, Pumpkin Butte's airport.

Projects may include (not listed in any order):

- Runway 13/31 Overlay
- Expand runway 12/24
- Rehabilitate/Reconstruct commercial service aircraft ramp
- Rehabilitation/Reconstruction taxiway connectors A-4, A-5, and A-6
- Construct a taxiway connector A-7
- Expand parallel taxiway "A" safety area
- Construct airport perimeter service road
- Construct a tracherator to empty aircraft lavatory tanks (Non Federal Funding eligible)
- Design and plan airport administration's office facilities (Non Federal Funding eligible)
- Rehabilitate and relocate glycol recovery pond
- Acquire snow removal equipment (SRE) carrier vehicle with snow plow/blower
- Construct G/A taxiway (connectors)
- Construct G/A ramp/aircraft parking area
- Install lighting for G/A facility
- Convert G/A hanger to a commercials service terminal

A complete copy of the Request of Statements of Qualifications and Experience may be obtained from Mr. Bill Cucurbits, Airport Board President, 803 Squash Hollow, Pumpkin Butte, Wyoming, 82631; or by calling 307-555-2793.

Disadvantaged Business Enterprise firms are encouraged to apply. All proposals received will be evaluated based on selection criteria contained in FAA Advisory Circular 150/5100-14C, and will consider the following order of importance.

1. Capability to perform the project.
2. Recent experience in similar projects.
3. Reputation and three references.
4. Qualifications of key personnel.
5. Current workload.
6. Ability to meet schedules.
7. Ability to work within budgets.
8. Qualification of sub-consultants.
9. Quality of past projects.

10. Familiarities and understanding of the project.
11. Interest shown.

Fees for individual projects will be negotiated as funding is obtained.

Statements of Qualifications and Experience shall be limited to a maximum of 25 pages, inclusive of all pre-printed or other promotional material. Interested consultants will be asked to submit one (1) original and nine (9) complete copies of the Statements of Qualifications and Experience by 5:00 PM Local Time on May 31st, 2005, to the above address.

Appendix D

Contractor Contractual Requirements

1.) Direct Salary Costs

<i>Title</i>	<i>Hours</i>	<i>Rate/ Hour</i>	<i>Cost (\$)</i>
--------------	--------------	-------------------	------------------

Principal Project manager
Design Engineer
Draftsman
Technician
Others as appropriate

Total Direct Salary Costs \$ _____

2. Labor and General & Administrative Overhead*

Percentage of Direct Salary Costs _____% \$ _____

3. Direct Non-salary Expenses

Transportation _____
Per Diem _____
Printing _____
Testing _____
Consultants _____
Others _____

Total Direct Non-salary Expenses \$ _____

4. Subtotal of Items 1, 2, and 3 \$ _____

5. Fixed Pavement _____% of item 4 \$ _____

6. Subcontract Costs \$ _____

Total Cost
Items 4, 5, plus 6 \$ _____

*For item 2, the consultant should submit a statement of auditable overhead expenses, certified by the consultant's auditor, the Sponsor's auditor, the state's auditor, or a Federal government auditor.

Figure 1. Estimate Cost for Consultants Services (Design Phase)

1. Direct Salary Costs

<i>Title</i>	<i>Hours</i>	<i>Rate/ Hour</i>	<i>Cost (\$)</i>
Principle			
Resident Engineer			
Inspector			
Surveyors			
Technicians			
Others as appropriate			
Total Direct Salary Costs			\$ _____

2. Labor and General & Administrative Overhead*

Percentage of Direct Salary Costs _____ %

3. Out-of-pocket expenses

a. Transportation

Commercial _____ Private Vehicle _____ miles @ \$ _____ /mile \$ _____

b. Per Diem

\$ _____ /day @ \$ _____ days \$ _____

c. Materials and Supplies

\$ _____

d. Other

\$ _____

Total Expenses

\$ _____

4. Subtotal of Items 1, 2, and 3

\$ _____

5. Fixed Payment _____ % of item 4

\$ _____

6. Subcontract costs (include testing by independent lab)

\$ _____

7. Total Cost

Items 4, 5, plus 6

\$ _____

*For item 2, the consultant should submit a statement of auditable overhead expenses, certified by the consultant auditor, the Sponsor's auditor, or a Federal government auditor.

Figure 2. Estimated Cost for Consultant Service (Construction Phase)

1. Direct Salary Costs

<i>Title</i>	<i>Hours</i>	<i>Rate/ Hour</i>	<i>Cost (\$)</i>
Principle Resident Engineer			
Inspector			
Surveyors			
Technicians			
Others as appropriate			
Total Direct Salary Costs			\$_____

2. Labor and General & Administrative Overhead*

Percentage of Direct Salary Costs _____%

3. Out-of-pocket expenses

a. Transportation

Commercial _____ Private Vehicle _____ miles @ \$_____/mile \$_____

b. Per Diem

\$_____/day @ \$_____ days \$_____

c. Materials and Supplies

\$_____

d. Other

\$_____

Total Expenses

\$_____

4. Subtotal of Items 1, 2, and 3

\$_____

5. Fixed Payment _____% of item 4

\$_____

6. Subcontract costs (include testing by independent lab)

\$_____

7. Total Cost

Items 4, 5, plus 6

\$_____

*For item 2, the consultant should submit a statement of auditable overhead expenses, certified by the consultant auditor, the Sponsor's auditor, or a Federal government auditor.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM

**DATA SHEET TO SUPPORT ENGINEERING
SERVICES CONTRACTS**

The following information is needed for the Federal Aviation Administration (FAA) to complete its review of the proposed agreement.

A. Preliminary and Design Phase

1. **Design Testing** - Attach a cost estimate for the proposed soils/nondestructive testing with detail similar to Attachment 1.

Total Cost _____

2. **Special Requirements** (if needed)

- a. Cost for Preparation/update of ALP _____

Estimated Hours _____

- b. Cost for Preparation/update of Exhibit "A" _____

Estimated Hours _____

- c. Cost for Preparation/update of MBE Plan _____

Estimated Hours _____

3. **Design Surveys**

Field Work

Total Cost _____

Estimated Hours Two-person crew _____

Estimated Hours Three-person crew _____

Cost/Hour _____

Note Reduction

Total Cost

4. **Plans and Specifications Development**

Total Fee (including expenses)

Estimated Total Effort in Manhours

TOTAL Preliminary and Design Phase

B. Bidding, Negotiation, and Construction Phase:

1. Basic Services

Total Cost _____

Estimated hours _____

2. Resident Inspection - Attach a cost estimate for the proposed resident inspection.

Proposed Construction Contract Duration _____ days

Total Cost _____

3. Testing-Construction Acceptance (If applicable_ - Attach a cost estimate for the proposed testing with detail similar to Attachment 2.

Total Cost _____

4. Construction Surveys (If Applicable)

Total Cost _____

Estimated Hours Two-person crew _____

Estimated Hours Three-person crew _____

Cost/Hour _____

TOTAL Bidding, Negotiation, and Construction Phase _____

Design Testing:

Test	Unit	Request Unit Price	Quantity Request
Borings	LF		
Sieve Analysis	EA		
Atterberg Limits	EA		
CBR	EA		
Plate Bearing	EA		
Unified classification	EA		
Consolidation	EA		
	LS		
Mobilization Allowance			
TOTAL COST			

Testing - Construction Acceptance Testing:

Test	Unit	Request Unit Price	Quantity Request
Sieve Analysis	EA	_____	_____
Proctor (Mod. Or Std.)	EA	_____	_____
In Place Density	EA	_____	_____
Asphalt Cores	EA	_____	_____
Concrete Cores	EA	_____	_____
Asphalt Plant Inspection	EA	_____	_____
Thickness	EA	_____	_____
Nuclear Densometer	EA	_____	_____
Asphalt Content %	EA	_____	_____
Field Marshals	EA	_____	_____
Conc. Cores/Beams	EA	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
Mobilization Allowance	LS	_____	_____
TOTAL COST	_____	_____	_____

Appendix E

Detailed Cost Analysis

Job Title: _____

Estimated Construction Costs (ECC): \$ _____

Item	Sponsor's Independent Estimate	Consultant Fee Proposal	Negotiation Diff	Objective
Estimated Construction Duration				
Working Days	_____	_____	_____	_____
WAGES AND OVERHEAD				
Overhead Percent	_____	_____	_____	_____
Profit Percent	_____	_____	_____	_____
Principal \$/hr	_____	_____	_____	_____
Project Mgr. \$/hr	_____	_____	_____	_____
Civil Engr. \$/hr	_____	_____	_____	_____
Elec Engr. \$/hr	_____	_____	_____	_____
Draftsman \$/hr	_____	_____	_____	_____
Typing\$/hr	_____	_____	_____	_____
Resident Engr. \$/hr	_____	_____	_____	_____
Inspector \$/hr	_____	_____	_____	_____
Proj. Engr \$/hr	_____	_____	_____	_____
Surveyor \$/hr (2-man crew)	_____	_____	_____	_____
WORK HOURS				
Principle	_____	_____	_____	_____
Project Mgr.	_____	_____	_____	_____
Civil Engr.	_____	_____	_____	_____
Elec. Engr.	_____	_____	_____	_____
Draftsman	_____	_____	_____	_____
Typing	_____	_____	_____	_____
Resident Engr.	_____	_____	_____	_____
Inspector	_____	_____	_____	_____
Proj. Engr.	_____	_____	_____	_____
Surveyor	_____	_____	_____	_____
GEOTECH	\$ _____	_____	_____	_____
TRAVEL	\$ _____	_____	_____	_____
PRINTING	\$ _____	_____	_____	_____
Total Fee	\$ _____	_____	_____	_____
As % of ECC	\$ _____	_____	_____	_____

Appendix F

Example of Agreement Between Sponsor and Engineer For Professional Services

Park Johnson Contract No. _____
FAA AIP No. _____ - _____ - _____
State Project No. _____

MASTER AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES AT PUMPKIN BUTTE AIRPORT BETWEEN SPONSOR AND ENGINEER

THIS IS AN AGREEMENT made as of _____, 20____ between the Sponsor, the Pumpkin Butte Airport Board, and the ENGINEER, Park Johnson, Inc., 1002 East 19th Street, Cheyenne, Wyoming 82001.

WHEREAS the SPONSOR intends to perform several Airport Improvement Projects at the Pumpkin Butte Airport, hereinafter referred to as the "Five Year Capital Improvement Program", including, but not limited to the following:

1. Runway/Taxiway Extension.
2. Strengthen Surfaces from 12,500 lbs to 30,000 lbs.
3. Construct Snow Removal Equipment Building.
4. Acquire Snow Removal Equipment.
5. Apron Expansion Phase 1.
6. Extent Taxiway A.
7. Apron Expansion Phase 2.
8. Land Acquisition.
9. Rehabilitate E-W Taxiway, Phase 2.
10. Widen/Strengthen Runway for C-II.
11. Build Taxiway to Serve Industrial Area.
12. Other Engineering as needed.

This agreement sets forth the general terms and conditions which shall govern the relationships and performance of SPONSOR and ENGINEER for work designated for each project and documented by a Task Order. A Task Order will be prepared and executed by both parties for each project and will set forth specific project requirements, services of the ENGINEER, SPONSOR's responsibilities, times for rendering services, deliverables to be provided, basis of compensation, and other appropriate contract terms related to the specific project.

The SPONSOR and ENGINEER in consideration of their mutual covenants herein agree in respect to the performance of professional engineering services by ENGINEER and payment for those services by SPONSOR as set forth in issued Task Orders.

The ENGINEER shall provide professional engineering services for SPONSOR in all phases of the project to which this agreement applies, serve as SPONSOR's professional engineering representative for each project as set forth in the Task Orders

and shall give professional engineering consultation and advice to OWNER during the performance of services hereunder.

This agreement (consisting of pages 1 to ____, inclusive), together with any specifically noted attachments, if any, constitute the entire Agreement between SPONSOR and ENGINEER and supercede all prior written or oral understandings. This agreement may only be amended, supplemented, or modified by written instrument signed by both SPONSOR and ENGINEER.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement as of the day and year first above written.

SPONSOR:

ENGINEER:

Name

Name

Signature

Signature

William A. Cucurbits

Elmer Bergquist

President
Title

Vice-President, Park Johnson, Inc.
Title

Attest

Attest

SPONSOR – ENGINEER AGREEMENT INDEX

SIGNATURE PAGE

INDEX

MASTER FORM OF AGREEMENT

Section 1	ENGINEER'S RESPONSIBILITIES
Section 2	SCOPE OF SERVICES
	2.01 Basic Services
	2.02 Additional Services
Section 3	SPONSOR'S RESPONSIBILITIES
Section 4	TIME OF PERFORMANCE
Section 5	PAYMENT TO ENGINEER
Section 6	GENERAL PROVISIONS
	6.01 Standards of Performance
	6.02 Betterment
	6.03 Certifications, Guarantees and Warranties
	6.04 ADA Compliance
	6.05 Changes
	6.06 Termination
	6.07 Reuse of Construction Documents
	6.08 Reuse of Planning Documents
	6.09 Estimate of Construction Costs
	6.10 Contingency Funds
	6.11 Dispute Resolution
	6.12 Access to records
	6.13 Subcontracts
	6.14 Affirmative Action Plan
	6.15 Successors and Assigns
	6.16 Compliance with Laws
	6.17 Jobsite Safety
	6.18 Allocation of Risks – Indemnification
	6.19 Statutes of Limitations
	6.20 Insurance
	6.21 Controlling Law
	6.22 Notices
	6.23 Survival
	6.24 Severability
	6.25 Waiver
Attachments:	1. Exhibit A – Task Order Format
	2. Exhibit B – Duties, Responsibilities and Limitation of Authority of Resident Project Representative
	3. Exhibit C – Notice of Acceptability of Work

Appendix G

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION AIRPORT IMPROVEMENT PROGRAM

DBE REQUIRED STATEMENTS – 49 CFR PART 26 (11/19/01)

Policy: It is the policy of the Department of Transportation (DOT) that Disadvantaged Business Enterprises (DBE's) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this agreement.

DBE Obligation: The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment: The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than **(specify number of days as defined in recipient's DBE plan)** days from the receipt of each payment the prime contractor receives from the recipient. The prime contractor agrees further to return retainage payments to each subcontractor within **(specify number of days as defined in recipient's DBE plan)** days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the recipient. This clause applies to both DBE and non-DBE subcontractor.

(Note: The above prompt payment statement is sample language. If different than above, recipients should use the clause as provided in their DBE Plan in accordance with 49 CFR Part 26.29)

Contract Goals: ***(Note the following statements should only be used if the recipient does not expect to meet the overall goal through race-neutral means AND the contract has subcontracting possibilities):***

The bidder shall subcontract _____ percent of the dollar value of the total amount of a DOT-assisted contract ***(or of the Federal share of a DOT-assisted contract as defined in recipient's DBE plan)*** to qualified DBE subcontractors.

At **(state the time as identified in the recipient's DBE plan)** the bidder shall submit:

1. The names, addresses of DBE firms that will participate in the contract;
2. A description of work that each DBE will perform;
3. The dollar amount of the participation of each DBE firm;
4. Written and signed document of commitment to use the DBE subcontractor whose participation it submits to meet a contract goal;
5. Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment.
 1. If the bidder fails to meet the contract goal, evidence of good faith efforts, as described below shall be submitted.

A bidder who fails to meet these requirements and who cannot show good faith effort will be considered non-responsive **(or non-responsible as defined in the recipient's DBE Plan)**.

Good Faith Effort. **(Note: This clause is only required if contract goals are used).** The following actions, by the bidder, are generally considered a sign of good faith effort. This list is not exclusive or exhaustive, but should be used as a guide in determining good faith effort.

- Attendance at pre-bid meetings scheduled to inform DBE's of the project.
- Advertisement in general circulation, trade association and minority focus media concerning subcontracting opportunities.
- Written notice to DBE's allowing sufficient time for reply.
- Follow up of initial solicitation.
- Selection of portions of the work likely to be performed by DBE's.
- Provide interested DBE's adequate information for bidding.
- Negotiation with interested DBE's.
- Assist interested DBE's with bonding, insurance or credit.
- Use of minority contractors' groups and minority business assistance offices.

Bidders List: **(Note: 49 CFR Part 26 requires recipients to create a bidders list containing information about all DBE and non-DBE firms that bid or quote on DOT-assisted contracts. The regulation does not mandate a**

particular method for developing the list. Use of a contract clause is one such method. If the recipient's DBE Plan provides for the contract clause method, the following clause – or one developed locally – may be used to include in each DOT-assisted contract. Recipients that choose to use another method would not include such a clause in their DOT-assisted contracts.) The bidder shall submit the name, address, DBE status, age, and gross receipts of all firms bidding or quoting subcontracts on DOT-assisted projects. The attached form may be used to report this information.

Note: The decision on when to require bidders list information from contractors and the impact on contractors who do not submit the information is made by the recipient.

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION: The undersigned has satisfied the requirements of the specifications in the following manner (please check the appropriate space):

The bidder is committed to a minimum of ____ % DBE utilization on this project.

The bidder (if unable to meet the goal of ____% DBE) is committed to a minimum of ____% DBE utilization on this project and has submitted documentation showing good faith effort.

Contractor _____

By _____ (Signature) _____ (Title)

Address _____

City _____ State _____

Telephone _____ Zip Code _____

Appendix H

SAMPLE RECORD OF NEGOTIATION

1. On April 1, 2005, the Anywhere Airport Board requested statements of qualifications and experience from consultant firms for conducting a feasibility study. Responses were received up to 2:00 PM, May 1, for consideration by the selection board.
2. On May 15, 2005, the selection board met to review qualifications and expertise of firms. Advertisements were placed in newspapers and trade journals. The selection board chose the four most qualified firms for the "short list" to be contacted for additional information and interviews.
3. The selection board interviewed the four firms on May 21, 2005.
4. On June 1, 2005, the consultant selection board met to examine qualifications and proposals submitted by candidates on the "short list" and rate the candidates according to the matrix. The consulting firm of Best Engineers was rated highest among the four firms submitting proposals.
5. ABC Engineering was retained by the airport board to prepare the independent estimate.
6. On May 24, 2005, the airport board met with Best Engineers, the FAA, WYDOT, and ABC Engineering to review the project scope and the format for fee breakdown.
7. The independent estimate was delivered to the airport on May 27, 2005.
8. Best Engineers submitted their fee proposal on May 28, 2005.
9. On May 29, 2005 the chairman of the airport board called Best Engineers to discuss their fee proposal. The proposed fee for socioeconomic analysis, surveying and aerial photography appeared to be out of line with the independent estimate. Best Engineers agreed to revise their fee proposal and resubmit. The final fee proposal was received on May 30, 2005. The airport board accepted the proposed fee on June 1, 2005 and the contract was signed.



FOR MORE INFORMATION CONTACT:

The Wyoming Department of Transportation
Aeronautics Division
5300 Bishop Boulevard
Cheyenne, WY 82009

Phone (307) 777-3952
Fax (307) 637-7352

Wyoming Statewide Airport Economic Impact Study



Prepared by:

WilburSmith
ASSOCIATES

www.dot.state.wy.us/wydot/aeronautics

www.flywyoming.org

Executive Summary

Aviation Makes Life in Wyoming Even Better

As the state with the lowest population density in the continental U.S., Wyoming relies on its airports to provide vital transportation and economic links, both within the state and to destinations outside of Wyoming. In an effort to quantify the importance of 35 public use airports in Wyoming, the Wyoming Department of Transportation Aeronautics Division recently completed a state-wide airport study that assessed the economic impact of these valuable infrastructure assets. Each airport's economic activity was quantified in terms of jobs, payroll, and output.

Major employers, as well as many smaller businesses, rely on aviation to rapidly transport people, equipment, and supplies. Wyoming's airports serve as the base of operation for a multitude of businesses, including airlines, air cargo companies, fixed based operators, flight schools, government agencies, and aircraft maintenance companies. Airports also support Wyoming's tourist industry by providing access to the state through both commercial and general aviation airports. Hundreds of thousands of visitors come to Wyoming each year via airports, and spend hundreds of millions of dollars on lodging, dining, recreation, and entertainment.

The study also examined qualitative benefits associated with airports in Wyoming. The study found that quality of life was the number one factor in deciding to relocate or expand operations in Wyoming. Airports are a critical part of the state's infrastructure that make it possible for the people of Wyoming to enjoy the state's high quality of life while still being connected to the national economy. Many businesses that appreciate the quality of life found in Wyoming, would not be able to stay there without airports.

Wyoming's continued participation in the growing, global economy through its airport system is important for the future well being of the state and its people.



Aviation in Wyoming *Facts and Figures*

- Every county in Wyoming has at least 1 airport
- 10 of Wyoming's system airports provide air carrier service
- Registered aircraft: 1,611
- Pilots: 1,748
- General aviation aircraft operations: 379,285
- Commercial service operations: 28,807
- Enplaned passengers: 517,360

Study Process

An economic input-output model was used to estimate the benefits of 35 of Wyoming's public use airports. There are many ways in which airports create economic impacts. On-airport businesses such as airlines, flight schools, agricultural sprayers, corporate flight departments, aircraft mechanics, and government entities including airport sponsors, the Wyoming Department of Transportation, and the FAA are responsible for thousands of jobs and extensive capital projects at airports throughout the state. Visitors arriving on commercial service airlines and private aircraft also spend money for hotels, restaurants, retail, and entertainment, which creates additional jobs and economic benefits.

The benefits provided by these 35 Wyoming airports were calculated using an FAA-approved methodology that has been successfully applied throughout the United States.

This method involved on-site data gathering and surveys mailed to airports and their tenants to tabulate the direct benefits of airports and their tenants. A sampling of visitors using commercial service and general aviation assessed spending habits while traveling to determine indirect benefits. Ratios were used to convert this spending into Wyoming-specific jobs and payroll.

As these benefits are released into the statewide economy, additional multiplier benefits are created. For example, when airport managers use their salary to buy groceries, this spending helps support additional economic activity. This secondary spending re-circulates or multiplies until the benefits ultimately leak outside of the state. Secondary benefits for this study were calculated using Wyoming-specific multipliers. In general, for every \$100 spent by aviation-related businesses, an additional multiplier benefit of \$57 is created within Wyoming. The total economic impact is the sum of the direct, indirect, induced, and multiplier benefits.

The quantitative benefits of the airport system are expressed as jobs, payroll, and output. Output can be thought of as a measure of annual economic activity or spending.



IMPACT TYPES

Direct impacts are those benefits associated with on-airport businesses and government agencies involved with aviation activities. On-airport businesses not associated with aviation (such as might be found in airport industrial parks) were not included.

Indirect impacts include spending by visitors to the state arriving by commercial service and general aviation aircraft. These expenditures, which generally take place off-airport at hotels, restaurants, retail stores, and entertainment venues, support jobs and businesses in the local community.

Induced impacts are a function of the re-circulation of direct and indirect impacts within the economy of Wyoming. Money that is used to purchase goods on the airport is then spent by those airport employees in the local community, and so on, until it leaks beyond Wyoming's borders. These added benefits are commonly referred to as the multiplier effect, or induced benefits.

Total impacts are the combination of direct, indirect, and induced benefits.

IMPACT MEASURES

Employment measures the number of full-time equivalent jobs related to aviation activity. Two part-time jobs equal one full-time job.

Payroll measures the total annual salary, wages, and benefits, paid to all workers related to aviation activity.

Economic Activity (Output) measures the value of all goods and services related to airports in Wyoming. The output of airport related businesses is typically estimated by combining annual gross sales and average annual capital expenditures. For those organizations where gross sales is not applicable (such as a government agency), output is estimated as the sum of annual payroll, annual expenses, and average annual capital expenditures.

Summary of Total Benefits

Airports in Wyoming make a significant contribution to the state's gross state product (GSP). When all impacts from the 35 airports in the study are taken into account, nearly 14,500 jobs with a combined payroll of \$375 million can be tied to airport activity.

The output from these Wyoming airports exceeds \$1.4 billion, which is approximately 4.6 percent of Wyoming's GSP.

In addition to economic benefits, the system of airports provides numerous critical services to enhance the quality of life, health, safety, and welfare of Wyoming citizens. Examples include business development, enhancing agricultural production, medical transport and evacuation, wildfire suppression, access to remote areas, wildlife management, and recreation. The state also collects significant tax revenues as the result of airport related activity.

Total Impacts of Wyoming's Airports

Total Employment: 14,460
Total Payroll: \$375.5 million
Total Economic Activity: \$1.4 billion
Percent of Gross State Product: 4.6%

- Commercial Service
- Business Airports
- Intermediate Airports
- Local Airports
- Major Cities
- Interstate Highways

Wyoming's airport system provides air access to all parts of Wyoming. This map depicts the 35 airports evaluated in this economic impact study. The airports are classified by the role they were assigned in the state's most recent system plan.



Commercial Service Airports serve major populations, economic centers, and areas of tourism providing a connection to national and global economies and are designed to accommodate commercial air service and business general aviation activity consistent with user demand.

Business Airports serve multi-county areas and economic centers providing a connection to state and national economies and are intended to accommodate larger business jet activity and support tourism and recreational demand.

Intermediate Airports serve counties and medium to small communities to support local economies and are intended to accommodate medium to small business jet activity and recreational users.

Local Airports serve smaller communities and have the basic facilities intended to accommodate recreational users and support emergency use.



Tax Impacts

Wyoming's airports generate more than \$50 million in annual tax revenues. The State of Wyoming, its counties, and municipalities collect money from taxes levied on activities tied, either directly or indirectly, to Wyoming's airports. These include taxes on visitor and tenant expenditures, fuel sales, and expenditures by employees that are supported by aviation.

More than half of the \$50 million in tax revenues came from visitors who arrived by air and paid lodging taxes at hotels, sales tax on retail purchases, and rental car taxes. Airport tenants were the second largest generators of tax revenue through commerce that is subject to sales tax, accounting for about 34 percent of all airport-related taxes. Employees that owe their jobs to airports in Wyoming also pay sales taxes through purchases they make, contributing about 5 percent of all airport-related taxes. Finally, Wyoming taxes aviation fuel sales in order to generate funds for use on airports. That tax accounted for approximately 1 percent of all taxes.

Visitor Taxes	Employee Sales Taxes	Fuel Taxes	Airport Tenant Taxes
60%	5%	1%	34%



Qualitative Benefits

Airports throughout Wyoming help to support and improve the quality of life for all residents of, businesses in, and visitors to the state. Airports support many activities that provide health, welfare, safety, and environmental benefits. According to information gathered as part of this study, airports in Wyoming support recreational activities, they serve as gateways to many communities and tourist attractions, they support air cargo and air freight shipments, they support the military and its operations, and they provide access in times of emergency. Airports in Wyoming house aircraft that are used to distribute important aerial applications to crops and forests through the state. Airports support fire fighting activities for forests and grassland areas. Airports are used by law enforcement and search and rescue groups on a routine basis. Airports are used for medical evacuation and doctors throughout the state use the airport system to attend clinics in remote areas and to see patients.

Airports in Wyoming touch and improve everyone's quality of life, even those individuals who never directly use one of the commercial or general aviation airports or the many services they provide.



Total Economic Impacts by Individual Airport

	ASSOCIATED CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT	
Commercial Airports	Casper	Casper-Natrona County International	767	\$ 31,795,200	\$ 105,162,500	
	Cheyenne	Cheyenne Regional-Jerry Olson Field	2,100	\$ 66,994,400	\$ 218,465,100	
	Cody	Yellowstone Regional	290	\$ 7,890,200	\$ 31,232,700	
	Gillette	Gillette-Campbell County	259	\$ 8,603,900	\$ 32,441,100	
	Jackson	Jackson Hole	9,323	\$202,950,500	\$ 823,395,500	
	Laramie	Laramie Regional	142	\$ 5,075,000	\$ 18,641,100	
	Riverton	Riverton Regional	140	\$ 4,488,600	\$ 15,685,900	
	Rock Springs	Rock Springs-Sweetwater County	265	\$ 9,229,700	\$ 33,911,100	
	Sheridan	Sheridan County	337	\$ 10,524,800	\$ 48,596,300	
	Worland	Worland Municipal	119	\$ 4,261,400	\$ 16,719,200	
Commercial Airports Total			13,742	\$351,813,700	\$1,344,250,500	
Business Airports	Afton	Afton Municipal	156	\$ 5,562,500	\$ 25,134,900	
	Douglas	Converse County	22	\$ 634,900	\$ 2,935,000	
	Evanston	Evanston-Uinta County Burns Field	88	\$ 2,787,400	\$ 11,618,800	
	Greybull	South Big Horn County	90	\$ 2,992,900	\$ 16,371,600	
	Pinedale	Ralph Wenz Field	47	\$ 1,725,400	\$ 6,431,800	
	Saratoga	Shively Field	47	\$ 1,284,300	\$ 4,654,500	
	Business Airports Total			450	\$ 14,987,400	\$ 67,146,600
Intermediate Airports	Big Piney	Miley Memorial Field	17	\$ 503,800	\$ 2,144,700	
	Buffalo	Johnson County	22	\$ 552,900	\$ 2,287,800	
	Guernsey	Camp Guernsey	19	\$ 643,900	\$ 2,636,100	
	Kemmerer	Kemmerer Municipal	5	\$ 242,400	\$ 833,300	
	Lander	Hunt Field	14	\$ 431,800	\$ 1,618,200	
	Newcastle	Mondell Field	8	\$ 219,600	\$ 1,178,400	
	Powell	Powell Municipal	11	\$ 295,800	\$ 1,901,900	
	Rawlins	Rawlins Municipal-Harvey Field	29	\$ 952,500	\$ 3,724,500	
	Torrington	Torrington Municipal	15	\$ 444,800	\$ 2,020,500	
	Wheatland	Phifer Airfield	10	\$ 445,600	\$ 1,204,500	
	Intermediate Airports Total			150	\$ 4,733,100	\$ 19,549,900
	Local Airports	Cokeville	Cokeville Municipal	2	\$ 14,300	\$ 82,900
Cowley		North Big Horn County	8	\$ 274,700	\$ 968,500	
Dixon		Dixon	37	\$ 1,380,300	\$ 4,413,000	
Dubois		Dubois Municipal	13	\$ 407,800	\$ 1,919,100	
Fort Bridger		Fort Bridger	26	\$ 880,100	\$ 3,531,000	
Hulett		Hulett Municipal	6	\$ 155,900	\$ 626,300	
Lusk		Lusk Municipal	2	\$ 86,700	\$ 371,600	
Pine Bluffs		Pine Bluffs Municipal	9	\$ 285,100	\$ 1,434,100	
Thermopolis		Hot Springs County-Thermopolis Municipal	15	\$ 447,100	\$ 1,175,700	
Local Airports Total			118	\$ 3,932,000	\$ 14,522,200	
All Airports Total			14,460	\$375,466,200	\$1,445,469,200	

The table above summarizes the total annual economic benefits, including visitor and multiplier impacts, for each of the 35 Wyoming airports analyzed.

All types of businesses in Wyoming rely on aviation and commercial service and general aviation airports for the efficient transport of people and goods. As part of this study, more than 2,000 Wyoming businesses in the manufacturing, mining, construction, engineering, business services, finance, insurance, and real estate sectors were surveyed to understand their dependence on aviation. This dependence arises from the use of scheduled commercial airline service, charter flights, general aviation, air cargo, and air express shipments. Among the companies that responded:

- 55 percent use commercial airline service to support their business.
- 18 percent indicate that they charter, lease, or own a general aviation aircraft to support their business operations.
- 35 percent indicated that the presence of a commercial service airport was of importance to the decision of business location.
- 27 percent indicated that the proximity to a general aviation airport is of importance in their location decision.

Respondents were asked what their business would do without Wyoming's airports. The replies included:

- Suffer increased costs.
- Move the business to a location with local airport access.
- Travel to a neighboring state to use those airports.

Airports are a critical part of the transportation infrastructure needed to retain and attract business development in Wyoming, as the following statements attest:

"It is our primary transportation to oil service centers."

"I wouldn't live in an area without airport availability."

"[Without a local airport], we would have almost zero guests at the ranch."

Ginni Lipka

From: Christy Yaffa [christy.yaffa@wyo.gov]
Sent: Wednesday, May 29, 2013 10:15 AM
To: Michele Whipple
Cc: Ginni Lipka
Subject: Re: Green River Airport Information

Ginni,

You are correct that my best estimate of a Master Plan for your airport is between \$150,000-\$200,000. Recent Master Plans at other general aviation airports in the state have been:

- 2009 - Evanston-Uinta County Airport - \$159,775.00
- 2010 - Dixon Airport - \$157,895.00
- 2011 - Cowley, North Big Horn County Airport - \$157,895.00
- 2012 - Greybull, South Big Horn County Airport - \$166,667.00

The circumstances for your airport are slightly different than these airports because it is true your airport isn't as complex as some of these, but there is also existing drawings, survey and other information available for these airports which may cause your plan to cost slightly higher since this information will have to be generated.

Please let me know if you need additional information.

Thanks,

Christy Yaffa

Planning and Programming Manager, WYDOT Aeronautics Division
5300 Bishop Blvd., Cheyenne, WY 82009-3340
(307) 777-3956 - office
(307) 286-1363 - cell
christy.yaffa@wyo.gov
<http://www.dot.state.wy.us/wydot/aeronautics>

 Please consider the environment before printing this email

On Wed, May 29, 2013 at 8:46 AM, Michele Whipple <michele.whipple@wyo.gov> wrote:
Ginni,

Both the Commission's April minutes and the approved WACIP, which contains the grant for the Airport Master Plan are posted on the Aeronautics website. For your convenience, I have attached them here as well. Good Luck!

Michele

Michele Whipple
Commission Secretary
WYDOT Aeronautics 200 E, 8th Ave
Phone [\(307\)777-3952](tel:(307)777-3952)
Fax [\(307\)637-7352](tel:(307)637-7352)

Ginni Lipka

From: Christy Yaffa [christy.yaffa@wyo.gov]
Sent: Friday, February 01, 2013 9:13 AM
To: Ginni Lipka; Hank Castillon; Marty Black
Cc: Byrne, Dennis; Mahoney, John
Subject: Green River Airport Information
Attachments: FINAL Report_Wright New Airport Study_10-1-10 compressed.pdf; Wright Ad.doc; DRAFT Town of Wright Airport Feasibility Study Scope of Work.doc; Kemmerer_Final_Scopeofwork.pdf; AirportPlanningConsultants_01-31-13.pdf

Mayor Castillon, Ginni, & Martin,

It was nice talking with you all on Tuesday regarding improvements to the Green River airport. As promised, I am sending several documents and links that should help you with your efforts.

Some of the information I am sending might be confusing because I am sending both Master Plan and Feasibility Study information. As we discussed on Tuesday, I think you will need to do a traditional Master Plan, but add in elements of the Feasibility Study to fully satisfy your needs right now. So, I am sending samples of both, but in your case one document/study will be sufficient. I hope this makes sense. Please let me know if you would like to discuss this aspect of the project further.

The steps I recommend you follow to get started with the Master Plan project are:

1. Submit a Project Preapplication Data Sheet, which you can find on our website at: http://www.dot.state.wy.us/wydot/aeronautics/planning_airport_projects/capital_improvement_plan2. Normally we would also ask you to submit a WACIP Update Summary sheet, but because at this point you are only asking for the one project (Master Plan), I don't think it is necessary. The Preapplication will allow the Division to evaluate the project for state funding and present it to the Wyoming Aeronautics Commission for consideration. Please note, that the project will have to compete for funding and of course we can't guarantee approval.
 1. We do understand that at this point, a lot of the information on the Preapplication will be a guess. Just do the best you can and we can modify it later. If you would like, you can send me a draft copy and I will review it before you officially submit it.
 2. WYDOT's fiscal year is Oct. 1-Sept. 30 and we are currently in FY13, so please keep that in mind when you are deciding when you would like to request the state funds for this project. The project doesn't have to be completed in one fiscal year, but we do need to know when you think you will be ready to receive the grant (and will have the local match).
2. Next, you will need to develop a general scope of work to use in your advertisement for consulting services. This scope will need to include the major aspects of the project such as the usual elements of a Master Plan (inventory, forecast, alternatives analysis, etc.) as well as some of the specific things you will want such as a market analysis, feasibility study, wind analysis, funding alternatives, evaluation of federal eligibility, etc. I can help you work through this.
 1. I am attaching a copy of the feasibility study that was completed for Wright a couple years ago, which should give you some good ideas. I am also sending the draft scope of

work that was used in the selection for the Wright Feasibility project. This is more elaborate than you will need for the advertisement, but it should help.

2. I will follow in probably 4 subsequent emails with a sample Master Plan that was completed for Pinedale recently (the file is too big to send in one email). Finally, I have attached the full negotiated scope of work for the Kemmerer Master Plan project which has recently started.
3. You will then need to start consultant selection for the Master Plan project. I can help you with this process and we have a guide to help you on our website: http://www.dot.state.wy.us/wydot/aeronautics/planning_airport_projects/aptconsultants. I have also attached a copy of the Wright RFQ advertisement to help with constructing your own. My suggestion would be to start with a RFQ advertisement (advertise in Casper Star and direct mail-see attached list of airport planning firms). Then short-list 3-5 firms from the qualified firms that respond to the RFQ. Then ask each of the short-listed firms to submit a proposal and interview them and make your final selection from there.
4. Once you have a top rated consulting firm, you will need to negotiate a scope of work with them. Again, I can help you with this. The Division will need to approve the scope before you start negotiating the price with the consultant. Please keep in mind, this will need to be a "qualifications based selection" (do not discuss anything related to price until you have identified your top rated firm and negotiated an approved scope of work).
5. The next step is to submit the actual state grant application (Request for State Airport Aid), which can be downloaded from our website at: http://www.dot.state.wy.us/wydot/aeronautics/planning_airport_projects/grant_info. The application will include the actual negotiated cost for the project and probably a more specific project description.
6. Then the Division will present any additional changes (such as cost) to the project to the Aeronautics Commission for approval and prepare the grant certificate. The grant certificate is sent to the City for signature and then returned to us for signature.
7. Once the grant has been signed by both parties, then the project can commence. Please note that most of the expenses related to consultant selection and project initiation (advertising costs, costs related to getting an Independent Fee Estimate (discussed in the consultant selection guidance), etc.) are eligible for reimbursement once the grant has been issued. However, any project related work must wait until the grant has been issued and any expenses incurred for this type of work will not be eligible for reimbursement if incurred prior to the grant.

As you can see, the process is a bit complicated and I'm sure I have missed some of the smaller steps, but the above should give you a good overview. It will be essential to keep the communication lines open as we work through this process. Please don't hesitate to give me a call or send an email if you have any questions. It is much better to ask what you think might be a silly question than not and then find out later that we missed something.

As I said on Tuesday, I'm happy to come to Green River and meet with the City and/or Task Force, if you feel it would help. Just let me know.

Finally, I would just like to say how glad I am that the City is taking this step to improve the aviation services in your community and this region of the State. I'm excited to get started and look forward to working with you in the future.

Thanks,

Christy Yaffa

Planning and Programming Manager, WYDOT Aeronautics Division



PROJECT PREAPPLICATION DATA SHEET

WYOMING DEPARTMENT OF TRANSPORTATION AERONAUTICS DIVISION
 5300 Bishop Blvd, Cheyenne, WY 82009-3340
<http://www.dot.state.wy.us/wydot/aeronautics>

Directions: Please complete a Project Preapplication Data Sheet for each new or revised project requested in first 6 years of WACIP.

Part 1: Applicant Information

Airport Name: Greater Green River Intergalactic Spaceport (GRISP) Date: 04-02-2013

Part 2: Project Information

Project Description*: Development of Airport Master Plan	Requested Fiscal Year*: 2014	Local Priority*: 1
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* Project description, requested fiscal year and local priority must exactly match the information given on Proposed WACIP Summary.

Scope of Work (list all major work items):

Prepare initial Airport Master Plan in accordance with WYDOT and FAA standards. Scope includes: Conduct a wind analysis for the existing facility; Prepare a cost-benefit analysis and financial feasibility assessment; Conduct Long-Term strategic planning for airport development; Determine how best to meet future needs; Evaluate the environmental and financial issues associated with recommended facility improvements; and Prepare an FAA-approved Airport Layout Plan (ALP) that shows existing facilities and recommended airport development.

Project Purpose: (select one)

Planning and/or Capacity

Project Component: (select all that apply)

- Primary R/W and/or T/W
 Secondary R/W and/or T/W
 Apron and/or Structures
 Landside
 Other: (specify) Planning

Is this a phased project? No

If yes, Phase #:

Is this a new project? Yes

Justification (why this project is important and should be funded):

GRISP is a general aviation asset that can contribute to the overall prosperity of the region and state by increasing economic development and tourism opportunities. The proposed plan is an opportunity to identify and consider strategic development opportunities and plan general aviation development in a timely, orderly, and efficient arrangement of land uses and public facilities and services that meet the needs of present and future residents of Green River.

Part 3: Proposed Project Cost Estimate

General Item:	Units	Quantity	Unit Cost	Total
Consultant Fees (Engineering/Planning)	1	1.00	\$150,000.00	\$150,000.00
Total Estimated Project Cost (Rounded to the nearest dollar)				\$150,000

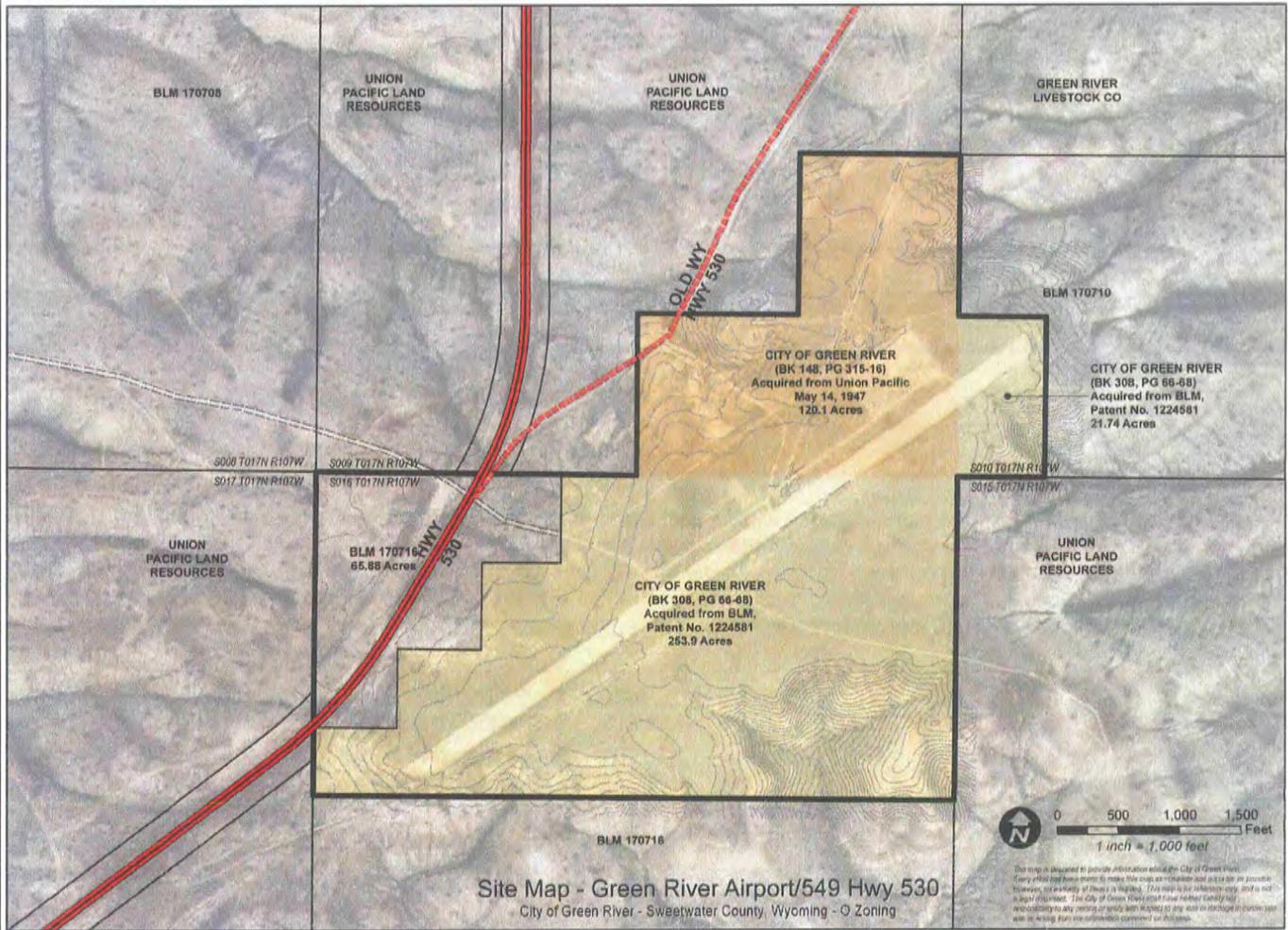
If this is not a new project, have cost estimates changed? Choose an item

Proposed % Split: Federal: State: 60 Local: 40

Does the proposed % split deviate from the standard WAC match (outlined in WAC Policy #11)?** No

** If yes and additional state funds are requested, a written hardship statement explaining the reason for the requested deviation *MUST* accompany this form.

Part 4: Project Sketch (if applicable)
Clearly designate specific area of work involved.



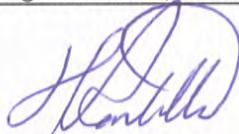
Part 5: Contact Designation

The Sponsor hereby designates the following as the contact for all questions regarding this project:

Name: Martin P. Black	Title: City Administrator
Address: 50 E 2nd North Street	City, State, Zip: Green River, WY 82395
Phone: 307-872-0554 office; 307-707-6724 mobile	Email: mblack@cityofgreenriver.org

Part 6: Sponsor Certification

To the best of my knowledge and belief, all data in this preapplication are true, accurate and complete.

Sponsor Signature: 	Date: 
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Matthew H. Mead
Governor

Wyoming Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340



John F. Cox
Director

Note: see page 2 - Green River Master Plan

A meeting of the Aeronautics Commission via teleconference was held Tuesday, April 16, 2013, at 1:30 p.m. The conference call was initiated in a conference room at the Aeronautics Division in Cheyenne.

COMMISSIONERS

Vince Tomassi, District 2
Pete Schoonmaker, Vice Chairman, District 5
Jerry Dilts, District At Large

Chuck Wilkie, District 4
John Vincent, District 3
Doyle Vaughan, District At Large

AERONAUTICS STAFF

Dennis Byrne, Administrator
Christy Yaffa, Planning & Programming Manager
Brian Olsen, Project Engineer

Michele Whipple, Commission Secretary
Cheryl Bean, Engineering Manager

GUESTS

Nick Wangler, Forecast Inc.
Kathy Misener, LSO

ADJUSTMENTS TO THE AGENDA

None

OLD BUSINESS

Approval of Minutes

- **March 17, 2013 Teleconference– Approved as Presented.**

NEW BUSINESS

Project Spotlight

No Project Spotlight this month.

WACIP - Yaffa

Christy Yaffa presented the WACIP for approval. The following is taken from the Explanation of Agenda, as it appears on Item 3.

The WACIP Update this month has a few changes to FY13 and FY14 primarily resulting from the normal adjustments that happen as some of the details of upcoming projects are worked out. More details on the projects themselves and the federal and local funding available to fund them are now available.

Adjustments to FY13 resulted in an additional \$200,931 in state funds being programmed. There is still over \$498k in state funds remaining in this fiscal year. A

small (\$100) reduction in state funds allocated in FY14 result in just over \$368k remaining available in FY14. In the staff's opinion the remaining state funds available in both years are sufficient for this point in the funding cycle.

Ms. Yaffa gave a brief explanation of the modifications to WACIP for 2013 and 2014.

2013

Air Show & Fly In Program There is a reduction in the "set aside" for the Air Show & Fly In Program to fund an air show in Afton.

Laramie - There is an adjustment to increase the amount of funding for the rehab runway 12/30 to add an independent fee estimate to this project which an increase in \$51 of State funds.

Jackson - There is a change to the Jackson terminal baggage area upgrade. This is a reduction of state funds due to this project being a large project with several federal grants. We initially planned having state funds match the federal grant. But we found that it would be more simple if we separated out the state funds and managed it as two separate grants rather than keeping them together. The first adjustment to the Jackson project is a reduction of state funds of \$850,271.

Greybull - The Staff is recommending to increase the state match on the construct taxiway project to \$92,800 in State funds. Greybull submitted a letter requesting an increase in the state match to 98/2. The Commission policy on this type of project is typically 60/40. The Staff is ok recommending 80(state)/20(local) on this project, which results in the additional \$92,800 in State funds.

Jackson - The Jackson terminal project is the state and local only grant previously talked about, and is showing an increase of \$850,000 in State funds.

Fort Bridger - The Master Plan and the GIS Project - The FAA added another year's entitlement to this project which resulted in an increase of \$10,000 in State funds.

Green River - Master Plan - This is new project. The current estimate for the cost of this project is \$150,000 (just an estimate, not based on any contractor amount). \$90,000 in State funds is recommended at this point.

Powell - Construct Terminal SRE Building - This is to increase the state funds to match the increased price of \$8351.

Afton - Air Show - This is the air show that was reduced off of the line item for \$2500.

2013 has a remaining balance of \$498,000 in State funds.

2014

Jackson - This is the same change to the Jackson terminal project from 2013, which is separating out the state funds from the federal grant. There is a reduction of the first (federally funded) project of \$1,150,100, and there is a corresponding state and local only grant which is a new project which is \$1,150,000.

2014 has a remaining balance of \$368,000 in state funds.

Ms. Yaffa submitted the WACIP for approval.

Commissioner Wilkie made a motion to approve the WACIP modifications. Motion was seconded by Commissioner Tomassi.

Discussion: Commissioner Tomassi asked if the Green River airport is in the federal NPIAS. Ms. Yaffa said it currently is not. Commissioner Tomassi was concerned about spending money on an airport that would not be feasible, and compared it the Wright-Gillette issue that has recently been recently brought before the Commission. Ms. Yaffa said she believes it is the intent of the community of Green River to eventually ask for funding to make some improvements to the airport. She went on to say that Green

River is different than Wright in that there is already an airport in Green River that is part of the State system. There is a goal as part of the State System Plan, as well as one of the grant assurances and Commission policies, that says that all of the state's airports should have an updated Airport Layout Plan (ALP). Currently Green River has a drawing on record completed in the 70's. Whether the Commission chooses to make any improvements to the airport or not, she recommends doing a Master Plan there. The Master Plan would be the first step in asking for funding for the airport. There is a good chance that this will occur.

Motion Approved

Priority Rating Model (PRM) Task Force – Yaffa

Per a conversation prior to the teleconference, Commissioner Schoonmaker said that Chairman Ksir is strongly in favor of the PRM Task Force appointments as recommended by Staff, and was more than satisfied with the review and work that was done by Staff to make the recommended choices for the members. Commissioner Schoonmaker asked Ms. Yaffa to briefly go through the process gone through to recommend the 17 different candidates and the basis of their recommendation. Ms. Yaffa explained the process which was summed up in the Explanation of Agenda as it appears as item 4.

The Aeronautics Division would like the commission to appoint eleven members to the Wyoming Priority Rating Model for Project Evaluation Task Force. The task force should consist of two Aeronautics Commission members, two Division staff, three commercial service airport representatives, three general aviation airport representatives and one airport development consultant.

It is the Division's recommendation that one member should be the Aeronautics Commission chairman and this member should serve as the task force chairman. The second member representing the commission should be a volunteer from the commission.

The two Division staff members recommended to be appointed to the task force are Cheryl Bean and Christy Yaffa.

The Division received resume and cover letters from 17 well-qualified applicants for the six airport representative and one consultant positions on the task force. Division staff evaluated each application for relevant work experience, ability to bring a statewide focus, demographic representation, unique perspective, time availability, and experience on other boards/commissions, and make the following recommendations:

Commercial Service Airports (Select 3)

Ray Bishop, Jackson Hole Airport – [Recommended](#)

Dave Haring, Cheyenne Regional Airport

Bob Hooper, Yellowstone Regional Airport (Cody)

Glenn Januska, Casper-Natrona County International Airport – [Recommended](#)

Bill Urbigkit, Riverton Regional Airport – [Recommended](#)

General Aviation Airports (Select 3)

Twila Blakeman, Dubois Municipal Airport

Sean Christensen, Powell Municipal Airport – [Recommended](#)

Carl Meyer, North and South Big Horn County Airports (Greybull & Cowley)

Hans Odde, Thermopolis-Hot Springs County Airport – [Recommended](#)

Jim Parker, Ralph Wenz Field (Pinedale) – [Recommended](#)

Rick Sessions, Afton-Lincoln County Airport

Consultant (Select 1)

Mike Becker, RS&H
Scott Bell, Morrison Maierle, Inc.

Leah Henderson, Dowell HKM
Lew Lott, JUB Engineers, Inc.
Rick Patton, GDA Engineers – [Recommended](#)
Alan Wiechmann, Jviation

Copies of the applications have been forwarded to the Aeronautics Commission for review.

Appoint the following individuals to the Priority Rating Model Task Force:

- Charlie Ksir and another member representing the Aeronautics Commission
- Cheryl Bean and Christy Yaffa representing the Aeronautics Division
- Ray Bishop, Glenn Januska, and Bill Urbigkit representing commercial service airports
- Sean Christensen, Hans Odde, and Jim Parker representing general aviation airports
- Rick Patton representing consultants

Commissioner Schoonmaker again stated that Chairman Ksir accepted the recommendations of appointments by staff, as well as for himself to be one of the representing Commission members.

Commissioner Dilts asked why Bill Urbigkit was chosen over Bob Hooper. Ms. Yaffa said after looking at the evaluation sheets, and the Staff review of what was submitted, as well as our own knowledge of the two candidates, she agrees that Bob Hooper would be a good choice too (all candidates were well qualified and would make good members). The reason Mr. Urbigkit is being recommended is due to relevant work experience and the ability to bring a state-wide focus. In both areas he ranked a little bit higher than Mr. Hooper.

Commissioner Dilts made a motion to single out and approve Ray Bishop, Glenn Januska, and Bob Hooper as the commercial service airports representatives for the Priority Rating Model Task Force. Motion was seconded by Commissioner Tomassi. Discussion: Commissioner Vincent spoke in favor of Bill Urbigkit, and agreeing with the Staff recommendation of appointing him to the PRM committee. He offered several of his personal experiences with Mr. Urbigkit on not only airport projects, but with city projects as well. Commissioner Vincent said he has no personal experience with the other applicants but is in favor of Mr. Urbigkit serving on the committee. Commissioner Dilts is concerned about Mr. Urbigkit having the time required to serve on the committee with all of the current projects coming up in Fremont County. Commissioner Vincent feels that Mr. Urbigkit would not have submitted his application to serve on the committee if he did not think he had the time and desire to do so. Commissioner Schoonmaker said he supports Mr. Urbigkit to serve. Commissioner Wilkie, given his experience with Mr. Hooper, said he would also be a good commercial service airport representative on the committee.

In favor of the motion: Commissioners Tomassi, Vaughan, Dilts, and Wilkie

Against the motion: Commissioners Schoonmaker and Vincent

Motion Approved.

Commissioner Tomassi made a motion to approve the Staff's recommendation of Sean Christensen, Hans Odde, and Jim Parker, representing the General Aviation airports, Rick Patton representing the consultants, and Chairman Ksir as one of the members of the Commission, to serve on the Priority Rating Model Task Force. Motion was seconded by Commissioner Wilkie.

Discussion: None

In favor of the motion: Commissioners Tomassi, Schoonmaker, Vaughan, Dilts, Wilkie, and Vincent.

Motion Approved.

Commissioner Schoonmaker called for a volunteer for the remaining opening for a commissioner on the task force.

Commissioner Dilts made a motion to nominate Commissioner Schoonmaker to be the second member representing the Commission to serve on the Priority Rating Model Task Force. Motion was seconded by Commissioner John Vincent. Discussion: Commissioner Schoonmaker accepted the nomination.

In favor of the motion: Commissioners Tomassi, Vaughan, Dilts, Wilkie, and Vincent.

Motion Approved.

Commissioner Wilkie made a motion to approve the Staff's recommendation of Christy Yaffa and Cheryl Bean to serve as Staff members on the Priority Rating Model Task Force. Motion was seconded by Commissioner Tomassi. Discussion: None

Motion Approved.

CPR RW08 ILS Proposed Decommissioning - Staff

The Federal Aviation Administration (FAA) is conducting an aeronautics study of a proposal to decommission and remove Locater Outer Marker (LOM), serving Runway 08 Instrument Landing System (ILS) at the Casper Natrona County Airport in Casper, Wyoming. The removal of the LOM would cause the Runway 08 ILS to be decommissioned. Efforts so far have been unsuccessful in finding a feasible solution to maintain the ILS without the LOM to identify the final approach fix.

The ILS equipment is about 60 years old and the FAA has wanted to de-activate the ILS for many years. They are not in favor of maintaining the approach any longer. There is a waiver in place right now that has been in place for 32 years, but the FAA does not have an interest in extending the waiver. The ILS is non-standard and old. Currently the two biggest concerns are safe access to the LOM and the cost of maintaining the ILS. The FAA says that the bridge over the irrigation ditch to the outer marker is not safe for the FAA maintenance people to drive over. Estimates on repairing the bridge are \$50,000 or less. And, maintaining the ILS is approximately \$40,000 - \$50,000/year, at a time when the FAA needs to reduce operating costs.

It is understandable that the FAA needs to reduce costs and therefore identify equipment that is no longer needed. The Staff feels that if the existing approach and associated equipment could be reevaluated and considered adequate for another 5-10 years, there are partnering opportunities with respect to repairing or replacing the bridge structure. Other solutions may be available.

Although the Division staff has not had the opportunity to evaluate the proposed action with respect to the effect on the Wyoming aviation system, it is clear that there is a level of concern from Wyoming pilots and the Casper-Natrona County International Airport in losing the Runway 8 approach. The Commission has received letters of concern regarding the decommissioning of the ILS, and they have been asked to in turn write a letter to the FAA voicing opposition to the proposed decommissioning of the ILS to Runway08 in Casper. The Staff suggested to the Commission writing a letter to the FAA, not supporting either side of the proposed decommissioning, but rather asking them to revisit the issue.

Commissioner Vincent made a motion to send a letter to the FAA asking them to revisit the issue of the decommissioning of the Casper Runway08 ILS. Motion was seconded by Commissioner Tomassi. Discussion: Commissioner Wilkie asked for confirmation that maintaining the ILS was \$40,000 - \$50,000/year to maintain. Ms. Bean said yes. Commissioner Vincent asked if sending the letter to the FAA would satisfy the requests of the Casper airport and concerned pilots. Ms. Bean said yes it's a reasonable request, and without obligation or a committal either way. Commissioner Vaughan

noted that he is in favor of the decommissioning. Ms. Bean added that the Commission could partner in funding the repair of the bridge. The FAA would have to extend the waiver, and there is a risk that the equipment could go down at anytime. Commissioner Vincent noted that he would hate to see the equipment go away, since it is already there and functioning, and especially since that at this time, there is no commitment needed by the Commission. Commissioner Schoonmaker asked what the consequences of the decommissioning would be. Ms. Bean replied that there is another precision approach at Casper and the GPS approach.

Michele Whipple asked the Commission for resolution either way so that a letter could also be sent to the Casper airport and the concerned pilots indicating that the Commission had considered the issue.

In favor of the motion: Commissioners Vaughan, Dilts, Wilkie, and Vincent

Against the motion: Commissioners Tomassi and Schoonmaker

Motion Approved

UPDATES/DISCUSSION

Chairman's Update – Ksir

Commissioner Schoonmaker said that Chairman Ksir asked to ascertain the status on a meeting with the Governor. Mr. Byrne said that the meeting with the Governor's office will be Monday, April 22 at 1:30 p.m. Mr. Byrne said that He, John Cox, Charlie Ksir, and Nick Wangler will be attending.

Mr. Byrne said that the Staff has made some edits to the Commission Comment that Chairman Ksir had sent to the Division. They will be forwarded on to the Chairman, and with his approval, it will be sent out.

Administrator's Update – Byrne

Mr. Byrne spoke about a letter he received from the Governor's office (and forwarded to the Commission) describing an initiative to streamline government by looking through an agencies rules and reducing the number and length of those rules. WYDOT has been briefed by the Governor's office on the purpose of the initiative, and how they would like us to proceed. We are to determine which rules may no longer apply. WYDOT will meet internally to go over existing rules and make recommendations to the Governor's task force. He will keep the Commission in the loop as we move forward. Mr. Byrne does not believe this will require any action from the Commission at this time.

Air Service Update – Wangler

Mr. Wangler spoke briefly referring to the air service updates in the Program Managers Update. The updates are as follows:

Rock Springs

In the month of March, Mr. Wangler and Mr. Byrne visited the community of Rock Springs twice in support of the latest air service proposal from SkyWest for Salt Lake City service. They met with the airport board and the necessary leaders from Sweetwater County, Rock Springs and Green River. A small contingent plans on visiting with SkyWest in St. George in the coming weeks. We suspect there will be a vote from within the community(s) within the next few weeks followed closely with a written application.

Gillette

Last month Mr. Wangler and Mr. Byrne met with both Gillette and SkyWest to discuss the potential for a new contract for Salt Lake services that would commence in July, 2013. They continue to work through the numbers with both parties and suspect that in either April or May a formal application from Gillette will be received.

Laramie

SkyWest's new service in the community continues to do well. Based on SkyWest's initial estimates, Laramie's passenger totals are nearly 50% greater than what they (SkyWest) originally anticipated.

Cody

The community has asked that Mr. Wangler and Mr. Byrne participate in a call next week with United Airlines to discuss next season's service. The commission will be updated in May as to the outcome of that discussion.

Air Service Traffic in General

Traffic through March, state-wide, is up 8.6%. Most of the growth is occurring from Jackson, Casper and Laramie. Although we don't believe the trend will continue as we get into the summer months, Cheyenne, Sheridan and Riverton are all trending towards being less than 10,000 passenger enplanements in 2013. The Division will continue to communicate their results and provide some recommendations to the Commission should they feel that these airports will not exceed the 10,000 passenger enplanement mark.

Mr. Wangler said as part of the recent audit, one of the statistics we are paying closer attention to is traffic. Jackson, Casper and Laramie are doing exceptionally well. But there is potential for Cheyenne, Sheridan, and Riverton to not make their 10,000 passenger enplanement numbers. Looking at trends, generally those three airports do better in the summer than the first quarter. He will continue to monitor and discuss this issue. He said to be mindful of what we should and shouldn't say regarding the status of airlines in the communities.

He and Mr. Byrne are working on a plan for tackling one of the last items on the air service strategic plan which is marketing and promoting commercial service in the state. He would like to present the plan to the Commission at the May meeting in Rock Springs, and would like to have discussion on going forward with the plan.

Commissioner Schoonmaker asked what the reality is of Cheyenne, Sheridan, and Riverton being below the 10,000 enplanements in 2013, and also asked about the funding issues related to such. Laramie had a similar situation a couple of years ago, and was able to defer the funding loss from the \$1M entitlement (received when primary airports reach the 10,000 goal) to the \$150,000 entitlement (to the (primary) airports that do not). Mr. Wangler deferred to Ms. Yaffa. She said that it's hard to predict. With Laramie, what happened was that Congress had put clauses in the entitlement program that created a designation called a virtual primary – which means if you had 10,000 enplanements at whatever point Congress determined, that will still allow you to qualify as a primary airport. Laramie has mostly been protected by a clause like that. There was a two year period where they only received non-primary entitlements of \$150,000 per year vs. the \$1M that they normally receive as a primary. The current reauthorization expires in 2015 and there is a virtual primary like designation, with 2010 being the target year, they can get primary entitlement for fiscal years 2013-2014. Congress would need to do something again to protect the airports beyond that. Mr. Wangler added that the trend says the airports will fall below the 10,000, but based on what he knows, it's not as likely. He reminded the Commission

that Laramie does not receive funding under the Air Service Enhancement Program (of the State), but rather the Essential Air Service program of the federal government, and that the real issue here is the improvement of the reliability in the market. As an up note, Mr. Wangler said that when SkyWest bid on the Laramie service, the bid was based off of 9.8 passengers per flight with an average fare of \$65. In March they carried 17.4 passengers and the fare came in at \$58. After looking at advanced bookings, there is no reason Laramie should not reach the 10,000 enplanements.

ASE Budget Forecast – Byrne

Mr. Byrne referred to the standard monthly ASE Budget Forecast document provided. It has changed from the previous month due to us final-ing the Rock Springs project – ARASE48. \$92,513.43 was returned back to the ASE account, due to performing better than anticipated on that project.

ASE Grants by Community – Byrne

No changes from previous month's report.

Engineering Update – Cheryl Bean

Ms. Bean said that an engineer has been selected, Tim Dolan, to fill the vacant Aeronautics Engineer position. He will begin June 3. Mr. Dolan is from Cheyenne. The position was advertised nationally.

The crack seal project will be starting in about a week and a half.

Planning Update – Christy Yaffa

No update this month.

Audit Status – Byrne

Mr. Byrne deferred to Ms. Yaffa to lead the discussion on the audit status and LSO Audit Recommendation #6: Need Gap Assessment. Ms. Yaffa referred to the Explanation of Agenda item 7:

LSO audit recommendation #6 states: *“The Division should work towards identifying projects within the Needs Gap Assessment that would occur if funding were available. Based on this information, the Division should calculate an annual amount needed to fund these projects and explore ways in which these projects could receive that funding.”*

Agency response: *“Agree: The Division will develop a report that will identify an annual amount necessary to fund the Need Gap projects. Additionally, the Division will explore ways in which these projects could receive funding.”*

The Division has developed the “WACIP Six-Year Unfunded Needs” report which lists all identified unfunded airport development projects through FY19, totaling almost \$132.4M. In order to address the audit recommendation, the Division proposes to add discussion of this report to the annual WACIP Budget Workshop with the Aeronautics Commission typically held in the fall each year.

The Division currently produces this report and the resulting annual funding needed to address the need gap is reported to the Wyoming Legislature's Joint Transportation, Highways & Military Affairs, Revenue, and Appropriations Committees annually. The Division proposes to continue with this practice.

Ms. Yaffa asked the Commission for questions and input from/for the response to the recommendation, and direction for proceeding.

Ms. Yaffa talked about the internal discussions exploring ways to fund these projects. From the Staff's perspective, there are only two solutions. 1- Receive more money. If we had \$22M more funding per year, we could take care of the need-gap projects. 2 – Fund lower priority projects above higher priority projects. These projects are unfunded for a reason. They do not rank as high in our prioritization as projects we are recommending for funding. To fund these projects we would have to fund projects that are a lower priority above projects that are a higher priority. Mr. Byrne added that in terms of asking for additional funding, given the State's current budget cuts, we do not feel asking for more money is appropriate at this time to fund these projects. These projects are thrown back into the mix and re-evaluated annually. We just have to accept that there are limited resources right now and will have lower rated projects that are un-funded. Reporting this need-gap to the Commission on an annual basis, as recommended in the audit, will meet the intent of this audit recommendation. This report will also go to the legislature.

Monthly Program Manager's Update Comments

Commissioner Tomassi asked about the Lander land acquisition. Mr. Yaffa said that Lander is doing an Environmental Assessment on their primary site.

Other Questions/Comments

None.

Announcements/Reminders

2013 Quarterly Meeting Schedule

- May 23-24 – Spring Bus Tour – Rock Springs
- September TBA – WAOA/WAC Conference – Jackson
- November 20-22 – WACIP/Budget Workshop

LOOKING AHEAD

- Commission Comment
- Rawlins-Carbon County Airport VOR/DME Project-Airport Board Members

EXECUTIVE SESSION

No Executive Session.

ADJOURNMENT – 2:40 p.m.

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Statewide Programs										
Statewide	1/26/2012	12/6/2012	2013	Granted	Pavement Management		\$160,000	0	\$160,000	
Statewide	10/1/2012	4/23/2013	2013	Modified	Air Show and Fly-In Program		\$32,500	0	\$32,500	(\$5,000)
Statewide	5/13/2013		2013	Programmed	Priority Rating Model Update		\$50,000	0	\$50,000	\$50,000
Statewide	10/1/2012	12/6/2012	2013	Approved	System Plan (Design Standards)		\$27,778	0	\$277,778	
Statewide	10/1/2012	1/29/2013	2013	Approved	Marketing/Promotion		\$35,000	\$35,000	\$70,000	
Statewide	11/27/2012		2013	Approved	Windssocks		\$5,000	0	\$5,000	
Statewide	12/6/2012		2013	Approved	Geographic Information System		\$100,000	0	\$100,000	
Statewide	10/1/2012	12/6/2012	2013	Approved	Statewide Maintenance Program		\$500,000	\$55,556	\$555,556	
General Projects										
Casper	7/17/2009	4/9/2012	2013	Approved	Rehab/Recon T/W "A" & Connectors, PH II, and Recon T/W "C", PH III	77	\$190,000	\$126,667	\$5,066,667	
Thermopolis	11/30/2001	11/13/2012	2013	Approved	Construct New Airport, PH II	75	\$680,000	\$170,000	\$8,500,000	
Thermopolis	11/30/2001		2013	Granted	Construct New Airport, PH I, Design PH II, Earthwork & Fencing and Remaining Land Acquisition Costs	63	\$11,656	\$7,771	\$388,535	
Kemmerer	3/8/2013	3/8/2013	2013	Granted	Recon RW 16/34 (Design PH II and Construction) and Repair R/W 16/34.	57	\$9,900	\$6,600	\$330,018	
Dubois	11/1/2010	5/9/2013	2013	Modified	R/W Realignment, Design	54	\$57,778	\$14,444	\$722,222	\$13,334
Rock Springs	11/14/2012		2013	Approved	Rehab R/W 3/21	54	\$300,000	\$75,000	\$375,000	
Riverton	5/4/2012	5/7/2012	2013	Approved	Wildlife Hazard Assessment	53	\$5,000	\$3,333	\$133,333	
Cody	3/1/2006	4/9/2012	2013	Approved	Rehab & Expand GA Apron, Ph II	51	\$40,000	\$26,667	\$1,066,667	
Gillette	1/7/2013		2013	Granted	N. GA Apron Development, Ph II, Existing Hangar Purchase & Demo	51	\$6,400	\$4,267	\$170,667	
Gillette	1/7/2013	1/7/2013	2013	Granted	Expand North GA Apron, PH II (Access Road & Utility Relocation)	51	(\$5,053)	(\$3,368)	(\$168,421)	
Gillette	1/28/2011	4/9/2012	2013	Approved	N GA Apron Development, Ph IV	51	\$40,000	\$26,667	\$1,066,667	
Cheyenne	10/13/2011	11/26/2012	2013	Approved	Rubber Removal R/W 9/27 & Mark Pavements	48	\$32,000	\$21,333	\$853,333	
Laramie	3/13/2013	4/1/2013	2013	Granted	Rehab R/W 12/30, Design and Independent Fee Estimate	48	\$51	\$35	\$1,706	
Riverton	11/14/2012		2013	Approved	Rehab T/W C and Recon Apron	48	\$50,000	\$33,333	\$1,333,333	
Rock Springs	11/7/2010	4/9/2012	2013	Approved	Rehab R/W 3/21	48	\$40,000	\$26,667	\$1,066,667	
Rawlins	11/30/2001	5/6/2013	2013	Modified	Rehab R/W 10/28	46	\$693,056	\$14,144	\$707,200	(\$41,944)
Afton	1/12/2009	4/9/2012	2013	Approved	Extend T/W "A" North, Design	45	\$10,000	\$6,667	\$166,667	
Cody	9/12/2012	11/29/2012	2013	Granted	Rehab & Expand GA Apron, Ph III	45	\$1,135,658	\$126,184	\$1,261,842	
Jackson	11/2/2010	11/15/2012	2013	Approved	FAR 150 Noise Study Update	45	0	\$66,667	\$1,066,667	
Pinedale	10/27/2009	10/18/2011	2013	Approved	Seal Coat and Mark	45	\$306,000	\$34,000	\$340,000	
Sheridan	8/20/2002	4/9/2012	2013	Approved	Acquire SRE (Blower)	45	\$28,000	\$18,667	\$746,667	
Greybull	10/27/2009	11/21/2012	2013	Approved	Seal Coat & Mark	44	\$298,800	\$33,200	\$332,000	
Jackson	4/9/2012		2013	Approved	Seal Coat & Mark R/W & Connector T/W	44	\$279,000	\$31,000	\$310,000	
Cowley	10/12/2011		2013	Approved	Seal Coat Pavements	43	\$112,500	\$12,500	\$125,000	

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Powell	11/14/2012		2013	Approved	Construct Terminal/SRE Building PH III	43	\$10,000	\$6,667	\$166,667	
Rawlins	5/6/2013		2013	Programmed	Rehab R/W 10/28, Design	43	\$41,944	\$856	\$42,800	\$41,944
Sheridan	11/14/2012		2013	Approved	Mark R/Ws, Materials Only	43	\$20,800	\$5,200	\$26,000	
Douglas	11/21/2012		2013	Approved	Recon Portion of Main Apron (East & West Half), Design	42	\$6,000	\$4,000	\$100,000	
Jackson	11/20/2012		2013	Approved	Air Carrier Apron Overlay	42	0	\$26,667	\$426,667	
Riverton	6/7/2012	2/7/2013	2013	Granted	Pavement Marking	42	\$6,187	\$688	\$6,875	
Buffalo	10/27/2010	5/8/2012	2013	Approved	Construct Taxilane for Future Hangars	41	\$360,000	\$240,000	\$600,000	
Riverton	11/7/2010	11/14/2012	2013	Approved	Purchase SRE	41	\$10,000	\$6,667	\$266,667	
Casper	8/24/2006		2013	Granted	ARFF Training	40	\$54,000	\$6,000	\$60,000	
Casper	5/13/2013		2013	Programmed	Replace and Expand Terminal and Gate CCTV	40	\$86,590	\$21,647	\$108,237	\$86,590
Riverton	11/30/2001	11/14/2012	2013	Approved	EA for R/W 1/19 Extension and R/W 10/28 Standards	40	\$106,200	\$70,800	\$177,000	
Laramie	11/3/2010	10/18/2012	2013	Granted	Acquire Two 22' Wide Plow Blades	39	\$87,000	\$21,750	\$108,750	
Wheatland	1/10/2013	1/22/2013	2013	Granted	Acquire Land	39	\$43,650	\$4,850	\$48,500	
Afton	10/11/2011		2013	Approved	Relocate and Upgrade AWOS	37	\$60,000	\$15,000	\$75,000	
Afton	11/27/2012		2013	Granted	Land Acquisition to Relocate AWOS	37	\$196,000	\$4,000	\$200,000	
Dubois	12/10/2012	12/10/2012	2013	Granted	Acquire Land - Parcels 101, 102, 103 & 106	37	0	0	0	
Kemmerer	1/15/2009	4/9/2012	2013	Approved	Rehab Apron, Relocate Fuel Farm	37	\$24,023	\$16,015	\$400,381	
Afton	10/27/2010	10/27/2010	2013	Approved	Access Road & Apron Rehab, Design	36	\$31,500	\$3,500	\$35,000	
Casper	11/2/2012	11/2/2012	2013	Closed	Terminal Building Security and ADA Ramp and Design for T/W A & C, Apron & SRE Acquisition	36	0	0	0	
Lander	11/2/2012	11/2/2012	2013	Granted	Acquire Land (Fair Grounds) including additional relocation site evaluation. Complete Ph II of Environmental Assessment.	36	0	0	0	
Buffalo	10/17/2005	4/9/2012	2013	Approved	Construct Taxilane for Future Hangars	35	\$30,000	\$20,000	\$500,000	
Cody	5/13/2013		2013	Programmed	Rehab GA Access Road (Duggleby Dr.)	34	\$35,250	\$35,250	\$70,500	\$35,250
Dubois	11/21/2012		2013	Approved	Seal Coat and Mark Apron and Taxilane	34	\$20,187	\$2,243	\$22,430	
Gillette	10/17/2011	10/29/2012	2013	Granted	NAVAID Maintenance	34	\$21,437	\$5,359	\$26,796	
Pine Bluffs	4/8/2013	4/8/2013	2013	Granted	Construct Apron & T-Hangar	34	0	0	0	
Sheridan	11/14/2012	4/2/2013	2013	Approved	Rehabilitate Terminal Parking Lot	34	\$53,800	\$53,800	\$107,600	
Jackson	10/17/2011	4/4/2013	2013	Approved	Terminal Baggage Area Upgrade, Ph I	33	0	\$120,000	\$1,920,000	
Hulett	10/9/2012	11/27/2012	2013	Granted	Install Security Fencing	32	\$97,367	\$1,987	\$99,354	
Sheridan	11/7/2010	11/14/2012	2013	Approved	Master Plan	32	\$20,000	\$13,333	\$533,333	
Greybull	11/2/2010	4/1/2013	2013	Approved	Construct Hangar Taxilane	31	\$371,200	\$92,800	\$464,000	
Kemmerer	1/15/2009	11/20/2012	2013	Approved	Rehab Apron & Relocate Fuel Farm	31	\$312,000	\$78,000	\$390,000	
Casper	10/8/2012		2013	Granted	Expand Parking Area	30	\$22,597	\$22,597	\$45,194	
Pinedale	5/13/2013		2013	Programmed	Seal Coat and Mark Parking Lot	30	\$7,570	\$7,570	\$15,140	\$7,570
Torrington	10/27/2009	5/7/2013	2013	Modified	Master Plan	30	\$21,954	\$14,636	\$365,904	\$10,000

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Jackson	4/4/2013		2013	Approved	Terminal Baggage Area Upgrade, Ph I	27	\$850,000	\$566,667	\$1,416,667	
Fort Bridger	8/7/2006	4/3/2013	2013	Approved	Master Plan, AGIS	26	\$20,000	\$13,333	\$333,333	
Green River	4/9/2013		2013	Approved	Master Plan	26	\$90,000	\$60,000	\$150,000	
Laramie	11/3/2010	11/29/2011	2013	Approved	Construct New FBO Building	24	\$477,000	\$477,000	\$954,000	
Pine Bluffs	11/15/2012		2013	Approved	Install Operation Count Cameras	24	\$4,200	\$2,800	\$7,000	
Powell	4/2/2013	4/2/2013	2013	Granted	Construct Terminal/SRE Building, PH I	24	\$8,351	\$171	\$8,522	
Hulett	10/9/2012	10/9/2012	2013	Granted	Site Prep for Fuel System	22	\$2,918	\$730	\$3,648	
Casper	1/29/2013		2013	Granted	Marketing & Promotions	16	\$30,000	\$30,000	\$60,000	
Cody	1/28/2013		2013	Granted	Marketing & Promotions	15	\$30,000	\$32,500	\$62,500	
Laramie	1/29/2013		2013	Granted	Marketing & Promotions	15	\$25,000	\$25,000	\$50,000	
Rock Springs	1/28/2013		2013	Granted	Marketing & Promotions	15	\$20,000	\$20,000	\$40,000	
Afton	4/8/2013		2013	Granted	2013 Air Show & Fly In	13	\$2,500	0	\$2,500	
Glendo	4/23/2013		2013	Programmed	2013 Air Show & Fly In	13	\$5,000	0	\$5,000	\$5,000
Big Piney	5/9/2013		2013	Programmed	2013 Air Show & Fly In	11	\$5,000	0	\$5,000	
Powell	1/28/2013		2013	Granted	Air Show & Fly In	11	\$5,000	0	\$5,000	
Lander	1/28/2013		2013	Granted	Air Show & Fly In	10	\$5,000	\$2,501	\$7,501	
Total:							\$8,968,249	\$3,125,583	\$37,732,736	\$202,744
Balance Available:							\$9,528,373			
Remaining Balance							\$560,124			

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Statewide Programs										
Statewide	11/8/2011	12/6/2012	2014	Approved	Inventory and Implementation		\$400,000	0	\$400,000	
Statewide	10/1/2013	12/6/2012	2014	Approved	Statewide Maintenance Program		\$500,000	\$55,556	\$555,556	
Statewide	10/1/2013		2014	Approved	Marketing & Promotions		\$140,000	\$140,000	\$280,000	
Statewide	12/6/2012		2014	Approved	Geographic Information System		\$100,000	0	\$100,000	
Statewide	11/27/2012		2014	Approved	Windssocks		\$5,000	0	\$5,000	
Statewide	10/1/2013		2014	Approved	Air Show and Fly-In Program		\$50,000	0	\$50,000	
General Projects										
Cody	1/22/2009	2/7/2013	2014	Approved	Rehab R/W 4/22	64	\$130,000	\$86,667	\$3,466,667	
Dubois	7/17/2009	5/9/2013	2014	Modified	R/W & T/W Realignment, Ph I	60	\$568,889	\$142,222	\$7,111,111	(\$13,333)
Newcastle	11/19/2012		2014	Approved	Rehab R/W	55	\$220,000	\$146,667	\$3,666,667	
Dubois	2/7/2011	11/21/2012	2014	Approved	R/W & T/W Realignment, Ph I	54	\$500,000	\$10,204	\$510,204	
Rock Springs	10/27/2009	11/14/2012	2014	Approved	Rehab R/W 9/27, Design	52	\$10,000	\$6,667	\$266,667	
Afton	10/21/2002	5/7/2012	2014	Approved	Extend T/W "A" North & Updgrade Lighting	51	\$86,667	\$57,778	\$1,444,445	
Riverton	10/21/2011	11/14/2012	2014	Approved	Rehab & Recon R/W 10/28, Design	48	\$10,000	\$6,667	\$266,667	
Wheatland	1/22/2009	5/8/2012	2014	Approved	EA for Land Acquisition & R/W Shift	48	\$20,000	\$13,333	\$333,333	
Laramie	5/4/2012	5/7/2012	2014	Approved	Wildlife Hazard Assessment	47	\$8,333	\$5,556	\$138,889	
Pinedale	10/18/2011	11/15/2012	2014	Approved	Surface Drainage Project	47	\$328,000	\$82,000	\$410,000	
Torrington	1/11/2005	5/7/2013	2014	Modified	Rehab R/W 10/28, Design	47	\$10,000	\$6,667	\$166,667	\$10,000
Laramie	11/15/2012		2014	Approved	Mark R/W 3/21, T/W, Apron	46	\$166,500	\$18,500	\$185,000	
Dixon	10/28/2010	5/13/2013	2014	Modified	Seal Coat & Mark Pavements	45	\$10,000	\$6,667	\$166,667	\$10,000
Douglas	1/10/2005	2/8/2013	2014	Approved	Recon Portion of Main Apron (East Half)	45	\$34,000	\$22,667	\$566,667	
Kemmerer	11/3/2010	5/8/2012	2014	Approved	Seal Coat and Mark	45	\$182,987	\$20,332	\$203,319	
Rock Springs	12/13/2006	5/7/2012	2014	Approved	Acquire ARFF Truck (Index Upgrade)	45	\$30,000	\$20,000	\$800,000	
Jackson	5/8/2012		2014	Approved	Seal Coat and Mark Airside Pavements	44	\$117,000	\$13,000	\$130,000	
Pinedale	2/6/2006	5/7/2012	2014	Approved	Acquire SRE	44	\$30,000	\$20,000	\$500,000	
Casper	11/26/2012	2/26/2013	2014	Approved	Mark R/W 8/26 & R/W 3/21	43	\$180,000	\$20,000	\$200,000	
Gillette	5/7/2003	12/4/2012	2014	Approved	T/W C Ext, Design	43	\$4,000	\$2,667	\$106,667	
Sheridan	11/14/2012		2014	Approved	Mark T/Ws, Aprons and Taxilanes Materials Only	43	\$4,800	\$1,200	\$6,000	
Big Piney	10/27/2009	11/27/2012	2014	Approved	Seal Coat and Mark	42	\$135,000	\$15,000	\$150,000	
Cowley	2/17/2011	10/12/2011	2014	Approved	Rehab/Expand Apron Including Fueling Area	42	\$312,000	\$78,000	\$390,000	
Powell	10/17/2003	1/8/2013	2014	Approved	Acquire SRE	41	\$10,000	\$6,667	\$166,667	
Torrington	11/14/2012		2014	Approved	Seal coat and Mark R/W 2/20	41	\$72,000	\$8,000	\$80,000	
Casper	8/24/2006		2014	Approved	ARFF Training	40	\$54,000	\$6,000	\$60,000	

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Saratoga	10/27/2009	11/14/2012	2014	Approved	Recon, Rehab, and Extend Access T/L	40	\$40,000	\$26,667	\$666,667	
Cowley	1/11/2005	5/7/2012	2014	Approved	Rehab/Expand Apron Including Fueling Area	39	\$30,000	\$20,000	\$500,000	
Wheatland	3/7/2011	10/28/2011	2014	Approved	Seal Coat & Mark	39	\$100,800	\$11,200	\$112,000	
Rawlins	10/26/2009	5/7/2012	2014	Approved	Expand Auto Parking & Access Road	37	\$20,000	\$13,333	\$333,333	
Sheridan	11/14/2012		2014	Approved	Rehab Taxilane to Business Park Ramp	37	\$40,000	\$26,667	\$1,066,667	
Greybull	11/7/2011	5/8/2012	2014	Approved	Reconstruct Main Apron, Ph I	36	\$2,100,000	\$42,857	\$2,142,857	
Casper	8/19/2008	11/26/2012	2014	Approved	Construct SRE Building, PH I	35	\$40,000	\$26,667	\$1,066,667	
Pinedale	10/18/2011		2014	Approved	Acquire SRE	35	\$188,800	\$47,200	\$236,000	
Gillette	10/17/2011		2014	Approved	NAVAID Maintenance	34	\$23,544	\$5,886	\$29,430	
Rock Springs	11/7/2010	4/19/2013	2014	Modified	Seal Coat Parking Lots	34	\$38,950	\$38,950	\$77,900	\$38,950
Jackson	5/8/2012	4/4/2013	2014	Approved	Upgrade Terminal Baggage Area, Ph II	33	0	\$146,667	\$2,346,667	
Worland	11/27/2012		2014	Approved	Install PACS/SACS, Obstruction Survey	33	\$10,000	\$6,667	\$166,667	
Big Piney	10/25/2010	11/27/2012	2014	Approved	Master Plan & AGIS Survey	31	\$20,000	\$13,333	\$333,333	
Jackson	4/4/2013		2014	Approved	Upgrade Terminal Baggage Area, Ph II	27	\$1,150,000	\$766,667	\$1,916,667	
Rawlins	11/15/2012		2014	Approved	Terminal Area Plan	26	\$16,500	\$11,000	\$27,500	
Gillette	6/10/2011	12/4/2012	2014	Approved	Realign Airport Access Road	25	\$30,000	\$20,000	\$800,000	
Sheridan	12/13/2006	12/6/2012	2014	Approved	Airport Shop Expansion	24	\$420,600	\$280,400	\$701,000	
Rawlins	11/15/2012	12/6/2012	2014	Approved	Acquire Utility Tractor	21	\$10,500	\$10,500	\$21,000	
Pine Bluffs	11/15/2012		2014	Approved	Acquire Weed Thrashing Equipment	19	\$15,000	\$15,000	\$30,000	
Lusk	10/21/2011		2014	Approved	Purchase Maintenance Tractor	18	\$60,000	\$15,000	\$75,000	
						Total:	\$8,783,871	\$2,563,340	\$35,532,214	\$45,617
						Balance Available:	\$9,106,915			
						Remaining Balance	\$323,044			

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2015 Program

2015 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Statewide Programs									
Statewide	11/27/2012		2015	Programmed	Windssocks		\$5,000	0	\$5,000
Statewide	12/6/2012		2015	Programmed	Pavement Management		\$160,000	0	\$160,000
Statewide	12/6/2012		2015	Programmed	Geographic Information System		\$100,000	0	\$100,000
Statewide	10/1/2014		2015	Programmed	Air Show and Fly-In Program		\$50,000	0	\$50,000
Statewide	10/1/2014		2015	Programmed	Marketing & Promotions		\$140,000	\$140,000	\$280,000
Statewide	10/1/2014	5/9/2012	2015	Programmed	System plan		\$27,778	0	\$277,778
Statewide	10/1/2014	12/6/2012	2015	Programmed	Statewide maintenance program		\$500,000	\$55,556	\$555,556
General Projects									
Thermopolis	11/30/2001	1/8/2013	2015	Programmed	Construct New Airport, PH III	69	\$240,000	\$60,000	\$3,000,000
Riverton	3/12/2002	12/6/2012	2015	Programmed	Rehab & Recon R/W 10/28	60	\$610,000	\$406,667	\$16,266,667
Sheridan	11/14/2012		2015	Programmed	Rehab Lighting	60	\$200,000	\$50,000	\$250,000
Worland	5/4/2012		2015	Programmed	Wildlife Hazard Assessment	55	\$8,333	\$5,556	\$138,889
Sheridan	10/24/2011	11/14/2012	2015	Programmed	Rehab Lighting	54	\$40,000	\$26,667	\$1,066,667
Torrington	11/7/2010	12/3/2012	2015	Programmed	Rehab R/W 10/28	53	\$53,333	\$35,556	\$888,889
Pinedale	11/4/2010	12/6/2012	2015	Programmed	Airfield Lighting Replacement	50	\$1,520,000	\$380,000	\$1,900,000
Rawlins	10/21/2011	11/15/2012	2015	Programmed	Seal Coat & Mark	49	\$20,000	\$13,333	\$333,333
Casper	10/27/2010	11/26/2012	2015	Programmed	Construct SRE Building, PH II	47	\$40,000	\$26,667	\$1,066,667
Greybull	12/17/2002	11/30/2012	2015	Programmed	Install R/W 7/25 and T/W B Lighting	45	\$256,000	\$64,000	\$320,000
Hulett	10/17/2011	11/19/2012	2015	Programmed	Pavement Maintenance	45	\$30,000	\$20,000	\$500,000
Jackson	11/20/2012		2015	Programmed	Upgrade Terminal Baggage Area, Ph III	45	0	\$88,000	\$2,288,000
Wheatland	11/30/2001	5/8/2012	2015	Programmed	Acquire Land for Development	45	\$10,000	\$6,667	\$166,667
Greybull	1/11/2005	12/6/2012	2015	Programmed	Rehab R/W 7/25 & T/Ws	43	\$916,750	\$48,250	\$965,000
Sheridan	11/14/2012		2015	Programmed	Mark R/Ws, Materials Only	43	\$23,520	\$5,880	\$29,400
Pinedale	11/15/2012		2015	Programmed	SRE Building	42	\$10,000	\$6,667	\$166,667
Sheridan	11/14/2012	12/6/2012	2015	Programmed	Seal Coat, Crack Seal and Mark R/W 5/23 & T/W A	42	\$269,120	\$67,280	\$336,400
Riverton	11/14/2012	12/6/2012	2015	Programmed	Seal Coat and Mark R/W 1/19 & T/W C	41	\$153,000	\$17,000	\$170,000
Casper	8/24/2006		2015	Programmed	ARFF Training	40	\$54,000	\$6,000	\$60,000
Afton	10/27/2010	12/6/2012	2015	Programmed	Access Road & Apron Rehab	39	\$205,650	\$22,850	\$228,500
Douglas	1/10/2005	2/8/2013	2015	Programmed	Recon Portion of Main Apron (West Half)	39	\$960,000	\$240,000	\$1,200,000
Kemmerer	10/18/2011	11/20/2012	2015	Programmed	E/A for R/W 7/25	39	\$20,000	\$13,333	\$333,333
Laramie	11/3/2010	11/15/2012	2015	Programmed	Acquire SRE	39	\$380,000	\$95,000	\$475,000
Wheatland	11/13/2012		2015	Programmed	Acquire Land for Development	39	\$120,000	\$30,000	\$150,000
Cheyenne	3/12/2002	12/6/2012	2015	Programmed	Purchase SRE (Broom Truck)	38	\$100,000	\$25,000	\$125,000

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2015 Program

2015 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Gillette	11/30/2001	12/4/2012	2015	Programmed	Master Plan	35	\$16,000	\$10,667	\$426,667
Buffalo	11/29/2001	11/27/2012	2015	Programmed	Master Plan	34	\$20,000	\$13,333	\$333,333
Gillette	10/17/2011		2015	Programmed	NAVAID Maintenance	34	\$24,192	\$6,048	\$30,240
Sheridan	4/22/2008	12/3/2012	2015	Programmed	Construct Hangar Apron, Ph I	33	\$309,000	\$206,000	\$515,000
Dixon	8/7/2006	11/27/2012	2015	Programmed	Expand West Apron	32	\$30,000	\$20,000	\$500,000
Sheridan	11/14/2012		2015	Programmed	Seal Coat and Crack Seal Roadways	31	\$60,350	\$60,350	\$120,700
Big Piney	11/27/2012		2015	Programmed	Helipads	30	\$240,000	\$60,000	\$300,000
Big Piney	11/27/2012		2015	Programmed	Equipment Storage Building	30	\$10,000	\$6,667	\$166,666
Pine Bluffs	11/30/2001	11/16/2012	2015	Programmed	Master Plan	30	\$20,000	\$13,333	\$333,333
Newcastle	11/30/2001	11/19/2012	2015	Programmed	Master Plan	29	\$10,000	\$6,667	\$166,667
Pinedale	11/15/2012	12/6/2012	2015	Programmed	EA for Land Acquisition and Install Approach Lights	28	\$120,000	\$30,000	\$150,000
Sheridan	12/19/2007	11/14/2012	2015	Programmed	Construct Parking Lot, Ph I	26	\$240,000	\$240,000	\$480,000
Pinedale	11/15/2012		2015	Programmed	SRE Building	24	\$120,000	\$80,000	\$200,000
Total:							\$8,442,027	\$2,708,991	\$37,576,018
Balance Available:							\$9,106,915		
Remaining Balance							\$664,888		

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2016 Program

2016 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Statewide Programs									
Statewide	12/6/2012		2016	Programmed	Geographic Information System		\$100,000	0	\$100,000
Statewide	10/1/2015	12/6/2012	2016	Programmed	Statewide Maintenance Program		\$500,000	\$55,556	\$555,556
Statewide	11/27/2012		2016	Programmed	Windssocks		0	0	0
Statewide	10/1/2015		2016	Programmed	Marketing & Promotions		\$140,000	\$140,000	\$280,000
Statewide	10/1/2015		2016	Programmed	Air Show and Fly-In Program		\$50,000	0	\$50,000
General Projects									
Greybull	2/18/2011	5/7/2012	2016	Programmed	Reconstruct Main Apron, Ph II	60	\$80,000	\$53,333	\$1,333,333
Lander	11/3/2010	5/7/2012	2016	Programmed	Acquire Land, Ph II	52	\$216,667	\$144,444	\$3,611,111
Laramie	11/3/2010	11/16/2012	2016	Programmed	Rehab R/W 3/21, Design	52	\$20,000	\$13,333	\$333,333
Pinedale	11/4/2010	11/15/2012	2016	Programmed	Recon & Expand Apron PH III, EA and Design	52	\$10,000	\$6,667	\$166,667
Rock Springs	11/7/2010	5/7/2012	2016	Programmed	Rehab R/W 9/27, Ph I	52	\$80,000	\$53,333	\$2,133,333
Cody	10/27/2010	2/7/2013	2016	Programmed	Overlay T/W A	50	\$40,000	\$26,667	\$1,066,667
Buffalo	11/27/2012		2016	Programmed	Pavement Maintenance	48	\$10,000	\$6,667	\$166,667
Greybull	10/17/2011		2016	Programmed	Reconstruct Main Apron, Ph II	48	\$1,500,000	\$30,612	\$1,530,612
Saratoga	10/24/2011	5/7/2012	2016	Programmed	Rehab R/W, Design	48	\$10,000	\$6,667	\$166,667
Casper	11/26/2012		2016	Programmed	SRE Building, PH III	47	\$40,000	\$26,667	\$1,066,667
Cheyenne	10/19/2009	11/26/2012	2016	Programmed	Construct Terminal	47	\$228,000	\$152,000	\$6,080,000
Gillette	11/30/2001	12/4/2012	2016	Programmed	EA for R/W 34 Extension	47	\$18,000	\$12,000	\$480,000
Cody	10/12/2011		2016	Programmed	Mark Pavement	46	\$54,000	\$6,000	\$60,000
Wheatland	1/22/2009	5/7/2012	2016	Programmed	Recon & Shift R/W, Design	45	\$20,000	\$13,333	\$333,333
Evanston	10/13/2011	11/21/2012	2016	Programmed	Seal Coat & Mark	44	\$292,500	\$32,500	\$325,000
Gillette	7/17/2009	12/4/2012	2016	Programmed	T/W C Extension	43	\$50,000	\$33,333	\$1,333,333
Sheridan	11/14/2012		2016	Programmed	Seal Coat and Mark R/W 14/32	43	\$312,000	\$78,000	\$390,000
Sheridan	11/14/2012		2016	Programmed	Mark T/Ws, Aprons and Taxilanes Materials Only	43	\$8,000	\$2,000	\$10,000
Evanston	10/13/2011	11/21/2012	2016	Programmed	Rehab Apron	42	\$40,000	\$26,667	\$666,667
Jackson	11/2/2010	11/19/2012	2016	Programmed	Commercial Apron Reconstruction, Ph I	42	0	\$146,667	\$2,346,667
Cheyenne	10/13/2011	11/26/2012	2016	Programmed	Construct Terminal	41	\$2,625,000	\$8,990,044	\$11,615,044
Riverton	11/14/2012		2016	Programmed	Acquire ARFF Vehicle & Modify Exist. ARFF Bldg.	41	\$40,000	\$26,667	\$1,066,667
Casper	10/25/2011		2016	Programmed	ARFF Training	40	\$54,000	\$6,000	\$60,000
Dixon	10/28/2010	11/27/2012	2016	Programmed	Acquire Hangars, Remove N Apron & T/Ws	40	\$10,000	\$6,667	\$166,667
Lander	5/8/2012	12/6/2012	2016	Programmed	Acquire Land, Ph II	40	\$1,000,000	\$666,667	\$1,666,667
Fort Bridger	11/21/2012		2016	Programmed	Seal Coat and Mark Pavements	37	\$261,000	\$29,000	\$290,000
Afton	10/22/2010	11/27/2012	2016	Programmed	Master Plan	36	\$20,000	\$13,333	\$333,333

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2016 Program

2016 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Fort Bridger	11/21/2012		2016	Programmed	Rehab Apron, Ph I	35	\$30,000	\$20,000	\$500,000
Gillette	10/17/2011		2016	Programmed	NAVAID Maintenance	34	\$24,840	\$6,210	\$31,050
Lander	10/20/2009	1/4/2013	2016	Programmed	Acquire SRE (plow truck & blower)	34	\$180,800	\$45,200	\$226,000
Worland	11/30/2001	11/27/2012	2016	Programmed	Master Plan	33	\$20,000	\$13,333	\$333,333
Sheridan	11/14/2012		2016	Programmed	Terminal Building Addition & Remodel	32	\$34,000	\$22,667	\$906,667
Kemmerer	11/20/2012		2016	Programmed	Construct R/W 7/25, Design	30	\$180,000	\$120,000	\$300,000
Lusk	11/30/2001	11/19/2012	2016	Programmed	Master Plan	29	\$20,000	\$13,333	\$333,333
Thermopolis	11/30/2001	5/7/2012	2016	Programmed	Master Plan	29	\$10,000	\$6,667	\$166,667
Fort Bridger	11/21/2012		2016	Programmed	Seal Coat Access Road	25	\$3,000	\$3,000	\$6,000
Total:							\$8,331,807	\$11,055,233	\$42,587,042
Balance Available:							\$9,106,915		
Remaining Balance							\$775,108		

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2017 Program

2017 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Statewide Programs									
Statewide	11/27/2012		2017	Programmed	Windssocks		\$5,000	0	\$5,000
Statewide	12/6/2012		2017	Programmed	Pavement Management		\$160,000	0	\$160,000
Statewide	11/8/2011		2017	Programmed	Air Show & Fly-In Program		\$50,000	0	\$50,000
Statewide	12/6/2012		2017	Programmed	Design Standards Full Update		\$600,000	0	\$600,000
Statewide	11/8/2011		2017	Programmed	Marketing & Promotions		\$140,000	\$140,000	\$280,000
Statewide	11/8/2011	12/6/2012	2017	Programmed	Statewide Maintenance Program		\$500,000	\$55,556	\$555,556
Statewide	11/4/2011	5/9/2012	2017	Programmed	System Plan		\$27,778	0	\$277,778
General Projects									
Casper	11/26/2012		2017	Programmed	Rehab R/W 3/21	65	\$240,000	\$160,000	\$6,400,000
Rock Springs	10/24/2011	5/7/2012	2017	Programmed	Rehab R/W 9/27, Ph II	64	\$40,000	\$26,667	\$1,066,667
Dubois	10/13/2011	5/9/2013	2017	Programmed	Expand GA Apron & Hangar Area Development	60	\$30,000	\$20,000	\$500,000
Saratoga	12/15/2009	11/14/2012	2017	Programmed	Rehab R/W	57	\$93,333	\$62,222	\$1,555,556
Wheatland	1/22/2009	11/14/2012	2017	Programmed	Recon & Shift R/W	57	\$310,000	\$206,667	\$5,166,667
Jackson	11/2/2010	11/19/2012	2017	Programmed	Commercial Apron Reconstruction, Ph II	54	0	\$146,667	\$2,346,667
Cody	11/26/2012	2/7/2013	2017	Programmed	Rehab R/W 4/22 & T/W A Electrical	52	\$40,000	\$26,667	\$1,066,667
Wheatland	10/28/2011	11/14/2012	2017	Programmed	Recon & Shift R/W	51	\$1,400,000	\$28,571	\$1,428,571
Dixon	11/27/2012		2017	Programmed	Relocate Fence	50	\$10,000	\$6,667	\$166,667
Kemmerer	11/20/2012		2017	Programmed	Construct R/W 7/25	48	\$20,000	\$13,333	\$333,333
Cowley	11/3/2005	11/26/2012	2017	Programmed	Construct T/W Turnaround	47	\$30,000	\$20,000	\$500,000
Rawlins	11/27/2009	11/15/2012	2017	Programmed	EA and Land Acquisition for R/W 4 end BRL & OFA	47	\$20,000	\$13,333	\$333,333
Torrington	12/17/2002	11/14/2012	2017	Programmed	Relocate R/W 10 T/W, Design	47	\$10,000	\$6,667	\$166,667
Evanston	11/1/2010	11/21/2012	2017	Programmed	Acquire SRE	46	\$10,000	\$6,667	\$166,667
Lusk	11/3/2010	11/19/2012	2017	Programmed	Seal Coat R/W 10/28, T/W, Apron	46	\$20,000	\$13,333	\$333,333
Rock Springs	10/24/2011	11/2/2011	2017	Programmed	Replace Beacon & Wind Indicators	46	\$40,000	\$10,000	\$50,000
Worland	11/13/2012		2017	Programmed	Seal Coat and Mark	44	\$297,900	\$33,100	\$331,000
Sheridan	11/14/2012		2017	Programmed	Mark R/Ws, Materials Only	43	\$26,400	\$6,600	\$33,000
Sheridan	11/14/2012		2017	Programmed	Seal Coat, Crack Seal and Mark T/W B	43	\$153,600	\$38,400	\$192,000
Worland	10/27/2009	5/7/2012	2017	Programmed	Install 2 Automatic Access Gates	43	\$10,000	\$6,667	\$166,667
Big Piney	10/22/2009	11/27/2012	2017	Programmed	Seal Coat and Mark	42	\$225,000	\$25,000	\$250,000
Cowley	10/28/2010	11/26/2012	2017	Programmed	Wildlife Perimeter Fence	42	\$30,000	\$20,000	\$500,000
Saratoga	5/8/2012	12/6/2012	2017	Programmed	Rehab R/W	42	\$1,200,000	\$300,000	\$1,500,000
Lander	10/20/2009	11/3/2010	2017	Programmed	Install Surveillance Equipment	41	\$59,250	\$14,880	\$74,130
Casper	10/25/2011		2017	Programmed	ARFF Training	40	\$54,000	\$6,000	\$60,000

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2017 Program

2017 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Pinedale	8/15/2003	12/6/2012	2017	Programmed	Land Acquisition for RPZ Control & Approach Lights	40	\$114,000	\$76,000	\$190,000
Sheridan	11/7/2010	11/14/2012	2017	Programmed	Construct T/W A, Design & Environmental Doc.	40	\$8,000	\$5,333	\$213,333
Pine Bluffs	11/7/2005	11/16/2012	2017	Programmed	Rehab West Hangar Apron	39	\$20,000	\$13,333	\$333,333
Gillette	10/17/2011	12/4/2012	2017	Programmed	NAVAID Maintenance	34	\$25,488	\$6,372	\$31,860
Riverton	10/27/2009	11/14/2012	2017	Programmed	Land Acquisition for R/W 1/19 Future RPZ	33	\$153,600	\$102,400	\$256,000
Kemmerer	11/20/2012		2017	Programmed	Construct R/W 7/25	30	\$1,500,000	\$1,000,000	\$2,500,000
Lander	11/3/2010	5/7/2012	2017	Programmed	Master Plan	30	\$10,000	\$6,667	\$166,667
Laramie	11/3/2010	11/7/2011	2017	Programmed	Terminal Expansion, Ph I	29	\$431,250	\$431,250	\$862,500
Sheridan	11/14/2012		2017	Programmed	Construct Parking Lot, PH II	26	\$155,000	\$155,000	\$310,000
Total:							\$8,269,599	\$3,210,018	\$31,479,618
Balance Available:							\$9,106,915		
Remaining Balance									\$837,316

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2018 Program

2018 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Statewide Programs									
Statewide	11/8/2011		2018	Programmed	Air Show & Fly-In Program		\$50,000	0	\$50,000
Statewide	11/8/2011		2018	Programmed	System Plan		\$250,000	0	\$250,000
Statewide	11/8/2011		2018	Programmed	Marketing & Promotions		\$140,000	\$140,000	\$280,000
Statewide	11/27/2012		2018	Programmed	Windssocks		\$5,000	0	\$5,000
Statewide	11/8/2011	12/6/2012	2018	Programmed	Statewide Maintenance Program		\$500,000	\$55,556	\$555,556
General Projects									
Laramie	9/15/2004	11/16/2012	2018	Programmed	Rehab R/W 3/21	67	\$330,000	\$220,000	\$5,500,000
Casper	11/26/2012		2018	Programmed	Rehab T/W C	65	\$80,000	\$53,333	\$2,133,333
Douglas	8/7/2006	11/21/2012	2018	Programmed	Rehab RW Lighting	58	\$40,000	\$26,667	\$666,667
Pinedale	10/28/2011	11/16/2012	2018	Programmed	Recon & Expand Apron, PH IV, and Relocate Fuel Farm, Ph I	58	\$206,667	\$137,778	\$3,444,444
Jackson	11/2/2010	11/19/2012	2018	Programmed	Commercial Apron Reconstruction, Ph III	54	0	\$146,667	\$2,346,667
Saratoga	11/30/2001	5/7/2012	2018	Programmed	Acquire Land (R/W 5 RPZ, Parcel 16)	51	\$10,000	\$6,667	\$166,667
Cheyenne	10/13/2011	11/26/2012	2018	Programmed	Recon R/W 9/27, Design	48	\$40,000	\$26,667	\$1,066,667
Powell	11/15/2012	12/2/2012	2018	Programmed	Seal Coat and Mark	48	\$10,000	\$6,667	\$166,667
Fort Bridger	8/7/2006	11/21/2012	2018	Programmed	Rehab Apron, Ph II	47	\$20,000	\$13,333	\$333,333
Pinedale	11/15/2012	12/2/2012	2018	Programmed	Install Approach Lights	47	\$116,000	\$29,000	\$145,000
Buffalo	10/17/2005	11/27/2012	2018	Programmed	EA for R/W Relocation & Land Acquisition	46	\$20,000	\$13,333	\$333,333
Cody	10/12/2011	11/26/2012	2018	Programmed	Mark Pavement	46	\$63,000	\$7,000	\$70,000
Pinedale	10/18/2011	11/15/2012	2018	Programmed	Recon & Expand Apron, PH IV	46	\$1,920,000	\$1,280,000	\$3,200,000
Cowley	10/12/2011	11/26/2012	2018	Programmed	Seal Coat Pavements	43	\$158,400	\$17,600	\$176,000
Sheridan	11/14/2012		2018	Programmed	Mark T/Ws, Aprons and Taxilanes Materials Only	43	\$8,800	\$2,200	\$11,000
Laramie	11/15/2012		2018	Programmed	Seal Coat and Mark R/W 12/30	42	\$252,000	\$28,000	\$280,000
Afton	10/17/2005	11/27/2012	2018	Programmed	Construct T/L "F" & Extend T/L "B"	40	\$20,000	\$13,333	\$333,333
Casper	10/25/2011		2018	Programmed	ARFF Training	40	\$54,000	\$6,000	\$60,000
Gillette	10/17/2011	12/4/2012	2018	Programmed	Land Acquisition (55 Acres and Lot 1)	40	\$24,000	\$16,000	\$640,000
Sheridan	11/7/2010	11/14/2012	2018	Programmed	Construct T/W A	40	\$78,000	\$52,000	\$2,080,000
Worland	11/7/2010	12/3/2012	2018	Programmed	ARFF Building, Design	37	\$10,000	\$6,667	\$166,667
Newcastle	11/19/2012		2018	Programmed	Wildlife Fence	36	\$30,000	\$20,000	\$500,000
Cody	10/12/2011	2/7/2013	2018	Programmed	Access Road & Parking Lot	35	\$40,000	\$26,667	\$1,066,667
Gillette	11/7/2011		2018	Programmed	NAVAID Maintenance	34	\$26,136	\$6,534	\$32,670
Laramie	11/30/2001	11/16/2012	2018	Programmed	Master Plan Update	32	\$90,000	\$60,000	\$150,000
Thermopolis	11/14/2012		2018	Programmed	SRE Building	28	\$26,667	\$6,667	\$333,333
Wheatland	11/14/2012		2018	Programmed	Master Plan	28	\$10,000	\$6,667	\$166,667

Wyoming Aviation Capital Improvement Program

May 14, 2013 - FY 2018 Program

2018 Program

Airport City Name	Origination Date	Date Modified	Prog FY	Project Status	Project Description	State Priority Rating	Total State Funds	Local or Other Funds	TOTAL Funds
Powell	3/12/2002	11/14/2012	2018	Programmed	Relocate Access Road	21	\$20,000	\$13,333	\$333,333
Total:							\$4,648,670	\$2,444,334	\$27,043,004
Balance Available:							\$9,106,915		
Remaining Balance							\$4,458,245		

GREEN RIVER, WYOMING

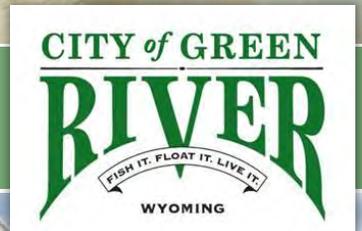
Airport-related pages (2) only

*The entire plan is available upon request
or on the City's website*

<http://www.cityofgreenriver.org/index.aspx?nid=365>

Comprehensive Master Plan

2012



Future improvements to utility and transportation infrastructure include a Raw Water Reservoir, expansion of fiber optic, and expansion of off road terrain paths and completion of the *Parks and Recreation Master Plan*.

The Greater Green River Intergalactic Spaceport is the local airport and is located 4 miles south of the City off Highway 530. Use of the airport is currently limited to mosquito control operations, and the unpaved runway is not compliant with Federal Aviation Administration (FAA) regulations or maintenance requirements.

The goals and policies in this chapter seek to maintain and improve utility and transportation infrastructure by focusing on the transportation network, enhanced navigation and options for mobility, utility infrastructure, and new development's ability to receive service. In order to maintain and upgrade the transportation network, the Plan encourages a capital improvements plan, sufficient funding, and coordination with other transportation entities. To enhance navigation and options for mobility, the Plan aims to promote wayfinding tools, long-term enhancements (bridge, Rock Springs route, etc.), bicycle and pedestrian routes, and transit. In maintaining and upgrading utility infrastructure, the Plan again stresses a capital improvements plan and adequate funding, coordination with other utility providers, and improved telecommunications. To ensure that new development is adequately served by transportation and utility infrastructure, the Plan provides for new service areas and clear roles for both developers and the City.

GOALS AND POLICIES

Goal 19: Maintain and Upgrade the Transportation Network

Policy 19.1. Capital Improvements Plan

Develop and maintain a Capital Improvement Plan (CIP) to aid in the prioritization and planning of projects necessary to support the quality of life and expanded needs of the City. Green River currently has a 20-year Street Improvement Plan based on a pavement management system and inventory of City streets. The City has also identified the key water and sewer lines that need replacing due to undersize and/or pipe material type. An accurate CIP can be assembled from the current plans and should be periodically updated and adopted by City Council.

Policy 19.2. Funding

Provide adequate funding to support the CIP working within the City to maximize the available resources. Pursue outside funding sources including state and federal grants and/or loans, and continue to utilize 6th penny tax for funding.

Policy 19.3. Coordination with Other Transportation Entities

Continue working with the Wyoming Department of Transportation (WYDOT) Sweetwater County, Rock Springs, and other transportation entities for transportation needs, evaluations, and improvement projects. WYDOT funding of the urban system priorities has been advantageous to the City, and currently provides assistance for ongoing projects.

Policy 19.4. Union Pacific Partnerships

Seek coordination with Union Pacific railroad (UP) on both railroad transportation projects, and on properties owned by Union Pacific. Continue to partner and work closely with UP on all projects adjacent and/or across the railroad.

Policy 19.5. Aviation

Continue to own and maintain the airport for limited operations, including mosquito control. Conduct a feasibility assessment of the improvements necessary to bring the airport into compliance with current FAA regulations, and/or seek opportunities to partner with other organizations or private entities to improve the airport and long range development of general aviation and airport compatible land uses.

Goal 20: Enhance Navigation and Options for Mobility

Policy 20.1. Wayfinding

Continue the work that has begun on providing wayfinding signs and improvements throughout the City. Encourage and support additional wayfinding items as growth or changes occur.

Policy 20.2. Long-Term Enhancements

Ensure navigation and mobility options are periodically considered and re-evaluated as changes and growth occur. Evaluation of an alternate bridge crossing, alternate route to Rock Springs, or south side belt loop/connector should be revisited on a periodic basis to assess current demands and funding feasibility. Continue to coordinate with other transportation entities (WYDOT, Sweetwater County, Rock Springs and others) to evaluate and pursue these long-term enhancement projects.

Policy 20.3. Motorized and Non-motorized Travel

Consider and evaluate the need for additional pedestrian and bicycle routes with construction to existing roadways integrating both motorized and non-motorized travel. Continue to provide opportunities for both modes of travel.

Policy 20.4. Bicycle

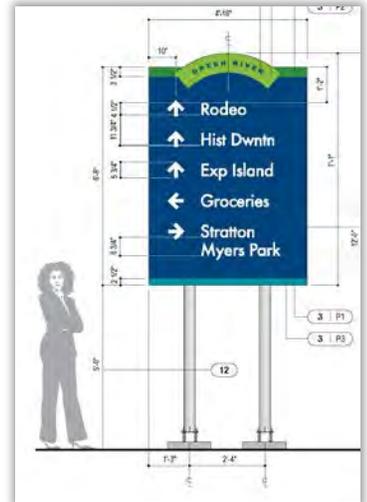
Continue to provide bicycle routes and recreation opportunities by supporting the Parks & Recreation Plan. Improve the bicycle opportunities for transportation by evaluating the need for additional bicycle routes and lanes within the City's streets/roadways.

Policy 20.5. Pedestrians

Provide transportation routes and options for pedestrians throughout the City. The continued upgrade and enhancement to streets and pathways will benefit pedestrians and allow for healthier lifestyles. Future upgrades and rehabilitation of streets should include the items necessary for ADA compliance.

Policy 20.6. Transit

Support transit opportunities as they arise to provide safe, quality, and efficient modes of transportation throughout Sweetwater County.



Coordinated wayfinding signage will help visitors navigate to the community's primary destinations, and will help reinforce the City's branding and image efforts.

Goal 21: Maintain and Upgrade Utility Infrastructure

Policy 21.1. Capital Improvements Plan

Adhere to a Capital Improvement Plan (CIP) for utility infrastructure to aid in the prioritization and planning of projects necessary to support the needs and safety of the City. Incorporate the utility and transportation needs into an overall CIP for the City to aid in planning and budget purposes. A three to five year future timeframe is suggested for the CIP.

RESOLUTION NO. R13-02

A RESOLUTION WHEREIN THE GOVERNING BODY OF THE CITY OF GREEN RIVER ESTABLISHES THE GREEN RIVER AIRPORT TASK FORCE TO EXPLORE COMMUNITY AND ECONOMIC DEVELOPMENT OPPORTUNITIES BY DEVELOPING THE GREATER GREEN RIVER INTERGALACTIC SPACEPORT FOR GENERAL AVIATION PURPOSES.

WHEREAS, the Governing Body of the City of Green River recognizes the importance of the ongoing and future growth and development of Green River; and

WHEREAS, it is probable that development of our airport could provide numerous community and economic growth opportunities; and

WHEREAS, a feasibility study regarding the development of our airport would be indispensable in identifying various economic and community development benefits to Green River; and

WHEREAS, the formation of the Green River Airport Task Force is needed to study the scope of the improvements necessary to develop the Greater Green River Intergalactic Spaceport; and

WHEREAS, the Green River Airport Task Force volunteer membership will liaise with actively involved government and elected officials, community, education and industry leaders, City staff and other citizens.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF GREEN RIVER, WYOMING:

That the Green River Airport Task Force is hereby established for the purpose of determining the scope of improvements necessary to develop the Greater Green River Intergalactic Spaceport for general aviation purposes.

That the Mayor, with the consent of the City Council Members, hereby appoints the following citizen volunteers to serve on the Green River Airport Task Force: Edward DeCastro, Gordon Gunter, Ed McPherson, Kevin Springer and Barry Tippy.

That the Green River Airport Task Force main point of contact in the City of Green River is the City Administrator, who will also be an active member of the task force.

That by the third quarter of 2013 the Green River Airport Task Force will present the preliminary results of a feasibility study to the Governing Body regarding the development of the Greater Green River Intergalactic Spaceport and that the Airport Task Force will seek grant funding for such feasibility study.

That the Green River Airport Task Force will undertake and seek funding for commencement of an Airport Master Plan consistent with Wyoming Department of Transportation and Federal Aviation Administration requirements for general aviation airports.

That the Airport Task Force will be active through December 2014.

PASSED AND APPROVED THIS 8TH DAY OF JANUARY, 2013.

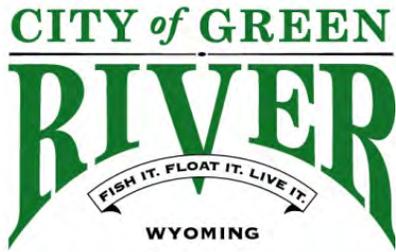


Mayor Hank Castillon

ATTEST:



Jeffrey V. Nieters
City Clerk



AIRPORT TASK FORCE MEETING

5:00 pm - Friday, January 25, 2013

City Hall Admin Conference Room

Agenda

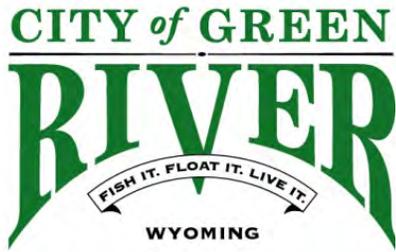
I. Introductions

II. Materials Distributed

- Task Force Contact List
- Governing Body Resolution
- *Guidebook for Developing and Leasing Airport Property*

III. Strengths Weaknesses Opportunities Threats (SWOT) Analysis

IV. Future Meetings Schedule



AIRPORT TASK FORCE MEETING

4:00 pm - Monday, February 18, 2013
City Hall Council Chambers Meeting Room

Agenda

I. Additions to Agenda

II. Mayor's Report

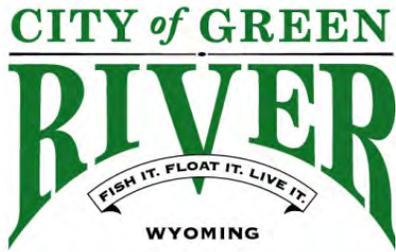
- January 29th Cheyenne meeting with WYDOT Aeronautics Division
- Grant opportunities

III. Task Force Members' Reports

- Community input
- Questionnaire
- Airport logos & layout designs

IV. Review SWOT Analysis

V. Next meeting – Monday, March 18, 4:00 pm



AIRPORT TASK FORCE MEETING

4:00 pm - Monday, March 18, 2013

City Hall Council Chambers Meeting Room

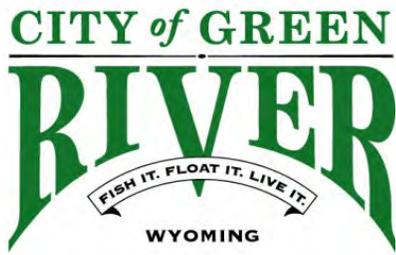
Agenda

I. WYDOT Aeronautics Presentation - Christy Yaffa

- ♦ Overview of relationships/roles/responsibilities regarding airport ownership
 - Federal, state and local
 - Owner, funding agency, regulator
- ♦ Steps to expanding existing airport; requesting admission to federal system
 - Master Plan (MP) is the first and most important step
 - MP components/steps
 - Public involvement
 - What a MP is and is not
 - Grants process and consultant services for MP
 - Wyoming Aeronautics Commission's role
- ♦ Things the City needs to keep in mind
 - Challenges with existing airport (liability, etc.)
 - Important to remain realistic, patient, and persistent
 - Realities of becoming part of federal system (becoming eligible for federal funds)

II. Task Force Members' Reports

III. Next meeting – Monday, April 15, 4:00 pm



AIRPORT TASK FORCE MEETING

4:00 pm - Monday, April 29, 2013

City Hall Council Chambers

Agenda

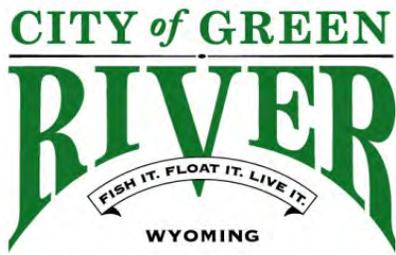
I. Shane Steiss & GRHS Students Logo Designs

II. Task Force Members' Reports

III. Mayor's Update

- Task Force Membership
- WYDOT Aeronautics Commission
 - Commission Site Tour – Friday, May 23, 2:30pm – meet at City Hall
 - State funding (60%) approved for development of Master Plan
 - Next step: general scope of service to use for consulting services
 - John Mahoney will contact us to help with consultant selection
- WY Business Council Planning Grant Application (handout)
- Upcoming Airport Presentation Opportunities
 - June 7 Chamber Quarterly Trona Industry meeting – Little America
 - June 19 GR Chamber of Commerce Lunch & Learn
 - July 9 Airport Task Force – City Council Workshop – 6:30 pm
 - Other suggestions
- Pinedale Airport visit

IV. Next meeting – Monday, May 20, 4:00 pm



AIRPORT TASK FORCE MEETING

4:00 pm - Monday, May 20, 2013

City Hall Council Chambers

Agenda

I. WYDOT Aeronautics Presentation

Senior Planner John Mahoney will provide information on the consultant selection process for the Airport Master Plan and more

II. Task Force Members' Reports

III. Mayor's Update

- WYDOT Aeronautics Commission GR Airport Site Tour – Thursday, May 23, 2:30pm – meet at City Hall
- WY Business Council Planning Grant Application status
- “Raising Community Awareness” Airport Presentations
 - June 7 Chamber Quarterly Trona Industry meeting – Little America
 - June 19 GR Chamber of Commerce Lunch & Learn
 - June 22 Community Spaceport Day
 - August 13 Airport Task Force presentation to City Council – 6:30 pm
 -
 -
- Pinedale Airport visit – Wednesday, June 5 (road trip)

IV. Next meeting – Monday, June 17, 4:00 pm



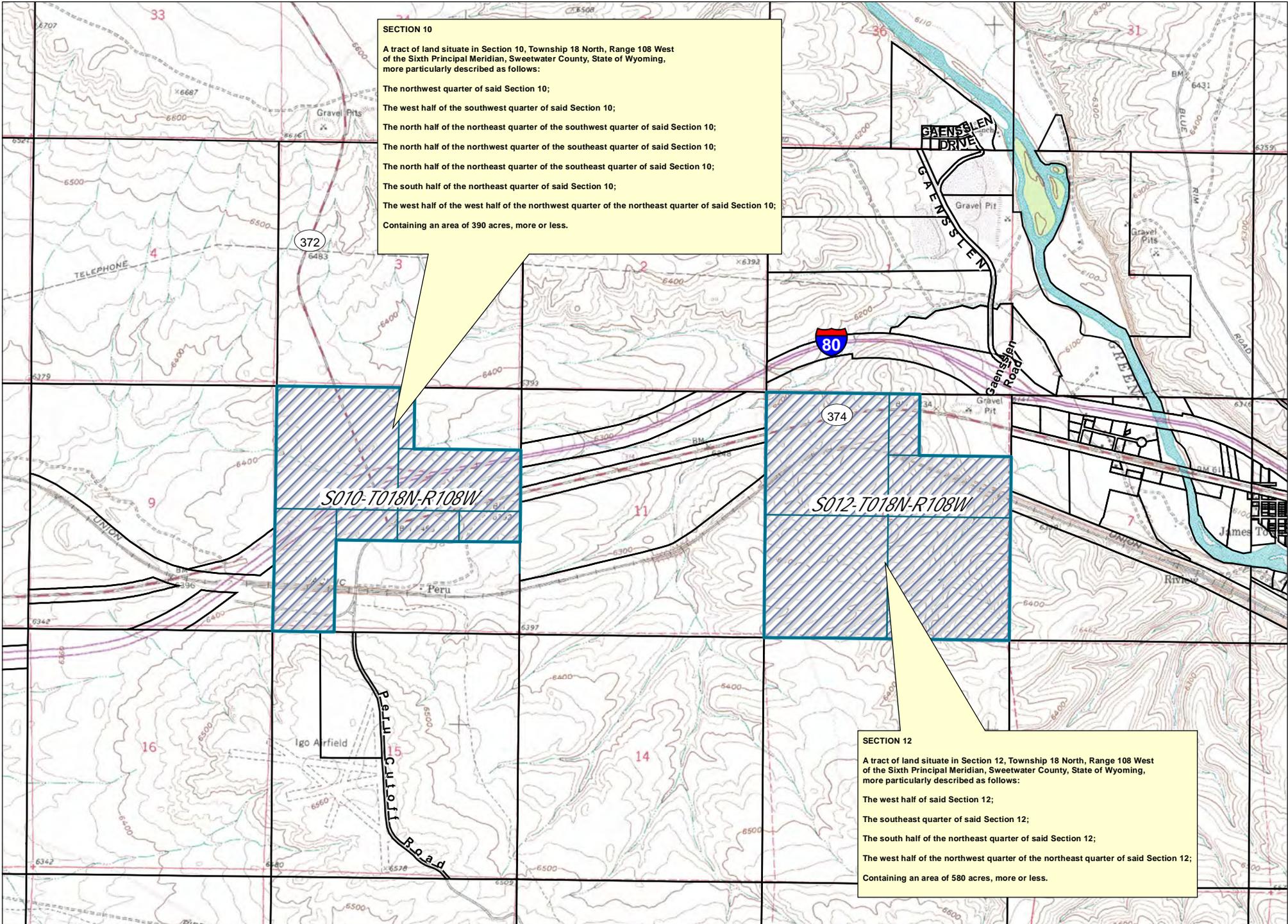
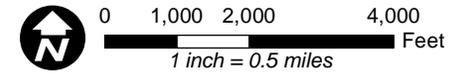
LOCAL ISSUES UPDATE

MAY 2013

- 1) Land Acquisition – BLM Sections 10 & 12 west of Green River
- 2) Destination Green River Station - *Historic Depot & Cultural Community Center*
- 3) Old Water Treatment Facility / Proposed parking area
- 4) Police Department Facility
- 5) Child Development Center
- 6) Killdeer Wetland Improvements
- 7) Greater Green River Intergalactic Spaceport
- 8) Green River Ordinance
- 9) CodeRED Emergency Notification System

EXHIBIT "A" Proposed Land Acquisition - Revised Proposal

Portions of BLM Sections 10 & 12, T18N-R108W - Sweetwater County, Wyoming



SECTION 10

A tract of land situate in Section 10, Township 18 North, Range 108 West of the Sixth Principal Meridian, Sweetwater County, State of Wyoming, more particularly described as follows:

- The northwest quarter of said Section 10;
- The west half of the southwest quarter of said Section 10;
- The north half of the northeast quarter of the southwest quarter of said Section 10;
- The north half of the northwest quarter of the southeast quarter of said Section 10;
- The north half of the northeast quarter of the southeast quarter of said Section 10;
- The south half of the northeast quarter of said Section 10;
- The west half of the west half of the northwest quarter of the northeast quarter of said Section 10;

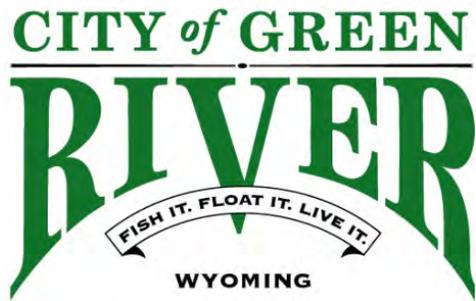
Containing an area of 390 acres, more or less.

SECTION 12

A tract of land situate in Section 12, Township 18 North, Range 108 West of the Sixth Principal Meridian, Sweetwater County, State of Wyoming, more particularly described as follows:

- The west half of said Section 12;
- The southeast quarter of said Section 12;
- The south half of the northeast quarter of said Section 12;
- The west half of the northwest quarter of the northeast quarter of said Section 12;

Containing an area of 580 acres, more or less.



BLM

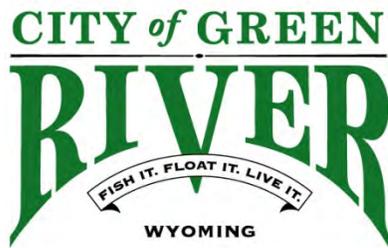
Land Acquisition – BLM Sections 10 & 12

The City of Green River is currently land-locked due to rising rock formations on all sides. Any future development along the Green River corridor or on existing land will likely be residential in nature or use.

The City has been working with the Bureau of Land Management to acquire two sections of land west of Green River for possible future commercial or industrial development.

The City is completing the BLM-required environmental and paleontological reviews of Sections 10 and 12 and hopes to conclude the purchase process within the next year. Once the value of the land has been established by the BLM, the City may seek financial assistance from the state.





Destination Green River Station Historic Depot and Cultural Community Center

In keeping with the goals and objectives of our Strategic Plan and of the Urban Renewal Plan, the City has accepted ownership of the old Depot building which was built in 1910. The City also has a long-term lease with Union Pacific Railroad for the use and development of the Railroad Avenue parking lot.

The Depot renovation, along with the parking lot improvements, will consist of major enhancements to our downtown area. Earlier this year the City received a \$1 million grant through the Wyoming Business Council to assist with Phase 1 of the Depot renovation.

The City of Green River encourages continued support for the state Main Street program as well as for the Wyoming Business Council. These groups have and will be able to assist the City in revitalizing our downtown area.

**Union Pacific Railroad Co./
Old Water Treatment Facility**
Proposed Improvement Area
 W 2nd S - Green River, Wyoming

CITY OF GREEN RIVER
 50 E 2nd N
 Green River, Wyoming 82935
 www.cityofgreengrver.org

Prepared by Jason D Brown, City of Green River GIS
 Date: 7/2/2011
 Path: U:\cgis\Projects\Landuse_development\Development_projects\UPRR\Proposed_parking_area\Proposed_parking_area.mxd

**EXISTING STRUCTURES
TO REMAIN INTACT**

325
Old J.P.W.B.
Facility

**REMOVE
TANK**

400
J.C. Bangarter &
Sons

**REMOVE
TANK**

3.3 Ac.
**227 9'x18' Parking Spaces
as Shown**

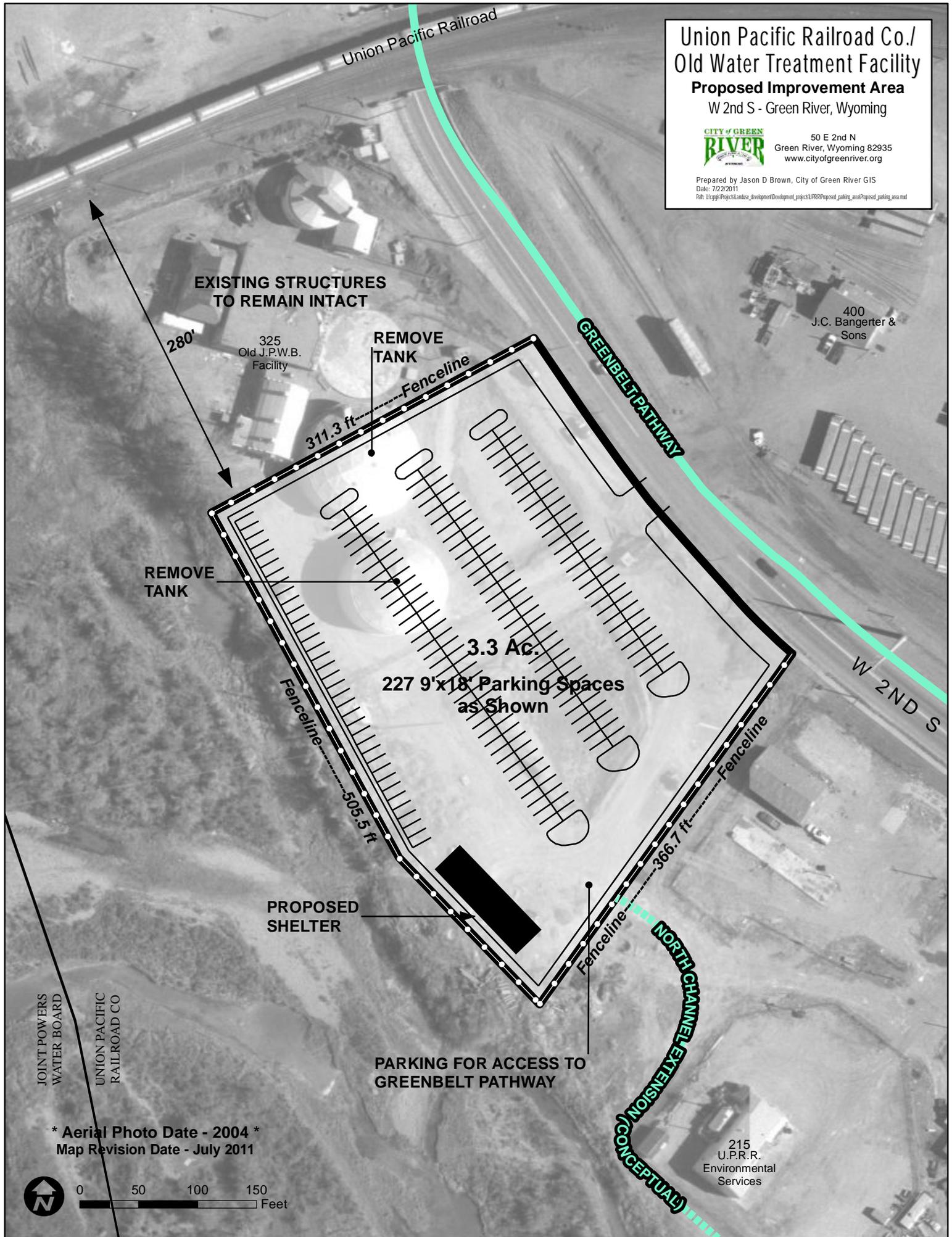
**PROPOSED
SHELTER**

**PARKING FOR ACCESS TO
GREENBELT PATHWAY**

215
U.P.R.R.
Environmental
Services

JOINT POWERS
WATER BOARD
UNION PACIFIC
RAILROAD CO

* Aerial Photo Date - 2004 *
 Map Revision Date - July 2011





Old Water Treatment Facility (Proposed Parking Area)

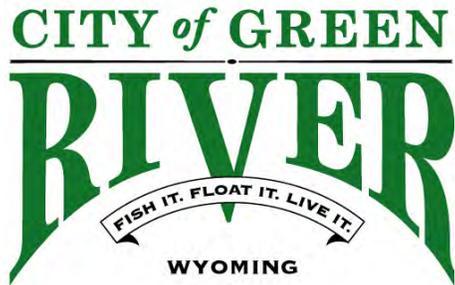
The City of Green River has been making improvements to 2nd South Street over the last several years. The underpass has been completely remodeled, and phase one of the pedestrian viaduct has been finished.

The former water treatment plant site on 2nd South is currently owned by Union Pacific and leased by the Joint Powers Water Board. The City of Green River has been working with the Wyoming Department of Environmental Quality to reach an agreement to clean up the site. The City would like to construct a parking lot on the site, which would be open to the public and serve as a trailhead for our Greenbelt Pathway system.

Support to help this project move forward will be appreciated.



CITY OF GREEN RIVER
POLICE DEPARTMENT



Police Department Facility

In 2011 the City purchased the land and the framed structure of a previously-planned professional building on Flaming Gorge Way. Two structural studies have been conducted on the building, and both reported that the existing structure is sound and can be completed.

The City received a State Land and Investment Board (SLIB) grant of \$600,000 and has committed \$1 million in Consensus Grant funding to help with the construction of a new Police Department facility.

Construction will commence this summer and is expected to be completed mid-2014.



Sweetwater County Child Development Center Lease Area

1715 Hitching Post Dr - Green River, Wyoming





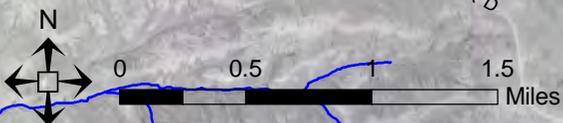
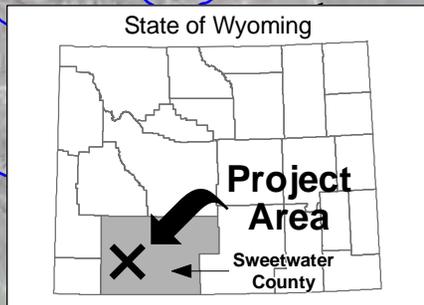
Sweetwater County Child Developmental Center

In 2010 the voters of Sweetwater County approved a 6th penny sales tax initiative to fund a new Child Developmental Center (CDC) in Green River. Collection of \$5.9 million in sales tax allowed construction of the building which was completed in late spring 2013.

The City has entered into a long-term lease with the CDC for the property and the new building located directly east of the Green River Recreation Center. The CDC will be operational in the new building the summer of 2013.

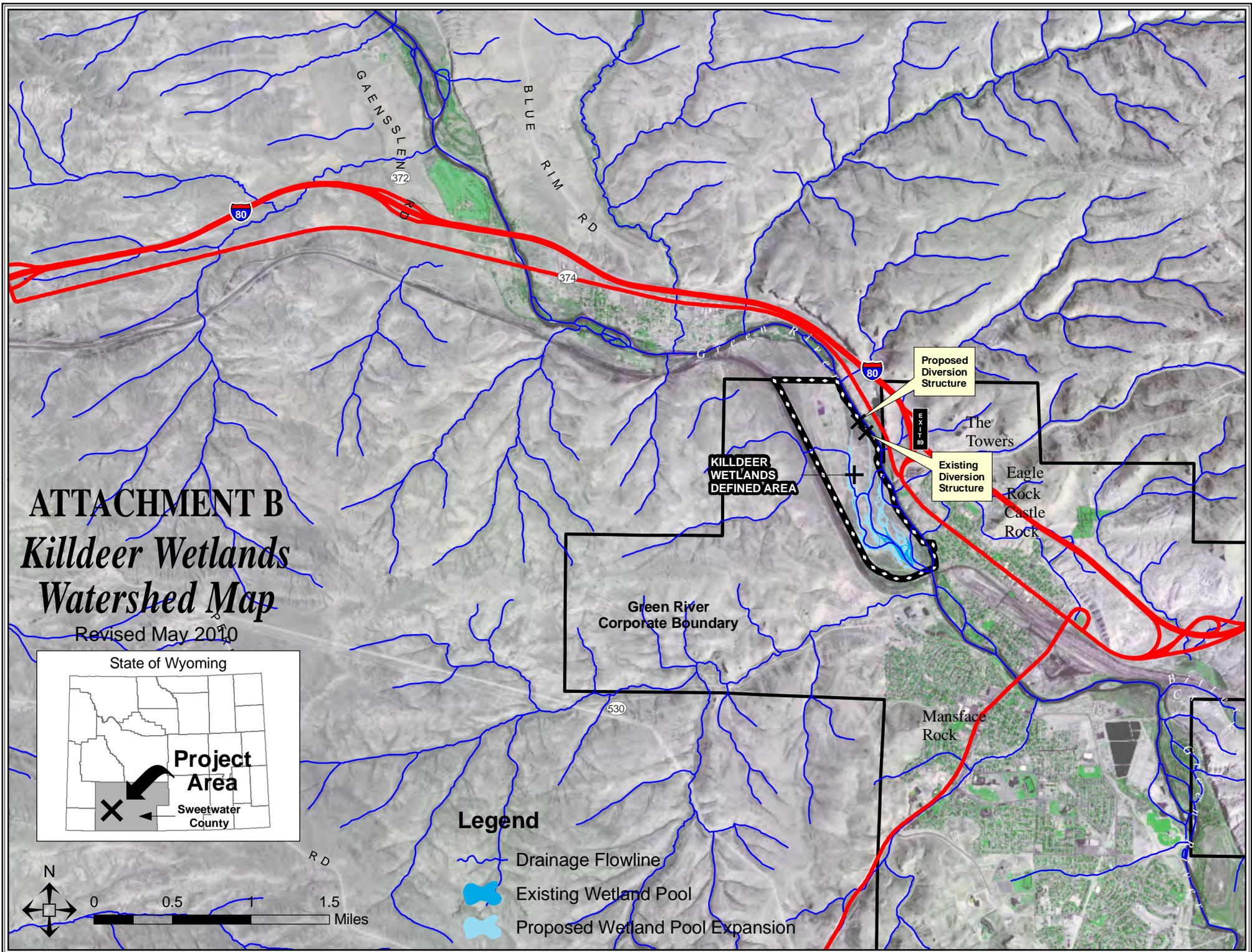
ATTACHMENT B Killdeer Wetlands Watershed Map

Revised May 2010



Legend

- Drainage Flowline
- Existing Wetland Pool
- Proposed Wetland Pool Expansion





Kildeer Wetland Improvements

The Kildeer Wetland project is a Greenbelt Task Force project funded with federal and state money. The City will continue to support the Greenbelt Task Force in their efforts to turn the area into a true wetland.

Total Economic Impacts by Individual Airport					
	Geographic Information		Economic Impact		Total Output
	Associated City	Airport Name	Total Employment	Total Payroll	
Commercial Airports	Casper	Casper-Natrona County International	767	\$ 31,795,200	\$ 105,162,500
	Cheyenne	Cheyenne Regional-Jerry Olson Field	2,100	\$ 66,994,400	\$ 218,465,100
	Cody	Yellowstone Regional	290	\$ 7,890,200	\$ 31,232,700
	Gillette	Gillette-Campbell County	259	\$ 8,603,900	\$ 32,441,100
	Jackson	Jackson Hole	9,323	\$202,950,500	\$ 823,395,500
	Laramie	Laramie Regional	142	\$ 5,075,000	\$ 18,641,100
	Riverton	Riverton Regional	140	\$ 4,488,600	\$ 15,685,900
	Rock Springs	Rock Springs-Sweetwater County	265	\$ 9,229,700	\$ 33,911,100
	Sheridan	Sheridan County	337	\$ 10,524,800	\$ 48,596,300
	Worland	Worland Municipal	119	\$ 4,261,400	\$ 16,719,200
	Commercial Airports Total			13,742	\$351,813,700
Business Airports	Afton	Afton Municipal	156	\$ 5,562,500	\$ 25,134,900
	Douglas	Converse County	22	\$ 634,900	\$ 2,935,000
	Evanston	Evanston-Uinta County Burns Field	88	\$ 2,787,400	\$ 11,618,800
	Greybull	South Big Horn County	90	\$ 2,992,900	\$ 16,371,600
	Pinedale	Ralph Wenz Field	47	\$ 1,725,400	\$ 6,431,800
	Saratoga	Shively Field	47	\$ 1,284,300	\$ 4,654,500
	Business Airports Total			450	\$ 14,987,400
Intermediate Airports	Big Piney	Miley Memorial Field	17	\$ 503,800	\$ 2,144,700
	Buffalo	Johnson County	22	\$ 552,900	\$ 2,287,800
	Guernsey	Camp Guernsey	19	\$ 643,900	\$ 2,636,100
	Kemmerer	Kemmerer Municipal	5	\$ 242,400	\$ 833,300
	Lander	Hunt Field	14	\$ 431,800	\$ 1,618,200
	Newcastle	Mondell Field	8	\$ 219,600	\$ 1,178,400
	Powell	Powell Municipal	11	\$ 295,800	\$ 1,901,900
	Rawlins	Rawlins Municipal-Harvey Field	29	\$ 952,500	\$ 3,724,500
	Torrington	Torrington Municipal	15	\$ 444,800	\$ 2,020,500
	Wheatland	Phifer Airfield	10	\$ 445,600	\$ 1,204,500
	Intermediate Airports Total			150	\$ 4,733,100
Local Airports	Cokeville	Cokeville Municipal	2	\$ 14,300	\$ 82,900
	Cowley	North Big Horn County	8	\$ 274,700	\$ 968,500
	Dixon	Dixon	37	\$ 1,380,300	\$ 4,413,000
	Dubois	Dubois Municipal	13	\$ 407,800	\$ 1,919,100
	Fort Bridger	Fort Bridger	26	\$ 880,100	\$ 3,531,000
	Hulett	Hulett Municipal	6	\$ 155,900	\$ 626,300
	Lusk	Lusk Municipal	2	\$ 86,700	\$ 371,600
	Pine Bluffs	Pine Bluffs Municipal	9	\$ 285,100	\$ 1,434,100
	Thermopolis	Hot Springs County-Thermopolis Municipal	15	\$ 447,100	\$ 1,175,700
	Local Airports Total			118	\$ 3,932,000
All Airports Total			14,460	\$375,466,200	\$1,445,469,200
The table above summarizes the total annual economic benefits, including visitor and multiplier impacts, for each of the 35 Wyoming airports analyzed.					



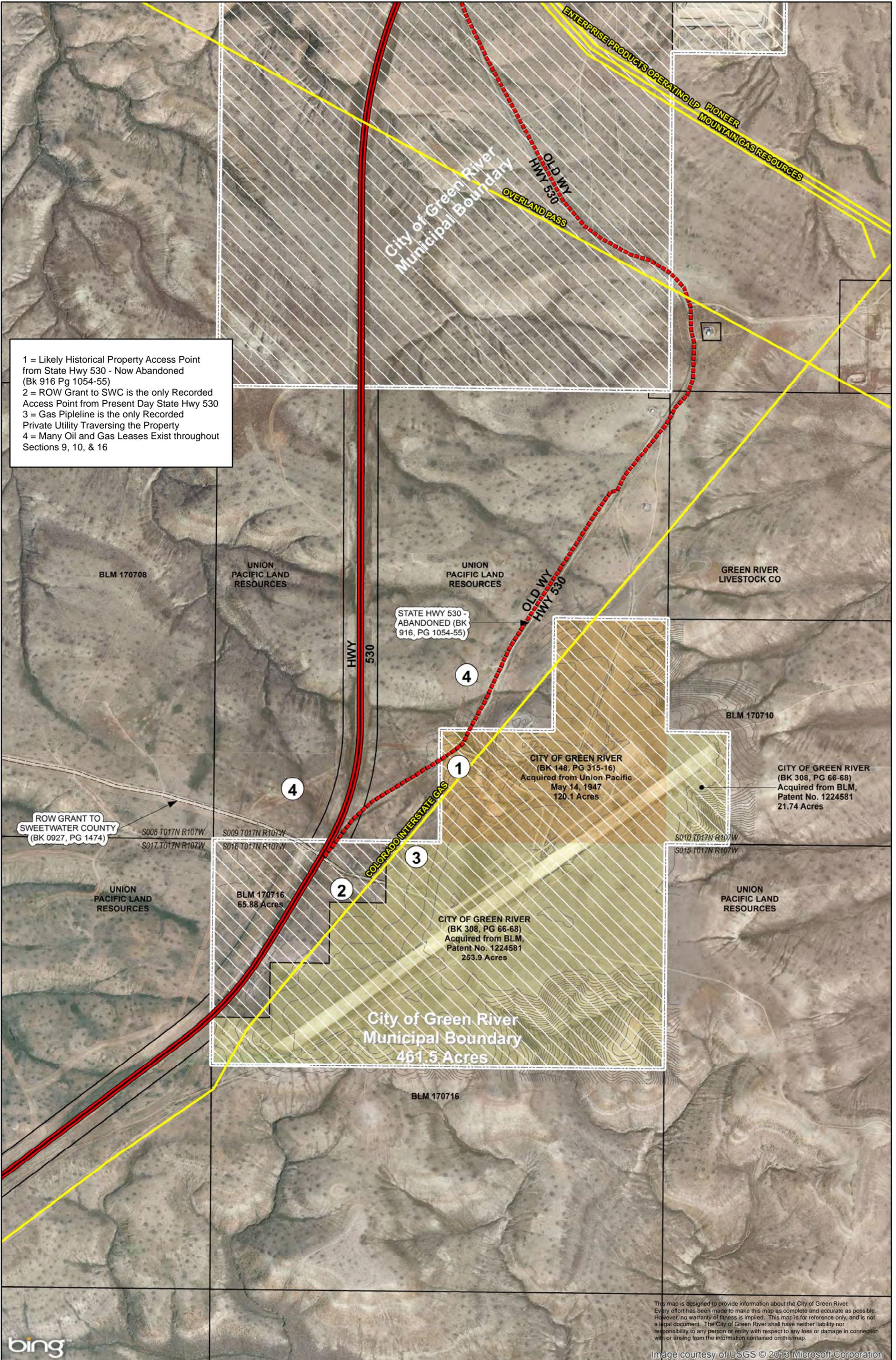
Greater Green River Intergalactic Spaceport

In the Fall of 2012 a citizens group approached Mayor Hank Castillon about their desire to see improvements made to the airport. Since the mid-1960s when the land was conveyed to the City, the airport site has consisted of a 5,800-foot dirt landing strip with perimeter barbed-wire fencing and a windsock. No other improvements have been made to the site.

The governing body of the City of Green River passed a resolution January 8, 2013 establishing the Green River Airport Task Force to explore community and economic development opportunities by developing the Greater Green River Intergalactic Spaceport for general aviation purposes.

An Airport Master Plan meeting Wyoming Department of Transportation (WYDOT) and Federal Aviation Administration (FAA) requirements is the vital first step to guide planning, development and investment in the Greater Green River Intergalactic Spaceport. The Master Plan is mandatory in order for the City to be eligible to receive federal and state grants for engineering and construction improvements at the airport.

Development of the Airport Master Plan will cost an estimated \$150,000 and must be done by a qualified airport planning consultant. The City has received initial approval from the WYDOT Aeronautics Commission to fund 60% of the cost for the Airport Master Plan. The City is also applying for a \$25,000 Wyoming Business Council Business Ready Community planning grant to help offset the remaining 40%.



1 = Likely Historical Property Access Point from State Hwy 530 - Now Abandoned (BK 916 Pg 1054-55)
 2 = ROW Grant to SWC is the only Recorded Access Point from Present Day State Hwy 530
 3 = Gas Pipeline is the only Recorded Private Utility Traversing the Property
 4 = Many Oil and Gas Leases Exist throughout Sections 9, 10, & 16

This map is designed to provide information about the City of Green River. Every effort has been made to make this map as complete and accurate as possible. However, no warranty of fitness is implied. This map is for reference only, and is not a legal document. The City of Green River shall have neither liability nor responsibility to any person or entity with respect to any loss or damage in connection with or arising from the information contained on this map.



Green River Ordinance

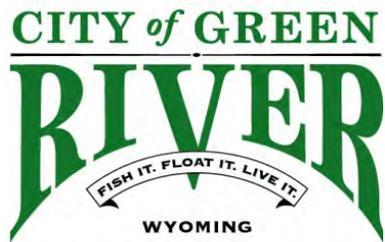
The Town of Green River passed and approved Ordinance No. 175 in 1931 prohibiting residential door-to-door solicitation, declaring it a nuisance for shift-workers in the community. The original Ordinance is still being enforced today. Times have changed, however, and in light of recent challenges to the Green River Ordinance throughout the country, the City has reviewed and updated the Ordinance to bring it into compliance with recent rulings.

The Ordinance consists of two subsections. Section 20-1 prohibits any solicitor (commercial, religious, or otherwise) to enter a private premise when a “No Peddlers Allowed” or “No Solicitations Allowed” sign is posted. Section 20-2 declares the act of going in and upon private residences by solicitors without being previously invited, for the “purpose of soliciting orders for the sale of goods, wares, and merchandise or for the purpose of disposing of or peddling or hawking the same”, to be a nuisance and punishable as a misdemeanor.

The updated Ordinance includes additional standards to protect citizens in our community. Following is a brief summary of the Ordinance changes:

- 1) Distinguishes between commercial solicitation and non-commercial solicitation.
- 2) Signage – residents can do the following:
 - a. Post a “No Solicitation” or “No Solicitors” sign – this will prohibit all forms of solicitation, both commercial and non-commercial.
 - b. Post a “No Commercial Solicitation” sign – this will prohibit only commercial solicitors as defined in the Ordinance.
 - c. Do not post any sign – Solicitation will be permitted by any solicitors authorized by the Ordinance.
- 3) Requires a permit for commercial solicitors (non-commercial solicitations will be exempt from needing a permit). The permit application will require:
 - a. Description of the solicitation, including nature and duration,
 - b. Identification information for all persons soliciting under the permit,
 - c. Proof of Wyoming sales tax registration and Green River business license,
 - d. Require that each person authorized to operate under the permit has a copy of the permit to be displayed upon request.
- 4) Limits the hours of permitted solicitation and the number of solicitors entering the property at one time.
- 5) Establishes a fee based on the number of solicitors authorized under the permit.
- 6) Provides language for revocation or denial of the solicitation permit.

A brochure explaining the updated Green River Ordinance can be obtained at the Community Development Department or by calling 307-872-6140.



EMERGENCY NOTIFICATION & COMMUNICATION SYSTEM

The City of Green River has contracted with Emergency Communications Network to use its CodeRED high-speed notification solution to help keep Green River residents informed of emergency conditions that may impact them and their families. The CodeRED system provides City officials with the ability to quickly deliver messages to targeted areas or to the entire city of Green River.

Such systems are only as good as the telephone number database supporting them. If your phone number is not in the database, you will not be called. One of the reasons the CodeRED system was selected is that it gives individuals and businesses the ability to add their own phone numbers directly into the system's database, and this is an extremely important feature. We are initially using the numbers from the Joint Dispatch E911 database, but we know that many of our residents prefer a call or text to their mobile number. Residents and business owners have the option to enter up to two different numbers and select their preferences for notification.

No one should automatically assume his or her phone number is included. All individuals and businesses are encouraged to log onto the City's website www.cityofgreenriver.org and click the link to the "CodeRED Community Notification Enrollment" page. Those without Internet access may call the Green River Fire Department at 872-0543 Monday through Friday 8am-5pm to supply their information over the phone. Required information includes first and last name, street address (physical address, no PO boxes), city, state, and primary phone number and additional phone numbers.

All businesses should register as well as those individuals who have unlisted phone numbers, anyone who has changed their phone number or address within the past year, or those who use a cellular phone or VoIP phone as their primary number.

Questions regarding the CodeRED system should be directed to the Green River Fire Department 307-872-0543.

May 10, 2013

H. Castillon, Mayor
City of Green River
50 E 2nd North St
Green River WY 82935

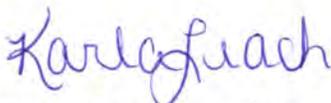
Dear Mayor Castillon:

Western Wyoming Community College fully supports the City of Green River's application for a Wyoming Business Council Business Ready Community Planning Grant to review the feasibility of expanding the City's general aviation airport. The world famous *Greater Green River Intergalactic Spaceport* has the potential to support general aviation and help Green River and Sweetwater County capitalize on our many tourist attractions and drive additional visitors to Southwest Wyoming.

It is important to note that Western Wyoming Community College's elected trustee, George Eckman, coined the name *Intergalactic Spaceport* when he served as mayor of the City of Green River several years ago. The College recognizes the need for a Flight Ground School in the area and the Green River Center of Western Wyoming Community College will serve as host to this program should the feasibility support such a plan.

Preparing a master plan for the airport based on an analysis of different alternatives for improvements supports our existing and potential businesses, local economy, and visitors to the Flaming Gorge and the City of Green River. We look forward to this visionary planning as we serve the residents of southwest Wyoming.

Sincerely,



Karla Leach, President





Sweetwater County
WYOMING
Travel and Tourism Board

received
5/29/13 gl

May 28, 2013

Wyoming Business Council
214 West 15th St.
Cheyenne, WY 82002-0240

Re: Airport Master Plan

To Whom It May Concern,

It is without reservation that the Sweetwater County Joint Travel and Tourism Board (SWCTTB) fully supports the City of Green River's application for the Wyoming Business Council Business Ready Community Planning Grant to study the feasibility of expanding the City's general aviation airport. The world famous "Greater Green River Intergalactic Spaceport" has the potential to provide general aviation services and bring additional visitors to Southwest Wyoming.

Based on the SWCTTB annual advertising conversion study, each traveler to our area spends approximately \$118 per day in Sweetwater County. Utilization of the Greater Green River Intergalactic Spaceport would offer the traveler easier access to the area, greater exposure of our unique high desert landscape and outdoor adventures, while showcasing the magnificent Green River. All of this results in additional dollars being left in cash registers of Wyoming businesses.

As the second largest industry in the state, in 2011, travel and tourism generated \$178 million in total direct spending in Sweetwater County supporting almost 1,700 jobs. It is projects like this that will help to ensure that the local tourism industry, that is so important to Sweetwater County, will continue to thrive.

Should you have any questions on the position of the Sweetwater County Joint Travel and Tourism Board concerning this project or need any additional information, please do not hesitate to contact our office at (307) 382.2538.

Sincerely,



Jenissa J. Bartlett
Executive Director
Sweetwater County Joint Travel and Tourism Board

Sweetwater County Joint Travel and Tourism Board



Wyoming Business Council
214 West 15th Street
Cheyenne, WY
82001

Dear Sir or Madam:

The Green River Chamber of Commerce Board of Directors supports the City of Green River's application for a Wyoming Business Council Business Ready Community Planning Grant to review the feasibility of expanding the City's general aviation airport. We rely upon a variety of transportation methods to bring employees, customers and supplies to our facilities here in Green River and Sweetwater County. Expansion of the Greater Green River Intergalactic Spaceport to improve its general aviation uses will help us to continue to maintain and grow our industry locally, while supporting the overall economic climate of Wyoming.

Green River's existing facilities need improvement to support the local and regional economy. Preparing a master plan to guide the community through the appropriate steps will help ensure that the improvements are made in an economically beneficial fashion that best match the needs of local businesses and support continued employment growth for the area.

The Board would appreciate your consideration of this grant application for the City of Green River.

Sincerely on behalf of the Green River Chamber Board,

A handwritten signature in black ink, appearing to read "Rebecca Briesmaster". The signature is fluid and cursive, written over a light blue horizontal line.

Rebecca Briesmaster
Executive Director

Your Business & Community Advocate

800.FL.GORGE • 307.875.5711 p • 307.872.6192 f
1155 W. Flaming Gorge Way • Green River • Wyoming 82935
www.grchamber.com • Rebecca@grchamber.com



Wyoming Business Council
214 West 15th Street
Cheyenne, Wyoming
82001

received
5/14/13 gl

I fully support the City of Green River's application for a Wyoming Business Council Business Ready Community Planning Grant to review the feasibility of expanding the City's general aviation airport. The world famous "Greater Green River Intergalactic Spaceport" has the potential to support general aviation and help Green River and Sweetwater County capitalize on our many tourist attractions and drive additional visitors to Southwest Wyoming.

Preparing a master plan for the airport that is based on an analysis of different alternatives will create a direction and feasible path for making improvements to the airport over time that can support our existing tourist-based businesses and local economy. Travel and tourism is the second largest industry in the state, expanding the capacity of the Green River Airport can help expand the economic benefits locally and to the state as additional visitors come to fish, float and live the Green River.

I would appreciate your consideration of this grant application for the city of Green River.

Respectfully,

A handwritten signature in blue ink that reads "Steve Blake".





Castle Rock Hospital District
Emergency Services
1480 Uinta Drive
Green River, WY 82935
(307) 872-4545

received
5/23/13 gj

May 21, 2013

To whom it may concern,

Castle Rock Hospital District Emergency Services fully supports the City of Green River's application for a Wyoming Business Council Business Ready Community Planning Grant to study the feasibility of expanding the City's general aviation airport. The airport would potentially provide general aviation services and help Green River and Sweetwater County capitalize on our existing tourist attractions and bring visitors to the area.

Preparing a master plan for the airport will provide a direction and feasible paths for making improvements to the airport over time with potential to support existing businesses, add new tourist-based businesses and benefit the local economy overall. Travel and tourism is the second largest industry in the state. Expanding the capacity of the Green River Airport will bring economic benefits locally and to the state as additional visitors come to fish, float and live the Green River

Thank you,

John Taylor
Director
Castle Rock Emergency Services



**Senator
Stan Cooper**

**Wyoming Senate
Senate District 14**

District Address

417 Agate Street
Kemmerer, WY 83101
307-877-6450
scooperwy@gmail.com

Committees

*Minerals, Business and Economic
Development*

*Transportation, Highways and
Military Affairs*

5/22/13
Received

May 20, 2013

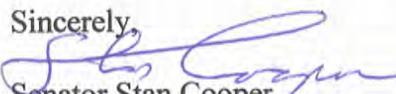
Wyoming Business Council
214 West 15th Street
Cheyenne, WY 82002-0240

Dear Wyoming Business Council Members:

This letter is in reference to and in support of the City of Green River's application for a Wyoming Business Council, Business Ready Community Planning Grant to study the feasibility of expanding the City's general aviation airport.

The expansion plan would provide direction to the city for enhancing its airport services for general aviators for the region as well as the nation. These services will enable the Green River Community and the region to increase the ability to capitalize and benefit economically by attracting general aviation "fly-in" tourist, sportsman and visitors to the many sites and natural attractions in the area.

I would appreciate the Council's favorable consideration of this Business Ready Community Grant application for the City of Green River.

Sincerely,

Senator Stan Cooper
Senate District 14



05/19/13

received
5/20/13 gl

Sirs:

Ensemble Air is pleased to express its support for improvements to Green River Intergalactic Airport. Our business is currently located at the Sweetwater Regional Airport, providing primary and advanced flight instruction using a Piper aircraft and pilot owned aircraft as available. We have been in active operation for two years at this location and currently have five students in training. At present, there is only one instructor available, but we have plans to expand the operation over the next two years.

With improvements to the Green River Intergalactic airport completed, Ensemble Air would move its operations to Green River, so that airport operations at Sweetwater Regional good be more easily deconflicted. This would allow students to operate in airspace below the Regional Carriers operating into and out of Sweetwater.

Once Green River's airport has completed sufficient improvements to allow Ensemble Air to park its aircraft in a secure and weather proof area, Ensemble Air would move its aircraft to Green River and begin its flight training operations from this airport.

Ensemble Air has also been in consultation with Western Wyoming Community College negotiating the startup of a private pilot ground school curriculum. It is believed that such an opportunity as would be provided to students at WWCC would increase the number of primary students using the facilities of Ensemble Air and increase the utilization of Green River Intergalactic Airport.

Ensemble Air is also in the planning stages of bringing a Part 135, on-demand charter service, to the region, and hopes to base its operation out of Green River. We are currently behind the planned schedule due to the lack of aircraft and mechanics to support this operation, but the search is in progress and Ensemble Air hopes to satisfy the FAA requirements by the end of next year. This will allow Ensemble Air to begin operations of a Part 135 service early in 2015.

Such an expansion of operations by Ensemble Air should result in a positive economic impact to the city of Green River and the County of Sweetwater. A cooperative effort between Ensemble Air and the City of Green River will undoubtedly be beneficial to both parties.

Sincerely,



Edward A. DeCastro
Chief Flight Instructor
Ensemble Air

Ginni Lipka

From: Hank Castillon
Sent: Tuesday, January 15, 2013 11:50 AM
To: Ginni Lipka
Subject: FW: Airport Letter from AOPA
Attachments: AOPA 48U Letter 1-14-2013.pdf

From: Ulane, David [<mailto:David.Ulane@aopa.org>]
Sent: Monday, January 14, 2013 10:22 AM
To: Hank Castillon
Cc: ASN; Pecoraro, Greg; dale@arey.org; president@wyomingpilots.org; dennis.byrne@wyo.gov
Subject: Airport Letter from AOPA

Good morning Mayor Castillon...

The Aircraft Owners and Pilots Association (AOPA) is excited to learn about the City's interest in potential improvements to your airport. Please see the attached letter from us offering our assistance in your endeavor. On behalf of our nearly 400,000 members nationwide, we appreciate your interest in general aviation, and your community's airport.

Thanks,

Dave

David Ulane, A.A.E.

Northwest Mountain Regional Manager
(Serving CO, ID, MT, OR, UT, WA, WY)
[Aircraft Owners and Pilots Association](#)
(301) 695-2094



For more information about the Northwest Mountain Region, click [here](#)





421 Aviation Way
Frederick, Maryland 21701

T 301-695-2000
F 301-695-2375

www.aopa.org

January 14, 2013

Mayor Hank Castillon
City of Green River
50 East Second North
Green River, WY 82935

Dear Mayor Castillon:

The Aircraft Owners and Pilots Association (AOPA) is a not-for-profit membership organization that represents the general aviation interests of nearly 400,000 members nationwide, including over 1,400 in Wyoming. Since 1939, AOPA has been committed to ensuring the safety, future viability, and development of general aviation airports and their facilities as a part of our national transportation system.

AOPA understands that the Green River City Council has voted to form a task force to study the feasibility of improvements to the Great Green River Intergalactic Spaceport (48U). I write today to let you know that AOPA fully supports this initiative, and appreciates the City's recognition of the airport's value to your community. As you and the City have already acknowledged, airports in Wyoming have a significant local economic impact, impact that will only increase with improvements to your airport.

One way AOPA supports local airports such as yours is through our Airport Support Network (ASN) volunteer program, in which AOPA members serve as our local "eyes and ears" on the ground, helping us stay informed and engaged. Dale Arey is our local ASN for 48U and will be an excellent resource as you move ahead. He can be reached at (307) 870-5431, or at dale@arey.org.

Again, AOPA sincerely appreciates your efforts. Should you at any point require any assistance with airport or aviation related issues, please view AOPA and its expertise as a resource for you and your colleagues. I can be reached directly at (301) 695-2094.

Sincerely,

David R. Ulane, A.A.E.
Northwest Mountain Regional Manager

CC: Dale Arey, 48U Airport Support Network Volunteer



received
5/20/13 J

Wyoming Business Council
214 West 15th
Cheyenne, WY 82002-0240

The Green River Parks and Recreation Department fully supports the City of Green River's application for a Wyoming Business Council Business Ready Community Planning Grant to study the feasibility of expanding the City's general aviation airport. Due to the location of the world famous "Greater Green River Intergalactic Spaceport" there holds a potential to provide general aviation services and help Green River and Sweetwater County capitalize on our many tourist attractions, bringing additional visitors to Southwest Wyoming. Improved access to the Flaming Gorge National Recreation Area, the wild horses and other wildlife of Southwestern Wyoming can all be accomplished by developing the Green River airport.

Green River's existing airport must be improved before it can benefit the local and regional economy. Preparing a master plan to guide the community through the appropriate steps will help ensure that improvements are made in an economically beneficial fashion that best match the needs of local industry and support continued employment growth for the area.

Expanding the capacity of the Green River Airport will bring economic benefits locally and to the state as additional visitors come to fish, float and live the Green River.

Please support the City's application for a Wyoming Business Council Business Ready Community Planning Grant.

A handwritten signature in black ink that reads "Allan Wilson".

Allan Wilson

City of Green River
Director of Parks & Recreation
50 East 2nd North
Green River, Wyoming 82935
awilson@cityofgreenriver.org
(W) 307-872-6147
(C) 307-871-8307
(F) 307-872-0510

received
5/15/13 gl

James E. Punches
265 So. 5th East St. Spc. 14
Green River, WY 82935
307/875-2904

10 May 2013

Wyoming Business Council
214 West 15th
Cheyenne, WY 82002-0240

Dear Sir:

I am a retired aerospace engineer who has worked extensively with both spacecraft and aircraft during my career. I am also an ardent enthusiast of general aviation, especially of light sport and ultralight aircraft. I believe that improving the Green River Intergalactic Spaceport and developing it into a general aviation airport will greatly enhance the City of Green River as a destination for tourists and businesses.

The opportunities for business are profound, not only bringing jobs and services to the city and the airport but in providing opportunities to enhance the education of the young people in the fields of endeavor that aviation activity brings with it, in the community and Southwestern Wyoming.

I ask the Wyoming Business Council to please support the City of Green River in its application for a Wyoming Business Council Business Ready Community Planning Grant.

Thank you.

Yours truly,



James E. Punches

Ginni Lipka

From: James Punches [avujep@sweetwater.net]
Sent: Tuesday, February 12, 2013 12:51 PM
To: admininfo
Subject: Green River Airport

Hello,

I'm writing again to the City of Green River to say that I've been working on a plan to create a Fixed Base Operation at the Green River Airport should the airport be in fact established. The operation I'm working on is one that would sell, rent and service Ultralight and Light Sport aircraft. Flying lessons would also be provided. These lessons, under FAA rules require only a valid driver's license in order to be a pilot of Light Sport aircraft; there are no licensing requirements for Ultralight aircraft but it is my opinion that anyone attempting to fly an Ultralight aircraft without lessons is a fool.

Most people do not know that a driver's license can let them study flying to become a pilot; the driver's license takes the place of the medical examination for higher classes of pilot licensing.

The cost of learning to fly as a pilot therefore does not require the paying out of tens of thousands of dollars to get a pilot credential. Any flight hours logged as a registered Ultralight pilot can be applied against the hours needed for the Sport Pilot certificate which reduces the cost of study to something more people can afford, and all hours flown apply to higher level credentials. This is an excellent way for people to gain the experience and hours needed to achieve higher piloting certificates. The fact that it is predicted that there will be a large number of piloting jobs coming open with the retirement of current pilots, without the currently trained pilots to take their places, suggests that new pilots may be able to fill that need.

I most heartily endorse the City's improvement and operation of the Green River airport.

Thank you,

James Punches

From: [James Punches](#)
To: [admininfo](#)
Subject: Green River Spaceport
Date: Friday, January 04, 2013 11:57:28 AM
Attachments: [Dutch John Airport satellite view-2.JPG](#)
[Fort Bridger airport satellite map-2.jpg](#)
[Green River Spaceport airport dirt runway-2.jpg](#)
[Pinedale Ralph Wenz Field airport-2.jpg](#)

I apologize for an error in my email of yesterday. I inadvertently used the word lessor when I meant lessee when I was describing someone who leases airport land for the purpose of building a hanger or other building on airport land.

I still believe that an improved GA airport is the way for Green River to go. I believe that it could be made to pay for itself. Look at the others I've cited in the email and you will see that it can happen. Even little Dutch John's airport records an average of about 25 aircraft operations a week.

Thank you,

James Punches

----- Original Message -----

From: [James Punches](#)
To: [Martin Black](#)
Sent: Thursday, January 03, 2013 8:08 PM
Subject: Green River Spaceport

I've read your views on the utilization of the Greater Green River Intergalactic Spaceport with high interest. The Rock Springs airport is maxed out in facilities and doesn't seem to have any simple mechanisms for increasing operations there; it is after all, a commercial airport and operates under different rules from an untowered General Aviation airport. I've hoped for years that Green River would pave the runway at the Spaceport and decide to start leasing space for hangers and businesses. I think that Pinedale's Ralph Wenz Field airport gives a very good idea of a General Aviation (GA) airport. Pinedale has a population of a little over 2000 people but its airport has nearly a hundred aircraft operations a week. It has about 40 aircraft based at the field. Pinedale leases out its airport property for hanger space (built at lessor expense) and I believe it has an FBO (Fixed Base Operator) who supplies parts, repairs and fuel for the aircraft which use the field. Pinedale takes the lease revenue and a percentage of the FBO profits, as I understand it, for city funding and airport upkeep.

I've often wondered why Green River, now with a population base of nearly 14,000, doesn't have an airport at least as good as the Fort Bridger airport (located about halfway between Fort Bridger and Carter) or one as good as the Dutch John, Utah airport, which also has an FAA designation which is simple, 33U; Green River's designation is 48U. Dutch John has a population of under 200 people. The other airports, I have mentioned in this email, including Dutch John, all have paved runways and at least tiedown areas for visiting aircraft. Green River must have a fair number of pilots living in it and I believe that turning 48U into a working General Aviation airport with facilities and an FBO would return Green River a handsome annual revenue stream.

There may be those who will argue that the Rock Springs airport should be sufficient for Green River residents but keep in mind that Rock Springs is not a General Aviation airport and there are many types of aircraft that are frozen out of a Rock Springs type airport, for instance, FAA Part 103 aircraft, also known as ultralight aircraft, are not allowed on airport properties which have control towers without prior permission. Untowered GA airports do not require prior permission for ultralight operations. I would very much like to see an ultralight business set up at the Green River airport. The nearest ultralights that I know of are based at Hunt Field airport in Lander, another untowered airport. And,

anyone who wishes to learn piloting of ultralight aircraft, must go to Utah as the nearest airports, to find the certified flight instructors (CFI's) from whom one learns to fly ultralights and light sport aircraft . When I talk of ultralight aircraft, I'm not speaking of the tricycle appendages which hang beneath a parawing, but actual ultralight aircraft which are flown just like any other larger and heavier aircraft. I'd love to see a dealer of such machines based at our Green River airport along with one or more CFI's. Ultralights don't cost tens of thousands of dollars and are cheap to fly.

Can it be made a reality? I guess we'll see.

Thank you,

James Panches