

# **WYOMING** *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

## Business Meeting Packet

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## **In-Person Business Meeting**

| Held Thursday, May 19, 2022 at 8:30 A.M. |



Mark Gordon  
Governor

# WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

Sigsbee Duck, Chairman

(307) 777-4015



K. Luke Reiner  
Director

## TENTATIVE BUSINESS MEETING AGENDA

Thursday, May 19, 2022 at 8:30 A.M.

### I. CALL TO ORDER

### II. PLEDGE OF ALLEGIANCE (*Index Tab 1*)

### III. ROLL CALL

### IV. ADJUSTMENTS TO AGENDA

### V. MINUTES

- A. Consideration of Draft Meeting Minutes dated April 19, 2022 – (*Index Tab 2*)  
– Vote

### VI. UPDATE/DISCUSSION

- A. Chairman's Update – Chairman Duck
- B. Director's Update – Director Reiner
- C. Administrator's Update – Administrator Olsen
- D. Air Service Development Program Update – Administrator Olsen
  - 1. General Matters
  - 2. Standard Reports
    - a. ASEP Budget Forecast Report (*Index Tab 3*)
    - b. CPA Budget Forecast Report (*Index Tab 4*)
    - c. Percent of Grant Projects by City Report (*Index Tab 5*)
- E. Engineering & Construction Program Update – Mr. Hearn
  - 1. General Matters
  - 2. Standard Reports
    - a. Change Orders Report (*Index Tab 6*)

*The order of agenda is subject to change. The State of Wyoming supports the Americans with Disabilities Act. Anyone needing aid should contact the Aeronautics Commission at 307-777-4015. Every effort will be made for reasonable accommodations.*

- b. Statewide Line Items Report (*Index Tab 7*)
  - c. Bid Summary Report (*Index Tab 8*)
- F. Planning & Programming Program Update – Ms. Bean
  - 1. General Matters
  - 2. Standard Reports
    - a. Administrative Approvals Report (*Index Tab 9*)
    - b. Recovered State Funds Report (*Index Tab 10*)
- G. UAS Program Update
  - 1. General Matters

## **VII. REGULAR BUSINESS**

- A. Consideration of the FY 2022 WACIP Budget Modifications (*Index Tab 11*) – Ms. Bean – Vote
- B. Consideration of the FY 2023 WACIP Budget Modifications (*Index Tab 12*) – Ms. Bean – Vote

## **VIII. NEW BUSINESS**

- A. Consideration of Jackson Hole Air Improvement Resources ASEP Application (*Index Tab 13*) – Mr. Olsen – Vote\*
- B. Consideration of Jackson Hole Air Improvement Resources ASEP Application (*Index Tab 14*) – Mr. Olsen – Vote\*  
*\*Supplemental information about the JH AIR applications can be found under Jackson Hole Air Improvement Resources Appendix (Index Tab 15)*
- C. Consideration of Capacity Purchase Agreement Contract Amendments – Mr. Olsen – Vote
- D. Update on Draft Commission Priorities (*Index Tab 16*) – Ms. Bean
- E. Discussion of Wyoming Aviation Hall of Fame Nominee Qualifications – Mr. Olsen



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K. Luke Reiner  
Director

## TENTATIVE BUSINESS MEETING AGENDA

### IX. EXECUTIVE SESSION

### X. ANNOUNCEMENTS

- A. Next business meeting shall be held June 21, 2022, via videoconference.

### XI. ADJOURNMENT

- A. Consideration of Adjournment – Vote





# WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

Sigsbee Duck, Chairman

(307) 777-4015



## TENTATIVE ITINERARY

Tentative Schedule of Events – Tuesday, May 17, 2022		
Event Timeline	Event Description	Event Location
<i>Attire: Casual</i>		
Various – 3:00 p.m.	Fly/Drive to Hulett	Various Locations
3:30 p.m. – 5:00 p.m.	Tour of Hulett Municipal Airport	Hulett Municipal Airport WY-24 Hulett, WY 82720
5:00 p.m. – 6:15 p.m.	Drive to Hotel & Check In	Best Western Devils Tower Inn 229 WY-24 Hulett, WY 82720
6:30 p.m. – 8:00 p.m.	Commission Dinner	77 Steakhouse and Saloon 77 Tower View Drive Hulett, WY 82720
Tentative Schedule of Events – Wednesday, May 18, 2022		
Event Timeline	Event Description	Event Location
<i>Attire: Casual</i>		
7:00 a.m. – 8:00 a.m.	Breakfast & Checkout of Hotel	<i>(Breakfast on your own)</i>
8:00 a.m. – 8:15 a.m.	Board Van & Drive to Gillette	
9:30 a.m. – 11:00 a.m.	Tour of Northeast Wyoming Regional Airport	Northeast WY Regional Airport 2000 Airport Rd. Gillette, WY 82716
11:15 a.m. – 12:30 p.m.	Board Van & Drive to Buffalo	
12:30 p.m. – 1:30 p.m.	Lunch	
1:30 p.m. – 2:30 p.m.	Tour of Johnson County Airport	Johnson County Airport 199 Airport Rd. Buffalo, WY 82834
2:45 p.m. – 3:30 p.m.	Board Van & Drive to Sheridan	
3:30 p.m. – 5:30 p.m.	Tour of Sheridan County Airport <i>Tour will also include a welcome event for the commission hosted by the Sheridan Critical Air Service Team.</i>	Sheridan County Airport 908 W. Brundage Ln. Sheridan, WY 82801
5:30 p.m. – 6:15 p.m.	Drive to Hotel & Check In	Fairfield Inn & Suites 2105 Sugarland Dr. Sheridan, WY 82801
6:30 p.m. – 8:00 p.m.	Commission Dinner	Frackelton's 55 N Main St. Sheridan, WY 82801

## Tentative Schedule of Events – Thursday, May 19, 2022

Event Timeline	Event Description	Event Location
<b><i>Attire: Business Formal</i></b>		
7:00 a.m. – 8:00 a.m.	Breakfast & Checkout of Hotel <i>(Breakfast on your own)</i>	
8:30 a.m. – 11:30 a.m.	Aeronautics Commission Business Meeting	Sheridan County Courthouse <i>2<sup>nd</sup> Floor, Boardroom</i> 224 S. Main St. Sheridan, WY 82801
11:45 a.m. – 12:00 p.m.	Drive to FBO	Sheridan County Airport 908 W. Brundage Ln. Sheridan, WY 82801
12:15 a.m. – Various	Fly/Drive home	





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DEPARTMENT OF TRANSPORTATION

Sigsbee Duck, Chairman

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K. Luke Reiner  
Director

## DRAFT MEETING MINUTES

### I. CALL TO ORDER

A meeting of the Wyoming Department of Transportation (WYDOT) Aeronautics Commission was held via videoconference on April 19, 2022. Chairman Sigsbee Duck presided, calling the meeting to order at 1:30 p.m.

### II. PLEDGE OF ALLEGIANCE

Chairman Duck led the attendees in the Pledge of Allegiance.

### III. ROLL CALL

*The following commission members were present, constituting a quorum.*

Anja Bendel, Commissioner, District 1

Steve Maier, Commissioner, District 5

Jerry Blann, Commissioner, District 2

Randy Harrop, Commissioner, District At-large

Bruce McCormack, Vice Chairman, District 4

Commissioner Bill DeVore was absent.

*The following WYDOT staff and guests were present and participated in the business meeting.*

Brian Olsen, Aeronautics Administrator

Mike Kahler, Senior Assistant Attorney General

Phillip Hearn, Engineering & Construction  
Manager

John Waggener, President, Wyoming Aviation  
Hall of Fame Board

Cheryl Bean, Planning & Programming Manager

Kimberly Chapman, Commission Secretary

Sheri Taylor, Unmanned Aircraft Systems (UAS)  
Manager

*Susan Elliott assisted with virtual meeting management.*

### IV. ADJUSTMENTS TO AGENDA

There were no adjustments to the agenda.

### V. APPROVAL OF MINUTES

#### A. DRAFT MINUTES

It was moved by Commissioner Maier, seconded by Commissioner McCormack, and unanimously carried to approve the minutes from the March 15, 2022 business meeting.

### VI. UPDATES/DISCUSSIONS

#### A. CHAIRMAN'S UPDATE

Chairman Duck reported that he is looking forward to visiting northeast Wyoming for airport tours and the business meeting next month.

**B. DIRECTOR'S UPDATE**

Director Reiner was unable to attend the meeting, so Administrator Olsen gave a brief update in his stead.

Implementing IIJA Programs

WYDOT is working closely with the governor's office to implement funding for programs from the Investing in Infrastructure and Jobs Act (IIJA) – also known as the Bipartisan Infrastructure Law. Several departments across the agency are engaged in this effort.

Electric Vehicle Briefings

The director and several key staff traveled around the state last week to provide briefings on the state's electric vehicle/zero emission vehicle infrastructure plan to stakeholders and local leaders. The briefings were well attended and participants provided excellent feedback to the plan.

Compensation

Governor Gordon put forward a robust compensation package during the last legislative session and it was approved by the legislature. Wyoming Administration & Information is working with the Human Resources Division to implement the raises, which will take effect July 1, 2022.

**ADMINISTRATOR'S UPDATE**

Administrator Olsen presented the Administrator's Update.

Federal and National Updates

*Legislative Issues*

Mr. Olsen reported that the division continues to work on implementing and incorporating funds from the Bipartisan Infrastructure Law (BIL). Airports have submitted updates to their capital improvement plans to the division.

*Fiscal Year (FY) 2022 Federal Aviation Administration (FAA) Appropriations*

Funding for the traditional Airport Improvement Program (AIP) is fairly flat for FY2022. However, an additional \$555 million in supplemental discretionary AIP monies – of which \$280 million was set aside for earmarks. The remaining funds will be awarded to sustainability and resiliency projects. These funds will be allocated through the summer.

*Preventing PFAS Runoff at Airports Act*

Senator Lummis co-sponsored this bill through the U.S. Senate Committee on Commerce, Science, and Transportation. The bill increases the federal match on input testing equipment that airports can use to analyze the fire-fighting foam systems. The bill has moved to the Senate for consideration.

*Proposed FY2023 Federal Budget*

The Biden administration has released its proposed FY2023 budget and regarding aviation, it is similar to previous budgets. The budget does not contain any proposed supplemental discretionary

funding, as that was handled under BIL. Funding for the Essential Air Service (EAS) program would go up to about \$450 million per year.

*Mask Mandates*

A federal court in Florida struck down the federal mask mandate, so the Transportation Security Administration (TSA) will no longer be enforcing the use of masks on public transportation or in airports.

State Legislative Session

Mr. Olsen reported that the Wyoming Airports Coalition has submitted an interim topic to the Joint Transportation Committee for consideration. It concerns airport governance and funding. Mr. Olsen did not feel that potential legislation would impact the division; rather, it would create an airport authority that had the power to accept and receive grants.

The Joint Judiciary Committee will be reviewing drone trespass issues. Mr. Olsen and Ms. Taylor will monitor this topic closely.

Division Update

Mr. Olsen shared that interviews were conducted for the Air Service Development Program Manager position, and an offer is imminent.

Airport Update

Commercial flights at Laramie Regional Airport were cancelled last week as the automated weather observing system (AWOS) was down. It was repaired yesterday so flights should have resumed. Laramie's situation is indicative of a larger issue: redundancy and resiliency of weather reporting. Most of the AWOS or weather stations are owned by the FAA and maintained by the National Weather Service. When repairs are needed, parts are located across the country and the partnering agencies do not always share the same urgency about completing the repairs that the local airport has.

Another part of the problem is that while there is a program for individuals to become certified weather observers, the program has become too challenging for most people to pass. Mr. Olsen, along with Devon Brubaker, met with Wyoming congressional staffers to discuss these issues. Potential solutions included storing AWOS parts regionally and an open book test for the weather observer program.

**C. AIR SERVICE DEVELOPMENT PROGRAM UPDATE**

Mr. Olsen presented the Air Service Development Program Update.

General Matters

*Air Service Updates*

Mr. Olsen has received several grant applications for the Air Service Enhancement Program from Jackson, Cheyenne, and Casper. Doug Blissit, with Mead and Hunt, will help Mr. Olsen



score those applications using the priority rating model. The applications should be ready for commission consideration at next month's meeting.

*Capacity Purchase Agreement (CPA) Renegotiations*

Mr. Olsen continues to work with SkyWest Airlines on renewing the CPA contract for the next three years. A final version of the contract has been sent to Mike Kahler, Senior Assistant Attorney General, for review. The airports are also reviewing the contract, and once these reviews are complete the contract will be sent to SkyWest.

*Meeting with United*

Mr. Olsen, Vice Chairman McCormack, and Doug Blissit, with Mead and Hunt, traveled to Chicago last month to meet with United Airlines. According to Mr. Olsen, the primary goal of the meeting was to strengthen Wyoming's relationship with United and felt that the goal was accomplished.

Another key takeaway from the meeting was the news that the pilot shortage will last longer than hoped. Pilot training is also an obstacle to getting more pilots in the air. Vice Chairman McCormack shared that he was struck by United's commitment to air service in Wyoming. United leadership identified three characteristics that make Wyoming a priority market: identity, history, and relationships.

*CPA Caps*

Mr. Olsen reported that he has been working with two Wyoming communities on the caps in the CPA contract. He reminded the commission that the yearly caps were calculated years ago when the initial CPA contract was put in place and those caps were based on certain levels of flights. At the time the caps were calculated, both Rock Springs and Gillette had a robust business environment and were experiencing strong business fares. Since the pandemic however, these two communities have been challenged to stay under the caps.

The four CPA communities were each granted approximately \$500,000 in CARES funds for 2021 and at least part of these monies for the two communities will be used to fund the amount that will exceed the original cap level. The caps will be increased in both communities for the new contract starting in July.

*Industry News*

Fuel prices were already increasing, but following Russia's invasion of Ukraine spot fuel prices jumped \$4 a gallon, which is almost double what airlines paid on average for jet fuel in 2021. Fuel is a pass-through cost in the CPA so that directly impacts the state's costs.

Mr. Olsen reported that average fares are increasing as demand surges and business fares have begun to rebound slightly. At the end of 2021, Wyoming air service had recovered, on average, better than any other state in the nation, largely due to traffic from Jackson. The closure of Jackson's runway will impact enplanements and second quarter numbers be will noticeable down. Overall for the second quarter, only Cody and Cheyenne are projected to have more departures



than the same quarter in 2019. All other communities are down 30-40 percent from pre-pandemic numbers. Total enplanements from the first quarter of 2022 were up five percent from 2019 number.

Commissioner Maier addressed the projected increase in costs and local match required for the new CPA contract. He shared that his community understands the reality of the situation and are grateful to be able to retain air service. He thanked Administrator Olsen and the team for all of their hard work in negotiating this new contract.

Commissioner Blann reported that the contractor, Knife River, is off to a good start on the runway reconstruction project in Jackson. There has been a delay in removing all of the old runway as Jackson has received a significant amount of snow in the past few days and the contractor did not want to get too much moisture into the subsurface grade. Additionally, the terminal projects are progressing well.

#### Standard Reports

##### *Air Service Enhancement Program (ASEP) Budget Forecast Report*

Mr. Olsen reported no changes to the ASEP Budget Forecast Report, but he did note that he has been working on closing out old grants and recovering funds in preparation for anticipated applications.

##### *CPA Budget Forecast Report*

Mr. Olsen reported that the CPA Budget Forecast Report has been updated to reflect the addition of a credit of American Rescue Plan Act (ARPA) funding in the amount of \$8,832,058. The funding is a credit for estimated losses incurred by the CPA due to COVID-19 effects during calendar years 2022, 2023 and 2024.

##### *Percent of Grant Projects by City Report*

Mr. Olsen reported no changes to the Percent of Grant Projects by City Report.

#### **D. ENGINEERING & CONSTRUCTION PROGRAM UPDATE**

Mr. Hearn presented the Engineering and Construction Program Update.

#### General Matters

##### *Cheyenne Runway Reconstruction Update*

Mr. Hearn reported that construction began today on the runway intersection. The main runway will remain open while work continues on the intersection.

##### *Project Bids*

Mr. Hearn updated the commission on bids received during the current bidding season. Despite prior concerns, the bids received by the division have so far been reasonable and within the engineer's estimate. Two projects in Dubois and Kemmerer received no bids and will be rebid. Both airports are working with their consultants to reach out to contractors to determine any

problems and attract bidders. There were also a few projects that received one bidder each, but those bids were favorable.

Standard Reports

*Change Orders Report*

Mr. Hearn reported no new change orders.

*Statewide Line Items Report*

Mr. Hearn reported two new line items for marketing and aviation encouragement grants.

*Bid Summary Report*

Mr. Hearn reported 12 new bid results, many for the Seal Coat and Mark project.

Following a question from Vice Chairman McCormack on low bidders, Mr. Hearn shared that some of the contractors bidding on the Seal Coat and Mark project may have appeared as the low bidder on certain projects but were not the low bidder for the overall project. The project is awarded as a package in order to maximize state funds.

**E. PLANNING & PROGRAMMING PROGRAM REPORT**

Ms. Bean presented the Planning and Programming Program Update

General Matters

*BIL Funding Update*

Ms. Bean reported that the division is working with the FAA to obtain funds for FY2022 and 2023. Staff have almost completed an expedited evaluation and allocation process, and about two-thirds of the projects have been entered in to the WACIP for April. The remainder will be entered in the May WACIP report for commission consideration.

*Kemmerer Lighting Project Update*

As reported last month, Kemmerer has requested to delay their lighting project to 2029 but they were meeting with resistance from both WYDOT and the FAA. The parties met a few weeks ago to discuss the issue and ultimately agreed to Kemmerer's request on the condition that if the condition of the lighting system deteriorates further, the airport will take immediate action to fix it.

Standard Reports

*Administrative Approvals Report*

Ms. Bean reported that there were no administrative approvals this period.

*Recovered State Funds Report*

Ms. Bean reported two project recoveries during this period totaling \$2,076.00. Recovered funds for this fiscal year total \$516,303.74.

**F. UNMANNED AIRCRAFT SYSTEMS (UAS) PROGRAM UPDATE**

Ms. Taylor presented the UAS Program Update.

General Matters

*AUVSI Expo*

Ms. Taylor reported that she and a few others from WYDOT will be attending the Association for Unmanned Vehicle Systems Expo in Orlando next week. It is one of the largest conferences/expos for UAV/UAS and Ms. Taylor has attended in years past. She is confident she will bring back an abundance of good information from the expo.

*UAS Training Sessions and Flight Training Course*

Ms. Taylor reported that WYDOT has taken delivery of five drones and she is working with Construction to get the drones set up and installed. The drones will be used during the construction season this summer.

Ms. Taylor also updated the commission on the status of a UAS demo. Initially, staff had discussed including a demo in the May meeting. After considering all of the logistics it was decided that it would be best to have the demo at a later date when the commission is in Cheyenne.

**VII. REGULAR BUSINESS**

**A. UPDATED WACIP SPONSOR COMMENTS**

Ms. Bean reported that staff recently found that sponsor comments submitted on projects which had no allocations were not included in the sponsor comments report last month. A report detailing these projects, sponsor comments, and staff response was included in the packet for commission review.

**B. FY22 WACIP BUDGET MODIFICATIONS**

Ms. Bean reported many modifications this month. Most of these are due to the incorporation of BIL funds. Modifications for this period equal a total decrease in state funds of \$318,252 and an increase in federal funds of \$11,043,623. The remaining state funds reserve is \$1,671,098.

Action: It was recommended by Ms. Bean, moved by Commissioner Blann, seconded by Commissioner Bendel, and unanimously carried to approve the FY22 WACIP Budget Modifications as presented.

**C. FY2023 WACIP BUDGET MODIFICATIONS**

Ms. Bean reported that there are many modifications this month in FY23, most of which are due to the incorporation of BIL funds. Modifications for this period equal a total decrease in state funds of \$188,474 and an increase in federal funds of \$6,527,108. The remaining state funds reserve is \$1,027,343.

Action: It was recommended by Ms. Bean, moved by Commissioner Harrop, seconded by Commissioner McCormack, and unanimously carried to approve the FY2023 WACIP Budget modifications, as presented.

## **VIII. NEW BUSINESS**

### **A. CONCURRENCE OF THE WYOMING AVIATION HALL OF FAME BOARD'S 2022 INDUCTEE SELECTION**

Mr. John Waggener, president of the Wyoming Aviation Hall of Fame Board, presented information on three nominees for this year's WAHF induction. He pointed out that there has never been a nominee from southwest Wyoming, and requested help from the commission in finding someone from that part of the state for a future nomination. Mr. Waggener also asked the commission to contemplate whether or not they would consider a nominee who was deceased in a plane crash. Chairman Duck felt that the May in-person meeting would be the appropriate time to have that discussion.

Action: It was recommended by Mr. Waggener, moved by Commissioner McCormack, seconded by Commissioner Harrop, and unanimously carried to approve John Cooksey as the 2022 inductee to the Wyoming Aviation Hall of Fame.

Administrator Olsen and Chairman Duck thanked Mr. Waggener and his board for their hard work and dedication to preserving Wyoming's aviation history.

## **IX. EXECUTIVE SESSION**

There was no need for an executive session.

## **X. ANNOUNCEMENTS/REMINDERS**

### Commission Activities

Ms. Chapman announced that the commission's next business meeting will be held May 17-19, 2022, in northeast Wyoming. The commission will tour airports in Hulett, Gillette, Buffalo, and Sheridan on May 17 and 18. The business meeting will be conducted in Sheridan on May 19.

Ms. Chapman reminded the commissioners of the Wyoming Board Member Training, which is scheduled from 8:30 a.m. to 4:30 p.m. on Friday, April 22, 2022. The training is in person with a virtual attendance option.

Ms. Chapman reported on several upcoming fly-ins this summer including: Lusk on June 4, Lander on July 2, Big Piney on July 16, and Green River Spaceport Days on August 19-20.

## **XI. ADJOURNMENT**

It was moved by Commissioner Harrop to adjourn. Chairman Duck adjourned the meeting at 2:46 p.m. on April 19, 2022.

## STATE OF WYOMING

## Wyoming Air Service Enhancement Program

## Air Service Budget Forecast

Budget Fiscal Year			
2003			
Standard Budget Appropriations to ASEP:	(includes prior fiscal years)	\$3,000,000.00	Funding Notes: Senate file 120 (Enrolled Act 81) appropriated \$3M (\$2.5M from the budget reserve account and \$500k from the transportation trust fund) to the WBC on March 17, 2003. On June 30, 2005, the balance of the Air Service Enhancement account (\$2,848,400) was transferred to WYDOT when the program was moved to Aeronautics.
Supplementals to ASEP Budget:	(includes prior fiscal years)	\$ .00	
Exceptions to ASEP Budget:	(includes prior fiscal years)	\$ .00	
Adjustments to ASEP Budget:	(includes prior fiscal years)	\$ .00	
	Beginning Balance:		<u>\$3,000,000.00</u>
Add'l Expenses (Data Purchase, Consulting, Marketing):	(includes prior fiscal years)		\$ .00
Grant Support:	(includes prior fiscal years)		<u>\$34,000.00</u>
	Carryover Balance:		<u>\$2,966,000.00</u>
2004			
Standard Budget Appropriations to ASEP:		\$ .00	
Supplementals to ASEP Budget:		\$ .00	
Exceptions to ASEP Budget:		\$ .00	
Adjustments to ASEP Budget:		\$ .00	
	Beginning Balance:		<u>\$2,966,000.00</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$ .00
(Forecasted) Grant Support:			<u>\$308,000.00</u>
	Carryover Balance:		<u>\$2,658,000.00</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year			
2005			
Standard Budget Appropriations to ASEP:	\$ .00	Funding Notes:	House Bill 53 (Enrolled Act 009 - Session Chapter 13) appropriated \$3M (General Funds) to the ASE Account to carry out the ASE act.
Supplementals to ASEP Budget:	\$3,000,000.00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00		
	Beginning Balance:		<u>\$5,658,000.00</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$12,500.00
(Forecasted) Grant Support:			<u>\$2,229,066.59</u>
	Carryover Balance:		<u>\$3,416,433.41</u>
2006			
Standard Budget Appropriations to ASEP:	\$ .00		
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$715,860.00	Adjustment Notes:	A consortium of airports and WYDOT received a SCASDP Grant from the USDOT. This money was used to conduct the 'Fly Wyoming' campaign.
	Beginning Balance:		<u>\$4,132,293.41</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$27,509.54
(Forecasted) Grant Support:			<u>\$265,600.00</u>
	Carryover Balance:		<u>\$3,839,183.87</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year		
2007		
Standard Budget Appropriations to ASEP:	\$3,000,000.00	Funding Notes: Standard Budget Appropriation
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	(\$122,862.00)	Adjustment Notes: Transfers to Program 7721 (Admin) to pay for data purchases and other necessary info.
	Beginning Balance:	<u>\$6,716,321.87</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$ .00
(Forecasted) Grant Support:		<u>\$1,019,191.48</u>
	Carryover Balance:	<u>\$5,697,130.39</u>
2008		
Standard Budget Appropriations to ASEP:	\$3,000,000.00	Funding Notes: Standard Budget Appropriation
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes: B-11 Transfer from Program 7741 of \$1069 was removed due to transfer error.
	Beginning Balance:	<u>\$8,697,130.39</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$176,337.57
(Forecasted) Grant Support:		<u>\$909,602.37</u>
	Carryover Balance:	<u>\$7,611,190.45</u>



STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year		
2009		
Standard Budget Appropriations to ASEP:	\$1,500,000.00	Funding Notes: Standard Budget Appropriation. The appropriation was reduced by half by Gov. Freudenthal.
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	(\$120,000.00)	Adjustment Notes: Transfers to Program 7721 to pay for data purchases and other necessary purchases.
	Beginning Balance:	<u>\$8,991,190.45</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$37,175.04
(Forecasted) Grant Support:		<u>\$2,518,649.43</u>
	Carryover Balance:	<u>\$6,435,365.98</u>
2010		
Standard Budget Appropriations to ASEP:	\$1,500,000.00	Funding Notes: Standard Budget Appropriation
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	\$ .00	
	Beginning Balance:	<u>\$7,935,365.98</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$616,092.60
(Forecasted) Grant Support:		<u>\$2,685,475.33</u>
	Carryover Balance:	<u>\$4,633,798.05</u>
2011		
Standard Budget Appropriations to ASEP:	\$1,500,000.00	Funding Notes: Standard Budget Appropriation
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	\$ .00	
	Beginning Balance:	<u>\$6,133,798.05</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$ .00
(Forecasted) Grant Support:		<u>\$4,196,714.37</u>
	Carryover Balance:	<u>\$1,937,083.68</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year		
2012		
Standard Budget Appropriations to ASEP:	\$1,500,000.00	Funding Notes: Standard Budget Appropriation of \$1.5M. And a supplemental appropriation of \$3.949M.
Supplementals to ASEP Budget:	\$3,949,668.00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes: Supplemental appropriation of \$3.949M.
	Beginning Balance:	<u>\$7,386,751.68</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$126,300.00
(Forecasted) Grant Support:		<u>\$3,466,961.30</u>
	Carryover Balance:	<u>\$3,793,490.38</u>
2013		
Standard Budget Appropriations to ASEP:	\$1,500,000.00	Funding Notes: Standard Budget Appropriation
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$3,000,000.00	
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes: This budget adjustment was due to a B-11 from Kevin - \$82,881 was for the local share of the SCASDP project, and \$490,637 was an increase due to the accounting of the local share for projects in RKS and GCC. This B-11 was removed due to double counting the of local share.
	Beginning Balance:	<u>\$8,293,490.38</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$8,280.00
(Forecasted) Grant Support:		<u>\$2,315,548.52</u>
	Carryover Balance:	<u>\$5,969,661.86</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year		
2014		
Standard Budget Appropriations to ASEP:	\$1,500,000.00	Funding Notes: Standard Budget Appropriation minus a budget cut of 8% for one year.
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	(\$120,000.00)	Adjustment Notes: 8% Budget reduction for the year.
	Beginning Balance:	<u>\$7,349,661.86</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$325,500.00
(Forecasted) Grant Support:		<u>\$1,349,887.72</u>
	Carryover Balance:	<u>\$5,674,274.14</u>
2015		
Standard Budget Appropriations to ASEP:	\$1,440,000.00	Funding Notes: New Standard Budget Appropriation including budget cuts of 8% for two years (2015 and 2016). Also includes Exception request of \$3,798,565 minus \$250,000 legislative cut initiated by JAC.
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$3,548,565.00	
Adjustments to ASEP Budget:	\$1,963.00	Adjustment Notes: \$1,963.83 adjustment made to reconcile with SOF.
	Beginning Balance:	<u>\$10,664,802.14</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$10,857.36
(Forecasted) Grant Support:		<u>\$1,618,261.88</u>
	Carryover Balance:	<u>\$9,035,682.90</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year		
2016		
Standard Budget Appropriations to ASEP:	\$1,440,000.00	Funding Notes: New Standard Budget Appropriation including budget cuts of 8% for two years (2015 and 2016).
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	\$ .00	
	Beginning Balance:	<u>\$10,475,682.90</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$185,735.00
(Forecasted) Grant Support:		<u>\$4,136,803.86</u>
	Carryover Balance:	<u>\$6,153,144.04</u>
2017		
Standard Budget Appropriations to ASEP:	\$1,312,450.00	Funding Notes: (\$20,397.00) general funds cut per legislature, ( \$107,152.50 ) reduction per Gov.
Supplementals to ASEP Budget:	\$ .00	
Exceptions to ASEP Budget:	\$ .00	
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes: N/A
	Beginning Balance:	<u>\$7,465,594.04</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):		\$175,000.00
(Forecasted) Grant Support:		<u>\$1,947,992.72</u>
	Carryover Balance:	<u>\$5,342,601.32</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year			
2018			
Standard Budget Appropriations to ASEP:	\$1,312,450.00	Funding Notes:	(\$20,397.00) general funds cut per legislature, ( \$107,152.50 ) reduction per Gov.
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00		
	Beginning Balance:		<u>\$6,655,051.32</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$2,655,184.88</u>
	Carryover Balance:		<u>\$3,849,866.44</u>
2019			
Standard Budget Appropriations to ASEP:	\$1,312,450.00	Funding Notes:	Assumes (\$20,397.00) general funds cut per legislature, ( \$107,152.50 ) reduction per Gov.
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	(\$251,746.00)	Adjustment Notes:	One time charge of (251,746.39)Variance between carry forward amount on 09/10 SoF from 03/04 biennium and the correct carry forward amount which was on a B-11 on Jan 4, 2010. Consists of 34,041 consulting fees kept by WBC and \$217,705 funds transferred for ASE admin
	Beginning Balance:		<u>\$4,910,570.44</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$3,959,477.53</u>
	Carryover Balance:		<u>\$801,092.91</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year			
2020			
Standard Budget Appropriations to ASEP:	\$1,312,450.00	Funding Notes:	Assumes (\$20,397.00) general funds cut per legislature, ( \$107,152.50 ) reduction per Gov.
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes:	(11/15) Removed \$1,000,000 for expenditure only in FY 2020 per Senate Enrolled Act 40 (2018)
	Beginning Balance:		<u>\$2,113,542.91</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$379,702.18</u>
	Carryover Balance:		<u>\$1,583,840.73</u>
2021			
Standard Budget Appropriations to ASEP:	\$1,312,450.00		
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00		
	Beginning Balance:		<u>\$2,896,290.73</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$576,451.48</u>
	Carryover Balance:		<u>\$2,169,839.25</u>
2022			
Standard Budget Appropriations to ASEP:	\$1,312,450.00		
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00		
	Beginning Balance:		<u>\$3,482,289.25</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$1,470,012.80</u>
	Carryover Balance:		<u>\$1,862,276.45</u>

STATE OF WYOMING  
Wyoming Air Service Enhancement Program  
Air Service Budget Forecast

Budget Fiscal Year			
2023			
Standard Budget Appropriations to ASEP:	\$1,312,450.00	Funding Notes:	Filler when no fiscal years are determined.
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes:	2023
	Beginning Balance:		<u>\$3,174,726.45</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$1,640,000.00</u>
	Carryover Balance:		\$1,384,726.45
2024			
Standard Budget Appropriations to ASEP:	\$1,312,450.00		
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes:	2024
	Beginning Balance:		<u>\$2,697,176.45</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$1,640,000.00</u>
	Carryover Balance:		\$907,176.45
2025			
Standard Budget Appropriations to ASEP:	\$1,312,450.00		
Supplementals to ASEP Budget:	\$ .00		
Exceptions to ASEP Budget:	\$ .00		
Adjustments to ASEP Budget:	\$ .00	Adjustment Notes:	2025 Forecast
	Beginning Balance:		<u>\$2,219,626.45</u>
(Forecasted) Add'l Expenses (Data Purchase, Consulting, Marketing):			\$150,000.00
(Forecasted) Grant Support:			<u>\$1,640,000.00</u>
	Carryover Balance:		\$429,626.45



Wyoming Department of Transportation - Division of Aeronautics  
Capacity Purchase Agreement (CPA) Budget Forecast  
State Only 60% Match  
5/10/2022

FY 2020	Initial Appropriation	<b>\$ 15,000,000.00</b>	
		Forecast	Invoiced
	Gillette	\$ (496,854.60)	\$ (375,961.48)
	Riverton	\$ (455,424.00)	\$ (329,921.64)
	Rock Springs	\$ (497,440.20)	\$ (497,440.20)
	Sheridan	\$ (429,846.00)	\$ (418,972.78)
	Total State Share	\$ (1,879,564.80)	\$ (1,622,296.10)
	Ending balance	\$ 13,120,435.20	\$ 13,377,703.90
	CARES Act Credit		\$ 660,736.30
	New Ending Balance	<b>\$ 14,038,440.20</b>	

FY 2021	Beginning Balance	<b>\$ 14,038,440.20</b>	
		Forecast	Invoiced
	Gillette	\$ (824,089.20)	\$ (730,431.13)
	Riverton	\$ (1,047,831.00)	\$ (740,094.33)
	Rock Springs	\$ (765,979.80)	\$ (765,979.80)
	Sheridan	\$ (1,096,884.00)	\$ (875,681.74)
	Total State Share	\$ (3,734,784.00)	\$ (3,112,187.00)
	Ending balance	\$ 10,303,656.20	\$ 10,926,253.20
	CARES Act Credit (12/31/21)		\$ 976,033.72
	Forecast Ending Balance	<b>\$11,902,286.92</b>	

FY 2022	Beginning Balance	<b>\$11,902,286.92</b>	
		Forecast	Invoiced
	Gillette	\$ (943,755.60)	
	Riverton	\$ (1,096,884.00)	
	Rock Springs	\$ (772,293.00)	
	Sheridan	\$ (1,194,629.40)	
	State Share (Forecast)	\$ (4,007,562.00)	<b>\$ (4,007,562.00)</b>
	CARES Act Credit (12/03/22)		\$ 1,200,000.00
	ARPA Credit (3/15/22)		\$ 8,832,058.00
	Forecast Ending Balance	<b>\$</b>	<b>17,926,782.92</b>

## STATE OF WYOMING

## Wyoming Air Service Enhancement Program

## Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: <b>Casper</b>						
Finaled	ASE01	2005	2004	Northwest Airlines	1,633,520	0
Finaled	ASE16	2007	2007		6,300	0
Finaled	ASE22	2008	2008	United Airlines	320,000	0
Finaled	ASE24	2008	2008	Allegiant Air	26,099	0
Finaled	ASE17	2008	2008	United Airlines	27,000	0
Approved	ASCPR01	2022	2021	SkyWest - SLC	302,013	302,013
Sub-total:					\$2,314,932	6.11% \$302,013
Community: <b>Cheyenne</b>						
Finaled	AMERAIR	2011	2010	American Eagle	1,400,000	0
Finaled	ARASE42	2012	2011	American Eagle	850,000	0
Finaled	ASCYS01	2019	2018	American Airlines	580,000	0
Finaled	ASCYS02	2020	2019	American Airlines	239,702	0
Finaled	ASCYS03	2021	2020	SkyWest - DEN	313,345	0
Approved	ASCYS04	2022	2021	SkyWest - DEN	840,000	840,000
Sub-total:					\$4,223,047	11.14% \$840,000

## STATE OF WYOMING

## Wyoming Air Service Enhancement Program

## Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: Cody						
Finaled	ASE06	2004	2004	SkyWest - DEN	190,400	0
Finaled	WBC01	2004	2004	SkyWest - DEN	117,600	0
Finaled	ASE07	2005	2005	SkyWest - DEN	114,400	0
Finaled	AERE807	2006	2005	SkyWest - DEN	165,600	0
Finaled	ASE11	2007	2006	SkyWest - DEN	49,796	0
Finaled	ASE09	2006	2006	SkyWest - DEN	0	0
Finaled	ASE13	2007	2007	SkyWest - SLC	97,907	0
Finaled	ASE12	2007	2007		31,500	0
Finaled	ASE14	2008	2007	SkyWest - DEN	208,551	0
Finaled	ASE26	2009	2008	SkyWest - SLC	240,000	0
Finaled	ASE25	2009	2008	SkyWest - DEN	320,000	0
Finaled	ARASE33	2010	2009	SkyWest - DEN	382,500	0
Finaled	ARASE37	2011	2010	SkyWest - DEN	233,978	0
Finaled	ARASE36	2010	2010		19,599	0
Finaled	ARASE46	2012	2011	SkyWest - DEN	28,764	0
Finaled	ASCOD01	2013	2012	SkyWest - DEN	140,044	0
Finaled	ASCOD02	2014	2014	United Airlines	8,384	0
Finaled	ASCOD03	2015	2015	United Airlines	0	0
Finaled	ASCOD04	2016	2016	United Airlines	53,749	0
Finaled	ASCOD05	2017	2017	United Airlines	33,864	0
Finaled	ASCOD07	2019	2019	United Airlines	41,250	0
Approved	ASCOD08	2021	2021	United Airlines	63,106	63,106
Sub-total:					\$2,540,993	6.70%
						\$63,106

## STATE OF WYOMING

## Wyoming Air Service Enhancement Program

## Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: <b>Gillette</b>						
Finaled	ASE04	2005	2005	Great Lakes Airlines	128,127	0
Finaled	ARASE20	2009	2008	SkyWest - SLC	799,036	0
Finaled	ASE18	2008	2009		64,000	0
Finaled	ARASE31	2010	2009		64,000	0
Finaled	ARASE28	2010	2009	SkyWest - SLC	771,445	0
Finaled	ARASE40	2011	2010	SkyWest - SLC	615,398	0
Finaled	ARASE45	2012	2011	SkyWest - SLC	1,186,230	0
Finaled	ARASE44	2011	2011	SkyWest - SLC	619,996	0
Finaled	ASGCC01	2013	2012	SkyWest - SLC	1,052,480	0
Finaled	ASGCC02	2014	2013	SkyWest - SLC	836,812	0
Finaled	ASGCC03	2015	2014	SkyWest - SLC	641,581	0
Finaled	ASGCC04	2016	2015	SkyWest - SLC	1,104,000	0
Sub-total:					\$7,883,106	20.79%
						0

## STATE OF WYOMING

## Wyoming Air Service Enhancement Program

## Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: <b>Jackson</b>						
Finaled	ASE02	2005	2004	American Airlines	125,000	0
Finaled	AERE505	2006	2005	American Airlines	100,000	0
Finaled	ASE10	2007	2006	American Airlines	117,828	0
Finaled	ASE15	2008	2007	American Airlines	200,000	0
Finaled	ASE23	2009	2008	American Airlines	200,000	0
Finaled	ARASE27	2010	2009	American Airlines	200,000	0
Finaled	ARASE35	2011	2010	American Airlines	150,000	0
Finaled	ARASE41	2012	2011	American Airlines	168,515	0
Finaled	ARASE47	2013	2012	United Airlines	90,677	0
Finaled	ASJAC01	2014	2013	United Airlines	0	0
Finaled	ASJAC02	2015	2014	United Airlines	100,373	0
Finaled	ASJAC03	2016	2015	United Airlines	111,063	0
Finaled	ASJAC05	2017	2016	United Airlines	94,169	0
Finaled	ASJAC06	2018	2017	United Airlines	170,509	0
Closed	ASJAC07	2019	2019	American Airlines	180,000	0
Closed	ASJAC08	2020	2020	American Airlines	140,000	0
Granted	ASJAC09	2021	2020	American Airlines	140,000	140,000
Finaled	ASJAC10	2021	2020	Delta Airlines	60,000	0
Approved	ASJAC12	2022	2021	Delta Airlines	60,000	60,000
Granted	ASJAC11	2022	2021	American Airlines	140,000	140,000
Sub-total:					\$2,548,134	6.72%
						\$340,000
Community: <b>Laramie</b>						
Finaled	ASE30	2009	2009		186,045	0
Sub-total:					\$186,045	0.49%
						0
Community: <b>Riverton</b>						
Finaled	CASE03	2005	2005	Great Lakes Airlines	128,934	0
Finaled	ASRIW01	2017	2016	Key Lime Airlines (d	1,193,090	0
Finaled	ASRIW02	2018	2017	Key Lime Airlines (d	1,019,986	0
Finaled	ASRIW03	2019	2018	Key Lime Airlines (d	1,220,194	0
Sub-total:					\$3,562,204	9.40%
						0

## STATE OF WYOMING

## Wyoming Air Service Enhancement Program

## Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: <b>Rock Springs</b>						
Finaled	ASE03	2005	2004	Great Lakes Airlines	99,086	0
Finaled	ARASE21	2009	2008	SkyWest - SLC	709,568	0
Finaled	ARASE32	2009	2009		64,000	0
Finaled	ASE19	2008	2009		63,953	0
Finaled	ARASE29	2010	2009	SkyWest - SLC	570,847	0
Finaled	ARASE38	2010	2010	SkyWest - SLC	613,084	0
Finaled	ARASE39	2010	2010		64,000	0
Finaled	ARASE43	2011	2010	SkyWest - SLC	1,177,342	0
Finaled	ARASE48	2012	2012	SkyWest - SLC	1,233,452	0
Finaled	ASRKS01	2013	2013	SkyWest - SLC	1,032,347	0
Finaled	ASRKS03	2015	2014	SkyWest - SLC	876,308	0
Finaled	ASRKS02	2014	2014	SkyWest - SLC	504,692	0
Finaled	ASRKS04	2016	2015	SkyWest - DEN	540,780	0
Finaled	ASRKS05	2017	2016	SkyWest - DEN	626,870	0
Finaled	ASRKS06	2018	2017	SkyWest - DEN	444,704	0
Finaled	ASRKS07	2019	2019	SkyWest - DEN	715,514	0
Sub-total:					\$9,336,546	24.63%
Community: <b>Sheridan</b>						
Closed	CSSHR01	2016	2015	Key Lime Airlines (d	2,327,212	0
Finaled	CSSHR02	2018	2017	Key Lime Airlines (d	1,019,986	0
Finaled	CSSHR03	2019	2018	Key Lime Airlines (d	1,222,520	0
Sub-total:					\$4,569,718	12.05%
Community: <b>Statewide</b>						
Finaled	SHE	2003	2004		34,000	0
Finaled	SCAS205	2007	2007		715,860	0
Sub-total:					\$749,860	1.98%
Grand Totals:					\$37,914,584	100.00%
						\$1,545,119



## Change Orders Report

### WACIP Construction Projects

Change Order Entry Date: 04/07/2022 - 05/05/2022

Change Order Date	Change Order Number	Supplemental Agreement Number	Document Upload Date	Change Order Explanation	Change Order Amount	Revised Contract Amount
Airport: Cheyenne Regional Airport - Jerry Olson Field				State Project Number: ACY001	Project Description: Reconstruct RW 9/27	
5/5/2022	1		5/5/2022	Reduced reflectors on Taxi and reduced pavement.	(\$9,492.00)	\$14,568,005.60
Airport: Jackson Hole Airport				State Project Number: AJA001	Project Description: Reconstruct Runway 1/19	
9/13/2021	1		9/13/2021	This change order is directing Knife River to crush additional subbase (P-154) for potential use on the A2 & A4 connectors that are anticipated to be awarded. This change order is eligible, but is pending additional federal funds.	\$138,400.00	\$32,912,453.60
9/15/2021	2		9/17/2021	This is a non-federal change order for the additional of a GSE road and duct bank installation. The GSE road will increase safety for baggage trucks that currently have to gain significant speed uphill in the winter so they don't get stuck. They cross a pedestrian walkway for passengers going to and from the further commercial parking spaces, which is unsafe. The duct bank will provide emergency communications between the terminal and ATCT, as well as a tie-in for future ARFF emergency communications.	\$538,781.43	\$33,451,235.03
11/2/2021	3		11/15/2021	No change to the contract time. GTNP re-evaluated their decision on how best to protect the sage grouse during breeding season. This required the batch plant to be moved, which requires additional clearing & grubbing, topsoil, and seeding. In order to not extend the contract time or put the contractor at a significant time disadvantage, there was also a change to allow for slot drains to be installed after paving, which includes additional pavement removal for installation. The gradation in the FDR spec was revised to work with available material.	\$50,625.00	\$37,844,759.02
2/21/2022	4		3/24/2022	Quantity adjustments for items associated with centerline & edge lights for the RW (counterpoise, ground rods, conduit). Revised P-403 & 401 testing methods from Marshall to Gyrotory - both are allowed by federal specs (no cost); changed at contractor request and was previously approved/used in Phase 1 work. Removed laser profile inspection requirements from slot drain work item (no cost). No change to contract time.	\$174,715.00	\$38,019,474.02
4/11/2022	5		4/11/2022	This is a locally funded change order to add TW A milling and add quantities to P-401 and P-603a. The purpose is to use both the P-401 test strip plus this additional quantity to do the repair work needed on TW A.	\$99,585.00	\$685,366.43



4/25/2022	6	5/3/2022	GTNP determined that the seed needed for the project would be donated to the contractor instead of being purchased by the contractor or airport.		
			Added work to account for RW 1 MALS threshold foundation.	(\$51,378.50)	\$38,067,680.52
			Added work to Schedule III for additional pavement removal depth on TW A1, discovered during construction.		



## Statewide Line Item Balances

Fiscal Year: 2022

Execution Date: 04/07/2022 - 05/05/2022

	Aviation Encouragement	Marketing	Marking Equipment	NAVAID
Beginning Balance:	\$0.00	\$0.00		\$0.00
Recovered Funds:				
Transferred Funds:	\$50,000.00	\$500,000.00		\$152,500.00
Carryover Funds:	\$0.00	\$0.00		\$0.00
Balance on WACIP:	\$50,000.00	\$500,000.00		\$152,500.00
Allocated to Projects:	\$17,500.00	\$150,000.00		\$140,075.00
Balance Remaining:	\$32,500.00	\$350,000.00	\$0.00	\$12,425.00

Airport	Project Number	WACIP Description	Aviation Encouragement	Marketing	Marking Equipment	NAVAID
Afton - Lincoln County Municipal Airport	AAF022X	2022 NAVAID Maintenance				\$5,769.00
Big Piney - Miley Memorial Field	ABP014X	2022 Aviation Encouragement	\$2,500.00			
Cheyenne Regional Airport - Jerry Olson Field	ACY023X	2022 Marketing		\$50,000.00		
Cody - Yellowstone Regional Airport	ACO024X	2022 MARKETING		\$50,000.00		
Cowley - North Big Horn County Airport	AU6019X	2022 NAVAID Maintenance				\$7,978.00
Dixon Airport - Carbon County	ADW015X	2022 NAVAID Maintenance				\$5,769.00
Dixon Airport - Carbon County	ADW018X	AWOS Equipment Replacement/Repair				\$2,874.00
Dubois Municipal Airport	ADU017X	2022 NAVID Maintenance				\$5,769.00
Dubois Municipal Airport	ADU018X	2022 Aviation Encouragement (Fly-In)	\$2,500.00			



Airport	Project Number	WACIP Description	Aviation Encouragement	Marketing	Marking Equipment	NAVAID
Fort Bridger Airport	AFB006X	2022 NAVAID Maintenance				\$5,769.00
Gillette - Northeast Wyoming Regional Airport	AGC030X	2022 NAVAID Maintenance				\$25,248.00
Greater Green River Intergalactic Spaceport	A48008X	2022 Aviation Encouragement	\$2,500.00			
Greybull - South Big Horn County Airport	AGE015X	2022 NAVAID Maintenance				\$4,352.00
Hulett Municipal Airport	AW4017X	2022 NAVAID Maintenance				\$5,769.00
Kemmerer Municipal Airport	AEM021X	2022 NAVAID Maintenance				\$5,769.00
Lander - Hunt Field	ALN013X	2022 Aviation Encouragement - Fly-In	\$2,500.00			
Lusk Municipal Airport	ALS011X	2022 NAVAID Maintenance				\$5,769.00
Lusk Municipal Airport	ALS013X	2022 Aviation Encouragement - Fly-In	\$2,500.00			
Pine Bluffs Municipal Airport	A82013X	2022 NAVAID Maintenance				\$5,769.00
Pinedale - Ralph Wenz Field	APN021X	2022 Aviation Encouragement - Fly In	\$2,500.00			
Pinedale - Ralph Wenz Field	APN022X	2022 NAVAID Maintenance				\$7,978.00
Powell Municipal Airport	APO017X	2022 NAVAID Maintenance				\$7,978.00
Saratoga - Shively Field	ASA018X	2022 NAVAID Maintenance				\$3,626.00
Sheridan County Airport	ASH033X	2022 Marketing Grant		\$50,000.00		
Thermopolis - Hot Springs County Airport	AHS019X	2022 NAVAID Maintenance				\$5,769.00
Torrington Municipal Airport	ATO016X	2022 Aviation Encouragement - Fly In	\$2,500.00			
Torrington Municipal Airport	ATO017X	2022 NAVAID Maintenance				\$4,352.00

Statewide Line Item Balances, Fiscal Year: 2022, Execution Date: 04/07/2022 - 05/05/2022



Airport	Project Number	WACIP Description	Aviation Encouragement	Marketing	Marking Equipment	NAVAID
Wheatland - Phifer Airfield	AEA017X	2022 NAVAID Maintenance				\$5,769.00
Total Granted to Projects:			\$17,500.00	\$150,000.00		\$122,076.00



## Bid Results Report

04/08/2022 - 05/05/2022

<b>Airport Name:</b>	Afton - Lincoln County Municipal Airport	<b>Project Description:</b>	Rehabilitate Animal Control Fence Electronic Gate and RW 34 REILs and Acquire SRE	
<b>State Project Number:</b>	AAF015A	<b>Federal Project Number:</b>	TBD	
<b>Bid Description:</b>	Bid results - Pivot gate and REILs	<b>Engineer's Estimate:</b>	\$100,000.00	
<b>Bidder</b>	<b>Bid Amount</b>	<b>% Difference</b>	<b>Wyoming Preference Adjustment</b>	
Pavik Electric	\$106,400.00	6.40 %	\$0.00	

<b>Airport Name:</b>	Lander - Hunt Field	<b>Project Description:</b>	Relocate TW A (RW 22 End)	
<b>State Project Number:</b>	ALN003B	<b>Federal Project Number:</b>	3□56□0016□022□2022	
<b>Bid Description:</b>	Relocate TW A (RW 22 End) Bid Results	<b>Engineer's Estimate:</b>	\$2,638,220.00	
<b>Bidder</b>	<b>Bid Amount</b>	<b>% Difference</b>	<b>Wyoming Preference Adjustment</b>	
Century Companies, Inc.	\$2,796,696.00	6.01 %	\$0.00	

<b>Airport Name:</b>	Dixon Airport - Carbon County	<b>Project Description:</b>	Relocate Fence	
<b>State Project Number:</b>		<b>Federal Project Number:</b>		
<b>Bid Description:</b>	Bid Results - Relocate Fence	<b>Engineer's Estimate:</b>	\$421,344.00	
<b>Bidder</b>	<b>Bid Amount</b>	<b>% Difference</b>	<b>Wyoming Preference Adjustment</b>	
Custom Fence Co.	\$365,605.00	-13.23 %	\$0.00	
Wyo Services, LLC	\$425,682.94	1.03 %	\$0.00	
SWI	\$458,235.00	8.76 %	\$0.00	

Bid Results Report, 04/08/2022 - 05/05/2022



## Administrative Approvals Report

Fiscal Year(s): 2022

4/8/2022 - 5/6/2022

Fiscal Year	Airport	Project Number	Grant Description	State Funds
Total:				

Administrative Approvals Report, Fiscal Year(s): 2022, 4/8/2022 - 5/6/2022

Data Source: BlackCat Aviation Data Management System

Printed: 5/6/2022 1:17:24 PM



# Recovered Funds Report

Fiscal Year 2022

Recovered Date: 04/08/2022 - 05/06/2022

Date Recovered	State Facility Name	State Project Number	Original FY	Project Description	State Funds			Federal Funds
					Transportation Funds	General Funds	Total State Funds	
				<b>Beginning Balance</b>	\$8,587,449.00	\$247,485.00	\$8,834,934.00	<b>\$14,118,346.00</b>
				<b>Transferred Funds</b>	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
				<b>Carryover Funds</b>	\$1,524,522.31	\$0.00	\$1,524,522.31	<b>\$16,203,802.00</b>
				<b>Total Funds</b>	\$10,111,971.31	\$247,485.00	\$10,359,456.31	<b>\$30,322,148.00</b>
10/19/2021	Statewide Facility	AGMP31A	2021	Crack Seal (GMP31)	\$101,000.00		\$101,000.00	\$0.00
10/19/2021	Statewide Facility	AGMP31B	2021	Crack Seal (GMP31)	\$339,600.00		\$339,600.00	\$0.00
10/22/2021	Casper - Natrona County International Airport	ACP027X	2020	2020 AVIATION ENCOURAGEMENT	\$2,500.00		\$2,500.00	\$0.00
1/6/2022	Buffalo - Johnson County Airport	ABY001A	2019	Acquire SRE	\$11,340.31		\$11,340.31	\$170,113.64
1/6/2022	Douglas - Converse County Airport	ADG012X	2021	2021 Aviation Encouragement - Fly-In	\$137.00		\$137.00	\$0.00
1/6/2022	Dubois Municipal Airport	ADU016X	2021	NAVAID MAINTENANCE - AWOS REPAIR	\$10.00		\$10.00	\$0.00
1/6/2022	Dubois Municipal Airport	ADUB16B	2018	Rehabilitate Apron, Install Apron Lighting	\$556.67		\$556.67	\$8,355.09
1/6/2022	Gillette - Northeast Wyoming Regional Airport	AGCC69B	2018	Relocate Taxiways "D" & "B" and Connect Parallel Taxiway "A" to "E"	\$1.00		\$1.00	\$0.00
1/6/2022	Rawlins Municipal Airport - Harvey Field	ARW005A	2019	Acquire SRE Attachments	\$5,602.00		\$5,602.00	\$0.00
1/6/2022	Torrington Municipal Airport	ATOR16D	2020	Relocate Taxiway A/B, Extend and Rehabilitate RW 2/20	\$3,465.00		\$3,465.00	\$0.00
1/6/2022	Worland Municipal Airport	AWR003A	2020	Acquire Mowing Equipment	\$37,115.00		\$37,115.00	\$0.00
2/1/2022	Wheatland - Phifer Airfield	AEAN06A	2014	EA FOR LAND ACQUISITION	\$2,000.00	\$287.00	\$2,287.00	\$34,297.00



Date Recovered	State Facility Name	State Project Number	Original FY	Project Description	State Funds		Federal Funds
					Transportation Funds	General Funds	Total State Funds
2/4/2022	Gillette - Northeast Wyoming Regional Airport	AGC019X	2020	2020 Marketing	\$10.00		\$10.00
2/7/2022	Statewide Facility	AERS19B	2019	Statewide Airport Economic Impact Study	\$10,890.76		\$10,890.76
3/14/2022	Greater Green River Intergalactic Spaceport	A48007X	2021	2021 AVIATION ENCOURAGEMENT	\$661.00		\$661.00
3/15/2022	Upton Municipal Airport	A83004X	2021	Upton Airport Fly-In 2021	\$1,415.00		\$1,415.00
4/13/2022	Kemmerer Municipal Airport	AEM019X	2021	2021 AVIATION ENCOURAGEMENT	\$875.00		\$875.00
4/13/2022	Torrington Municipal Airport	ATO016X	2022	2022 AVIATION ENCOURAGEMENT	\$1,119.00		\$1,119.00
4/13/2022	Torrington Municipal Airport	ATOR16B	2019	REHABILITATE T/W A & B AND UPGRADE LIGHTING	\$1.00		\$1.00
4/13/2022	Torrington Municipal Airport	ATOR16C	2020	RELOCATE TAXIWAY A/B, EXTEND & REHABILITATE RW 2/20			\$0.00
<b>Total Funds Recovered this Period 04/08/2022 - 05/06/2022</b>					\$1,995.00	\$0.00	\$1,995.00
<b>Total Funds Recovered for Fiscal Year</b>					\$518,298.74	\$287.00	\$518,585.74
<b>Available balance for Fiscal Year</b>					\$10,630,270.05	\$247,772.00	\$10,878,042.05





**STATE OF WYOMING**  
**Wyoming Aviation Capital Improvement Program Modifications**  
**Fiscal Year(s): 2022**  
**04/08/2022 - 05/06/2022**

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
<b>2022</b>								
Casper - Natrona County International Airport	ACP029B	Rehabilitate RW 8/26 and associated work	88	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
<b>Changed Amount:</b>				\$1,135,665	<b>\$45,427</b>	\$30,284	\$1,211,376	
<b>Revised Total:</b>				\$1,135,665	<b>\$45,427</b>	\$30,284	\$1,211,376	93.75 / 3.75 / 2.50
<b>Comments</b> 2) Per sponsor request and FAA, program BIL funds.								
Cody - Yellowstone Regional Airport	ACO007A	Reconstruct Wildlife Fencing	78	\$107,496	<b>\$4,300</b>	\$2,867	\$114,663	93.75 / 3.75 / 2.50
<b>Changed Amount:</b>				\$1,512	<b>(\$858)</b>	(\$572)	\$82	
<b>Revised Total:</b>				\$109,008	<b>\$3,442</b>	\$2,295	\$114,745	95.00 / 3.00 / 2.00
<b>Comments</b> 1) Per FAA, amend grant to cover additional costs and change to Discretionary from Entitlement. 2) Per FAA, change to discretionary.								
Casper - Natrona County International Airport	ACP008B	Upgrade Lighting TW B & C and associated work	75	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
<b>Changed Amount:</b>				\$200,000	<b>\$8,000</b>	\$5,333	\$213,333	
<b>Revised Total:</b>				\$200,000	<b>\$8,000</b>	\$5,333	\$213,333	93.75 / 3.75 / 2.50
<b>Comments</b> 2) Per sponsor request and FAA, program BIL funds.								
Lander - Hunt Field	ALN011A	Acquire SRE	70	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
<b>Changed Amount:</b>				\$250,000	<b>\$16,667</b>	\$11,111	\$277,778	
<b>Revised Total:</b>				\$250,000	<b>\$16,667</b>	\$11,111	\$277,778	90.00 / 6.00 / 4.00
<b>Comments</b> 2) Per sponsor request and FAA, program BIL funds.								



Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Worland Municipal Airport	AWR002B	Reconstruct Wildlife Fence, Gate, and associated work	68	\$45,000	<b>\$3,000</b>	\$2,000	\$50,000	90.00 / 6.00 / 4.00
<b>Changed Amount:</b>				\$22,500	<b>\$1,500</b>	\$1,000	\$25,000	
<b>Revised Total:</b>				\$67,500	<b>\$4,500</b>	\$3,000	\$75,000	90.00 / 6.00 / 4.00
<b>Comments</b>								
Fort Bridger Airport	AFBR14A	Reconstruct Taxiway A and SE Apron: Design, Construction and associated work.	61	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
<b>Changed Amount:</b>				\$99,000	<b>\$6,600</b>	\$4,400	\$110,000	
<b>Revised Total:</b>				\$99,000	<b>\$6,600</b>	\$4,400	\$110,000	90.00 / 6.00 / 4.00
<b>Comments</b>								
2) Per FAA reduce Entitlement funds 3) Per FAA, add design in FY22								
Sheridan County Airport	ASH026A	Expand Terminal Building Baggage Area, acquire ARFF test equipment, construct RW 33 PAPI, and associated work	59	\$2,387,932	<b>\$95,517</b>	\$63,678	\$2,547,127	93.75 / 3.75 / 2.50
<b>Changed Amount:</b>				(\$30,000)	<b>(\$1,200)</b>	(\$800)	(\$32,000)	
<b>Revised Total:</b>				\$2,357,932	<b>\$94,317</b>	\$62,878	\$2,515,127	93.75 / 3.75 / 2.50
<b>Comments</b>								
1) Per FAA, reduce DI to \$0 on this grant and move to stand alone.								
Sheridan County Airport	ASH026C	Expand Terminal Building Baggage Area, acquire AFFF testing equipment, construct RW 3 PAPI, and associated work.	59	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
<b>Changed Amount:</b>				\$1,007,095	<b>\$40,284</b>	\$26,856	\$1,074,235	
<b>Revised Total:</b>				\$1,007,095	<b>\$40,284</b>	\$26,856	\$1,074,235	93.75 / 3.75 / 2.50
<b>Comments</b>								
2) Per FAA, BIL funds								

Wyoming Aviation Capital Improvement Program Reconciliation, Fiscal Year(s): 2022, 04/08/2022 - 05/06/2022



Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Sheridan County Airport	ASH026D	AFFF Testing Equipment and associated work	59	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$30,000	\$0	\$0	\$30,000	
Revised Total:				\$30,000	\$0	\$0	\$30,000	100.00 / 0.00 / 0.00
<b>Comments</b>								
1) Program per FAA.								
Cowley - North Big Horn County Airport	AU6021A	Construct Pilot's Lounge: Design, Construction, and associated work	56	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$110,000	\$7,333	\$4,889	\$122,222	
Revised Total:				\$110,000	\$7,333	\$4,889	\$122,222	90.00 / 6.00 / 4.00
<b>Comments</b>								
2) Program per FAA.								
Cody - Yellowstone Regional Airport	ACO021A	CARES Development funds for the following projects: rehabilitate terminal building, runway 4 approach, QTA facility, and GA taxilanes and hangar development.	20	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$1,889,760	\$0	\$0	\$1,889,760	
Revised Total:				\$1,889,760	\$0	\$0	\$1,889,760	100.00 / 0.00 / 0.00
<b>Comments</b>								
1) Program per FAA.								
Rock Springs - Southwest Wyoming Regional Airport	ARK028A	Federal ARPA, Operations	0	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$1,118,564	\$0	\$0	\$1,118,564	
Revised Total:				\$1,118,564	\$0	\$0	\$1,118,564	100.00 / 0.00 / 0.00
<b>Comments</b>								
1) Project missed the FY21 AFE deadline. Move to FY22.								
<b>Total Changed Amount:</b>				<b>\$5,834,096</b>	<b>\$123,753</b>	<b>\$82,501</b>	<b>\$6,040,350</b>	

Wyoming Aviation Capital Improvement Program Reconciliation, Fiscal Year(s): 2022, 04/08/2022 - 05/06/2022



Note: This document represents the state funding plan for airports as approved by the Wyoming Aeronautics Commission. Amounts on this report do not imply a guarantee of funding from federal, state, or local sources. Project(s) with asterisk (\*) indicates non-budgeted value for Federal amount. Although decreases are included in this report, they do not require commission approval, and are only included for balancing purposes. All approved amounts represent the maximum available for the grant.

Note: Nonstandard Matches will be highlighted in red



**STATE OF WYOMING**  
**Wyoming Aviation Capital Improvement Program**  
**FY 2022 Program**

Available Budgets			
Program Identifier	Federal	State	Local
Federal Discretionary	\$15,497,887	\$0	\$0
Federal State Apportionment	\$3,820,058	\$0	\$0
Federal Entitlement	\$12,119,671	\$0	\$0
State Transportation Fund	\$0	\$8,512,770	\$0
State General Fund	\$0	\$247,772	\$0
Federal BIL Funds	\$11,746,840	\$0	\$0
Crack Seal (GMP)	\$0	\$1,415,000	\$0
Federal Stimulus Funds	\$14,274,695	\$0	\$0
Statewide Programs	\$0	\$702,500	\$320,000
<b>Total</b>	<b>\$57,459,151</b>	<b>\$10,878,042</b>	<b>\$320,000</b>

Statewide Projects			
Program Identifier	Federal	State	Local
Aviation Encouragement	\$0	\$50,000	\$0
Crack Seal (AGMP33)	\$0	\$997,000	\$193,000
Design Standards Update (ADSI22)	\$250,000	\$27,778	\$0
Marketing & Promotions	\$0	\$500,000	\$320,000
Mountain AWOS	\$0	\$100,000	\$0
NAVAID Maintenance	\$0	\$152,500	\$0
<b>Total</b>	<b>\$250,000</b>	<b>\$1,827,278</b>	<b>\$513,000</b>

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Note: Project(s) with asterisk (\*) indicates non-budgeted value for Federal amount

Note: Original FY2022 projects were approved by the Wyoming Aeronautics Commission on April 20, 2021 unless otherwise noted on a Modification report and will have there own associated date.

## Airport Projects

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Riverton - Central Wyoming Regional Airport	ARI001C	Rehabilitate Taxiway A, D, C1	89	\$2,000,000	<b>\$80,000</b>	\$53,333	\$2,133,333	93.75 / 3.75 / 2.50
Riverton - Central Wyoming Regional Airport	ARI001D	Rehabilitate T/W A,D, and C1	89	\$3,571,111	<b>\$0</b>	\$0	\$3,571,111	100.00 / 0.00 / 0.00
Casper - Natrona County International Airport	ACP029B	Rehabilitate RW 8/26 and associated work	88	\$1,135,665	<b>\$45,427</b>	\$30,284	\$1,211,376	93.75 / 3.75 / 2.50
Cheyenne Regional Airport - Jerry Olson Field	ACY001F	Reconstruct RW 9/27	88	\$6,000,000	<b>\$240,000</b>	\$160,000	\$6,400,000	93.75 / 3.75 / 2.50
Cheyenne Regional Airport - Jerry Olson Field	ACY001G	Reconstruct RW 9/27	88	\$0	<b>\$500,000</b>	\$125,000	\$625,000	0.00 / 80.00 / 20.00
Evanston - Uinta County Airport - Burns Field	AEV003B	Rehabilitate RW, Upgrade RW and TW Lighting: construction and associated work	88	\$8,310,000	<b>\$0</b>	\$0	\$8,310,000	100.00 / 0.00 / 0.00
Jackson Hole Airport *	AJA001E	Reconstruct Runway 1/19 (Phase IV) *	88	\$30	<b>\$0</b>	\$0	\$30	100.00 / 0.00 / 0.00
Laramie Regional Airport	ALA015A	Reconstruct Commercial Apron; Rehabilitate Taxiway A; Extend and Reconfigure Taxiway A	84	\$0	<b>\$40,000</b>	\$10,000	\$50,000	0.00 / 80.00 / 20.00
Rawlins Municipal Airport - Harvey Field	ARW006C	Rehabilitate RW 4/22: construction and associated work	84	\$0	<b>\$24,000</b>	\$6,000	\$30,000	0.00 / 80.00 / 20.00
Rawlins Municipal Airport - Harvey Field	ARW006D	Rehabilitate RW 4/22	84	\$112,000	<b>\$0</b>	\$0	\$112,000	100.00 / 0.00 / 0.00
Riverton - Central Wyoming Regional Airport	ARI021A	Acquire SRE, Carrier Loader and Snow Blower attachment	84	\$1,004,482	<b>\$40,179</b>	\$26,786	\$1,071,447	93.75 / 3.75 / 2.50
Afton - Lincoln County Municipal Airport	AAF017A	Acquire Snow Removal Equipment	83	\$270,000	<b>\$18,000</b>	\$12,000	\$300,000	90.00 / 6.00 / 4.00
Jackson Hole Airport *	AJA024A	Deice Pad Expansion; design, construction, and associated work *	83	\$840,000	<b>\$33,600</b>	\$22,400	\$896,000	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA024B	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxiway; and associated work *	83	\$3,376,900	<b>\$135,079</b>	\$90,053	\$3,602,032	93.75 / 3.75 / 2.50

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Note: Project(s) with asterisk (\*) indicates non-budgeted value for Federal amount

Note: Original FY2022 projects were approved by the Wyoming Aeronautics Commission on April 20, 2021 unless otherwise noted on a Modification report and will have there own associated date.

Wyoming Aviation Capital Improvement Program

## Airport Projects

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Casper - Natrona County International Airport	ACP006B	ARFF Building and Training Facility Upgrades, Acquire Training Vehicle: construction and associated work	82	\$98,437	<b>\$3,938</b>	\$2,625	\$105,000	93.75 / 3.75 / 2.50
Laramie Regional Airport	ALA014A	Reconfigure Taxiway C Edge Lights, Replace Taxiway C Signage, Replace Runway 12 PAPI: design, construction, and associated work	79	\$301,830	<b>\$0</b>	\$0	\$301,830	100.00 / 0.00 / 0.00
Cody - Yellowstone Regional Airport	ACO007A	Reconstruct Wildlife Fencing	78	\$109,008	<b>\$3,442</b>	\$2,295	\$114,745	95.00 / 3.00 / 2.00
Lander - Hunt Field	ALN003B	Relocate TW A (RW 22 End)	77	\$3,300,000	<b>\$220,000</b>	\$146,667	\$3,666,667	90.00 / 6.00 / 4.00
Lander - Hunt Field	ALN003C	Relocate TW A (RW 22 End) construction and associated work.	77	\$336,544	<b>\$0</b>	\$0	\$336,544	100.00 / 0.00 / 0.00
Casper - Natrona County International Airport	ACP008A	Upgrade Lighting TW B, C	75	\$1,285,700	<b>\$51,428</b>	\$34,285	\$1,371,413	93.75 / 3.75 / 2.50
Casper - Natrona County International Airport	ACP008B	Upgrade Lighting TW B & C and associated work	75	\$200,000	<b>\$8,000</b>	\$5,333	\$213,333	93.75 / 3.75 / 2.50
Laramie Regional Airport	ALA006A	Seal Coat and Mark Pavements	74	\$0	<b>\$510,750</b>	\$56,750	\$567,500	0.00 / 90.00 / 10.00
Afton - Lincoln County Municipal Airport	AAF015A	Rehabilitate Animal Control Fence Electronic Gate and RW 34 REILS	73	\$101,430	<b>\$6,762</b>	\$4,508	\$112,700	90.00 / 6.00 / 4.00
Riverton - Central Wyoming Regional Airport	ARI007A	Rehabilitate North GA Apron: geotechnical investigation, design, and associated work	73	\$0	<b>\$24,000</b>	\$6,000	\$30,000	0.00 / 80.00 / 20.00
Wheatland - Phifer Airfield	AEA006A	Acquire Hangar Land	73	\$300,000	<b>\$20,000</b>	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Worland Municipal Airport	AWRL13C	Widen Taxilane C	73	\$6,277	<b>\$0</b>	\$0	\$6,277	100.00 / 0.00 / 0.00
Cheyenne Regional Airport - Jerry Olson Field	ACY012A	Seal Coat & Mark Pavements	72	\$0	<b>\$418,500</b>	\$46,500	\$465,000	0.00 / 90.00 / 10.00
Laramie Regional Airport	ALA011A	Expand ARFF/SRE Building	71	\$1,000,000	<b>\$31,579</b>	\$21,053	\$1,052,632	95.00 / 3.00 / 2.00
Laramie Regional Airport	ALA025A	Acquire SRE, Rotary Plow	71	\$600,000	<b>\$18,947</b>	\$12,632	\$631,579	95.00 / 3.00 / 2.00

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Note: Project(s) with asterisk (\*) indicates non-budgeted value for Federal amount

Note: Original FY2022 projects were approved by the Wyoming Aeronautics Commission on April 20, 2021 unless otherwise noted on a Modification report and will have there own associated date.

Wyoming Aviation Capital Improvement Program

Airport Projects								
Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Cody - Yellowstone Regional Airport	ACO025A	Expand and Rehabilitate Commercial Terminal and associated work	70	\$1,300,000	<b>\$41,053</b>	\$27,368	\$1,368,421	95.00 / 3.00 / 2.00
Cody - Yellowstone Regional Airport	ACO025B	Expand and Rehabilitate Commercial Terminal; and associated work	70	\$1,026,729	<b>\$32,423</b>	\$21,615	\$1,080,767	95.00 / 3.00 / 2.00
Cowley - North Big Horn County Airport	AU6014A	Install NAVAID, RW 27 REILs	70	\$108,000	<b>\$7,200</b>	\$4,800	\$120,000	90.00 / 6.00 / 4.00
Lander - Hunt Field	ALN011A	Acquire SRE	70	\$250,000	<b>\$16,667</b>	\$11,111	\$277,778	90.00 / 6.00 / 4.00
Rock Springs - Southwest Wyoming Regional Airport	ARK007D	Rehabilitate and Expand Commercial Terminal	70	\$0	<b>\$1,000,000</b>	\$666,667	\$1,666,667	0.00 / 60.00 / 40.00
Rock Springs - Southwest Wyoming Regional Airport	ARK007E	Rehabilitate and Expand Commercial Terminal, construction and associated work	70	\$1,015,599	<b>\$40,624</b>	\$27,083	\$1,083,306	93.75 / 3.75 / 2.50
Laramie Regional Airport	ALA022X	Acquire SRE - Delcing material spreader	69	\$0	<b>\$88,000</b>	\$22,000	\$110,000	0.00 / 80.00 / 20.00
Saratoga - Shively Field	ASA003A	Seal Coat and Mark Pavements	69	\$0	<b>\$291,150</b>	\$32,350	\$323,500	0.00 / 90.00 / 10.00
Torrington Municipal Airport	ATO003A	Seal Coat and Mark Pavements	69	\$0	<b>\$117,900</b>	\$13,100	\$131,000	0.00 / 90.00 / 10.00
Jackson Hole Airport *	AJA025B	Terminal Improvements, TSA Screening Area; construction and associated work *	68	\$3,376,900	<b>\$135,079</b>	\$90,053	\$3,602,032	93.75 / 3.75 / 2.50
Rawlins Municipal Airport - Harvey Field	ARW003A	Seal Coat and Mark Pavements	68	\$0	<b>\$157,500</b>	\$17,500	\$175,000	0.00 / 90.00 / 10.00
Rock Springs - Southwest Wyoming Regional Airport	ARK004B	Construct SRE Building, Purchase ARFF Foam Testing Equipment	68	\$46,875	<b>\$1,875</b>	\$1,250	\$50,000	93.75 / 3.75 / 2.50
Worland Municipal Airport	AWR002A	Reconstruct Wildlife Fence and associated work	68	\$300,000	<b>\$20,000</b>	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Worland Municipal Airport	AWR002B	Reconstruct Wildlife Fence, Gate, and associated work	68	\$67,500	<b>\$4,500</b>	\$3,000	\$75,000	90.00 / 6.00 / 4.00
Douglas - Converse County Airport	ADG005A	Acquire SRE	67	\$0	<b>\$150,000</b>	\$16,667	\$166,667	0.00 / 90.00 / 10.00
Pine Bluffs Municipal Airport	A82003A	Seal Coat and Mark Pavements	64	\$0	<b>\$94,050</b>	\$10,450	\$104,500	0.00 / 90.00 / 10.00
Buffalo - Johnson County Airport	ABY006A	Reconstruct Parking Lot, Design and Construction	63	\$470,113	<b>\$31,341</b>	\$20,894	\$522,348	90.00 / 6.00 / 4.00

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Note: Project(s) with asterisk (\*) indicates non-budgeted value for Federal amount

Note: Original FY2022 projects were approved by the Wyoming Aeronautics Commission on April 20, 2021 unless otherwise noted on a Modification report and will have there own associated date.

Wyoming Aviation Capital Improvement Program



## Airport Projects

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Gillette - Northeast Wyoming Regional Airport	AGC002A	Acquire SRE	62	\$0	<b>\$270,000</b>	\$30,000	\$300,000	0.00 / 90.00 / 10.00
Laramie Regional Airport	ALA003A	Conduct Planning Study, Master Plan	62	\$794,012	<b>\$0</b>	\$0	\$794,012	100.00 / 0.00 / 0.00
Newcastle - Mondell Field	AEC017A	Demolish Existing Hangar, CATEX, and Associated Work	62	\$0	<b>\$24,000</b>	\$6,000	\$30,000	0.00 / 80.00 / 20.00
Pinedale - Ralph Wenz Field	APN013B	Expand E GA Apron, construction and associated work	62	\$0	<b>\$25,680</b>	\$17,120	\$42,800	0.00 / 60.00 / 40.00
Sheridan County Airport	ASH011A	Acquire SRE	62	\$0	<b>\$213,300</b>	\$23,700	\$237,000	0.00 / 90.00 / 10.00
Wheatland - Phifer Airfield	AEA003A	Seal Coat and Mark Pavements	62	\$0	<b>\$147,600</b>	\$16,400	\$164,000	0.00 / 90.00 / 10.00
Casper - Natrona County International Airport	ACP018A	Repair Terminal Roof, Area C	61	\$0	<b>\$280,000</b>	\$70,000	\$350,000	0.00 / 80.00 / 20.00
Dixon Airport - Carbon County	ADW002A	Relocate Fence	61	\$450,000	<b>\$30,000</b>	\$20,000	\$500,000	90.00 / 6.00 / 4.00
Dixon Airport - Carbon County	ADW002B	Relocate Fence; and associated work	61	\$90,900	<b>\$6,060</b>	\$4,040	\$101,000	90.00 / 6.00 / 4.00
Fort Bridger Airport	AFBR14A	Reconstruct Taxiway A and SE Apron: Design, Construction and associated work.	61	\$99,000	<b>\$6,600</b>	\$4,400	\$110,000	90.00 / 6.00 / 4.00
Dixon Airport - Carbon County	ADW003A	Seal Coat and Mark Pavements	60	\$0	<b>\$165,600</b>	\$18,400	\$184,000	0.00 / 90.00 / 10.00
Jackson Hole Airport	AJA023A	Acquire Airfield Rubber Removal Truck	60	\$0	<b>\$520,000</b>	\$130,000	\$650,000	0.00 / 80.00 / 20.00
Big Piney - Miley Memorial Field	ABP005A	Reconstruct West Apron, geotech, design, construction and associated work	59	\$0	<b>\$80,000</b>	\$20,000	\$100,000	0.00 / 80.00 / 20.00
Casper - Natrona County International Airport	ACP001D	Conduct ARFF Training	59	\$0	<b>\$54,000</b>	\$6,000	\$60,000	0.00 / 90.00 / 10.00
Douglas - Converse County Airport	ADG014A	Acquire Back Up Generator	59	\$0	<b>\$67,500</b>	\$7,500	\$75,000	0.00 / 90.00 / 10.00
Kemmerer Municipal Airport	AEM002A	Construct SRE Building	59	\$300,000	<b>\$20,000</b>	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Rawlins Municipal Airport - Harvey Field	ARW002A	Construct GA Terminal Building	59	\$600,000	<b>\$40,000</b>	\$26,667	\$666,667	90.00 / 6.00 / 4.00

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Wyoming Aviation Capital Improvement Program

## Airport Projects

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Sheridan County Airport	ASH026A	Expand Terminal Building Baggage Area, acquire ARFF test equipment, construct RW 3 PAPI, and associated work	59	\$2,357,932	<b>\$94,317</b>	\$62,878	\$2,515,127	93.75 / 3.75 / 2.50
Sheridan County Airport	ASH026B	Upgrade RW 6/24 PAPI and associated work	59	\$0	<b>\$90,000</b>	\$10,000	\$100,000	0.00 / 90.00 / 10.00
Sheridan County Airport	ASH026C	Expand Terminal Building Baggage Area, acquire AFFF testing equipment, construct RW 3 PAPI, and associated work.	59	\$1,007,095	<b>\$40,284</b>	\$26,856	\$1,074,235	93.75 / 3.75 / 2.50
Sheridan County Airport	ASH026D	AFFF Testing Equipment and associated work	59	\$30,000	<b>\$0</b>	\$0	\$30,000	100.00 / 0.00 / 0.00
Casper - Natrona County International Airport	ACPR68F	Reconstruct /Rehabilitate Terminal Parking Lot, construction and associated work	58	\$0	<b>\$380,000</b>	\$0	\$380,000	0.00 / 100.00 / 0.00
Cowley - North Big Horn County Airport	AU6021A	Construct Pilot's Lounge: Design, Construction, and associated work	56	\$110,000	<b>\$7,333</b>	\$4,889	\$122,222	90.00 / 6.00 / 4.00
Powell Municipal Airport	APO003A	Conduct Planning Study	55	\$300,000	<b>\$20,000</b>	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Saratoga - Shively Field	ASA004B	Improve Auto Parking, Access Road and Fence	54	\$300,000	<b>\$20,000</b>	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Saratoga - Shively Field	ASA004C	Improve Auto Parking, Access Road and Fence	54	\$159,000	<b>\$10,600</b>	\$7,067	\$176,667	90.00 / 6.00 / 4.00
Pinedale - Ralph Wenz Field	APN004A	Conduct Planning Study, Master Plan	53	\$300,000	<b>\$20,000</b>	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Greater Green River Intergalactic Spaceport	A48009A	Grade Runway, Survey and associated work	46	\$0	<b>\$7,000</b>	\$1,750	\$8,750	0.00 / 80.00 / 20.00
Dubois Municipal Airport	ADU003B	Expand GA Apron	40	\$678,355	<b>\$45,224</b>	\$30,149	\$753,728	90.00 / 6.00 / 4.00
Dubois Municipal Airport	ADU003C	Expand GA Apron - 15-50' of federally ineligible apron pavement in front of hangars	40	\$0	<b>\$96,000</b>	\$64,000	\$160,000	0.00 / 60.00 / 40.00
Dubois Municipal Airport	ADU003D	Expand GA Apron, Fence Relocation; and associated work	40	\$110,000	<b>\$7,333</b>	\$4,889	\$122,222	90.00 / 6.00 / 4.00

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Wyoming Aviation Capital Improvement Program

Airport Projects								
Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Cody - Yellowstone Regional Airport	ACO021A	CARES Development funds for the following projects: rehabilitate terminal building, runway 4 approach, QTA facility, and GA taxilanes and hangar development.	20	\$1,889,760	\$0	\$0	\$1,889,760	100.00 / 0.00 / 0.00
Big Piney - Miley Memorial Field	ABP013A	ARPA Operations	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00
Casper - Natrona County International Airport	ACP031A	CRRSA Act - Operations	0	\$141	\$0	\$0	\$141	100.00 / 0.00 / 0.00
Casper - Natrona County International Airport	ACP035A	ARPA Concessions	0	\$83,407	\$0	\$0	\$83,407	100.00 / 0.00 / 0.00
Cheyenne Regional Airport - Jerry Olson Field	ACY017A	CRRSA Act - Operations	0	\$24	\$0	\$0	\$24	100.00 / 0.00 / 0.00
Cheyenne Regional Airport - Jerry Olson Field	ACY019A	Federal ARPA, Operations	0	\$1,082,289	\$0	\$0	\$1,082,289	100.00 / 0.00 / 0.00
Douglas - Converse County Airport	ADG013A	Federal ARPA, Operations	0	\$32,000	\$0	\$0	\$32,000	100.00 / 0.00 / 0.00
Dubois Municipal Airport	ADU015A	Federal ARPA, Operations	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00
Evanston - Uinta County Airport - Burns Field	AEV012A	CRSSA Operations	0	\$9,000	\$0	\$0	\$9,000	100.00 / 0.00 / 0.00
Evanston - Uinta County Airport - Burns Field	AEV013A	Federal ARPA, Operations	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00
Gillette - Northeast Wyoming Regional Airport	AGC024A	CRRSA Act - Operations	0	\$43	\$0	\$0	\$43	100.00 / 0.00 / 0.00
Gillette - Northeast Wyoming Regional Airport	AGC028A	Federal ARPA, Operations	0	\$1,145,381	\$0	\$0	\$1,145,381	100.00 / 0.00 / 0.00
Gillette - Northeast Wyoming Regional Airport	AGC029A	Federal ARPA, Concessions	0	\$25,270	\$0	\$0	\$25,270	100.00 / 0.00 / 0.00
Greybull - South Big Horn County Airport	AGE014A	FY21 Federal ARPA Funds	0	\$32,000	\$0	\$0	\$32,000	100.00 / 0.00 / 0.00
Hulett Municipal Airport	AW4016A	Federal ARPA, Operations	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00
Jackson Hole Airport *	AJA016A	CRRSA Act - Operations *	0	\$641	\$0	\$0	\$641	100.00 / 0.00 / 0.00
Jackson Hole Airport *	AJA019A	Federal ARPA, Concessions *	0	\$380,414	\$0	\$0	\$380,414	100.00 / 0.00 / 0.00
Kemmerer Municipal Airport	AEM020A	Federal ARPA, Operations	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00

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Note: Project(s) with asterisk (\*) indicates non-budgeted value for Federal amount

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Wyoming Aviation Capital Improvement Program

## Airport Projects

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Lander - Hunt Field	ALN010A	Federal ARPA, Operations	0	\$59,000	\$0	\$0	\$59,000	100.00 / 0.00 / 0.00
Laramie Regional Airport	ALA017A	CRRSA Act - Operations	0	\$27	\$0	\$0	\$27	100.00 / 0.00 / 0.00
Laramie Regional Airport	ALA019A	ARPA, Operations	0	\$1,093,620	\$0	\$0	\$1,093,620	100.00 / 0.00 / 0.00
Laramie Regional Airport	ALA020A	Federal ARPA, Concessions	0	\$16,273	\$0	\$0	\$16,273	100.00 / 0.00 / 0.00
Pine Bluffs Municipal Airport	A82012A	Federal ARPA, Operations	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00
Pinedale - Ralph Wenz Field	APN020A	Federal ARPA, Operations	0	\$32,000	\$0	\$0	\$32,000	100.00 / 0.00 / 0.00
Rawlins Municipal Airport - Harvey Field	ARW013A	ARPA Operations	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00
Rock Springs - Southwest Wyoming Regional Airport	ARK025A	CRRSA Act - Operations	0	\$35	\$0	\$0	\$35	100.00 / 0.00 / 0.00
Rock Springs - Southwest Wyoming Regional Airport	ARK028A	Federal ARPA, Operations	0	\$1,118,564	\$0	\$0	\$1,118,564	100.00 / 0.00 / 0.00
Rock Springs - Southwest Wyoming Regional Airport	ARK029A	Federal ARPA, Concessions	0	\$20,609	\$0	\$0	\$20,609	100.00 / 0.00 / 0.00
Saratoga - Shively Field	ASA017A	Federal ARPA, Operations	0	\$32,000	\$0	\$0	\$32,000	100.00 / 0.00 / 0.00
Sheridan County Airport	ASH024A	CRRSA Act - Operations	0	\$16	\$0	\$0	\$16	100.00 / 0.00 / 0.00
Thermopolis - Hot Springs County Airport	AHS018A	FY21 Federal ARPA Funds	0	\$22,000	\$0	\$0	\$22,000	100.00 / 0.00 / 0.00
Wheatland - Phifer Airfield	AEA016A	Federal ARPA, Operations	0	\$32,000	\$0	\$0	\$32,000	100.00 / 0.00 / 0.00
Worland Municipal Airport	AWR009A	Federal ARPA, Operations	0	\$32,000	\$0	\$0	\$32,000	100.00 / 0.00 / 0.00
<b>Total</b>				<b>\$57,199,938</b>	<b>\$7,491,424</b>	<b>\$2,553,115</b>	<b>\$67,244,477</b>	
<b>Non-Budgeted Airport Projects Total</b>				<b>(\$7,974,885)</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$7,974,885)</b>	
<b>Budgeted Airport Projects Total</b>				<b>\$49,225,053</b>	<b>\$7,491,424</b>	<b>\$2,553,115</b>	<b>\$59,269,592</b>	
<b>Total Statewide Projects</b>				<b>\$250,000</b>	<b>\$1,827,278</b>	<b>\$513,000</b>	<b>\$2,590,278</b>	
<b>Total Allocated</b>				<b>\$49,475,053</b>	<b>\$9,318,702</b>	<b>\$3,066,115</b>		
<b>Total Available</b>				<b>\$57,459,151</b>	<b>\$10,878,042</b>			
<b>Remaining Balance</b>				<b>\$7,984,098</b>	<b>\$1,559,340</b>			

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Note: Project(s) with asterisk (\*) indicates non-budgeted value for Federal amount

Note: Original FY2022 projects were approved by the Wyoming Aeronautics Commission on April 20, 2021 unless otherwise noted on a Modification report and will have there own associated date.

Wyoming Aviation Capital Improvement Program



**STATE OF WYOMING**  
**Wyoming Aviation Capital Improvement Program Modifications**  
**Fiscal Year(s): 2023**  
**04/08/2022 - 05/06/2022**

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
<b>2023</b>								
Casper - Natrona County International Airport	ACP026C	Rehab Access Road and associated work	68	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$1,335,665	<b>\$53,427</b>	\$35,618	\$1,424,710	
Revised Total:				\$1,335,665	<b>\$53,427</b>	\$35,618	\$1,424,710	93.75 / 3.75 / 2.50
<b>Comments</b>								
2) Per sponsor request and FAA, program BIL funds.								
Lusk Municipal Airport	ALS014A	Rehabilitate Security Fence and associated work	68	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$110,000	<b>\$7,333</b>	\$4,889	\$122,222	
Revised Total:				\$110,000	<b>\$7,333</b>	\$4,889	\$122,222	90.00 / 6.00 / 4.00
<b>Comments</b>								
2) Per sponsor request and FAA, program BIL funds.								
Fort Bridger Airport	AFBR14B	Reconstruct Apron and associated work	61	\$600,000	<b>\$40,000</b>	\$26,667	\$666,667	90.00 / 6.00 / 4.00
Changed Amount:				\$20,000	<b>\$1,333</b>	\$889	\$22,222	
Revised Total:				\$620,000	<b>\$41,333</b>	\$27,556	\$688,889	90.00 / 6.00 / 4.00
<b>Comments</b>								
1) Per FAA, increase Entitlement funding								
Fort Bridger Airport	AFB014C	Reconstruct TW A and SE Apron, and associated work	61	\$0	<b>\$0</b>	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$220,000	<b>\$14,667</b>	\$9,778	\$244,445	
Revised Total:				\$220,000	<b>\$14,667</b>	\$9,778	\$244,445	90.00 / 6.00 / 4.00
<b>Comments</b>								
2) Per sponsor request and FAA, program BIL funds.								



Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Sheridan County Airport	ASH026E	Expand Terminal Building Baggage Area, acquire AFFF testing equipment, construct RW 33 PAPI & REIL, and associated work.	59	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$544,205	\$21,768	\$14,512	\$580,485	
Revised Total:				\$544,205	\$21,768	\$14,512	\$580,485	93.75 / 3.75 / 2.50
Comments								
2) Program per FAA, BIL funds								
Cowley - North Big Horn County Airport	AU6021B	Construct Pilot's Lounge: Construction and associated work	56	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$160,000	\$10,667	\$7,111	\$177,778	
Revised Total:				\$160,000	\$10,667	\$7,111	\$177,778	90.00 / 6.00 / 4.00
Comments								
2) Program per FAA.								
Cheyenne Regional Airport - Jerry Olson Field	ACY026A	Install Passenger Boarding Bridge and associated work	55	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$1,406,250	\$56,250	\$37,500	\$1,500,000	
Revised Total:				\$1,406,250	\$56,250	\$37,500	\$1,500,000	93.75 / 3.75 / 2.50
Comments								
2) Per sponsor request and FAA, program BIL funds.								
Lander - Hunt Field	ALN014A	Upgrade Terminal and associated work	53	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$268,000	\$17,867	\$11,911	\$297,778	
Revised Total:				\$268,000	\$17,867	\$11,911	\$297,778	90.00 / 6.00 / 4.00
Comments								
2) Per sponsor request and FAA, program BIL funds.								



Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Wheatland - Phifer Airfield	AEA018A	Install Fuel System, and associated work	49	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$229,500	\$15,300	\$10,200	\$255,000	
Revised Total:				\$229,500	\$15,300	\$10,200	\$255,000	90.00 / 6.00 / 4.00
<b>Comments</b>								
2) Per sponsor request and FAA, program BIL funds.								
Sheridan County Airport	ASH034	Expand Long Term Parking Lot and associated work	47	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$650,000	\$26,000	\$17,333	\$693,333	
Revised Total:				\$650,000	\$26,000	\$17,333	\$693,333	93.75 / 3.75 / 2.50
<b>Comments</b>								
2) Per sponsor request and FAA, program BIL funds.								
<b>Total Changed Amount:</b>				\$4,943,620	\$224,612	\$149,741	\$5,317,973	

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Note: Nonstandard Matches will be highlighted in red



**STATE OF WYOMING**  
**Wyoming Aviation Capital Improvement Program**  
**FY 2023 Program**

Available Budgets			
Program Identifier	Federal	State	Local
Federal Discretionary	\$5,612,500	\$0	\$0
Federal State Apportionment	\$3,500,000	\$0	\$0
Federal Entitlement	\$13,500,000	\$0	\$0
State Transportation Fund	\$0	\$6,855,900	\$0
Statewide Programs	\$0	\$522,500	\$320,000
Crack Seal (GMP)	\$0	\$1,240,000	\$0
Federal BIL Funds	\$15,000,000	\$0	\$0
<b>Total</b>	<b>\$37,612,500</b>	<b>\$8,618,400</b>	<b>\$320,000</b>

Statewide Projects			
Program Identifier	Federal	State	Local
Aviation Encouragement	\$0	\$50,000	\$0
Crack Seal (AGMP35)	\$0	\$1,240,000	\$251,250
Design Standards Update (ADSI22)	\$250,000	\$27,778	\$0
Marketing & Promotions	\$0	\$320,000	\$320,000
Mountain AWOS	\$0	\$100,000	\$0
NAVAID Maintenance	\$0	\$152,500	\$0
Windsocks	\$0	\$7,500	\$0
<b>Total</b>	<b>\$250,000</b>	<b>\$1,897,778</b>	<b>\$571,250</b>

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Airport Projects								
Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Casper - Natrona County International Airport	ACP029C	Rehabilitate RW 8/26 and associated work	88	\$6,200,000	<b>\$248,000</b>	\$165,333	\$6,613,333	93.75 / 3.75 / 2.50
Cheyenne Regional Airport - Jerry Olson Field	ACY001H	Reconstruct R/W 9/27	88	\$15,000,000	<b>\$600,000</b>	\$400,000	\$16,000,000	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA024C	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxiway; and associated work *	83	\$3,000,000	<b>\$120,000</b>	\$80,000	\$3,200,000	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA024D	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxiway; and associated work. *	83	\$3,376,980	<b>\$135,079</b>	\$90,053	\$3,602,112	93.75 / 3.75 / 2.50
Torrington Municipal Airport	ATO011A	Construct PAPIs, REILs, Beacon, and Electrical Vault: design, construction, and associated work	80	\$132,000	<b>\$8,800</b>	\$5,867	\$146,667	90.00 / 6.00 / 4.00
Torrington Municipal Airport	ATO011B	Construct PAPI's, REILs, Beacon, and Electric Vault	80	\$318,000	<b>\$21,200</b>	\$14,133	\$353,333	90.00 / 6.00 / 4.00
Douglas - Converse County Airport	ADG006A	Rehabilitate RW 11/29 and Relocate TW A 2	79	\$4,100,000	<b>\$273,333</b>	\$182,222	\$4,555,555	90.00 / 6.00 / 4.00
Laramie Regional Airport	ALA023A	Replace Runway and Taxiway Edge Lights; Replace Airfield NAVAIDS; and associated work	77	\$1,092,500	<b>\$34,500</b>	\$23,000	\$1,150,000	95.00 / 3.00 / 2.00
Cody - Yellowstone Regional Airport	ACO008A	Seal Coat and Mark Pavements	75	\$0	<b>\$450,000</b>	\$50,000	\$500,000	0.00 / 90.00 / 10.00
Riverton - Central Wyoming Regional Airport	ARI005A	Seal Coat and Mark Pavements	73	\$0	<b>\$688,500</b>	\$76,500	\$765,000	0.00 / 90.00 / 10.00
Riverton - Central Wyoming Regional Airport	ARI007B	Rehabilitate North GA Apron	73	\$600,000	<b>\$24,000</b>	\$16,000	\$640,000	93.75 / 3.75 / 2.50
Riverton - Central Wyoming Regional Airport	ARI007C	Rehabilitate North GA Apron, and associated work	73	\$1,004,482	<b>\$40,179</b>	\$26,786	\$1,071,447	93.75 / 3.75 / 2.50
Wheatland - Phifer Airfield	AEA006B	Acquire Hangar Land	73	\$0	<b>\$150,000</b>	\$16,667	\$166,667	0.00 / 90.00 / 10.00
Lusk Municipal Airport	ALS012A	Acquire SRE	72	\$180,000	<b>\$12,000</b>	\$8,000	\$200,000	90.00 / 6.00 / 4.00
Cody - Yellowstone Regional Airport	ACO015A	Rehabilitate Commercial Apron; and associated work	71	\$1,026,729	<b>\$32,423</b>	\$21,615	\$1,080,767	95.00 / 3.00 / 2.00
Gillette - Northeast Wyoming Regional Airport	AGC014A	Rehabilitate GA Apron	71	\$1,000,000	<b>\$40,000</b>	\$26,667	\$1,066,667	93.75 / 3.75 / 2.50

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Wyoming Aviation Capital Improvement Program

## Airport Projects

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Rock Springs - Southwest Wyoming Regional Airport	ARK006A	Rehabilitate RW 3/21 Lighting, Design and Construction	71	\$300,000	<b>\$12,000</b>	\$8,000	\$320,000	93.75 / 3.75 / 2.50
Sheridan County Airport	ASH027A	Seal Coat and Mark Pavements	71	\$0	<b>\$711,900</b>	\$79,100	\$791,000	0.00 / 90.00 / 10.00
Cody - Yellowstone Regional Airport	ACO025C	Expand and Rehabilitate Commercial Terminal	70	\$1,000,000	<b>\$40,000</b>	\$26,667	\$1,066,667	93.75 / 3.75 / 2.50
Lander - Hunt Field	ALN011B	Acquire SRE	70	\$150,000	<b>\$10,000</b>	\$6,667	\$166,667	90.00 / 6.00 / 4.00
Worland Municipal Airport	AWR004A	Seal Coat and Mark Pavements	69	\$0	<b>\$360,000</b>	\$40,000	\$400,000	0.00 / 90.00 / 10.00
Casper - Natrona County International Airport	ACP026C	Rehab Access Road and associated work	68	\$1,335,665	<b>\$53,427</b>	\$35,618	\$1,424,710	93.75 / 3.75 / 2.50
Gillette - Northeast Wyoming Regional Airport	AGC021A	Acquire SRE, Broom	68	\$750,000	<b>\$30,000</b>	\$20,000	\$800,000	93.75 / 3.75 / 2.50
Greybull - South Big Horn County Airport	AGE004A	Seal Coat and Mark Pavements	68	\$0	<b>\$442,800</b>	\$49,200	\$492,000	0.00 / 90.00 / 10.00
Lusk Municipal Airport	ALS014A	Rehabilitate Security Fence and associated work	68	\$110,000	<b>\$7,333</b>	\$4,889	\$122,222	90.00 / 6.00 / 4.00
Powell Municipal Airport	APO004A	Seal Coat and Mark Pavements	67	\$0	<b>\$208,800</b>	\$23,200	\$232,000	0.00 / 90.00 / 10.00
Cowley - North Big Horn County Airport	AU6003A	Seal Coat and Mark Pavements	65	\$0	<b>\$162,900</b>	\$18,100	\$181,000	0.00 / 90.00 / 10.00
Lander - Hunt Field	ALN004A	Seal Coat and Mark Pavements	65	\$0	<b>\$202,500</b>	\$22,500	\$225,000	0.00 / 90.00 / 10.00
Thermopolis - Hot Springs County Airport	AHS010A	Seal Coat and Mark Pavements	65	\$0	<b>\$327,600</b>	\$36,400	\$364,000	0.00 / 90.00 / 10.00
Rock Springs - Southwest Wyoming Regional Airport	ARK019A	Conduct Planning Study, Master Plan	63	\$700,000	<b>\$28,000</b>	\$18,667	\$746,667	93.75 / 3.75 / 2.50
Gillette - Northeast Wyoming Regional Airport	AGC023A	Construct Deicing Apron; and associated work	62	\$1,019,127	<b>\$40,765</b>	\$27,177	\$1,087,069	93.75 / 3.75 / 2.50
Fort Bridger Airport	AFB014C	Reconstruct TW A and SE Apron, and associated work	61	\$220,000	<b>\$14,667</b>	\$9,778	\$244,445	90.00 / 6.00 / 4.00
Fort Bridger Airport	AFBR14B	Reconstruct Apron and associated work	61	\$620,000	<b>\$41,333</b>	\$27,556	\$688,889	90.00 / 6.00 / 4.00
Riverton - Central Wyoming Regional Airport	ARI008A	Conduct Planning Study, Master Plan	61	\$400,000	<b>\$16,000</b>	\$10,667	\$426,667	93.75 / 3.75 / 2.50
Evanston - Uinta County Airport - Burns Field	AEV005A	Conduct Planning Study, Master Plan	60	\$80,000	<b>\$5,333</b>	\$3,556	\$88,889	90.00 / 6.00 / 4.00

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Wyoming Aviation Capital Improvement Program

## Airport Projects

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Evanston - Uinta County Airport - Burns Field	AEV005B	Conduct Planning Study, Master Plan	60	\$220,000	<b>\$14,667</b>	\$9,778	\$244,445	90.00 / 6.00 / 4.00
Casper - Natrona County International Airport	ACP001E	Conduct ARFF Training	59	\$0	<b>\$54,000</b>	\$6,000	\$60,000	0.00 / 90.00 / 10.00
Sheridan County Airport	ASH026E	Expand Terminal Building Baggage Area, acquire AFFF testing equipment, construct RW 33 PAPI & REIL, and associated work.	59	\$544,205	<b>\$21,768</b>	\$14,512	\$580,485	93.75 / 3.75 / 2.50
Cowley - North Big Horn County Airport	AU6021B	Construct Pilot's Lounge: Construction and associated work	56	\$160,000	<b>\$10,667</b>	\$7,111	\$177,778	90.00 / 6.00 / 4.00
Greybull - South Big Horn County Airport	AGE006A	Conduct Planning Study, Master Plan	56	\$300,000	<b>\$20,000</b>	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Cheyenne Regional Airport - Jerry Olson Field	ACY026A	Install Passenger Boarding Bridge and associated work	55	\$1,406,250	<b>\$56,250</b>	\$37,500	\$1,500,000	93.75 / 3.75 / 2.50
Lander - Hunt Field	ALN014A	Upgrade Terminal and associated work	53	\$268,000	<b>\$17,867</b>	\$11,911	\$297,778	90.00 / 6.00 / 4.00
Cowley - North Big Horn County Airport	AU6007A	Conduct Planning Study, Master Plan	49	\$200,000	<b>\$13,333</b>	\$8,889	\$222,222	90.00 / 6.00 / 4.00
Wheatland - Phifer Airfield	AEA018A	Install Fuel System, and associated work	49	\$229,500	<b>\$15,300</b>	\$10,200	\$255,000	90.00 / 6.00 / 4.00
Sheridan County Airport	ASH034	Expand Long Term Parking Lot and associated work	47	\$650,000	<b>\$26,000</b>	\$17,333	\$693,333	93.75 / 3.75 / 2.50
Newcastle - Mondell Field	AEC008A	Construct Hangar	45	\$450,000	<b>\$30,000</b>	\$20,000	\$500,000	90.00 / 6.00 / 4.00
Newcastle - Mondell Field	AEC008B	Construct Hangar; and associated work	45	\$220,000	<b>\$14,667</b>	\$9,778	\$244,445	90.00 / 6.00 / 4.00
Hulett Municipal Airport	AW4009A	Construct Hangar Taxilane	43	\$450,000	<b>\$30,000</b>	\$20,000	\$500,000	90.00 / 6.00 / 4.00
<b>Total</b>				<b>\$48,813,438</b>	<b>\$5,917,891</b>	<b>\$1,856,930</b>	<b>\$56,588,259</b>	
<b>Non-Budgeted Airport Projects Total</b>				<b>(\$6,376,980)</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$6,376,980)</b>	
<b>Budgeted Airport Projects Total</b>				<b>\$42,436,458</b>	<b>\$5,917,891</b>	<b>\$1,856,930</b>	<b>\$50,211,279</b>	
<b>Total Statewide Projects</b>				<b>\$250,000</b>	<b>\$1,897,778</b>	<b>\$571,250</b>	<b>\$2,719,028</b>	
<b>Total Allocated</b>				<b>\$42,686,458</b>	<b>\$7,815,669</b>	<b>\$2,428,180</b>		
<b>Total Available</b>				<b>\$37,612,500</b>	<b>\$8,618,400</b>			
<b>Remaining Balance</b>				<b>(\$5,073,958)</b>	<b>\$802,731</b>			

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Wyoming Aviation Capital Improvement Program

## BOARD MEMBERS

**MIKE GIERAU**  
CO-CHAIR

**PETE LAWTON**  
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**MARK BARRON**  
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SECOND VICE-CHAIR

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TOWN OF JACKSON

**JIM ELWOOD**  
JH AIRPORT

**ANNA OLSON**  
CHAMBER OF COMMERCE

**EXECUTIVE DIRECTOR**  
**KARI COOPER**



AIR.IMPROVEMENT.RESOURCES.

April 4, 2022

Dear Brian Olsen  
WYDOT/WY Aeronautics  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Dear Brian:

We have had an amazing winter season with regard to visitors which feels counter intuitive relative to our total snowfall. We haven't quite finished the season, but anticipate we shall fly in excess of 180,000 people to the JAC Airport with the average daily spend increasing to \$458 per person per day, and an average 5.7 long stay, we expect the aggregate spend by JAC Visitors will exceed \$275,000,000. Sales tax revenue increase should reach a new high of \$11 million. We shall be able to true up these figures once we have the final report from each of our airline partners. I hope to have the initial Spend and Economic study through the exit surveys at the JAC Airport before May 17. A full report will follow.

Attached please find our Air Service Enhancement Program (ASEP) Grant application:

- 1) Air Service Enhancement Program (ASEP) Grand Application for AMERICAN AIRLINES Fiscal Year 2023
- 2) Air Service Enhancement Program (ASEP) Grant Application for DELTA AIR LINES Fiscal Year 2023
- 3) JH AIR Improvement Resources (JH AIR) Masthead
- 4) American & Delta Contracts (forthcoming)
- 5) Economic Review of Jackson Hole Airport Visitor Impact Winter 2021-22 by May 17
- 6) Winter Schedule 2021-22 for point for reference/ 2022-23 available by June 2022.

We are finalizing contract details with American, Delta and United. We are asking for your consideration of two contracts; American DFW/JAC and Delta ATL/JAC service. The flights will load in April in order to capture the best opportunity for next winter's bookings. Based on this past season, we expect we will reach agreement in the near future. As always, our request to WY Aeronautics anticipates historic contract caps. If our costs increase, we will fundraise to offset the difference. Regardless we will not increase our ASEP Grand Request. Please let me know if any further documentation is required at this time.

Please note: Airline Rendezvous 2022 is scheduled August 31 – September 2.  
We are working with the Select Air Committee, WYDOT/Aeronautics and Wyoming Airport Operators to schedule their meetings accordingly.

We value the relationship with WYDOT/WY Aeronautics, and the ability the ASEP Grant allows as we look to manage our winter and year round air service. Thank you for your support.

Kind regards,

**WYOMING AERONAUTICS COMMISSION**  
**AIR SERVICE ENHANCEMENT PROGRAM GRANT REQUEST**

**INITIAL PROJECT SUMMARY**

Jackson Hole Air Improvement Resources (JH AIR)

**ORGANIZATION NAME:**

**SCOPE:** Service on American Airlines

**PROVIDER/HUB:** American Airlines

**TYPE OF CONTRACT:** Minimum Revenue Guarantee (MRG)

**NEW OR EXISTING:** New request for continuing and expanding seasonal winter service to Dallas/Ft. Worth (DFW)

**REQUEST DATE:** April 4, 2022

**AIRPORT:** Jackson Hole Airport

**PROJECT NO:** ASJAC13

**CONTRACT TERM:** December 2022 - April 2023

**STAFF RECOMMENDATION:** Approve at a state match of 40% with a dollar amount not to exceed \$140,000

**PRIORITY RATING MODEL SCORE:** 1205/ 1415

**INTENDED BENEFITS:**

Primary Air Service: This does not meet the Commission's definition of Primary Air Service.

Economic Benefit: The service is expected to provide \$4.7 million in additional visitor spend to the area.

Enplanements: Total DFW service on AA is expected to generate 11,000 enplanements

Passengers Under Contract: This service would be responsible for approximately 20% of JAC's seasonal capacity.

Passenger Retention: For the pre-pandemic 19/20 winter period, JAC retained 79% of its local passengers. With the addition of this service, we'd expect retention to remain the same or improve slightly as this service is designed to bring passengers into JAC however. Local passenger increases during peak seasonal months due to the increase in available flights.

Capacity: This service would be responsible for an additional 1,242 seats one-way compared to the 21/22 season.

Air Fares: Jackson's fares are typically the highest in the state of Wyoming. The air fares being charged are comparable to other ski resort destinations across the country. JHAIR continually evaluates booking volume and fares, and holds weekly conference calls with it's airline partners to review air fares being charged.

**BASELINE:** December 2020 - April 2021 (Cumulative Airport Figures)

Enplanements: 144,876

Passengers Under Contract: 9,700 (DFW, estimated)

Passenger Retention: 79.0%

Capacity: 265,335 (One-way)

Air Fares: \$205 (One way)

<i>From Application</i>	<b>THIS APPLICATION</b>			<b>PREVIOUS GRANT</b>		
	STATE	LOCAL	TOTAL	STATE	LOCAL	TOTAL
<b>PERCENTAGE:</b>	40.0%	60.0%	100.0%	40.0%	60.0%	100%
<b>AMOUNT:</b>	\$140,000	\$210,000	\$350,000	\$140,000	\$210,000	\$350,000

**NEGOTIATIONS:** Negotiations for this contract were conducted in their entirety by JHAIR and American Airlines. Contract numbers provided by American appear reasonable to the division staff.

**FLIGHT SCHEDULE:** Attached

**CONNECTION TIMES MAXIMIZED:** Yes - Flights under this agreement have historically been well timed for connections.

**BEGIN SERVICE:** Mid December 2022

**AIRCRAFT:** Airbus A319

**OPERATIONAL RESTRICTIONS:** None with this aircraft type

**MARKETING FOR THIS SERVICE:** Collective budget of 3.3 million through Jackson Hole Mountain Resort, Tourism Board, and Central Reservations. Well developed marketing mixes, strategies and goals.

**LOCAL DOLLARS FOR MARKETING:** \$2 Million for all airlines service

**STANDARDIZED AIRLINE PROFIT %:** 10%

**ADDITIONAL/VETTING NOTES:** \*This project is one of two requests by JHAIR for this season and is below their 2018/2019 original grant of \$250,000 dollars which was later amended down further. This grant would be similar to the winter 2020/2021 requests. Staff regards this project as a good use of state funds under the intended benefits of the ASEP.

<i>From Aeronautics Database</i>	<b>RECOMMENDATION</b>		
	STATE	LOCAL	TOTAL
<b>PERCENTAGE:</b>	40.0%	60.0%	100.0%
<b>AMOUNT:</b>	\$140,000	\$210,000	\$350,000

# Air Service Enhancement Program (ASEP) Grant Application

1. Name of the community sponsor applying for the ASEP grant;

Jackson Hole Air Improvement Resources (JH AIR)

2. Please provide the funds sought from the ASEP as well as other sources of funding for the MRG;

	\$ Amount	% of Total
Local Contribution	\$210,000	60%
Sought from ASEP	\$140,000	40%
Total MRG required	\$350,000	100%

Additional Comments:

JH AIR is requesting an ASEP Grant to support a contract with American Airlines for Winter 2022-23. This contract will complement MRG service provided by Delta and United Airlines.  
AA DFW service will provide 173 operations utilizing the A319 aircraft. We are working with AA to continue service from Charlotte, JFK/New York, Los Angeles and potentially Boston. We tried Phoenix service this winter - and welcomed PHX service to Jackson this summer. Total winter AA seats 54,483, up slightly over Winter 2021-22.

3. Name of the marketing and operating airline(s) or prospective airline(s);

*Ex: United Express operated by SkyWest Airlines*

American Airlines

4. Schedule Information;

- a. Is this year-round or seasonal service?

☒ Year-round ☐ Seasonal

- b. Schedule specifics: Please attach as much flight schedule information as available at the time of application either separately or with the attached table, include effective and discontinue dates. This information may be updated with future addendums. Note: If this is for an incumbent ASEP supported projected and there are no changes to the schedule then please indicate "No Change" below.

☐ Attached ☐ No Change

5. Please provide by attachment the anticipated or forecasted levels of enplanements at the airport before or without the proposed service and the additional enplanements the proposed service would bring:

*Ex: 1<sup>st</sup> month of service: 1,200, 2<sup>nd</sup> month: 1,250*

6. Please provide the anticipated increased capacity (seats available) associated with the proposed service and specify one-way or the bi-directional total;

The total number of seats will increase slight from 53,241 Winter 2021-22 to 54,483 Winter 2022-23.

7. What is the passenger facility charge (PFC) at the airport?

\$4.50

8. Please provide an attachment with any additional revenue the airport may receive as a result of the additional service excluding PFCs

9. Please indicate whether the community has a task force dedicated to air service development and briefly explain its role.

The Jackson business community created JH AIR, a 501c6 non profit organization, for the single purpose of contracting air service to Jackson Hole, WY. The JH AIR Board represents community leadership including hospitality, resorts, banks, and our hospital (masthead is attached).

10. Does the airport or community sponsor have a marketing plan to coincide with the proposed service?

☒ Yes ☐ No

- a. If no, **will** the airport or community sponsor have a marketing plan ready to be executed two (2) months before the proposed start date?

☐ Yes ☐ No

- b. If yes, please attach all supporting information and include a budgeted list of expected expenditures:

*Ex: Television: \$10,000, Newspapers: \$5,000, etc.*

11. Has the airport sought or **will** seek funds from the WYDOT marketing grant match to coincide with the service?

☐ Yes ☒ No

12. Please provide examples of community or airport involvement with air service development in the past two (2) years from the time of this application.

*Ex: Attending ACI JumpStart events, Routes, airline visits or other conferences for air service development.*

REMAINS UNCHANGED: JH AIR operates as the contractor for airline service on behalf of the community. JH Chamber of Commerce, Travel & Tourism, Central Reservations and JH Mountain Resort collaborate with JH AIR on a marketing approach to support air service to Jackson Hole. Approximate winter community spend on marketing support for airlines: \$2,000,000. This includes traditional marketing, social, print and data based communication.

13. Please indicate and provide brief examples if the airport or the community sponsor has shown a level of involvement with the participating airline.

*Ex: In-person meetings with airline staff, seeking cooperative promotional efforts with the airline.*

REMAINS UNCHANGED: The JH AIR Board/ED is very engaged with our airline partners as exemplified by the Airline Rendezvous - an event to which we invite our airline partners, WYDOT/Aeronautics leadership, legislators, WY airport directors, and local leadership. The 2022 Airline Rendezvous is scheduled to take place August 31 - September 2, 2022. In order to manage this event, local business partners provide complimentary lodging, meals, activities etc.

The Exec Committee members, ED and Airport Director meet with each of the airline network planning teams at their HQ (AA/DFW, DL/ATL, UA/ORD and AS/SEA).

We are tracking advance booking reports weekly, and overlaying that with a third party company that tracks 20 hotelier/property management companies advance booking reports. We are hoping Wyoming Aeronautics will be able to contract for the weekly fare shop during winter 2022-23.

14. Please indicate if the airport has been granted a Small Community Air Service Development (SCASD) grant that will be used with the proposed service or **will** apply within a year after the ASEP application year.

☐ Yes ☒ No

15. Airline code share and interline agreement;

- a. Does the participating airline have a code-share, interline or baggage agreement with a carrier at the destination hub? If yes, please indicate what airline and/or airline alliance. If no, please elaborate why.

REMAINS UNCHANGED: Three of the four airlines flying winter service to Jackson Hole are considered legacy carriers (AA, DL & UA), with all three flying service to international destinations, and when code share partners are involved (example American with British Air), a seamless guest experience is provided. Alaska Airlines is lock step with American (sharing loyalty points/fare agreements) is flying service from San Diego, San Francisco and Seattle - a total of 17,556 seats for Winter 2022-23. JetBlue is also part of this code-share partnership.

We continue to experience a loss of international visitation as a result of the pandemic/country lockdowns, but expect demand will rebound as countries around the world re-open.

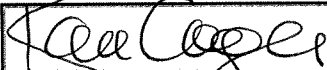


16. Has the community sponsor or airport undertaken efforts previously, or **will** take a progressive role regarding price controls, revenue management or scheduled times for the proposed service? Commitment to a provided example will count towards future efforts. Please provide examples.

*Ex: Community sponsor or airport has or will visit in-person with partnering airline and specifically address pricing, revenue management or desired schedule times to improve traffic or connections; Community sponsor or airport has or will have continuous discussions regarding price controls, revenue management, or schedule; airline agrees contractually to maintain competitive fare practices.*

REMAINS UNCHANGED: As noted above, we spend time with our airline partners, discussing demand and pricing through our lens. The pandemic created a completely different cadence with regard to timing and how people were traveling. We also attracted a lot of non-skiers during the height of the pandemic. We have experienced a return to a more historic Jackson Hole Winter visitor; younger, higher income, longer stay, higher spend. As that dynamic has shifted, so too did demand for airline seats, and we have started to see higher pricing on airline tickets. Our involvement with RM/Pricing will increase along as demand/pricing shifts to ensure Jackson Hole remains competitive.

17. Signature of the individual completing this application:

Sponsor signature:	Date:
	4/3/22

*To the best of my knowledge the above information in this application is true, accurate and complete*

**Contact Information:**

Please provide all pertinent contacts relating to this grant request beginning with the individual who completed the application, followed by airline contacts (Planning, scheduling, pricing), airport contacts, and local supporters.

Name (Signee): <u>Kari Cooper</u> Company or Affiliation: <u>JH AIR</u> Email: <u>kari.c.cooper@gmail.com</u> Phone: <u>307-690-0397</u> Address: <u>PO Box 7767</u> City: <u>Jackson</u> State: <u>WY</u> Zip: <u>83001</u>
Name: <u>Jason Reisinger</u> Company or Affiliation: <u>American Airlines</u> Email: <u>jason.reisinger@aa.com</u> Phone: _____ Address: <u>4333 Amon Carter Blvd MD5517</u> City: <u>Fort Worth</u> State: <u>TX</u> Zip: <u>76155</u>
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____



# Winter Inbound Non-Stop Jet Service

2021/22 Season

AIRLINE	PLANE	DEPARTS	ARRIVES	FREQUENCY	DATES
<b>Atlanta</b>					
Delta	B752	11:00 AM	1:13 PM	Daily	12/18/21 - 1/4/22
Delta	B752	9:55 AM	11:43 AM	M, Th, F, SA, SU	1/6/22 - 2/21/22
Delta	B752	9:55 AM	11:43 AM	Daily	2/24/2022 - 4/3/22
<b>Charlotte</b>					
American	A319	9:50 AM	12:21 PM	SA	12/18/21 - 4/2/22
<b>Chicago</b>					
American	A319	10:26 AM	12:41 PM	Daily	12/16/21 - 1/3/22
American	CRJ7	10:15 AM	12:25 PM	Daily	1/4/22 - 2/16/22
American	A319	10:15 AM	12:25 PM	Daily	2/17/22 - 3/26/22
American	CRJ7	8:30 AM	10:53 AM	SA	12/18/21 - 1/1/22
American	A319	9:50 AM	11:50 AM	Daily	3/27/22 - 4/4/22
American	A319	1:15 PM	3:27 PM	Daily	3/27/22 - 4/4/22
United	B737	8:50 AM	11:09 AM	Daily	12/16/21 - 1/3/22
United	B737	9:16 AM	11:35 AM	Daily	1/4/22 - 2/10/22
United	B737	9:30 AM	11:46 AM	Daily	2/11/22 - 3/26/22
United	E75L	3:30 PM	6:03 PM	SA	1/8/22 - 2/5/22
United	E75L	4:00 PM	6:26 PM	Daily	2/11/22 - 3/26/22
United	E75L	12:45 PM	3:18 PM	F, SU	12/24/21 - 1/2/22
<b>Dallas / Fort Worth</b>					
American	A319	12:20 PM	2:20 PM	Daily	11/27/21 - 1/3/22
American	A319	8:55 AM	11:03 AM	Daily	12/16/21 - 1/3/22
American	A319	12:25 PM	2:35 PM	Daily	1/4/22 - 3/26/21
American	A319	8:40 AM	10:50 AM	Daily	3/3/22 - 3/26/22
American	A319	6:30 PM	8:10 PM	Daily	3/27/22 - 4/4/22
American	A319	8:35 AM	10:17 AM	Daily	3/27/22 - 4/10/22
<b>Denver</b>					
United	A320	11:45 AM	1:14 PM	Daily	11/25/21 - 12/15/21
United	A320	7:05 PM	8:35 PM	Daily	11/26/21 - 2/10/22
United	E75L	1:55 PM	3:32 PM	Daily	12/27/21 - 12/15/21
United	A320	12:00 PM	1:34 PM	Daily	12/16/21 - 1/3/22
United	E75L	8:00 AM	9:42 AM	Daily	12/17/21 - 4/3/22
United	A320	11:25 PM	12:59 PM	Daily	1/4/22 - 2/10/22
United	A320	11:35 PM	1:00 PM	Daily	2/11/22 - 4/10/22
United	A319/E75L	3:40 PM	5:14 PM	Daily	12/16/21 - 4/10/21
United	E75L	3:42 PM	5:20 PM	Daily	1/6/22 - 2/10/22
United	A320	7:15 PM	8:42 PM	Daily	2/11/22 - 3/6/22
United	A320	7:15 PM	8:42 PM	Tu, Th, SA, SU	3/8/22 - 3/24/22
United	A320	7:15 PM	8:42 PM	Daily	3/25/22 - 4/9/22

United	E75L	1:25 PM	3:03 PM	F, SA	12/18/21 - 1/1/22
United	A319	1:50 PM	3:28 PM	Daily	2/11/22 - 4/3/22
<b>Houston</b>					
United	B737	9:35 AM	12:04 AM	Daily	12/16/21 - 1/3/22
United	B737	9:35 AM	12:04 AM	SA, SU	1/8/22 - 2/27/22
United	B737	9:35 AM	12:04 AM	Daily	3/4/22 - 3/26/22
<b>Los Angeles</b>					
American	CRJ7	11:25 AM	2:48 AM	Daily	1/4/22 - 3/26/22
American	CRJ7	8:20 AM	11:32 AM	Daily	12/16/21 - 1/3/22
American	CRJ7	8:20 AM	11:32 AM	Daily	3/27/22 - 4/4/22
Delta	E75L	10:20 AM	1:38 PM	Daily	12/18/21 - 4/3/22
United	E75L	8:15 AM	11:50 AM	Daily	12/16/21 - 2/10/22
United	E75L	9:00 AM	12:25 PM	Daily	2/11/22 - 3/26/22
<b>Minneapolis</b>					
Delta	A319	8:50 AM	10:24 AM	Daily	12/18/21 - 1/4/22
Delta	A319	11:20 AM	12:45 PM	SA	1/8/22 - 4/2/22
<b>Newark</b>					
United	B737	10:00 AM	1:12 PM	Daily	12/16/21 - 4/3/22
<b>New York - JFK</b>					
American	A319	10:07 AM	1:21 PM	Daily	12/16/21 - 1/3/22
American	A319	11:00 AM	2:30 PM	SA, SU	1/8/22 - 2/20/22
American	A319	11:00 AM	2:30 PM	Daily	2/21/22 - 4/4/22
<b>Salt Lake City</b>					
Delta	A319	11:05 AM	12:12 PM	Daily	11/25/21 - 12/17/21
Delta	A319	1:35 PM	2:37 PM	Daily	11/27/21 - 12/4/21
Delta	A319	8:22 PM	9:29 PM	Daily	11/27/21 - 12/4/21
Delta	A319	1:44 PM	2:44 PM	Daily	12/5/21 - 12/17/21
Delta	A319	8:14 PM	9:30 PM	Daily	12/5/21 - 1/4/22
Delta	E75L	9:50 AM	10:59 AM	Daily	3/7/22 - 4/10/22
Delta	A319	11:00 AM	12:11 PM	Daily	12/18/21 - 3/6/22
Delta	A319	11:04 AM	12:06 PM	Daily	3/7/22 - 4/10/22
Delta	A319	1:40 PM	2:43 PM	Daily	12/18/21 - 3/6/22
Delta	A319	1:37 PM	2:38 PM	Daily	3/7/22 - 4/10/22
Delta	A319	8:35 PM	9:41 PM	W, Th	3/7/22 - 4/9/22
Delta	A319	8:16 PM	9:30 PM	Daily	1/5/22 - 3/6/22
<b>San Diego</b>					
Alaska	E75L	11:50 PM	3:20 PM	Th, SA, SU	12/16/21 - 1/2/22
Alaska	E75L	9:40 AM	1:02 PM	W, SA, SU	1/5/22 - 2/16/22
Alaska	E75L	9:45 AM	1:07 PM	W, SA, SU	2/19/22 - 4/10/22
<b>San Francisco</b>					
United	E75L	10:35 AM	2:04 AM	Daily	12/16/21 - 1/3/22
United	E75L	6:00 PM	9:18 PM	SA	12/18/21 - 1/1/22

United	E75L	9:15 AM	12:41 PM	Daily	1/4/22 - 2/10/22
United	E75L	10:40 AM	1:44 PM	Daily	2/11/22 - 3/26/22
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Alaska	E75L	12:25 PM	3:30 PM	M, Th, F, SA, SU	2/17/22 - 4/10/22
<b>Seattle</b>					
Alaska	E75L	1:40 PM	4:40 PM	W, SA	11/27/21 - 12/15/21
Alaska	E75L	11:20 AM	2:21 PM	M, Th, F, SA, SU	12/16/21 - 2/14/22
Alaska	E75L	11:15 PM	2:16 PM	M, Th, F, SA, SU	2/17/22 - 3/7/22
Alaska	E75L	11:15 PM	2:16 PM	Daily	3/10/22 - 4/10/22
Delta	E75L	12:30 PM	3:35 PM	Daily	12/18/21 - 1/4/22

## Wyoming Air Service Enhancement Program Priority Rating Scorecard

Community Sponsor: Jackson Hole Air Improvement Resources (JH AIR)

Project No: ASJAC13

Scope: Continue winter air service on American Airlines to Dallas Fort Worth (DFW)

Final Score: 1205

Criteria	Priority	Definition	Qualification						Scoring Value	Score	Points Awarded	
Statutory Benefit	20	Increasing the number of enplanements at airports facing a possible loss of federal AIP funding	Brings total above 10,000 during first calendar year of contract						5	0	0	
			Brings total above 10,000 by second calendar year of contract						3			
			Does not bring above 10,000 but improves						1			
			Airport will already achieve 10,000 enplanements for any calendar year during proposed service						0			
		Increasing passenger enplanements at commercial airports in Wyoming	Year-round, annual service level	Or	Increase in enplanements of $\geq 50\%$	Forecasted increase in $\geq 5,000$ but $< 8,000$	Seasonal / leisure or recreation oriented service	Increase $\geq 6\%$	5	5	100	
					Increase $\geq 50\%$ , but $< 75\%$			$\geq 5,000$ but $< 8,000$	Increase $\geq 4\%$ but $< 6\%$			3
					Increase $\geq 25\%$ but $< 50\%$			$\geq 3,000$ but $< 3,000$	Increase $\geq 2\%$ but $< 4\%$			2
					Increase $< 25\%$			$< 3,000$	Increase $< 2\%$			1
		Increasing flight frequency or sustaining flight operations to regional airport hubs	Year-round, annual service level	$\geq 12$ flights / week			Seasonal / leisure or recreation oriented service	$\geq 4$ flights / week	5	5	100	
				$\geq 10$ flights, but $< 12$				$\geq 3$ but $< 4$ flights	3			
				$\geq 6$ flights, but $< 10$				$\geq 2$ but $< 3$ flights	2			
				$\geq 1$ flights, but $< 6$				$\geq 1$ but $< 2$ flights	1			
		Reducing passenger leakage to out of state airports	Project introduces carrier which is projected to be responsible for at least 90% of all capacity						5	2	40	
			Project introduces at least once daily jet service to airport						5			
			Project introduces a new marketing carrier with at least once daily, year-round service to a second hub airport						5			
			Project introduces a new carrier with at least once daily, year-round service to a third hub airport						3			
			Project introduces a second or third hub by the same marketing carrier						2			
			Project introduces additional capacity to same hub (Upgrading or additional flights)						2			
			Project introduces at least 2x weekly leisure service						1			
		Increasing the reliability of service	Reliability of airline is $\geq$ industry standard						6	6	120	
			Reliability of airline is $<$ industry standard, but $\geq 95\%$						3			
			Reliability of airline is $< 95\%$						1			
		Increasing the on-time performance of service	On-time performance of airline is $\geq$ industry standard						6			
			On-time performance of airline is $<$ industry standard, but $\geq 75\%$						3			
			On-time performance of airline is $< 75\%$						1			
		Lowers air fares	Project introduces a U/LCC airline						2	1	20	
			Project would increase monthly capacity/population ratio above .22						2			
			Project would increase monthly capacity/population ratio above .13						1			
			Project would improve monthly capacity/population ratio but not above .13						1			
Total Points Statutory Benefit										380		

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Economic Benefit	15	Economic impact from proposed air service	2020 ASEP ROI ≥ 50	14	14	210
			2020 ASEP ROI ≥ 21, but < 50	10		
			2020 ASEP ROI ≥ 10, but < 21	6		
			2020 ASEP ROI ≥ 4, but < 10	2		
		Total economic impact number calculated from 2020 ASEP ROI study / state dollars requested	Increase in excess of 400%	14	14	210
			Increase ≥ 300%, but < 400%	10		
			Increase ≥ 200%, but < 300%	6		
			Increase ≥ 200%	2		
Total Points Economic Benefit					420	
Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
		Community lead task force	Yes	5	5	50
			No	0		
		Market specific marketing plan for proposed service	Yes	3	3	30
			No	0		

Community Involvement	10	Historic involvement in air service	Yes	2	2	20
			No	0		
		Demonstrated community involvement with airline partner	Yes	2	2	20
			No	0		
		The applicant airport has fully pursued available federal funds for air service	Yes	4	4	40
			No	0		
		Community efforts to secure cash contribution as a match for air service MRG	Three (3) or more sources	8	8	80
			Two (2) or more sources	5		
			One (1) source	2		
		In-kind contributions as a percent of the total MRG	≥10%	5	5	50
			≥5% but <10%	3		
			≥0% but <5%	1		
			No in-kind contributions	0		
Max dollar contribution		# of dollars committed to service				
Total Points Community Involvement					290	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded		
Differentiating Characteristics	5	Core-Based Statistical Area (CBSA) population	Greater than or equal to 45,000	4	1	5		
			Greater than or equal to 35,000 but less than 45,000	2				
			Less than 35,000	1				
		Drive time to largest leaked out of state market	In excess of 280 miles	4	4	20		
			≥ 130 miles, but < 280 miles	2				
			< 130 miles	1				
		Proposed airline includes connective opportunities on airline branded and/or code-share flights at the destination	Yes	6	6	30		
			No	0				
		Airline interline/baggage agreement	Yes	2	3	15		
			No	0				
		Community engagement on, and periodic review of, pricing	Yes	3	3	15		
			No	0				
		Community engagement on scheduling	Yes	3	3	15		
			No	0				
		Scheduled times are ideal for type of service	Yes	2	2	10		
			No	0				
		State cost (MRG required) per available seat	< \$30	5	1	5		
			≥ \$30 but < \$50	2				
			≥ \$50	1				
		Total Points Differentiating Characteristics					115	
		Total Points					1205	

Revised May 2021



**WYOMING AERONAUTICS COMMISSION**  
**AIR SERVICE ENHANCEMENT PROGRAM GRANT REQUEST**

**INITIAL PROJECT SUMMARY**

Jackson Hole Air Improvement Resources (JH AIR)

**ORGANIZATION NAME:**

**SCOPE:** Service on Delta Air Lines

**PROVIDER/HUB:** Delta Airlines

**TYPE OF CONTRACT:** Minimum Revenue Guarantee (MRG)

**NEW OR EXISTING:** New request for continuing and expanding seasonal winter service to Atlanta Hartsfield-Jackson (ATL)

**PRIORITY RATING MODEL SCORE:** 1360/ 1415

**REQUEST DATE:** April 4, 2022

**AIRPORT:** Jackson Hole Airport

**PROJECT NO:** ASJAC14

**CONTRACT TERM:** December 2022 - April 2023

**STAFF RECOMMENDATION:** Approve at a state match of 40% with a dollar amount not to exceed \$60,000

**INTENDED BENEFITS:**

Primary Air Service: This does not meet the Commission's definition of Primary Air Service.

Economic Benefit: The service service is expected to provide \$6.6 million in additional visitor spend to the area.

Enplanements: This service is expected to generate around 4,000 enplanements for the service period.

Passengers Under Contract: This service would be responsible for approximately 7% of JAC's seasonal capacity.

Passenger Retention: Pre-pandemic, the 19/20 winter period, JAC retained 79% of its local passengers. With the addition of this service, we'd expect retention to remain the same or improve slightly as this service is designed to bring passengers into JAC however. Local passenger increases during peak seasonal months due to the increase in available flights.

Capacity: This service would be responsible for 11,000 seats to Atlanta.

Air Fares: Jackson's fares are typically the highest in the state of Wyoming. The air fares being charged are comparable to other ski resort destinations across the country. JHAIR continually evaluates booking volume and fares, and holds weekly conference calls with it's airline partners to review air fares being charged.

**BASELINE:** December 2020 - April 2021 (Cumulative Airport Figures)

Enplanements: 144,876

Passengers Under Contract: 4,300(ATL, estimated)

Passenger Retention: 79.0%

Capacity: 265,335 (One-way)

Air Fares: \$205 (One-way)

<i>From Application</i>	<b>THIS APPLICATION</b>			<b>PREVIOUS GRANT</b>		
	STATE	LOCAL	TOTAL	STATE	LOCAL	TOTAL
<b>PERCENTAGE:</b>	40.0%	60.0%	100.0%	40.0%	60.0%	100%
<b>AMOUNT:</b>	\$60,000	\$90,000	\$150,000	\$80,000	\$120,000	\$200,000

**NEGOTIATIONS:** Negotiations for this contract were conducted in their entirety by JHAIR and Delta Air lines. Contract numbers provided by Delta appear reasonable to the division staff.

**FLIGHT SCHEDULE:** Attached

**CONNECTION TIMES MAXIMIZED:** Yes - Flights under this agreement have historically been well timed for connections.

**BEGIN SERVICE:** Mid December 2022

**AIRCRAFT:** Boeing 737 or 757

**OPERATIONAL RESTRICTIONS:** None with this aircraft type

**MARKETING FOR THIS SERVICE:** Collective effort through Jackson Hole Mountain Resort, Tourism Board, and Central Reservations. Well developed marketing mixes, strategies and goals.

**LOCAL DOLLARS FOR MARKETING:** \$2 Million for all airlines service

**STANDARDIZED AIRLINE PROFIT %:** 10%

**ADDITIONAL/VETTING NOTES:** \*This project is one of two requests by JHAIR for this season and is below their 2018/2019 original grant of \$250,000 dollars which was later amended down further and similar to the 2020/2021 requests with a \$20,000 reduction. Staff reards this project as a good use of state funds under the intended benefits of the ASEP.

<i>From Aeronautics Database</i>	<b>RECOMMENDATION</b>		
	STATE	LOCAL	TOTAL
<b>PERCENTAGE:</b>	40.0%	60.0%	100.0%
<b>AMOUNT:</b>	\$60,000	\$90,000	\$150,000

# Air Service Enhancement Program (ASEP) Grant Application

1. Name of the community sponsor applying for the ASEP grant;

Jackson Hole Air Improvement Resources (JH AIR)

2. Please provide the funds sought from the ASEP as well as other sources of funding for the MRG;

	\$ Amount	% of Total
Local Contribution	\$90,000	60%
Sought from ASEP	60,000	40%
Total MRG required	\$150,000	100%

Additional Comments:

JH AIR is requesting an ASEP Grant to support a contract with Delta Air Lines for Winter 2022-23. This contract will complement MRG service provided by American and United Airlines.

Delta ATL will provide 94 operations utilizing the B757 aircraft. We are working with Delta to continue service from Minneapolis, Salt Lake City and Los Angeles. It was interesting to note that AA won the JFK market share, and Alaska the SEA share. Delta appears to be more comfortable working through their hubs, so while it appears we 'lost' two cities, our seat winter 2022-23 count remains comparable with winter 2021-22 @ 76,384 seats.

3. Name of the marketing and operating airline(s) or prospective airline(s);

*Ex: United Express operated by SkyWest Airlines*

Delta Air Lines

4. Schedule Information;

- a. Is this year-round or seasonal service?

☐ Year-round ☒ Seasonal

- b. Schedule specifics: Please attach as much flight schedule information as available at the time of application either separately or with the attached table, include effective and discontinue dates. This information may be updated with future addendums. Note: If this is for an incumbent ASEP supported projected and there are no changes to the schedule then please indicate "No Change" below.

☐ Attached ☐ No Change

5. Please provide by attachment the anticipated or forecasted levels of enplanements at the airport before or without the proposed service and the additional enplanements the proposed service would bring:

*Ex: 1<sup>st</sup> month of service: 1,200, 2<sup>nd</sup> month: 1,250*

6. Please provide the anticipated increased capacity (seats available) associated with the proposed service and specify one-way or the bi-directional total;

The number of seats both from ATL (MRG service) and total including all markets for winter, remains the same, 18,706 and 76,384 respectively.

7. What is the passenger facility charge (PFC) at the airport?

\$4.50

8. Please provide an attachment with any additional revenue the airport may receive as a result of the additional service excluding PFCs

9. Please indicate whether the community has a task force dedicated to air service development and briefly explain its role.

The Jackson business community created JH AIR, a 501c6 non profit organization for the purpose of contracting air service to Jackson Hole, WY. The JH AIR Board represents community leadership including hospitality, resorts, banks, and our local hospital (see attached masthead).

10. Does the airport or community sponsor have a marketing plan to coincide with the proposed service?

☒ Yes ☐ No

- a. If no, **will** the airport or community sponsor have a marketing plan ready to be executed two (2) months before the proposed start date?

☐ Yes ☐ No

- b. If yes, please attach all supporting information and include a budgeted list of expected expenditures:

*Ex: Television: \$10,000, Newspapers: \$5,000, etc.*

11. Has the airport sought or **will** seek funds from the WYDOT marketing grant match to coincide with the service?

☐ Yes ☒ No

12. Please provide examples of community or airport involvement with air service development in the past two (2) years from the time of this application.

*Ex: Attending ACI JumpStart events, Routes, airline visits or other conferences for air service development.*

REMAINS UNCHANGED: JH AIR operates as the contractor for airline service on behalf of the community. JH Chamber of Commerce, Travel & Tourism, Central Reservations and JH Mountain Resort collaborate with JH AIR on our marketing approach to support air service to Jackson Hole. Approximate winter community spend on marketing support for airlines: \$2,000,000. This includes traditional marketing, social, print and data based communication.

13. Please indicate and provide brief examples if the airport or the community sponsor has shown a level of involvement with the participating airline.

*Ex: In-person meetings with airline staff, seeking cooperative promotional efforts with the airline.*

REMAINS UNCHANGED: The JH AIR Board/ED is very engaged with our airline partners as exemplified by the Airline Rendezvous - an event to which we invite our airline partners, WYDOT/Aeronautics leadership, legislators, WY airport directors and local leadership. The 2022 Airline Rendezvous is scheduled to take place August 31 - September 2, 2022. In order to manage this event, local business partners provide complimentary lodging, meals, activities, etc.

The Exec Committee members, ED and Airport Director meet with each of the airline network planning teams at their HQ (AA/DFW, DL/ATL, UA/ORD and AS/SEA).

We are tracking advance booking reports weekly, and overlaying that with a third party company that tracks 20 hotelier/property management companies advance booking reports. We are hoping Wyoming Aeronautics will be able to contract for the weekly fare shop during winter 2022-23.

14. Please indicate if the airport has been granted a Small Community Air Service Development (SCASD) grant that will be used with the proposed service or **will** apply within a year after the ASEP application year.

☐ Yes

☒ No

15. Airline code share and interline agreement;

- a. Does the participating airline have a code-share, interline or baggage agreement with a carrier at the destination hub? If yes, please indicate what airline and/or airline alliance. If no, please elaborate why.

REMAINS UNCHANGED: Three of the four airlines flying winter service to Jackson Hole are considered legacy carriers (American, Delta and United), with all three flying service to international destinations, and when code share partners are involved (example Delta & Qantas Airlines) a seamless guest experience is provided.

Alaska Airlines (our 4th carrier) is lock step with American (sharing loyalty points/fare agreements) - a partnership that also includes JetBlue.

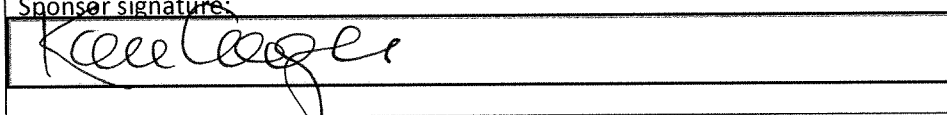
We continue to experience a loss of international visitation as a result of the pandemic/country lockdowns, but expect demand will rebound as countries around the world re-open.

16. Has the community sponsor or airport undertaken efforts previously, or **will** take a progressive role regarding price controls, revenue management or scheduled times for the proposed service? Commitment to a provided example will count towards future efforts. Please provide examples.

*Ex: Community sponsor or airport has or will visit in-person with partnering airline and specifically address pricing, revenue management or desired schedule times to improve traffic or connections; Community sponsor or airport has or will have continuous discussions regarding price controls, revenue management, or schedule; airline agrees contractually to maintain competitive fare practices.*

REMAINS UNCHANGED: As noted above, we spend time with our airline partners, discussing demand and pricing through our lens. The pandemic created a completely different cadance with regard to timing and how people were traveling. We also attracted a lot of non-skiers during the height of the pandemic. We have experienced a return to a more historic Jackson Hole Winter visitor; younger, higher income, longer stay, higher spend. As that dynamic has shifted, so too did demand for airline seats, thus an increase in fare pricing. Our involvement with RM/Pricing will increase as national pricing shifts to ensure Jackson Hole remains competitively priced.

17. Signature of the individual completing this application:

Sponsor signature:	Date:
	4/3/22

To the best of my knowledge the above information in this application is true, accurate and complete

**Contact Information:**

Please provide all pertinent contacts relating to this grant request beginning with the individual who completed the application, followed by airline contacts (Planning, scheduling, pricing), airport contacts, and local supporters.

Name (Signee): <u>Kari Cooper</u> Email: <u>kari.c.cooper@gmail.com</u> Address: <u>PO Box 7767</u> Zip: <u>83001</u>	Company or Affiliation: <u>JH AIR</u> Phone: <u>307-690-0397</u> City: <u>Jackson</u> State: <u>WY</u>
Name: <u>Kristal Vaughn</u> Email: <u>kristal.vaughn@delta.com</u> Address: <u>Deptment 661, PO Box 20706</u> Zip: _____	Company or Affiliation: <u>Delta Air Lines</u> Phone: _____ City: <u>Atlanta</u> State: <u>GA</u>
Name : _____ Email: _____ Address: _____ Zip: _____	Company or Affiliation: _____ Phone: _____ City: _____ State: _____
Name : _____ Email: _____ Address: _____ Zip: _____	Company or Affiliation: _____ Phone: _____ City: _____ State: _____
Name : _____ Email: _____ Address: _____ Zip: _____	Company or Affiliation: _____ Phone: _____ City: _____ State: _____
Name : _____ Email: _____ Address: _____ Zip: _____	Company or Affiliation: _____ Phone: _____ City: _____ State: _____

## Attachments

Please see attached Winter Schedule - inbound only

## 1. Schedule

[illegible]

# Winter Inbound Non-Stop Jet Service

2021/22 Season

AIRLINE	PLANE	DEPARTS	ARRIVES	FREQUENCY	DATES
<b>Atlanta</b>					
Delta	B752	11:00 AM	1:13 PM	Daily	12/18/21 - 1/4/22
Delta	B752	9:55 AM	11:43 AM	M, Th, F, SA, SU	1/6/22 - 2/21/22
Delta	B752	9:55 AM	11:43 AM	Daily	2/24/2022 - 4/3/22
<b>Charlotte</b>					
American	A319	9:50 AM	12:21 PM	SA	12/18/21 - 4/2/22
<b>Chicago</b>					
American	A319	10:26 AM	12:41 PM	Daily	12/16/21 - 1/3/22
American	CRJ7	10:15 AM	12:25 PM	Daily	1/4/22 - 2/16/22
American	A319	10:15 AM	12:25 PM	Daily	2/17/22 - 3/26/22
American	CRJ7	8:30 AM	10:53 AM	SA	12/18/21 - 1/1/22
American	A319	9:50 AM	11:50 AM	Daily	3/27/22 - 4/4/22
American	A319	1:15 PM	3:27 PM	Daily	3/27/22 - 4/4/22
United	B737	8:50 AM	11:09 AM	Daily	12/16/21 - 1/3/22
United	B737	9:16 AM	11:35 AM	Daily	1/4/22 - 2/10/22
United	B737	9:30 AM	11:46 AM	Daily	2/11/22 - 3/26/22
United	E75L	3:30 PM	6:03 PM	SA	1/8/22 - 2/5/22
United	E75L	4:00 PM	6:26 PM	Daily	2/11/22 - 3/26/22
United	E75L	12:45 PM	3:18 PM	F, SU	12/24/21 - 1/2/22
<b>Dallas / Fort Worth</b>					
American	A319	12:20 PM	2:20 PM	Daily	11/27/21 - 1/3/22
American	A319	8:55 AM	11:03 AM	Daily	12/16/21 - 1/3/22
American	A319	12:25 PM	2:35 PM	Daily	1/4/22 - 3/26/21
American	A319	8:40 AM	10:50 AM	Daily	3/3/22 - 3/26/22
American	A319	6:30 PM	8:10 PM	Daily	3/27/22 - 4/4/22
American	A319	8:35 AM	10:17 AM	Daily	3/27/22 - 4/10/22
<b>Denver</b>					
United	A320	11:45 AM	1:14 PM	Daily	11/25/21 - 12/15/21
United	A320	7:05 PM	8:35 PM	Daily	11/26/21 - 2/10/22
United	E75L	1:55 PM	3:32 PM	Daily	12/27/21 - 12/15/21
United	A320	12:00 PM	1:34 PM	Daily	12/16/21 - 1/3/22
United	E75L	8:00 AM	9:42 AM	Daily	12/17/21 - 4/3/22
United	A320	11:25 PM	12:59 PM	Daily	1/4/22 - 2/10/22
United	A320	11:35 PM	1:00 PM	Daily	2/11/22 - 4/10/22
United	A319/E75L	3:40 PM	5:14 PM	Daily	12/16/21 - 4/10/21
United	E75L	3:42 PM	5:20 PM	Daily	1/6/22 - 2/10/22
United	A320	7:15 PM	8:42 PM	Daily	2/11/22 - 3/6/22
United	A320	7:15 PM	8:42 PM	Tu, Th, SA, SU	3/8/22 - 3/24/22
United	A320	7:15 PM	8:42 PM	Daily	3/25/22 - 4/9/22



United	E75L	1:25 PM	3:03 PM	F, SA	12/18/21 - 1/1/22
United	A319	1:50 PM	3:28 PM	Daily	2/11/22 - 4/3/22
<b>Houston</b>					
United	B737	9:35 AM	12:04 AM	Daily	12/16/21 - 1/3/22
United	B737	9:35 AM	12:04 AM	SA, SU	1/8/22 - 2/27/22
United	B737	9:35 AM	12:04 AM	Daily	3/4/22 - 3/26/22
<b>Los Angeles</b>					
American	CRJ7	11:25 AM	2:48 AM	Daily	1/4/22 - 3/26/22
American	CRJ7	8:20 AM	11:32 AM	Daily	12/16/21 - 1/3/22
American	CRJ7	8:20 AM	11:32 AM	Daily	3/27/22 - 4/4/22
Delta	E75L	10:20 AM	1:38 PM	Daily	12/18/21 - 4/3/22
United	E75L	8:15 AM	11:50 AM	Daily	12/16/21 - 2/10/22
United	E75L	9:00 AM	12:25 PM	Daily	2/11/22 - 3/26/22
<b>Minneapolis</b>					
Delta	A319	8:50 AM	10:24 AM	Daily	12/18/21 - 1/4/22
Delta	A319	11:20 AM	12:45 PM	SA	1/8/22 - 4/2/22
<b>Newark</b>					
United	B737	10:00 AM	1:12 PM	Daily	12/16/21 - 4/3/22
<b>New York - JFK</b>					
American	A319	10:07 AM	1:21 PM	Daily	12/16/21 - 1/3/22
American	A319	11:00 AM	2:30 PM	SA, SU	1/8/22 - 2/20/22
American	A319	11:00 AM	2:30 PM	Daily	2/21/22 - 4/4/22
<b>Salt Lake City</b>					
Delta	A319	11:05 AM	12:12 PM	Daily	11/25/21 - 12/17/21
Delta	A319	1:35 PM	2:37 PM	Daily	11/27/21 - 12/4/21
Delta	A319	8:22 PM	9:29 PM	Daily	11/27/21 - 12/4/21
Delta	A319	1:44 PM	2:44 PM	Daily	12/5/21 - 12/17/21
Delta	A319	8:14 PM	9:30 PM	Daily	12/5/21 - 1/4/22
Delta	E75L	9:50 AM	10:59 AM	Daily	3/7/22 - 4/10/22
Delta	A319	11:00 AM	12:11 PM	Daily	12/18/21 - 3/6/22
Delta	A319	11:04 AM	12:06 PM	Daily	3/7/22 - 4/10/22
Delta	A319	1:40 PM	2:43 PM	Daily	12/18/21 - 3/6/22
Delta	A319	1:37 PM	2:38 PM	Daily	3/7/22 - 4/10/22
Delta	A319	8:35 PM	9:41 PM	W, Th	3/7/22 - 4/9/22
Delta	A319	8:16 PM	9:30 PM	Daily	1/5/22 - 3/6/22
<b>San Diego</b>					
Alaska	E75L	11:50 PM	3:20 PM	Th, SA, SU	12/16/21 - 1/2/22
Alaska	E75L	9:40 AM	1:02 PM	W, SA, SU	1/5/22 - 2/16/22
Alaska	E75L	9:45 AM	1:07 PM	W, SA, SU	2/19/22 - 4/10/22
<b>San Francisco</b>					
United	E75L	10:35 AM	2:04 AM	Daily	12/16/21 - 1/3/22
United	E75L	6:00 PM	9:18 PM	SA	12/18/21 - 1/1/22

United	E75L	9:15 AM	12:41 PM	Daily	1/4/22 - 2/10/22
United	E75L	10:40 AM	1:44 PM	Daily	2/11/22 - 3/26/22
United	E75L	6:00 PM	9:29 PM	Daily	2/11/22 - 3/26/22
Alaska	E75L	9:10 AM	12:15 PM	M, Th, F, SA, SU	12/16/21 - 1/3/22
Alaska	E75L	12:10 PM	3:18 PM	M, Th, F, SA, SU	1/6/22 - 2/14/22
Alaska	E75L	12:25 PM	3:30 PM	M, Th, F, SA, SU	2/17/22 - 4/10/22
<b>Seattle</b>					
Alaska	E75L	1:40 PM	4:40 PM	W, SA	11/27/21 - 12/15/21
Alaska	E75L	11:20 AM	2:21 PM	M, Th, F, SA, SU	12/16/21 - 2/14/22
Alaska	E75L	11:15 PM	2:16 PM	M, Th, F, SA, SU	2/17/22 - 3/7/22
Alaska	E75L	11:15 PM	2:16 PM	Daily	3/10/22 - 4/10/22
Delta	E75L	12:30 PM	3:35 PM	Daily	12/18/21 - 1/4/22

## Wyoming Air Service Enhancement Program Priority Rating Scorecard

Community Sponsor: Jackson Hole Air Improvement Resources (JH AIR)

Project No: ASJAC14

Scope: Continue winter air service on Delta Airlines to Atlanta (ATL)

Final Score: 1360

Criteria	Priority	Definition	Qualification						Scoring Value	Score	Points Awarded	
Statutory Benefit	20	Increasing the number of enplanements at airports facing a possible loss of federal AIP funding	Brings total above 10,000 during first calendar year of contract						5	0	0	
			Brings total above 10,000 by second calendar year of contract						3			
			Does not bring above 10,000 but improves						1			
			Airport will already achieve 10,000 enplanements for any calendar year during proposed service						0			
		Increasing passenger enplanements at commercial airports in Wyoming	Year-round, annual service level	Or	Increase in enplanements of $\geq 75\%$	Forecasted increase in $\geq 5,000$ but $< 8,000$	Seasonal / leisure or recreation oriented service	Increase $\geq 6\%$	5	5	100	
					Increase $\geq 50\%$ , but $< 75\%$			$\geq 5,000$ but $< 8,000$	Increase $\geq 4\%$ but $< 6\%$			3
					Increase $\geq 25\%$ but $< 50\%$			$\geq 3,000$ but $< 3,000$	Increase $\geq 2\%$ but $< 4\%$			2
					Increase $< 25\%$			$< 3,000$	Increase $< 2\%$			1
		Increasing flight frequency or sustaining flight operations to regional airport hubs	Year-round, annual service level	$\geq 12$ flights / week			Seasonal / leisure or recreation oriented service	$\geq 4$ flights / week	5	5	100	
				$\geq 10$ flights, but $< 12$				$\geq 3$ but $< 4$ flights	3			
				$\geq 6$ flights, but $< 10$				$\geq 2$ but $< 3$ flights	2			
				$\geq 1$ flights, but $< 6$				$\geq 1$ but $< 2$ flights	1			
		Reducing passenger leakage to out of state airports	Project introduces carrier which is projected to be responsible for at least 90% of all capacity						5	2	40	
			Project introduces at least once daily jet service to airport						5			
			Project introduces a new marketing carrier with at least once daily, year-round service to a second hub airport						5			
			Project introduces a new carrier with at least once daily, year-round service to a third hub airport						3			
			Project introduces a second or third hub by the same marketing carrier						2			
			Project introduces additional capacity to same hub (Upgrading or additional flights)						2			
			Project introduces at least 2x weekly leisure service						1			
		Increasing the reliability of service	Reliability of airline is $\geq$ industry standard						6	12	240	
			Reliability of airline is $<$ industry standard, but $\geq 95\%$						3			
			Reliability of airline is $< 95\%$						1			
		Increasing the on-time performance of service	On-time performance of airline is $\geq$ industry standard						6			
			On-time performance of airline is $<$ industry standard, but $\geq 75\%$						3			
			On-time performance of airline is $< 75\%$						1			
		Lowers air fares	Project introduces a U/LCC airline						2	2	40	
			Project would increase monthly capacity/population ratio above .22						2			
			Project would increase monthly capacity/population ratio above .13						1			
			Project would improve monthly capacity/population ratio but not above .13						1			
Total Points Statutory Benefit										520		

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Economic Benefit	15	Economic impact from proposed air service	2020 ASEP ROI ≥ 50	14	14	210
			2020 ASEP ROI ≥ 21, but < 50	10		
			2020 ASEP ROI ≥ 10, but < 21	6		
			2020 ASEP ROI ≥ 4, but < 10	2		
		Total economic impact number calculated from 2020 ASEP ROI study / state dollars requested	Increase in excess of 400%	14	14	210
			Increase ≥ 300%, but < 400%	10		
			Increase ≥ 200%, but < 300%	6		
			Increase ≥ 200%	2		
		Total Points Economic Benefit				
Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
		Community lead task force	Yes	5	5	50
			No	0		
		Market specific marketing plan for proposed service	Yes	3	3	30
			No	0		

Community Involvement	10	Historic involvement in air service	Yes	2	2	20
			No	0		
		Demonstrated community involvement with airline partner	Yes	2	2	20
			No	0		
		The applicant airport has fully pursued available federal funds for air service	Yes	4	4	40
			No	0		
		Community efforts to secure cash contribution as a match for air service MRG	Three (3) or more sources	8	8	80
			Two (2) or more sources	5		
			One (1) source	2		
		In-kind contributions as a percent of the total MRG	≥10%	5	5	50
			≥5% but <10%	3		
			≥0% but <5%	1		
			No in-kind contributions	0		
Max dollar contribution		# of dollars committed to service				
Total Points Community Involvement					290	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Differentiating Characteristics	5	Core-Based Statistical Area (CBSA) population	Greater than or equal to 45,000	4	1	5
			Greater than or equal to 35,000 but less than 45,000	2		
			Less than 35,000	1		
		Drive time to largest leaked out of state market	In excess of 280 miles	4	4	20
			≥ 130 miles, but < 280 miles	2		
			< 130 miles	1		
		Proposed airline includes connective opportunities on airline branded and/or code-share flights at the destination	Yes	6	6	30
			No	0		
		Airline interline/baggage agreement	Yes	2	2	10
			No	0		
		Community engagement on, and periodic review of, pricing	Yes	3	3	15
			No	0		
		Community engagement on scheduling	Yes	3	3	15
			No	0		
		Scheduled times are ideal for type of service	Yes	2	2	10
			No	0		
		State cost (MRG required) per available seat	< \$30	5	5	25
			≥ \$30 but < \$50	2		
			≥ \$50	1		
		Total Points Differentiating Characteristics				
Total Points					1360	

Revised May 2021

# Jackson Hole Airport

## Winter 2020/21 Passenger Research

### Preliminary Results | April 2021



**Prepared for:**



**Prepared by:**





# Report Outline

- Research Methods
- Executive Summary
- Business Volume
- Visitor Type and Geography
- Visitor Demographics
- Trip Planning
- Trip Purpose & Activities
- Spend and Economic Impact
- Ratings of Experience



# Research Methods

## Data Collection

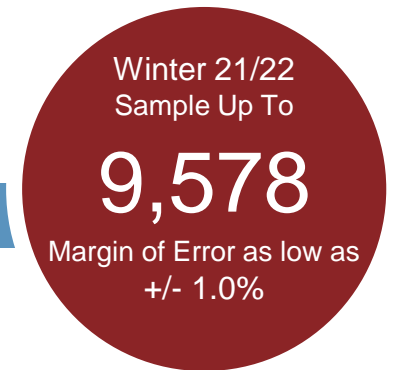
- Winter and summer survey research at JAC has been ongoing since Winter 2002/03 and Summer 2003. A sweepstakes drawing is offered as an incentive.
- For the first 17 winters – from the 2002/03 through 2018/19 seasons – the research was conducted via paper surveys, which were available at three free-standing stations in the terminal.
- Starting in Winter 2019/20, an online version of the survey was initiated, distributed to all persons attempting to access the airport-wide wifi network. In Winter 2019/20 both paper (n=399) *and* wifi (n=3,338) surveys were collected; in winter 2020/21 and 2021/22, the survey was fielded online only.

## Data Treatment and Reporting

- This report includes data for the past three winters – 2021/22, 2020/21, and 2019/20. While the 2019/20 season utilized both paper and online surveys, only online survey responses (the bulk of the 19/20 sample) are shown for 19/20 in this report. Because the two different data collection methods captured different audiences (e.g., different age groups, visitor types), the paper and online samples are not combined.
- Results are weighted to be proportionate to passenger volume by outgoing flight.
- Full-Time Residents (FTRs) were surveyed, but most questions focus on Visitors and Part-Time Residents (PTRs). FTRs are excluded from results reporting unless specifically noted.

## Survey Responses

- The 2021/22 data in this report reflects online surveys completed December 17, 2021, through March 31, 2022.
- The online survey yielded a *maximum* sample size of 9,578 responses – an impressive 5.4% of all passengers – with margin of error as low as +/-1.3 percentage points.
- However, to reduce burden and length for individual users, most questions on the survey are only fielded to a random subset of respondents. Additionally, as noted above, many questions are only asked of Visitors and PTRs. Because of this, the sample size (and thus margin of error) varies for each specific question. Sample sizes are displayed in the data tables that accompany this report.
  - For n=1,000 margin of error is +/- 3.1%; for n=750 error margin is +/- 3.6%; for n=500 error margin is +/-4.4%
  - The lowest sample size with a margin of error within +/- 5% is n=380



# Executive Summary

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## Business Volume

- **Enplanements strongly rebound to new highs.** The impact of COVID-19 on air travel has started to decline. Air travel has been showing signs of recovery at JAC since Winter 20/21, with further growth in Summer 2021 and Winter 21/22.
  - JAC winter 21/22 enplanements (Dec-Mar) were up 34% from 20/21, and up 16.9% from the prior high reached in 18/19.
  - Combined 8-month enplanements for Summer 2021 & Winter 21/22 were up 81.6% from the Summer 2020 & Winter 20/21 total.
- **Seats & flights steady.** JAC available seats were steady this winter, decreasing 0.3% from winter 20/21, consistent with a nearly flat 1.8% increase in total volume of flights. This slight increase is still noteworthy, as it comes at a time where JAC had cut some airlines (Allegiant, Frontier, and Sun Country) and their associated flights.
  - The **load factor** rose to 73.7% this winter from 54.8% last winter (+18.9 points), reflecting the rebound in enplanement numbers.
- Viewed on a monthly basis, a **modest growth trend** is evident for JAC. Enplanements are expected to continue to grow as more Americans attempt to get out of their houses and make up for the time lost to COVID-19.

## Visitor Type

- Among passengers surveyed this winter, there was a slight **decrease in the share of visitors** (-1 ppt) – and corresponding increase in share of full-time local residents (+1 ppt; “FTRs”) and Part-time residents (+1 ppt; “PTRs”) – in comparison to 2020/21.

## Geographic Origin (Visitors/PTRs only)

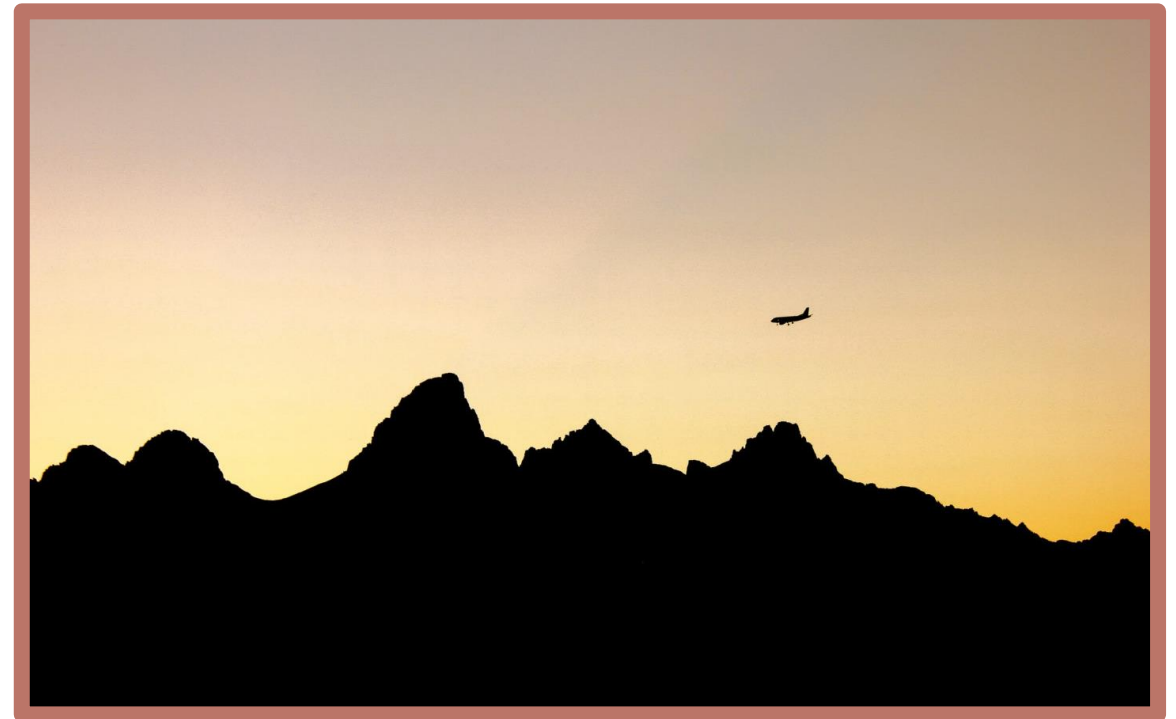
- Geographic origins have started to return to pre-COVID levels with the reduction in COVID-19 concern among the public contributing to a noteworthy shift in the visitor profile over the past year.
  - The share of visitors from the **South fell** -10 percentage points [ppt] in winter 21/22 (vs. winter 20/21), returning closer to just above winter 2019/20 response levels (+5 ppt vs. winter 19/20). Alongside the drop in southerners (30% of all 21/22 visitors/PTRs were from the South), this winter saw a moderate **increase** in the share of visitors/PTRs from the **Northeast** (+7 ppt to 24%) and the **West** (+5 ppt to 28%), a slight **decrease** in **Midwest** (-1 ppt to 14%), with foreign countries holding steady (4%).
    - Southern states saw similar decreases – Texas (3.5 ppt), Florida (-1.2 ppt), Georgia (-0.8 ppt) and North Carolina (-0.9 ppt) all fell from winter 20/21 responses.
  - Making up these losses and **rebounding** to near winter 19/20 responses – **California** (+3.3 ppt), **New York** (+3.5 ppt), and **Colorado** (+1.3 ppt) saw the greatest increases.



# Executive Summary

## Demographics (Visitors/PTRs only)

- Consistent with winter 20/21, visitors/PTRs skewed male with no noteworthy changes.
- The **age profile remained younger** this winter, after lowering in 20/21 the average age demographic has held at just under 40 years.
- Household mix has remained largely the same from last season, with the largest groups being singles and households with children.
- **Household income is up** somewhat from last winter.
- Visitors/PTRs were most likely to be traveling with a spouse or significant other (34%), other family/children/relatives (28%), and/or friends (21%), although a notable share were traveling alone (26%). Consistent with the younger age profile, an **increased share traveled with their spouse/significant other** this winter (+5 ppts).
- Albeit down slightly from last winter, a **majority** of visitors this winter were making their **first winter trip to JH** (-3 ppt to 53%).



## Trip Planning

- **Most visitors and PTRs (54%) considered JH area a positive aspect** in terms of proximity and convenience to destinations in the area with 38% stated that this was a significant reason for choosing JH area.
- With COVID-19 uncertainties around the feasibility and safety of traveling lowering, we're seeing **a return to pre-COVID levels in travel planning and booking lead times** this winter among visitors and PTRs.
- **Most travelers** (69% of all respondents this winter) ultimately **booked their flights via airline websites**, followed distantly by other booking methods, including 17% with other websites (Google Flights, Expedia, Kayak, etc.) and 10% with credit card rewards sites.
- 29% of all respondents report that they and/or someone in their travel party booked with **frequent flier miles**, similar to the prior two winters.

# Executive Summary

## Trip Purpose & Activities, and Ratings of Experience in JH (visitors/PTRs only)

- **Downhill skiing and snowboarding** remained the most common trip purpose this winter, with shares (66%) up (5 ppt) from the last winter. In contrast, there was found a decrease of shares citing **other leisure** (-5 ppt) as the main purpose of their trip.
- Mirroring the shifts in trip purpose, there was a rebound in the share who participated in **downhill skiing/snowboarding** on their trip (up 15 ppt from last winter). Conversely, there were decreases across shares of **off-mountain activities**.
- **Ratings** of the JH experience were **positive in all aspects** this winter, with 9 of 13 items scoring 4.5+ out of 5. All 13 categories remaining high, either on part or slightly lower than the previous winter by margins of 0.0 – 0.2 point. The **NPS score increased** slightly at 71% this winter vs. 67% last winter.

## Spend and Economic Impact (visitors/PTRs only)

- Led by a 34.1% increase in enplanements, aggregate **spending by JAC visitors was up this winter**, as self-reported per capita daily spending was also up.
  - Total estimated visitor spend was \$267 million this winter, up 56% from 20/21, becoming the highest visitor spending to date.
  - The increase in visitor spend this winter translated to an increased **tax impact** this winter (compared to 20/21), also rising above the 18/19 season highs.

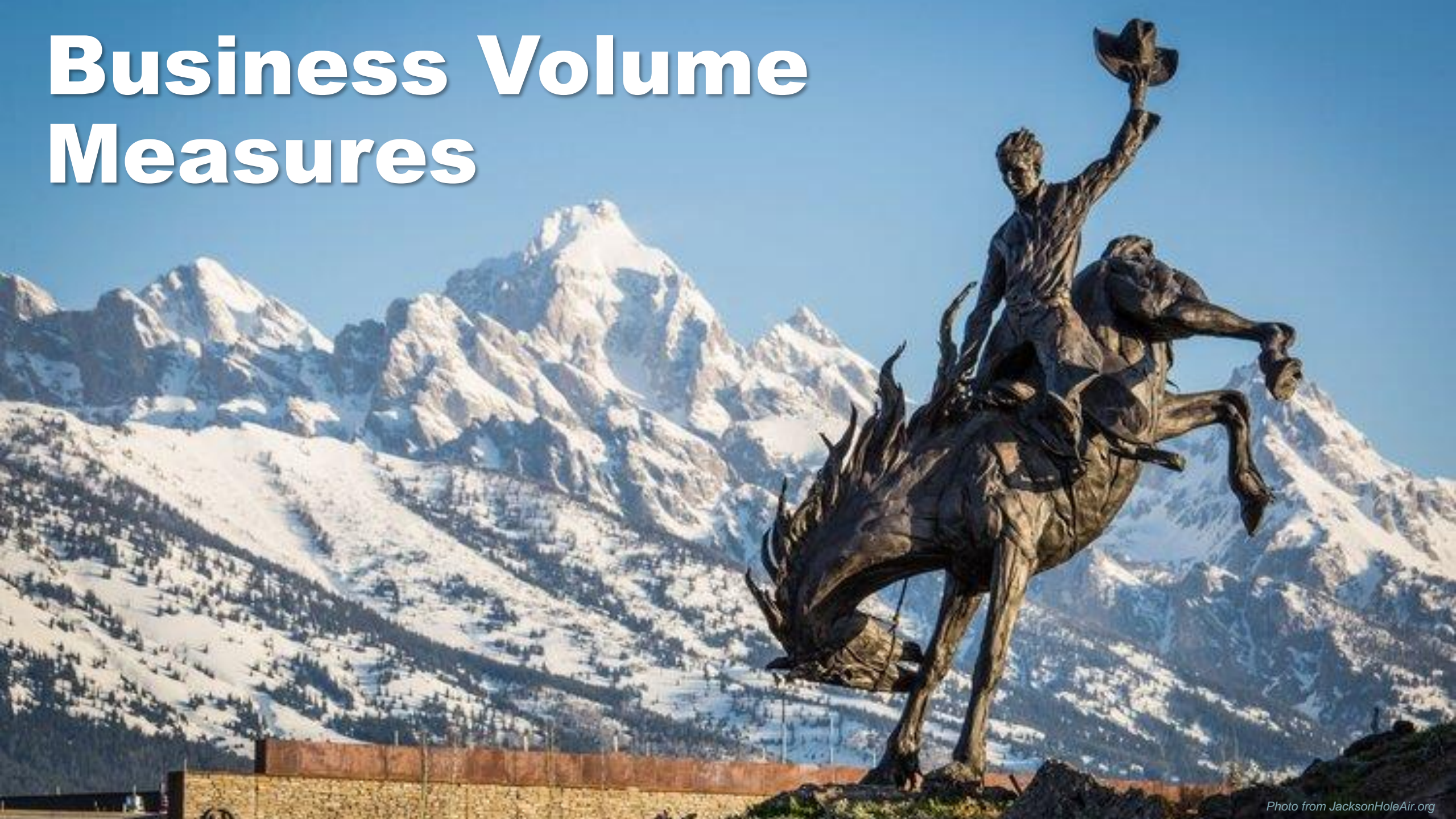
## Ratings of flight service and the airport (all respondents)

- **While overall high, were slightly lower** than last winter. 10 of the 14 categories had average ratings of 4 or higher (out of a 5-point scale), though when compared to the two previous winters were lower by a margin of 0.0 – 0.4. With the smallest margins typically being the **highest scoring group, employees**
  - The lowest scores and greatest decreases YOY were; cost of flights (-0.4 to 3.4), convenience of flights (-0.3 to 3.8), and convenience of group transport (-0.4 to 3.8)





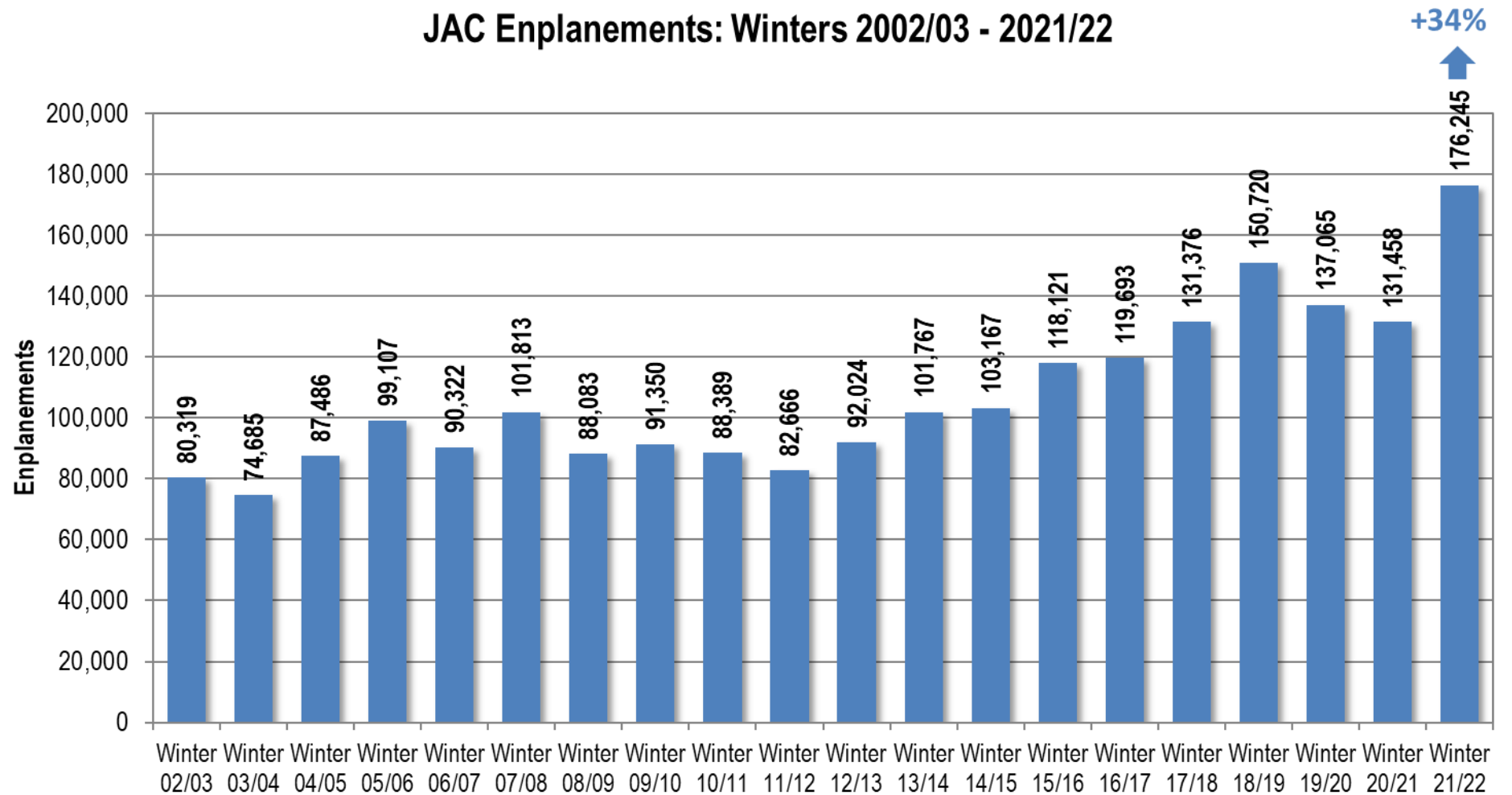
# Business Volume Measures



# JAC Enplanements

**Winter**  
*December – March*  
*20-year history*

JAC Enplanements: Winters 2002/03 - 2021/22



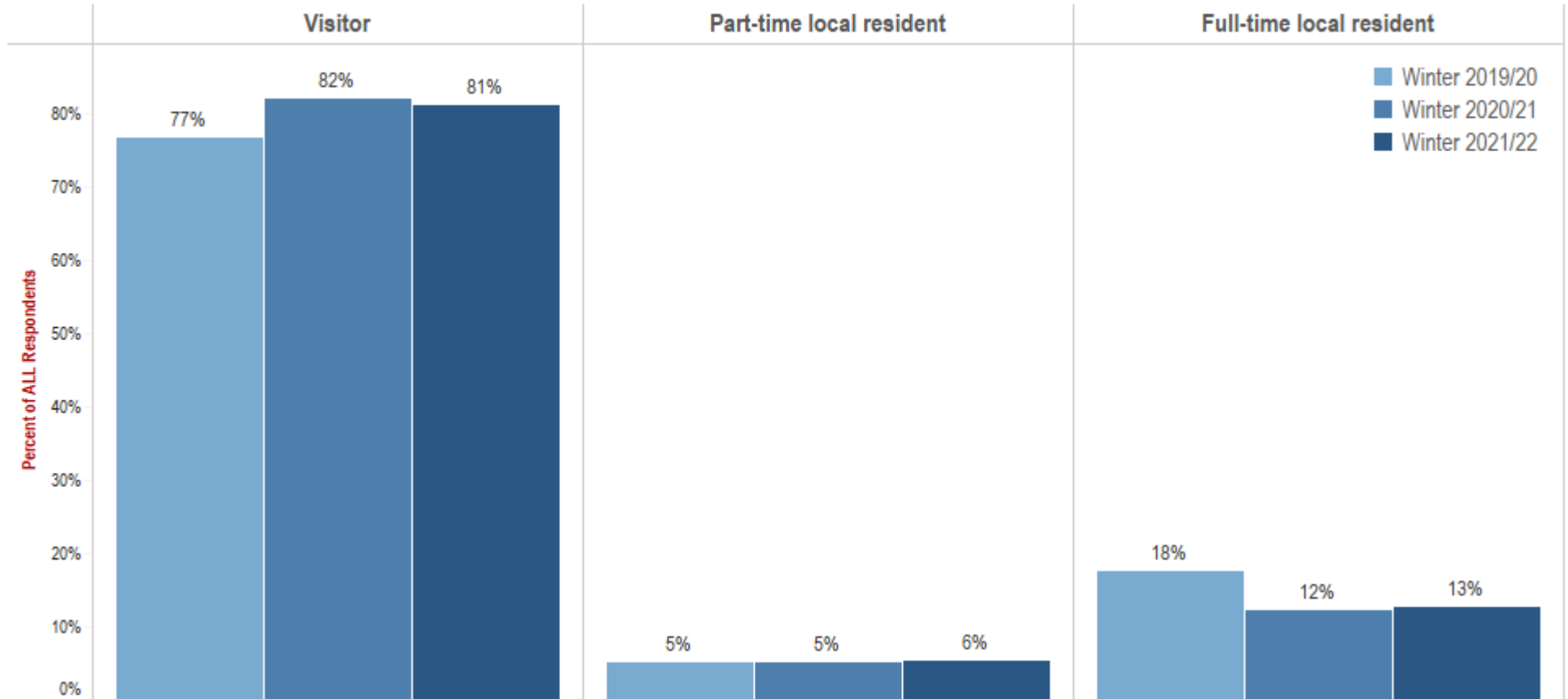
- JAC enplanements shot up this winter, ranking #1 out of 32 years on record (winter enplanements back to 1990/91 season)
- This number represented a 34% YOY increase from Winter 2020/21
- This also represents a 17% increase over winter 2018/19, the 2<sup>nd</sup>-highest winter on record



# Visitor Type & Geographic Origin



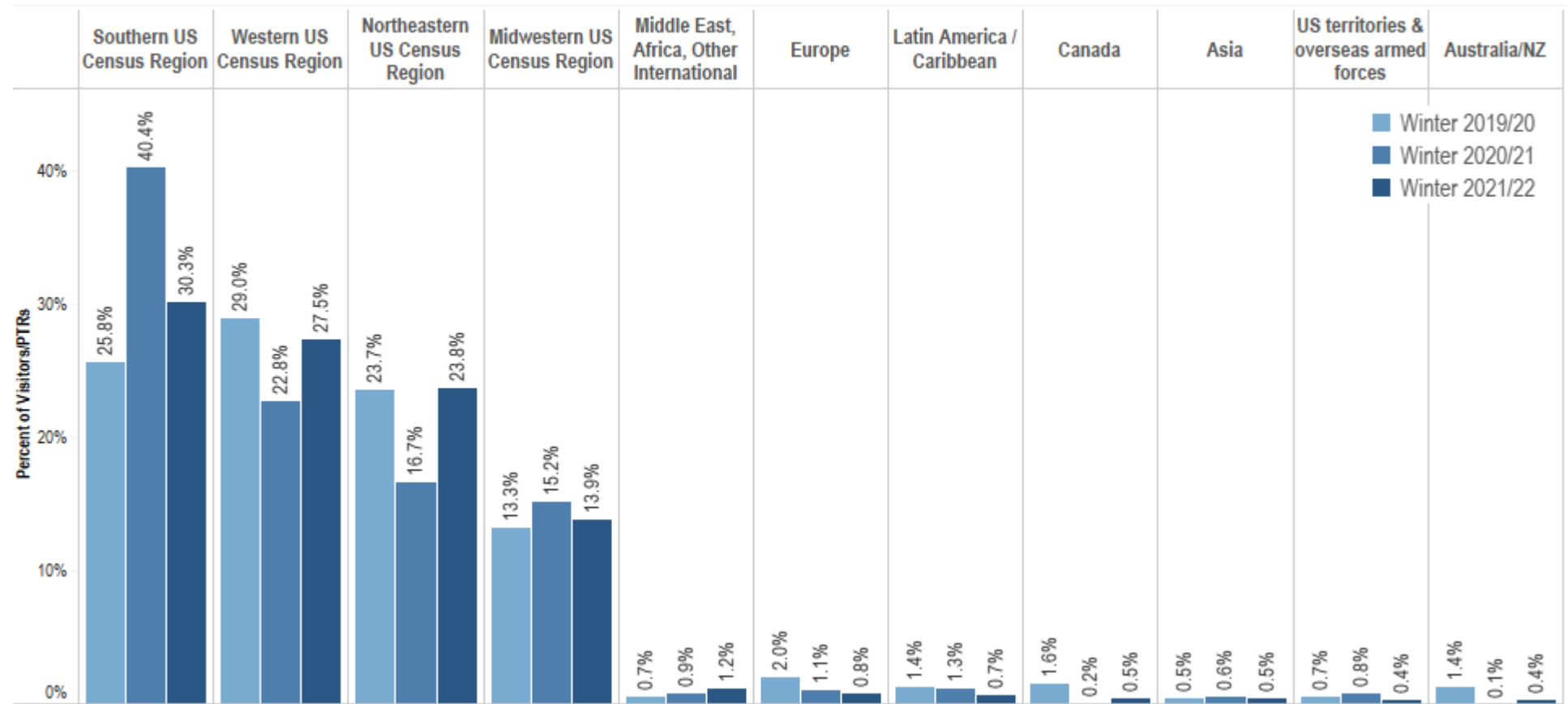
# Visitor Type



- The proportion of visitor segments remained relatively consistent in Winter 2021/22 compared to last winter, 2020/21.
- This represents a notable shift from Winter 2019/20 results – with the past two winters showing an increased share of visitors and decreased share of local residents represented in the survey sample.
- Most figures shown in the remainder of this report reflect the responses of Visitors and PTRs only, with FTRs excluded. Axis labels (shown in red in the above figure) note which respondents are included in a given figure.

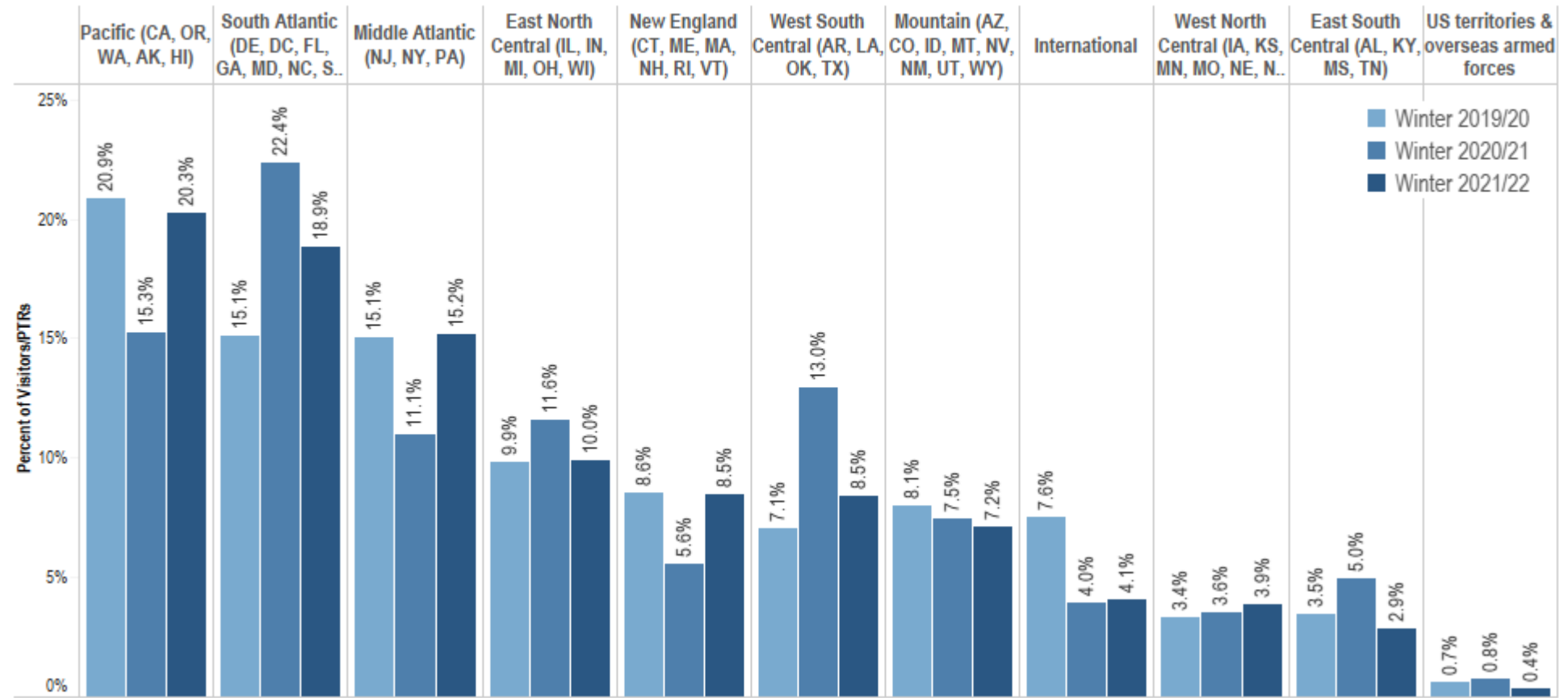


# Census / World Region



- The 2021/22 season saw a return to “normal” in many ways, particularly in demographics and regional distribution of visitors and PTRs within the U.S.
  - Western US Census Region increased 5 ppt (from 2020/21 season) to 28% this winter (just 1 ppt lower than the 2019/20 season).
  - Northeastern US Census Region increased markedly by 7 ppt (from 2020/21 season) to 24% this winter (consistent with 2019/20 season).
  - Southern US Census Region fell by 10 ppt (from 2020/21 season) to 30% this winter (5 ppt higher than the 2019/20 season).
- These changes can be attributed to the continued easing of COVID restrictions, as well as the rebound in enplanement numbers (34.1% YOY increase) and overall volume of flights (1.8% YOY increase) as people attempt to make up for lost time in 2019 and 2020.

# US Census Division

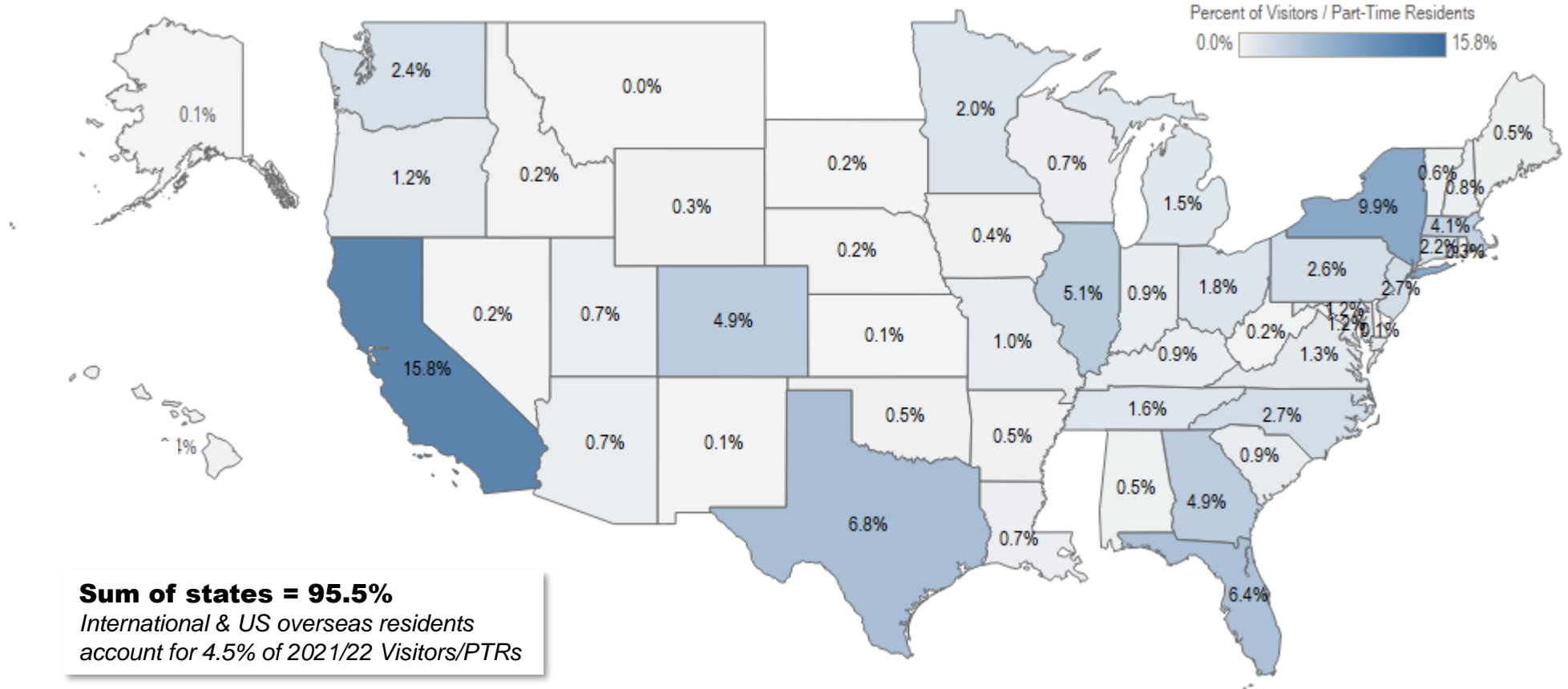


\*Sort order based on Winter 2021/22 survey results

- YOY, visits fell from all three Divisions in the South, after increasing last winter.
  - South Atlantic (-3 ppt to 19%)
  - West South Central (-6 ppt to 9%)
  - East South Central (-2 ppt to 3%)
- Conversely, visits rebounded from divisions that saw decreases last winter, including:
  - New England (+3 ppt to 9%)
  - Middle Atlantic (+4 ppt to 15%)
  - Pacific (+5 ppt to 20%)



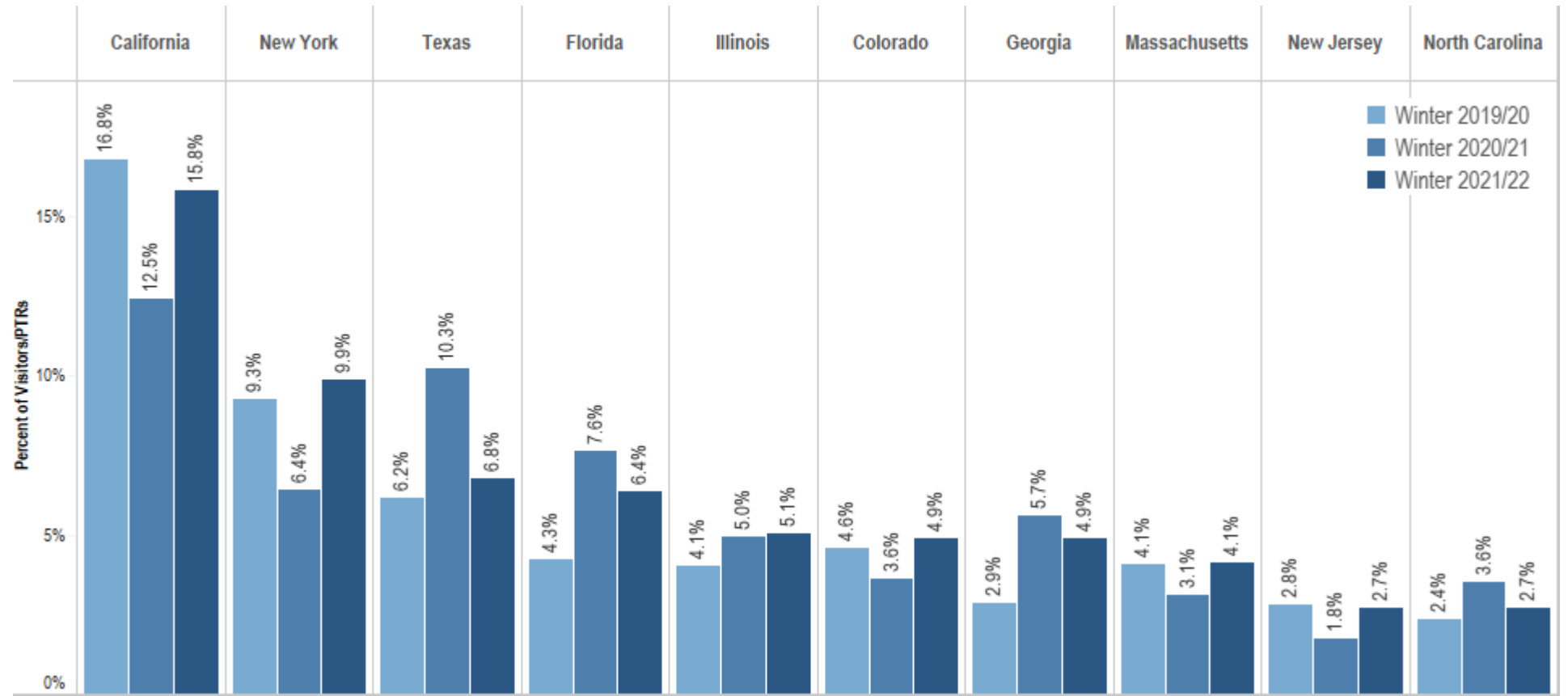
# State of Residence 21/22



- While California contributes the largest share of out-of-state visitors (15.8%), JAC's visitor draw is still highly widespread throughout the country.
- Residents from the South accounted for the largest share of visitors (30%), closely followed by Western states (28%).
  - Two of the top 5 states were in the South this winter, including Texas (6.8%) and Florida (6.4%).
- Other top states included New York (9.9%), and Illinois (5.1%).
  - Slightly behind were Colorado (4.9%), Georgia (4.9%), Massachusetts (4.1%), and New Jersey (2.7%).
- Altogether, the top 5 states accounted for 44% of visitors, and the top 10 states accounted for 63.3%.

# State of Residence Trends

## 3-year Trends for Winter 21/22 Top 10 States

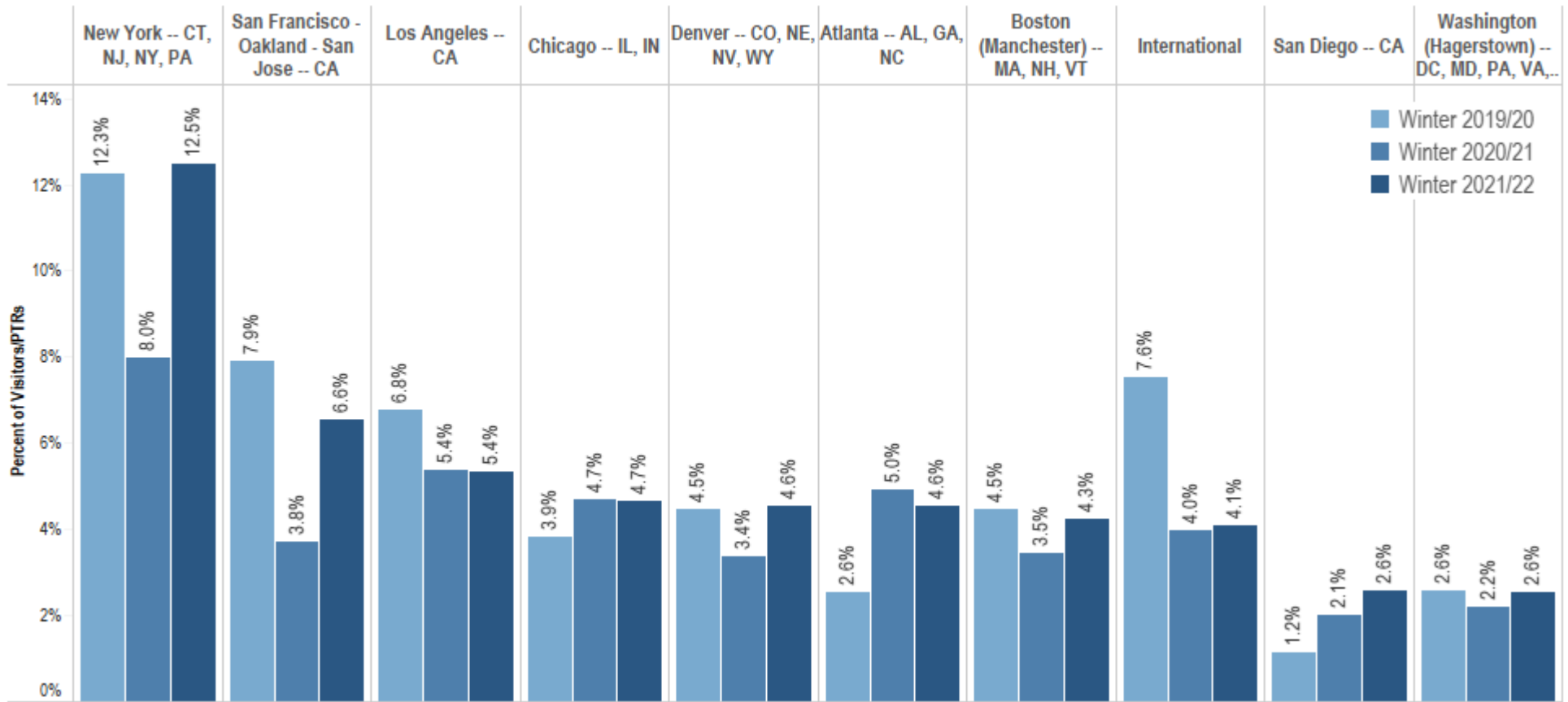


\*Sort order / top 10 inclusion based on Winter 2021/22 survey results

- The share of visitors from many states that fell in 2020/21 rebounded in the 2021/22 season, with the greatest increases from the top states of CA (+3.3 ppt) and NY (+3.5 ppt).
  - States that also saw slight increases were CO (+1.3 ppt), MA (1.0 ppt), and NJ (0.9 ppt)
- By contrast, the share of visitors fell this winter from TX (-3.5 ppt), FL (-1.2 ppt), GA (-0.8 ppt) and NC (-0.9 ppt).

# DMA Trends

## 3-year Trends for Winter 21/22 Top 10 DMAs



*\*Sort order / top 10 inclusion based on Winter 2021/22 survey results*

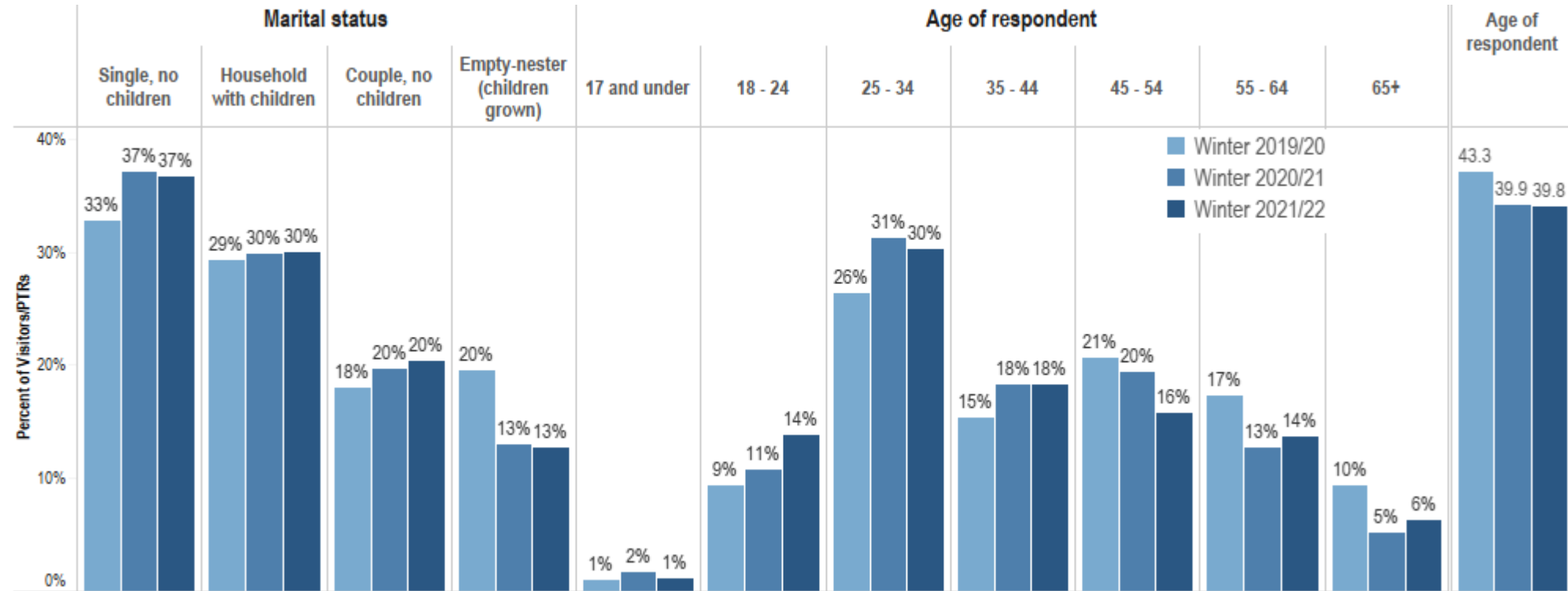
- New York remained the top DMA at 12.5%, increasing sharply from last winter (+4.5 ppt), with San Francisco taking second highest (+2.8 ppt from winter 2020/21), both increases likely being impacted by reduction in COVID concerns and rebound in flight services.
- Most other DMAs were consistent with last winter or only saw slight changes (Los Angeles, Chicago, International, and DC).
- The only one of the top 10 DMAs with reduced visitation this winter was Atlanta (-0.4 ppt).
- In winter 2021/22, the top 10 DMAs were home to 52.0% of all visitors/PTRs – up from 44.5% from the same DMAs last winter, but still down from the 2019/20 DMAs at 54.1% – an indication that many major metros (and international travel) are still recovering from disproportionately being impacted by COVID.



**Visitor  
Demographics**

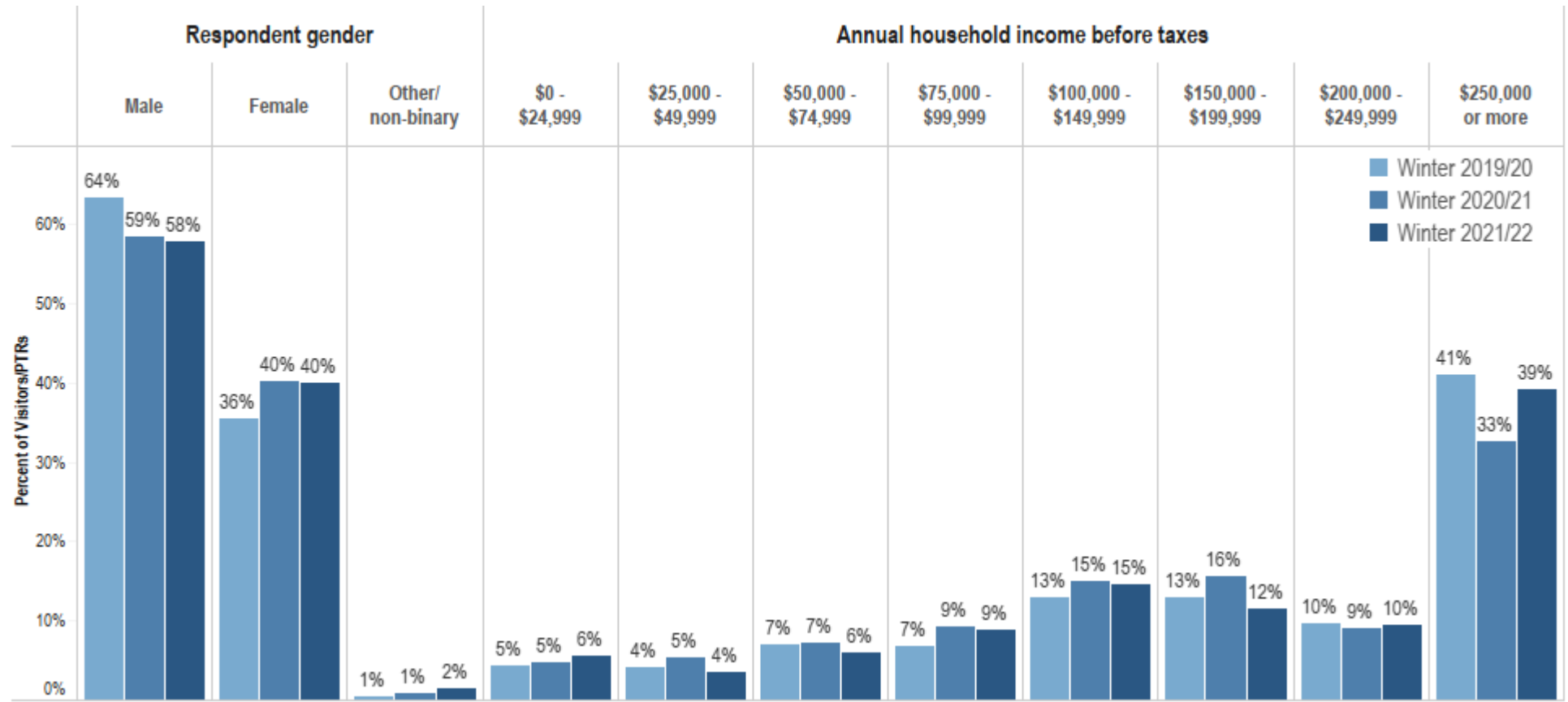


# Household Status & Age



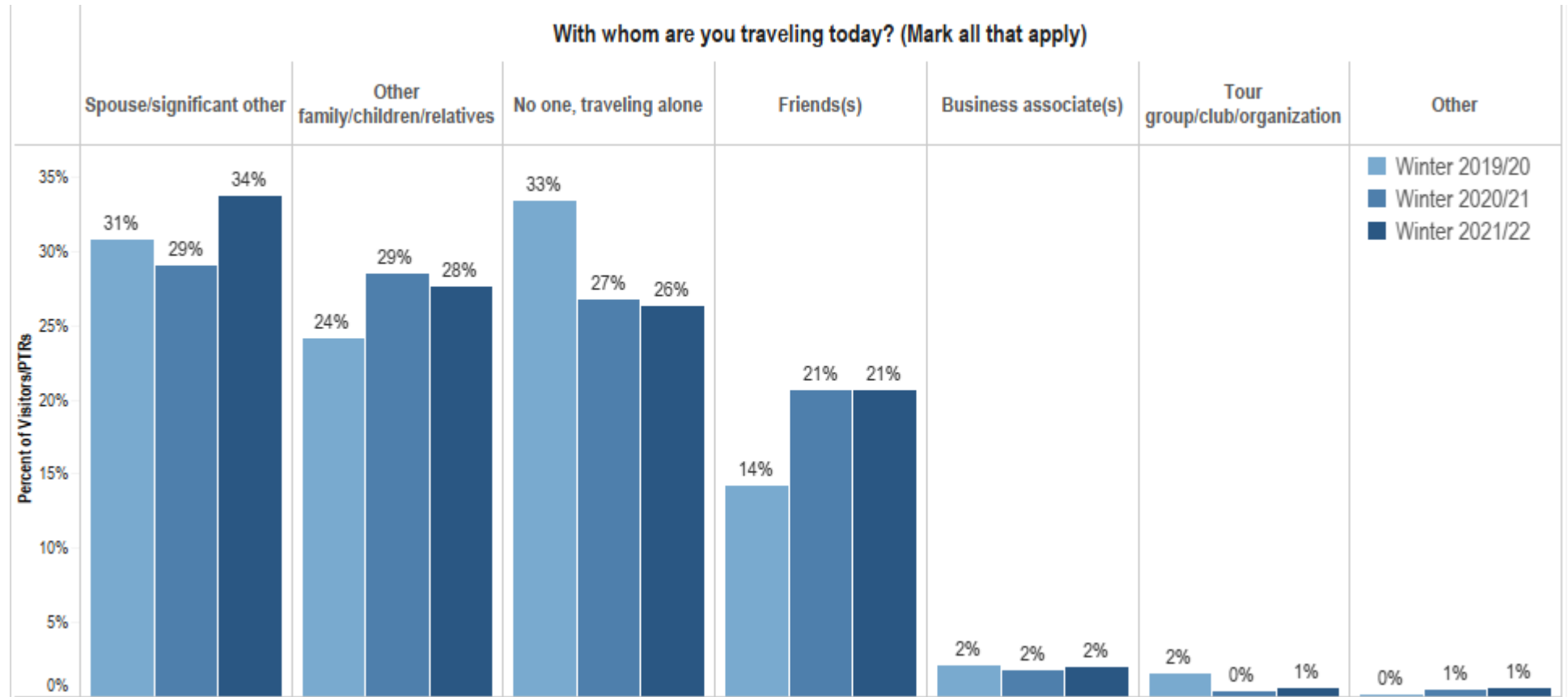
- The visitor/PTR age profile maintained its 2020/21 shift towards younger visitors/PTRs this winter, consistent with greater COVID risks and concerns among older populations.
  - The share of visitors/PTRs aged 18-44 rose 1 ppt to 62%, while the share aged 45+ fell 2 ppt to 36%.
  - The average age continued to decrease, very slightly lowering from the 2020/21 season to 39.8 in 2021/22.
  - The slight decrease in average age of visitors/PTRs was led by the increase in visitors/PTRs aged 18-24 (+3 ppt) and decrease in those aged 45-54 (-4 ppt).
- Household status remained largely unchanged from the 2020/21 season.
  - Singles (37%), families with kids (30%), couples without kids (20%), and empty nesters (13%) held steady.

# Gender & Income



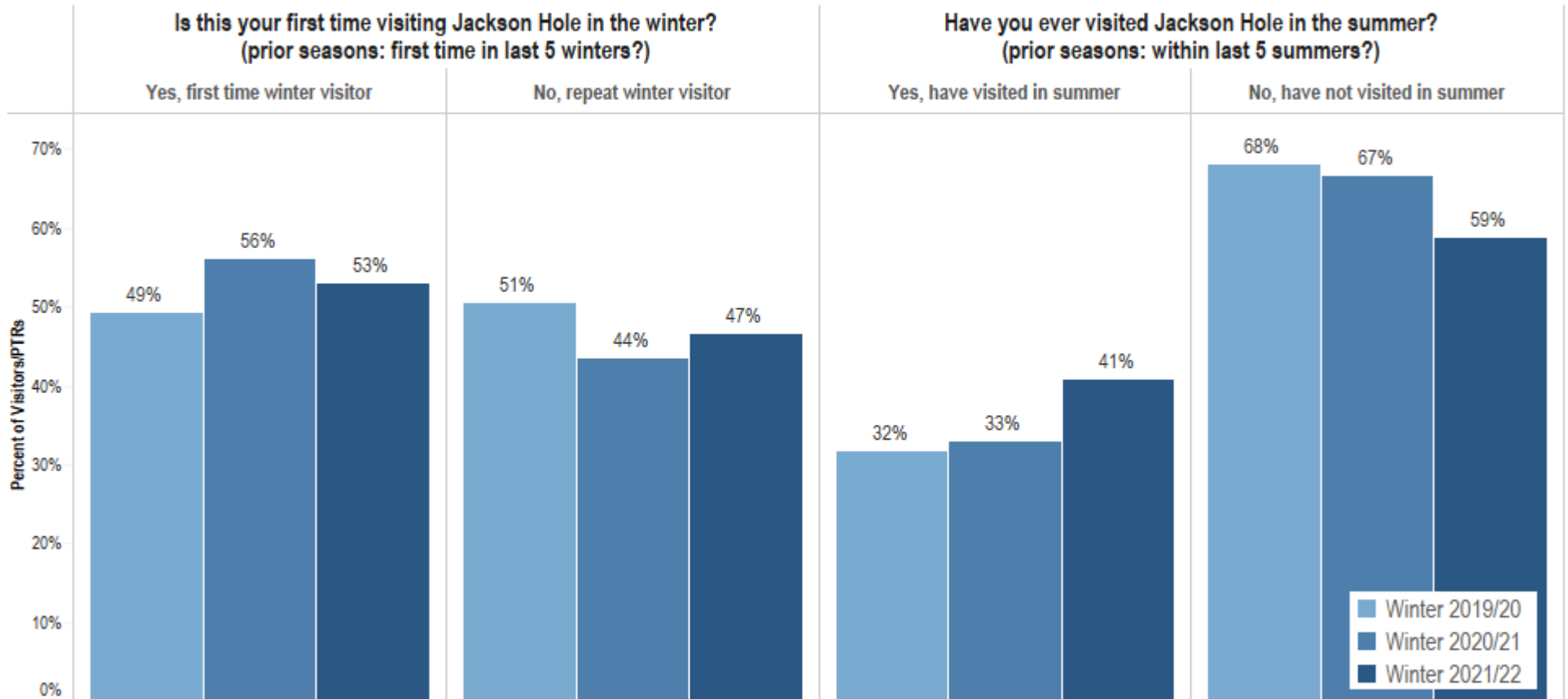
- Still skewing male, this winter's visitor/PTR profile was consistent with the 2020/21 season.
- The shares in the top household income brackets rebounded slightly this winter, with visitors/PTRs earning \$200K+ (+7 ppt), consistent with the rebound of travelers from states with higher costs of living (CA and NY).

# Travel Party



- Visitors/PTRs were most likely to be traveling with a spouse or significant other (34%), other family/children/relatives (28%), and/or friends (21%), although a substantial share were traveling alone (26%).
- Despite household status' remaining largely unchanged, visitors/PTRs traveling with a spouse or significant other increased this winter (+5 ppt), consistent with the increase in higher household incomes

# Previous Visitation of JH



- Consistent with the continued visitation by younger guests and visitors from newer markets, a slight majority (53%) of visitors/PTRs this winter were making their first ever winter trip to JH (down 3 ppt from 2020/21 season).
- The share of visitors or PTRs who had previously visited in the past five summers increased to 41% (+8 ppt from 2020/21 season).
- Note that while prior winters' surveys asked about whether one had visited within the past 5 winters (or summers), this winter's surveyed asked if one had ever visited JH during the given season – likely contributing to the increased shares of repeat/prior visitors noted this winter.

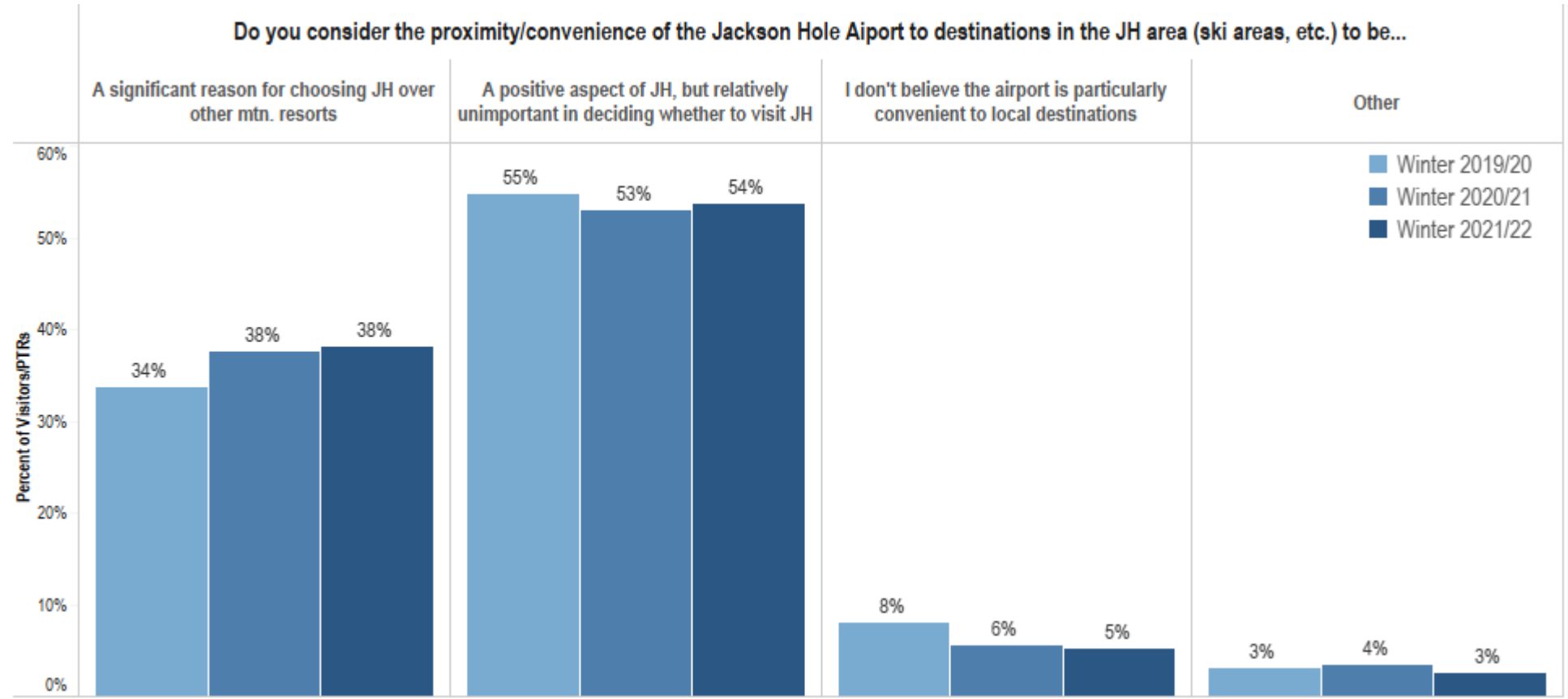




DELTA 4547	D01	11:15am	Boarding
DELTA 780	B12	1:30pm	On Time
DELTA 4649	C03	11:05am	Boarding
DELTA 5296	E83	3:00pm	On Time
DELTA 6729	E83	2:00pm	On Time
DELTA 7383	D09	11:00am	Boarding
	E70	11:10am	On Time

# Trip Planning

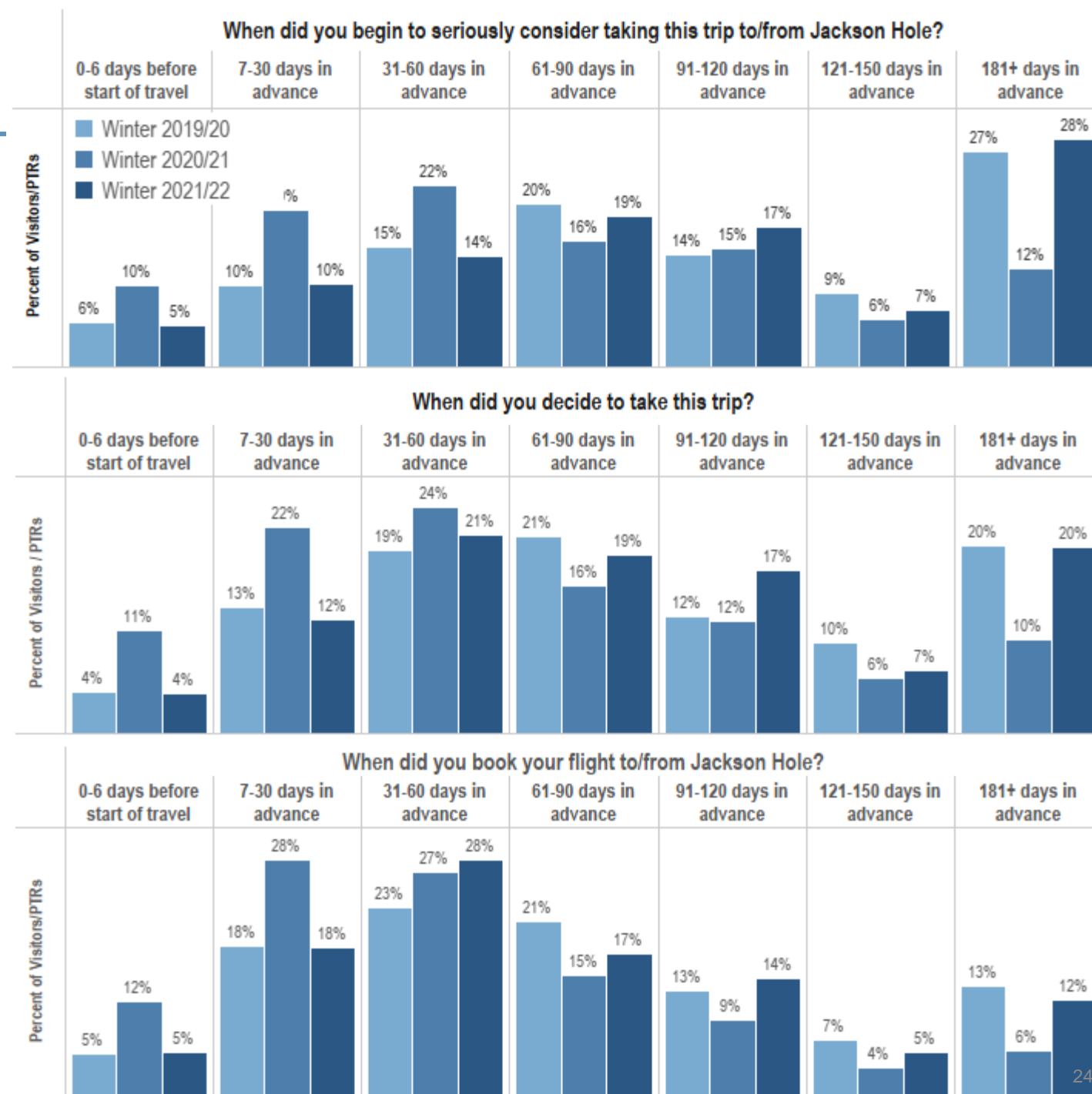
# Importance of JAC Proximity to JH



- This winter, 38% of visitors/PTRs surveyed feel that the proximity of the airport is a significant reason for choosing Jackson Hole over other mountain resorts, in line with prior years' results.
- The majority (54%) feel that the convenience of the airport is a positive aspect of Jackson Hole, but relatively unimportant in their decision to visit.

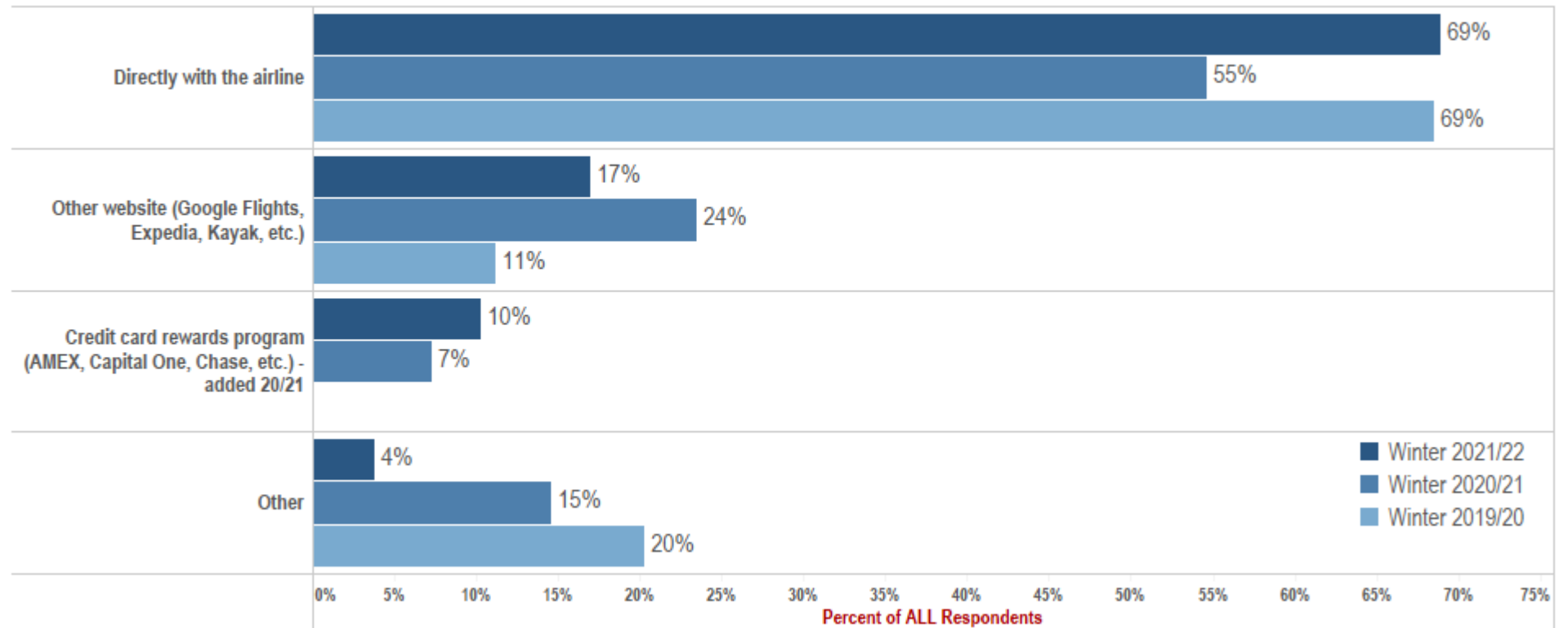
# Trip Planning Lead Times

- As previously noted, we are seeing rebounds across the data following a relaxing in COVID restrictions and general sentiment that the worst is in the past.
- Consistent with the above sentiment, we are seeing rebounds (and recoils) in booking lead time this winter as compared to the 2020/21 season.
- The share who began to **consider** taking their trip 90 or more days in advance jumped to 52% this winter from 33% last winter. This is led largely by the share considering 181+ days in advance.
- The share who **decided** to taking their trip 90 or more days in advance jumped to 44% this winter from 28% last winter. This is led largely by share making decisions 181+ days in advance.
- The share who **booked** their flight 90 or more days in advance rose to 31% this winter from 19% last winter. Most flights are being booked between 7-90 days in advance of their trip.



# Flight Booking Method

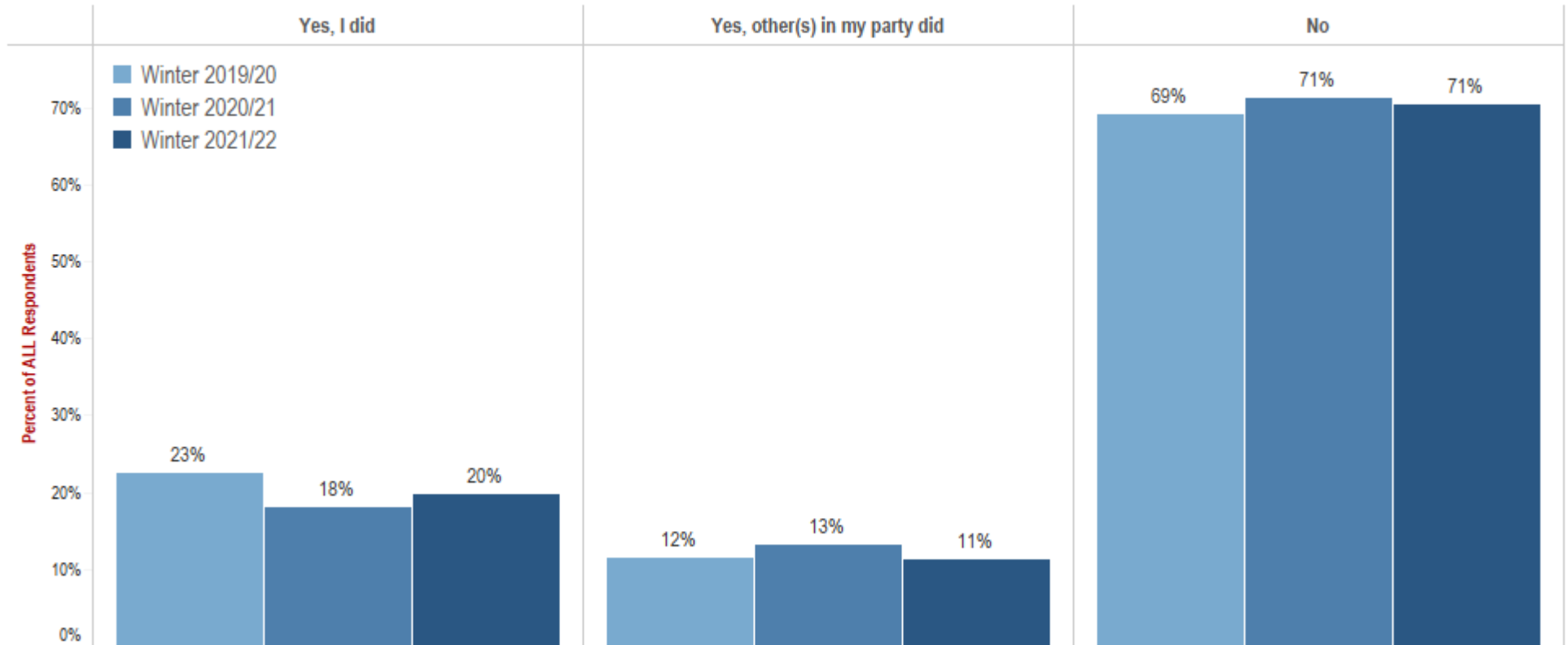
How did you book your flight to/from Jackson Hole?



- This winter saw a rebound in the share of passengers booking directly with the airline, after a dip last winter.
- The opposite pattern is seen in the share booking through other websites – which spiked last winter, and fell again this winter.

# Use of Frequent Flier Miles

Did you or anyone else in your travel party use frequent flier miles to pay for flight(s) this trip?



- Altogether, 29% of survey respondents indicated that at least one person in their travel party had used frequent flier miles – equal to last winter, but down slightly from the 31% seen two winters ago.



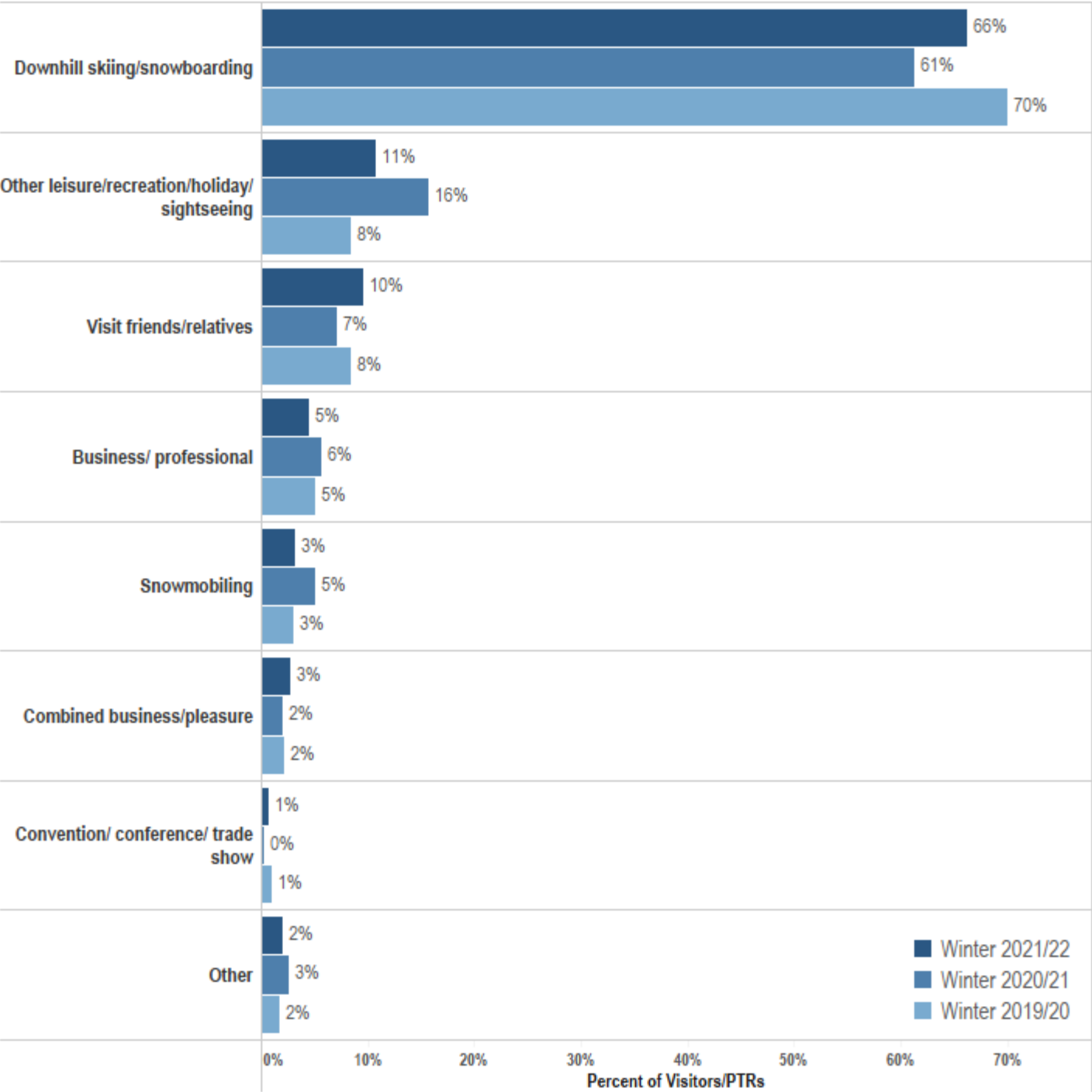
# Trip Purpose & Activities





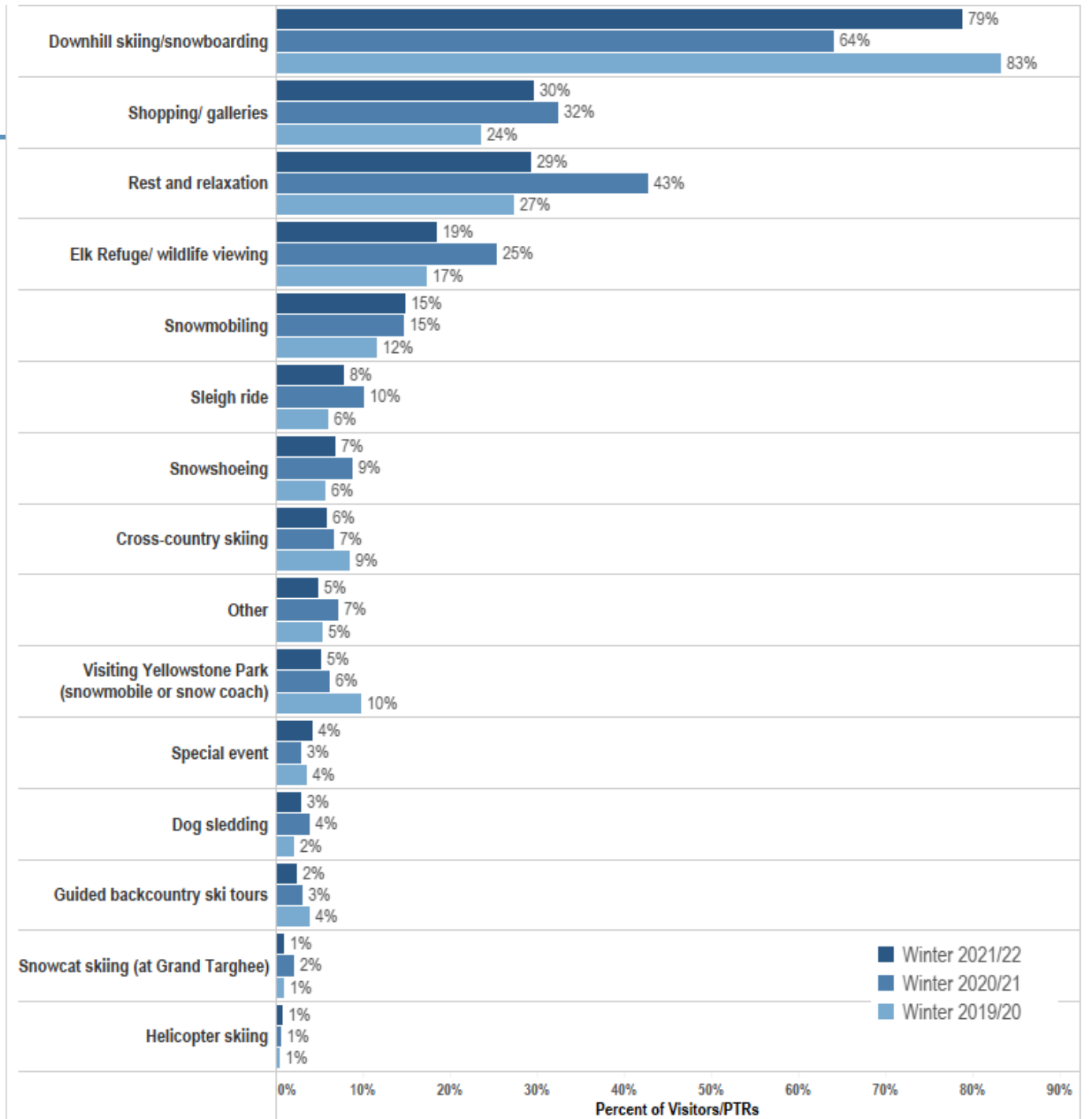
# Main Purpose of Trip

- Most visitors/PTRs said that downhill skiing/ snowboarding was the main purpose of their trip (66%), rebounding up 5 pts from 2020/21, though still down 4 ppt from 2019/20.
- A reduced share of visitors/PTRs identified "other leisure" as the main purpose of their trip this winter (11%, down 5 pts from the 2020/21, up 3 ppt from 2019/20).
- Smaller, fairly stable shares cited visiting friends/relatives (10%, up 3 ppt from 2020/21) and business (5%, down 1 ppt from 2020/21), and snowmobiling (3%, down 2 ppt from 2020/21).



# Activity Participation

- Nearly 4 out of 5 visitors/PTRs participated in downhill skiing/snowboarding (79%), a strong recovery from 64% in the 2020/21 season.
- Conversely, most other activities saw a decreased share of visitors/PTRs this winter in various off-mountain activities, including:
  - R&R (-14 ppt from 20/21)
  - Shopping/galleries (-2 ppt)
  - Elk Refuge/wildlife (-7 ppt)
  - Sleigh ride (-2 ppt)
  - Snowshoeing (-2 ppt)









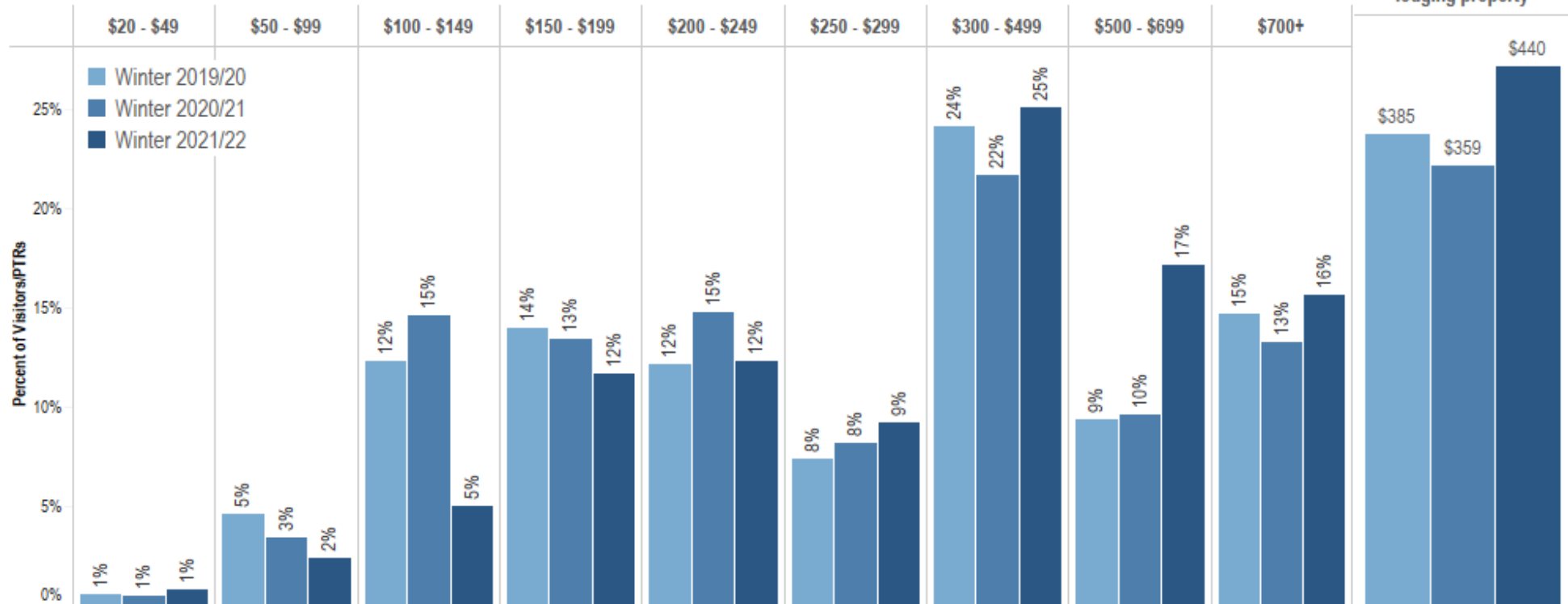
# **Spend & Economic Impact**





# Lodging Nightly Rate

Nightly rental rate of lodging property

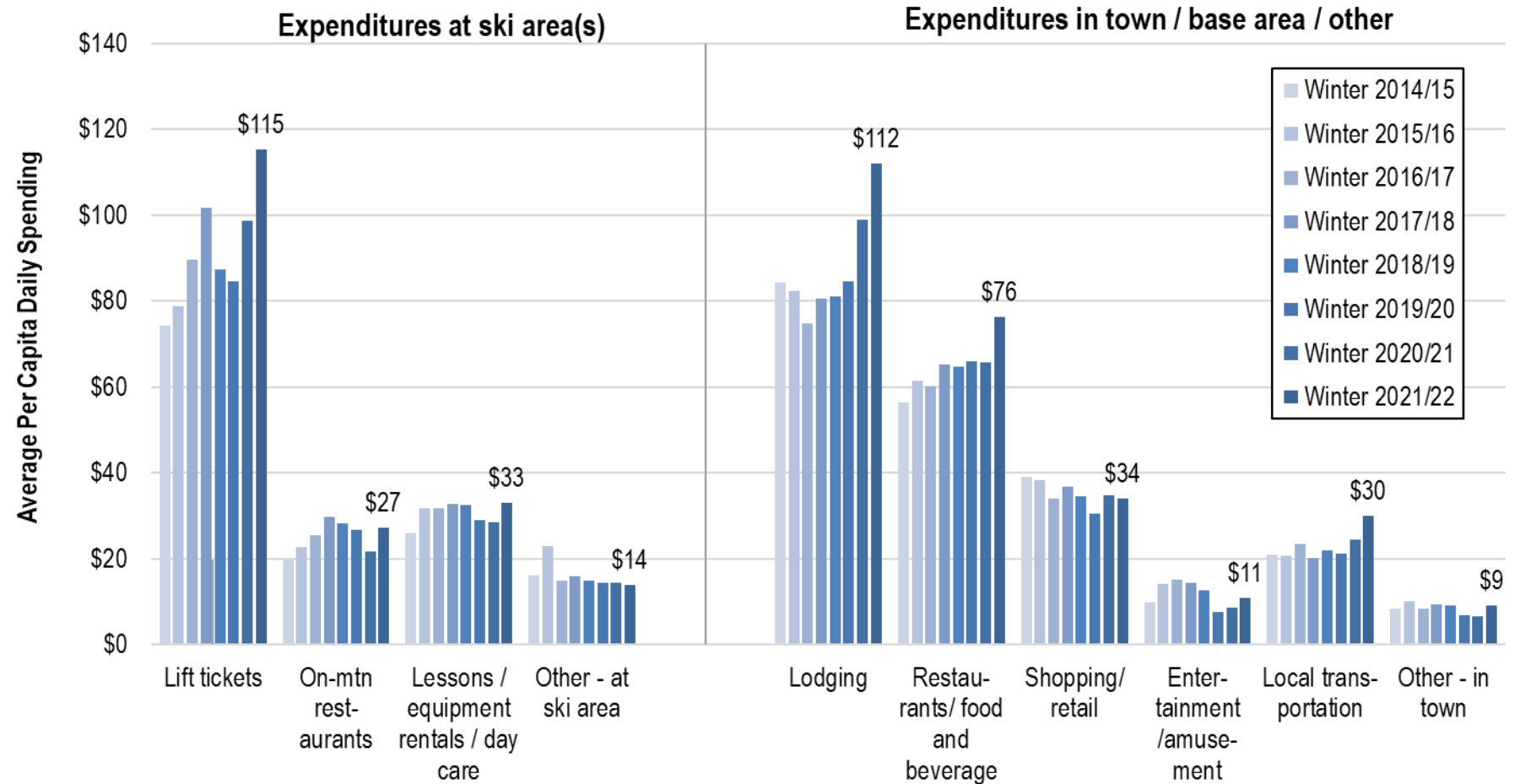


- Consistent with the surge in visitation demand this winter, lodging prices rose.
- The average nightly rate paid this winter exceeded last winter by over \$80, while the median rate was up \$50.
- The share of visitors/PTRs who paid over \$300 per night for lodging increased by 13 ppt YOY.

# Per Capita Daily Spend

## Winter Trends

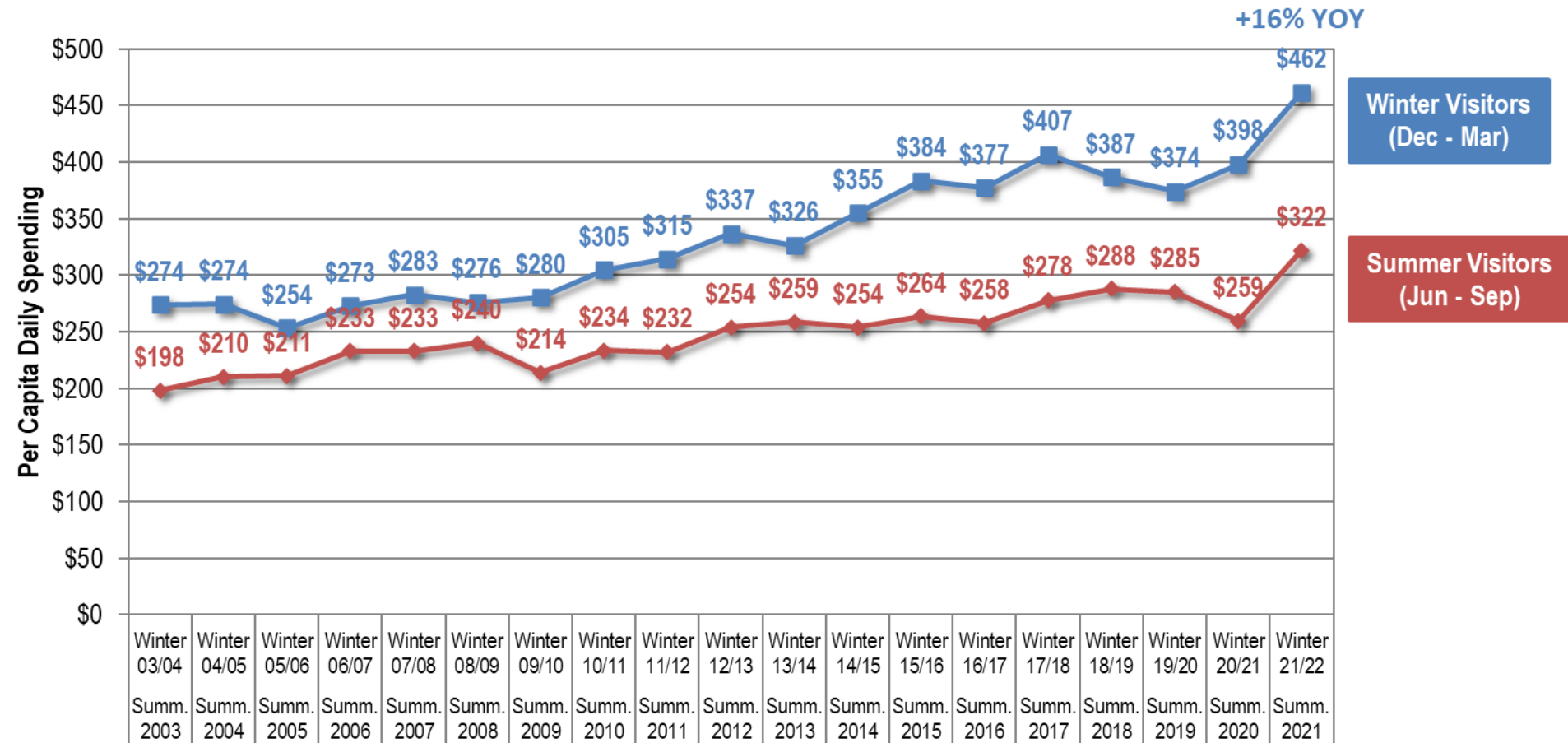
### Self-Reported Per Capita Daily Spending



# Per Capita Daily Spend

## Seasonal Trends

### Self-Reported Per Capita Daily Spending by JAC Visitors: by Season

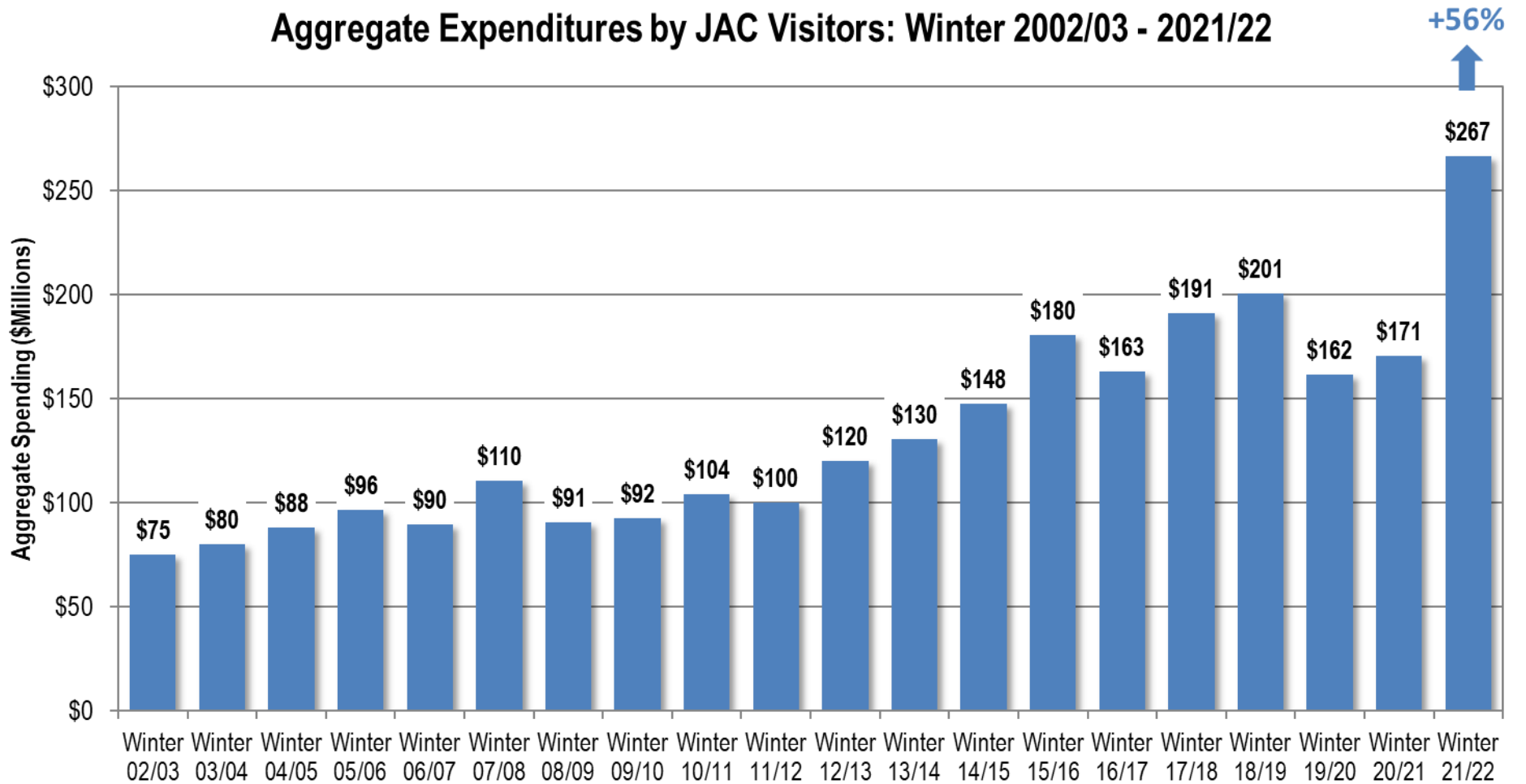


Note: Persons spending in excess of \$1000 per day on non-lodging items excluded.

# Economic Impact

## Winter Trends

Aggregate Expenditures by JAC Visitors: Winter 2002/03 - 2021/22

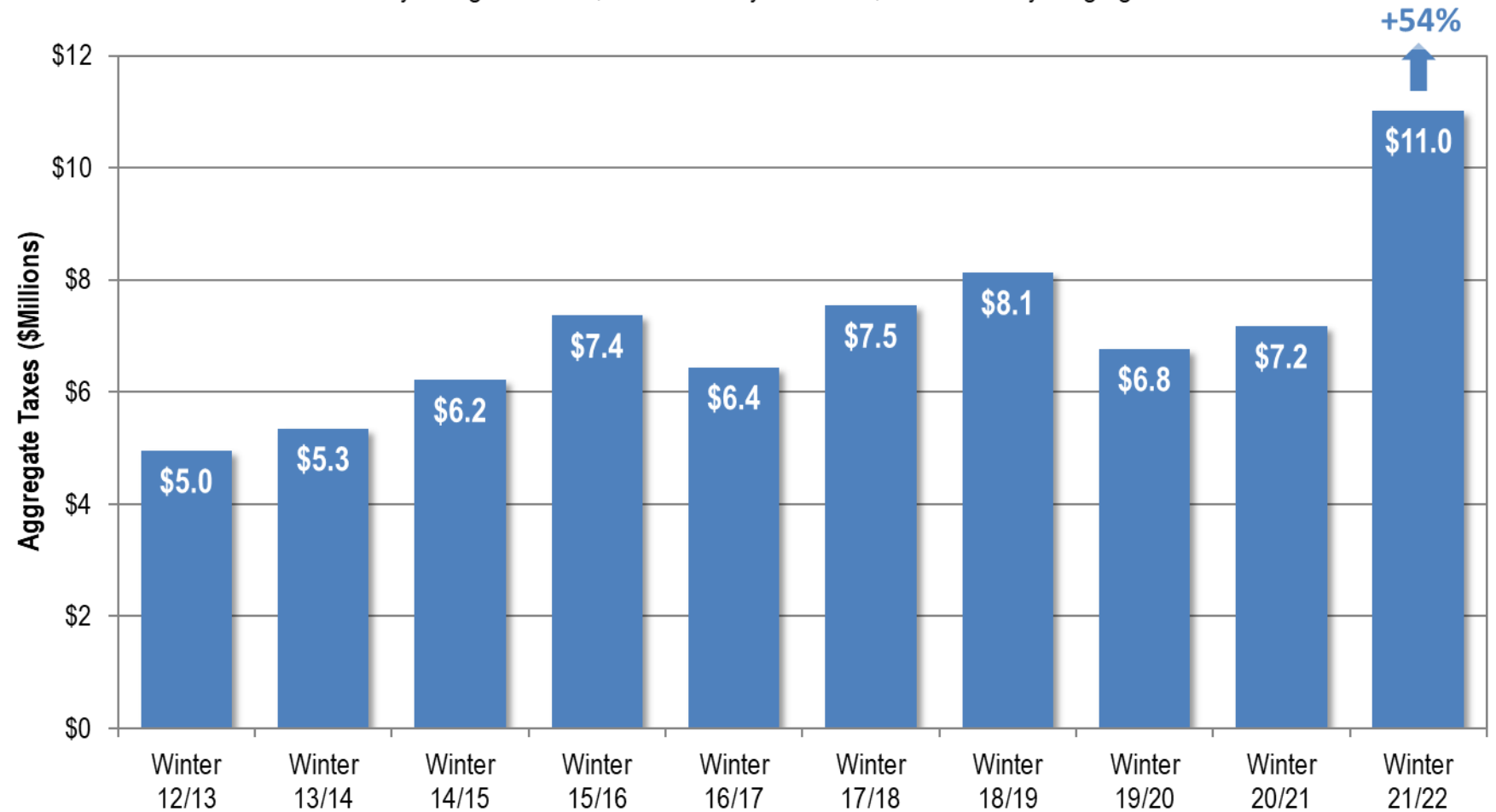


# Tax Impact

## Winter Trends

### Aggregate Taxes\* Attributable by JAC Visitors: Winters 12/13 - 21/22

\*Wyoming sales tax, Teton County sales tax, Teton County lodging tax





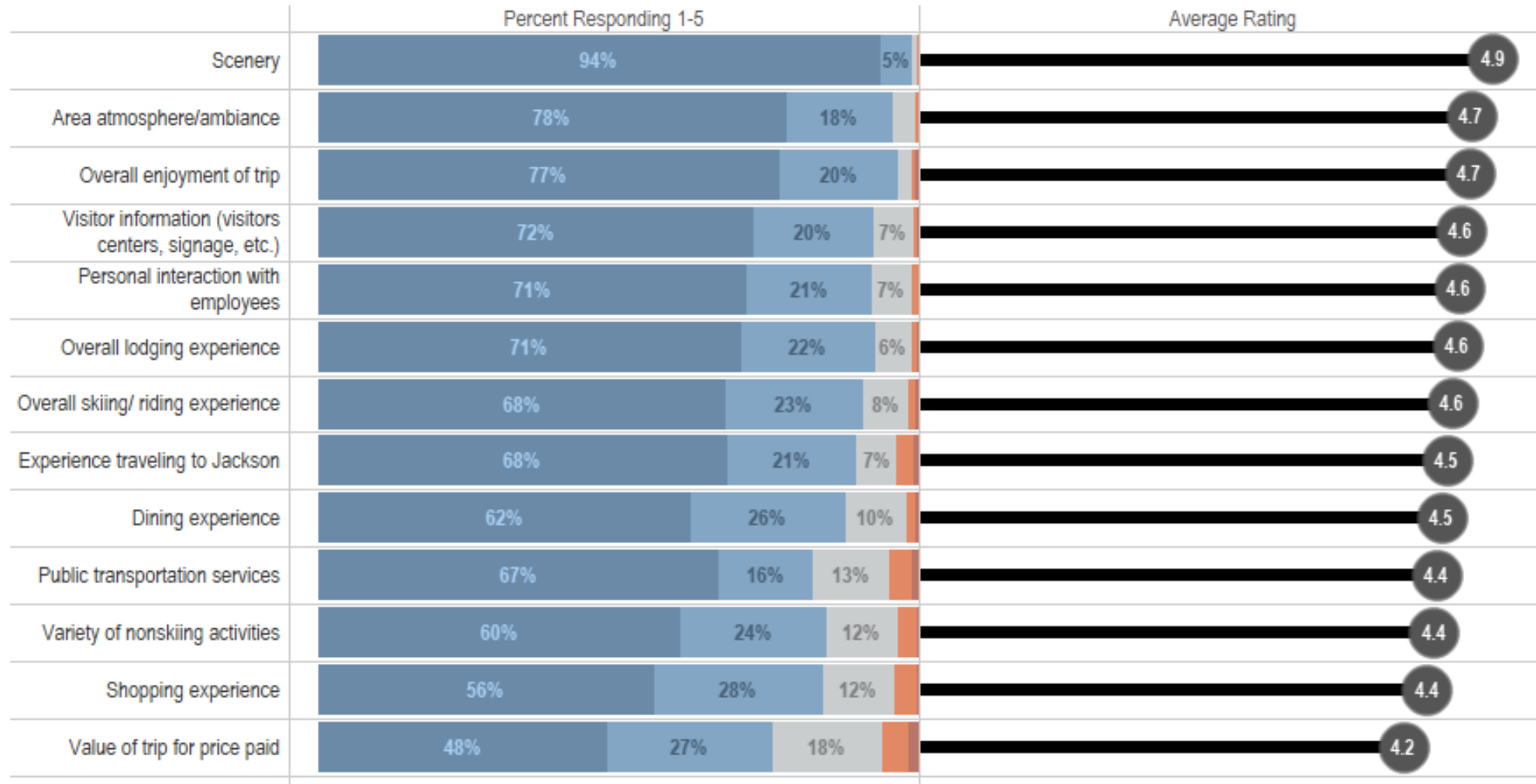
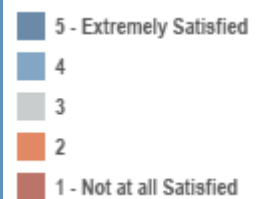
# Ratings of Experience





# Ratings of Stay in JH

## 2021/22 Results



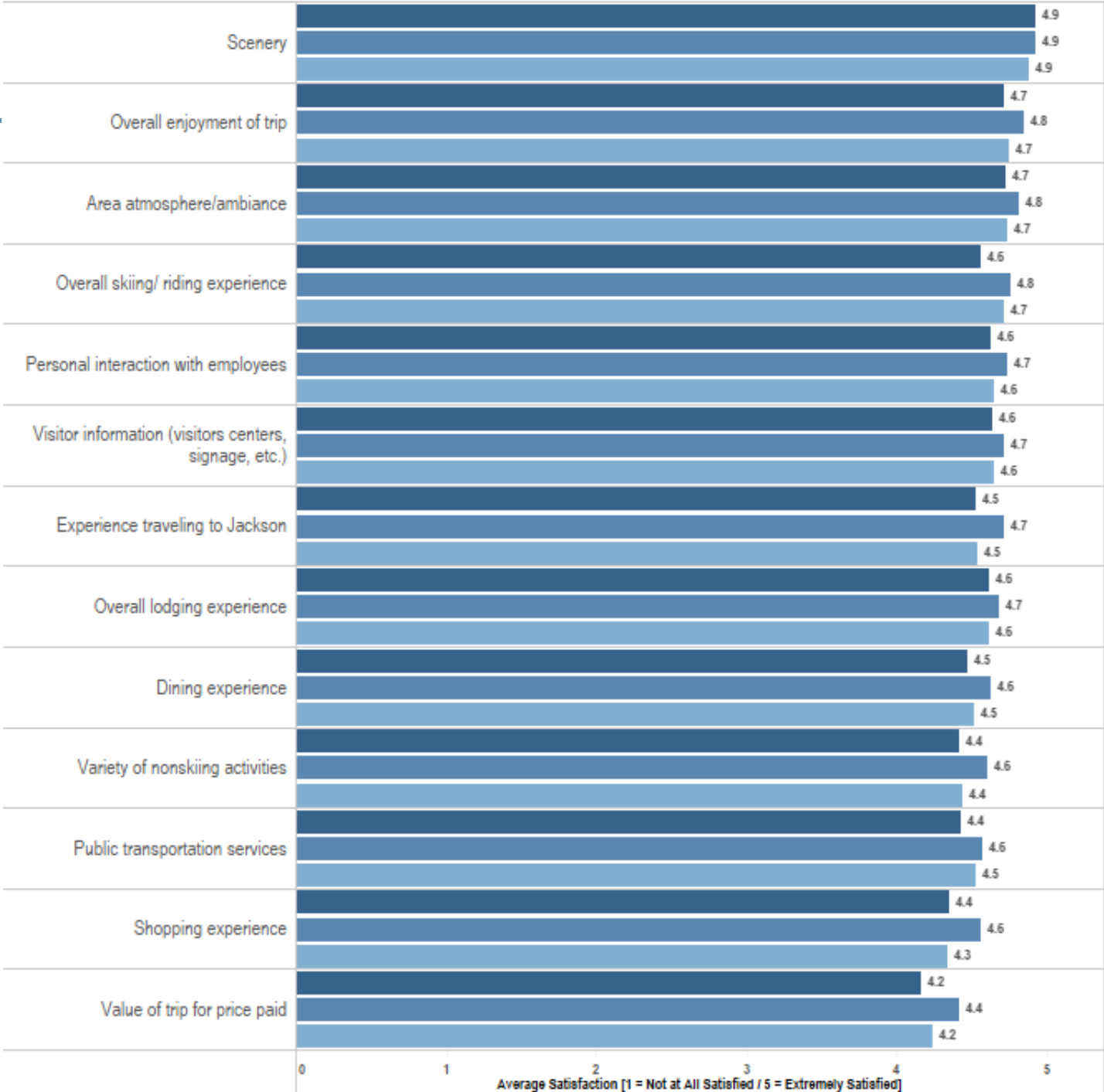
- Ratings for Visitors and PTRs' experience while in Jackson Hole were positive in all aspects this winter
  - Average ratings were at or above 4.5 out of 5 for 9 of the 13 all ratings categories, and  $\geq 4.0$  in all categories
  - In 12 of the 13 ratings categories, more than half of all respondents rated 5 out of 5, and in all ratings categories a majority rated 4 or 5

# Ratings of Stay in JH

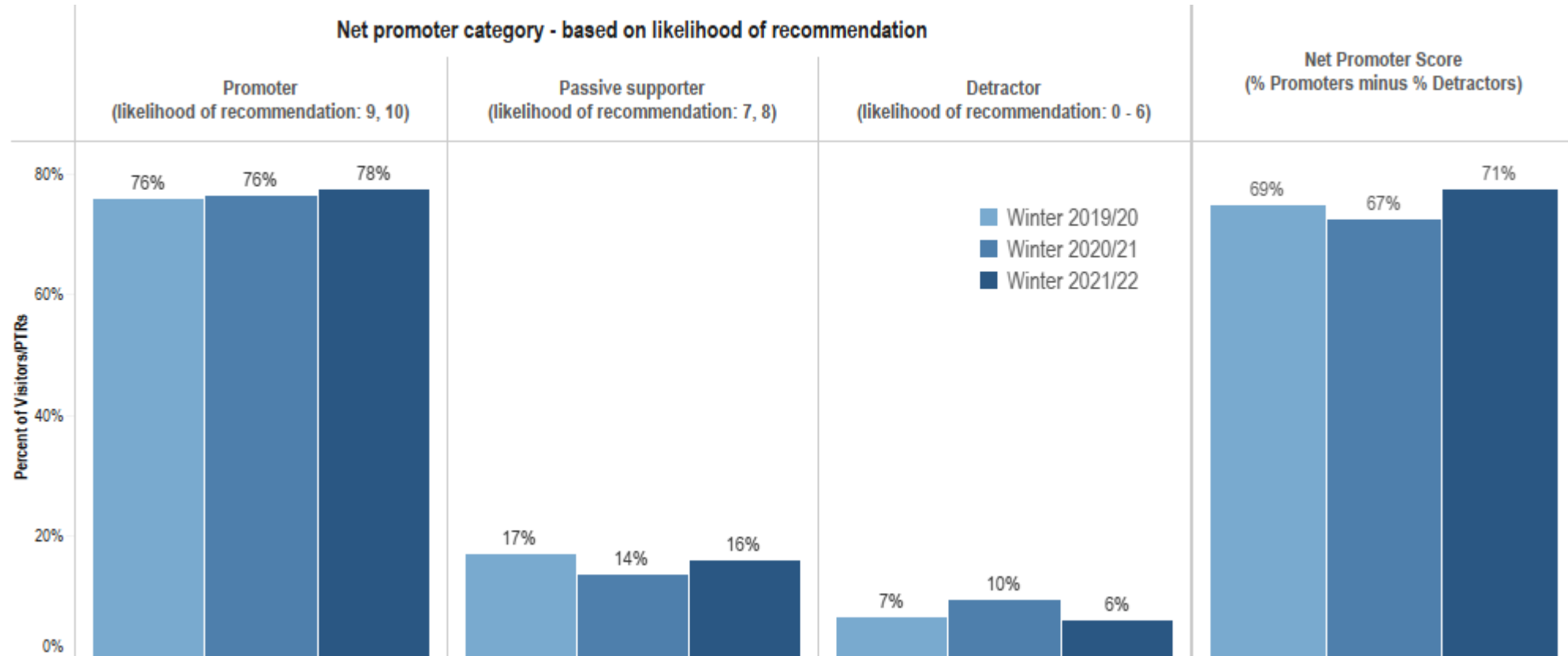
## 3-year Trends of Average Results



- 2021/22 ratings were highly positive but showed slight decreases when viewed in comparison to average ratings for the 2020/21 season.
- Average ratings in 2021/22 fell slightly from 2020/21 ratings in 12 of the 13 categories by margins of 0.1 – 0.2 point.
  - The greatest losses (-0.2) were overall skiing/riding experience (4.6), experience traveling to Jackson (4.5), variety of nonskiing activities (4.4), shopping experience (4.4), and value of trip for price paid (4.2).
  - The highest rated and only category to remain at or above 2020/21 ratings was the scenery (4.9).
- Average 2021/22 ratings were more in line with 2019/20 ratings: where 11 out of the 13 categories were at or above the 2019/20 ratings. The only two that fell from 2019/20 to 2021/22 were overall skiing/riding experience (-0.1) and public transportation services (-0.1).



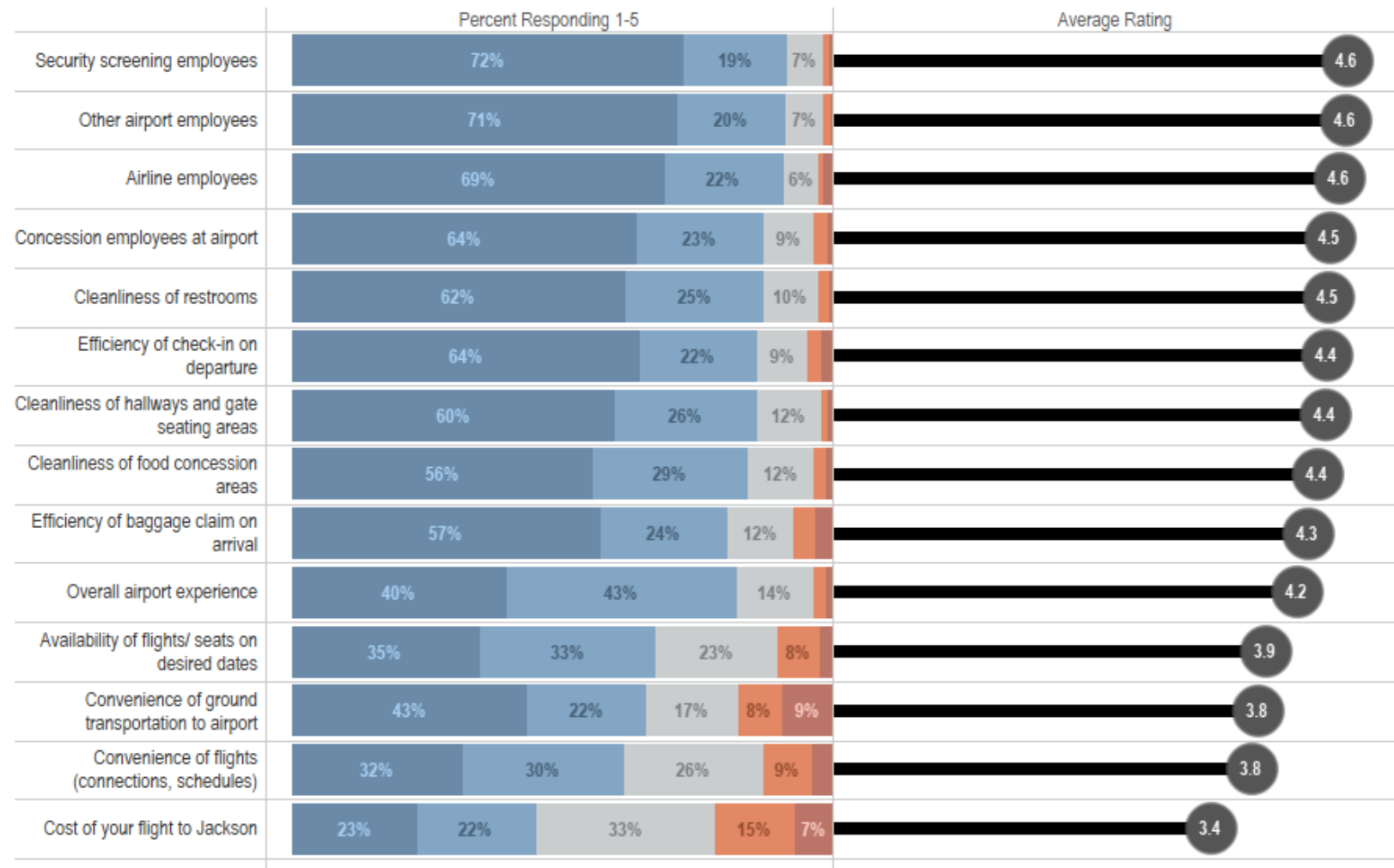
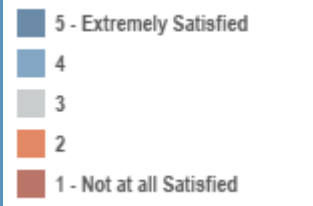
# Net Promoter Score



- The share of promoters has been on a slight rise over the last two seasons, reaching their highest in 2021/22 at 78%.
  - Conversely, 2021/22 saw the lowest detractor share in the last two seasons, reaching a low of 6%
- This winter's NPS saw an increase over the last two seasons, +4 ppt from last winter and +2 from 2019/20.

# Ratings of JAC

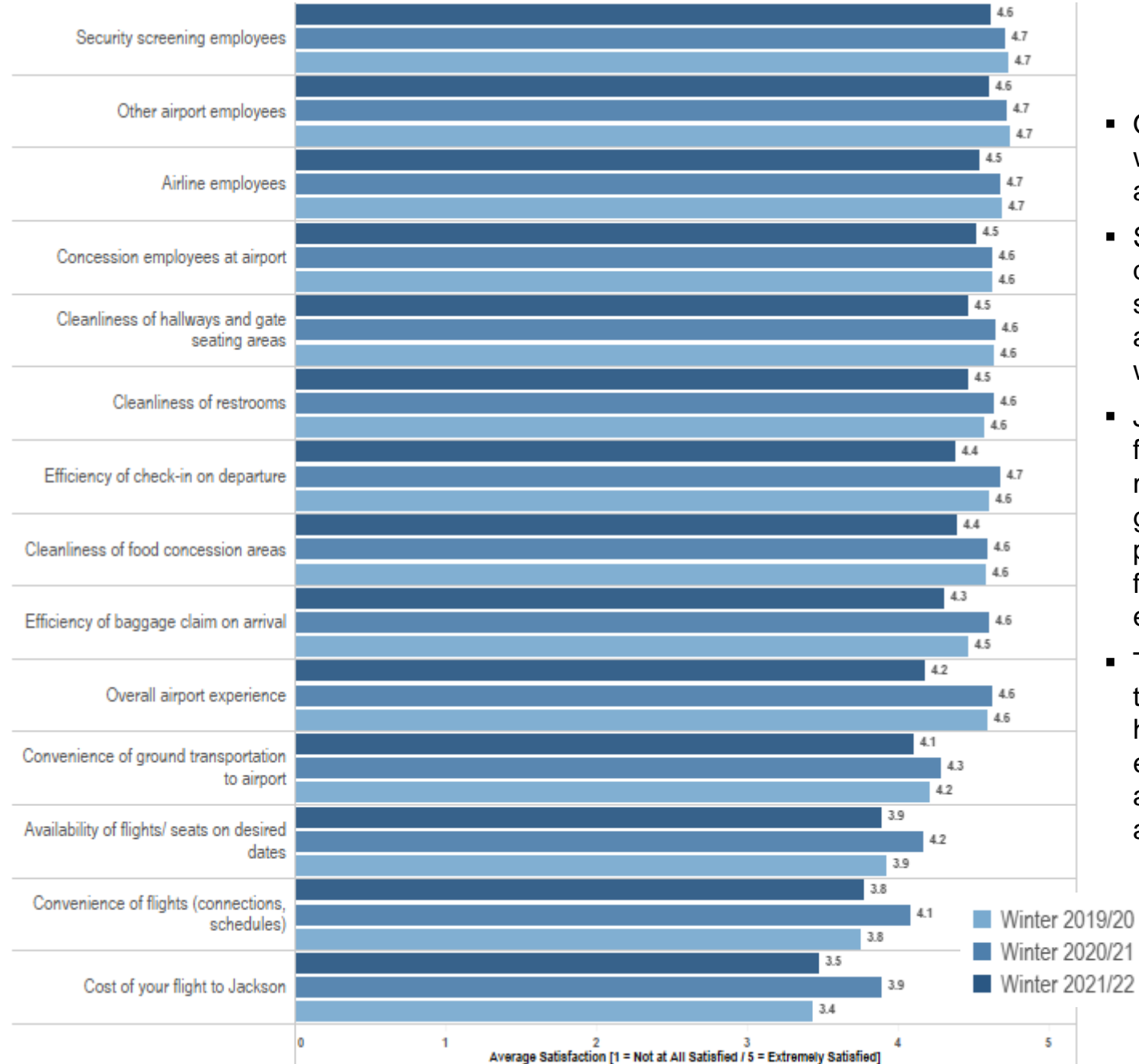
## 2021/22 Results All respondents



- Respondents expressed high levels of satisfaction with most aspects of the airport terminal and employees.
- A majority (50% or more) rated a 5 (on a 5-point scale) in 9 out of 14 categories – those 14 items all had an average rating of 4.3 or above.
- The lowest rated items, with averages  $\leq 4.0$ , were related to prices of flights (3.4), flights schedules (3.8), ground transportation (3.8) and flight/seat availability on desired dates (3.9).

# Ratings of JAC

## 3-year Trends of Average Results Visitors/PTRs



- Overall, JAC ratings remained high, with 11 of the 14 categories scoring above 4 (on a 5-point scale).
- Similarly, to the JH ratings questions, JAC found itself falling short of the 2020/21 season ratings and (in most cases) more in line with the 2019/20 season ratings.
- JAC fell in all the ratings categories from the 2020/21 season by margins of 0.1 – 0.4. With the greatest decreases from the previous season being the cost of flights (3.5) and the overall airport experience (4.2).
- The lowest decreases were found to be those categories that were historically the highest rated; employees (ranging from 4.5 – 4.6) and cleanliness of seating areas and restrooms (both 4.5)



# JAC Passenger Survey

Winter 2021/22

Preliminary Results



*Photo from JacksonHoleAir.org*

**Thank  
You**



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# Aeronautics Commission Priorities

*May 2022 (draft)*

## **Priority 1:** Maintain Existing Airport Infrastructure.\*

- Maintain existing airport infrastructure at all airports in the Wyoming Airport System through utilization of the Wyoming Priority Rating Model for Project Evaluation and Aeronautics Commission Policy.

## **Priority 2:** Facilitate and Improve Commercial Air Service.\*

- Ensure air service remains robust and effective in Wyoming thereby supporting Wyoming's economy, connecting communities and improving the quality of life. Accomplish this through the Air Service Enhancement Program, the Capacity Purchase Agreement, and other avenues such as the federal Essential Air Service program.

## **Priority 3:** Expand Public Awareness of Aviation in Wyoming.

- Encourage interest in aviation and increase public awareness of the importance and value of Wyoming airports in supporting businesses, medical access, cargo transportation, economic development, tourism, firefighting, etc. Educate elected officials and local stakeholders on issues such as the challenge of establishing and maintaining air service in Wyoming, industry staffing issues, Unmanned Aerial Systems (UAS) regulations and challenges, the need for additional funding, etc.

\*Aeronautics Division program managers may award a priority point in unique circumstances with concurrence from the Administrator and approval of the Commission where otherwise the project would not receive funding in a timely manner due to limited funds, or for projects that exclusively facilitate or improve commercial air service.



## PROJECT STATUS REPORT

### ENGINEERING: Phillip Hearn

#### Statewide & General Engineering Projects:

**2022 Crack Seal Project:** Pre-construction meeting on April 6th, Saratoga, Dixon, and most of Laramie are complete. Moving to Rawlins. Anticipate project completion May 27th. MP

**2023 Crack Seal Project:** Measurements are complete at all but one of the airports. Anticipating those within the next couple of weeks, and then we'll begin design for next year's project. MP

**2022 Seal Coat Project:** Project awarded to Straight Stripe of Utah. New state wage rates will be in effect for approximately half of the airports on this project. Work scheduled to start May 23rd in Cheyenne and be complete at the end of August in Dixon. MP

#### WACIP Equipment, Design & Construction Projects:

**Afton - Acquire Plow Truck:** One bidder submitted on this project. I State Truck Center bid \$256,982. This bid came in 6% lower than the engineer's estimate. GH

**Afton - Pivot Gate and Reils:** . Bids opened late March with Pavlik Electric as the low bidder. FAA grant being drafted and construction to start this summer. TD

**Big Piney – SRE Building:** Notice of Award sent to JD Butler Construction. Construction to start in spring of 2022. TD

**Buffalo - Parking Lot:** Project begins advertisement for bids May 5th. Bid opening scheduled for May 26th. MP

**Casper – Access Road:** Construction has started early May with anticipated completion of Aug 1st. TD

**Casper – Lighting project t/w B&C:** Bids Open, Modern Electric was the low bidder. TD

**Casper – Repair Terminal Roof, Area “D”:** Design is underway with anticipation of a bid opening early spring. TD

**Cheyenne – Reconstruct R/W 9/27, Phase II:** Construction is started on runway with a reduced length and cross wind runway closure as of April 22nd. TD

**Cody – CARES Development Projects:** Up to \$18M available at no match. Projects include Rental Car QTA, runway approach equipment, GA taxi lane & hangar development, Access Road Upgrade, and Terminal Expansion. The QTA was been awarded to Groathouse Construction, Inc. and the structure is erected and enclosed, essentially complete. The Hangar Development project was awarded to Mountain Construction and is also nearing completion. The approach project opened bids February 8th. The apparent low bidder is Modern Electric. Award is pending the receipt of the federal grant. MP

**Cody – Terminal Expansion:** A portion of the terminal expansion project is funded with CARES money; the rest is using entitlements. This project is in design and is using the CMAR method. MP

**Dixon – Relocate Fence:** Award concurrence from the FAA and WYDOT was sent to the sponsor for Custom Fence Co. Construction to commence this summer. TD

**Dubois - Apron Expansion, Fence, & Electrical Extension:** The fence and electrical extension are funded with a state and local grant. This portion of the project has been bid and awarded to O'Neal Fence, Inc. The apron expansion has federal funding and is in the design phase. The 0-50' that is federally ineligible will be bid is being re-combined with the federal project to make the project more appealing and reduce risk of multiple contractors. No bids were received at the April 1st bid opening. Plan to rebid and align bid opening with a WYDOT highway project in Crowheart (same contractor pit, bid opening May 5th) to make the project more appealing. First, design is being slightly revised to



include new AC 13B changes that were published at the end of March. MP

**Douglas - Acquire SRE:** This project will replace the airport's primary snow removal truck and plow. Project is designed and has a bid opening date scheduled for June 2, 2022. GH

**Evanston – Rehabilitate Runway:** Displaced threshold complete with construction commencing on the east end of runway TD

**Fort Bridger – Reconstruct Taxi A and SE Apron:** Design scheduled for 2022 with construction in 23'. TD

**Gillette – Construct GA Terminal Building:** Schedule 1 (terminal work, AIP eligible/CARES eligible) of the GA Terminal is nearing completion and final cleanup of the interior. A substantial completion inspection is scheduled during the Gillette visit during the Commission trip. Schedule 2 (terminal parking lot, utilities, AIP eligible) is also nearing completion and will be part of that inspection. They'll start the demo of the old building (Bid Alt 2) after the new terminal is complete. MP

**Gillette – Rehabilitate Runway 16/34 and 3/21, Design:** The geotech and design/investigation state of this project is underway. Construction is anticipated for 2025. MP

**Gillette - Acquire SRE:** This project will acquire a mid-sized loader with bucket, forks, and actuating plow. Project is in the early stages of design. The desire is to design a more "off the shelf" type of equipment in hopes of speeding up the delivery time. GH

**Kemmerer - Rehabilitate Wildlife Fence:** Bids being received until May 24th at 430 p.m. TD

**Kemmerer - Construct SRE Building Addition:** Project was rebid and new low bidder is over the engineer's estimate. The consultant and contractor are negotiating reducing bid items to bring project within budget. TD

**Jackson – R/W Rehab:** Project awarded to Knife River, Corp. Mountain West at \$35,937,960.69 for Schedule 1 (RW, shoulders, blast pads, drainage). Phase I is complete. Runway shutdown began April 11th and is scheduled to last until June 27th. Current work includes

slot drain installation along the runway, storm drain installation, continued stockpiling of topsoil, and electrical work on the runway and taxiway A1 & A4 lights, centerline, and guidance signs. Pavement removal is in progress. MP

**Lander - Relocate TW A (RW 22 End):** Bids received and Century Companies, Inc. is the apparent low bidder. TD

**Laramie - Acquire SRE:** Project will acquire a wheeled loader with bucket and forks. Project was awarded to Honnen Equipment Co. in the amount of \$438,900. Notice to proceed has been issued and is expected to be delivered in September 2022. GH

**Laramie - Acquire SRE:** Project will acquire deicing equipment and is currently in design. GH

**Laramie – TW C Replace Signs and Lights:** Construction to start mid-summer. TD

**Laramie – Expand SRE Building:** Project is out to bid with an opening on May 31st. TD

**Newcastle - Demolish Existing Hangar and CATEX:** This project received end of 2021 sweep funds. The CATEX and Archaeological Report have been approved by the FAA. MP

**Riverton – Rehab T/W A, C1:** Bids due to open on May 17th. TD

**Riverton – Pivot Gate Replacement:** Construction to start mid-summer. TD

**Riverton – SRE Hanger Improvements:** Project is complete pending close out construction reports. TD.

**Riverton – Construct Observation Weather Station:** Design underway with bid opening fall of 2022. TD

**Rock Springs – Construct SRE Building:** Construction is about complete with a substantial completion scheduled for June 2022. TD

**Rock Springs –Rehabilitate & Expand Commercial Terminal:** The Terminal project has steel frame assembly well underway on the west end, and is ready for the concrete floor slab to be poured on the east end. The recent snowfall has moved that pour to the end of this week. Canopy demolition is underway and will continue



# WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

Sigsbee Duck, Chairman

(307) 777-4015



## PROJECT STATUS REPORT

for the next month. Interior demolition continues as well.MP/TD

**Sheridan – Expand Terminal Baggage:** Dick Anderson was selected as the CMAR and design is in progress. The PAPIs will be bid separately due to scope difference from terminal work, but paid for under the same federal grant. Advertisement starts May 5th. MP

**Sheridan - Acquire SRE:** Project will replace two trucks and add 12' plows. Bid opening is scheduled for May 25, 2022. GH

### PLANNING: Cheryl Bean

#### Airport Planning, Land & Environmental Projects:

**Big Piney:** Land & Easement Acquisition underway, and at approximately 82% completion. The land transfer is posted to the Federal Register. Pending BLM transfer.

**Dixon:** Master Plan update is underway and at 76% completion, with four chapters reviewed and forecasts approved.

**Laramie:** Master Plan. Project is 12% complete.

**Pinedale:** Master Plan. Consultant selection is complete.

**Powell:** Master Plan. Project has not started yet. Consultant selection is in progress.

**Thermopolis:** Master Plan. Draft Airport Layout Plan set has been submitted for review. The project is 86% complete.

**Upton:** Master Plan. Project is underway. Forecast has been developed.

**Wheatland:** Acquire Hangar Land. Project is underway. Environmental CATEX has been submitted.

### AIR SERVICE:

#### Air Service Enhancement Program (ASEP):

**Cheyenne – ASCYS04:** Once to twice daily flights to Denver Intl Airport on United Express operated by SkyWest beginning November 1<sup>st</sup> through June 30<sup>th</sup>, 2022. Flights were originally scheduled to start July 1<sup>st</sup> but were delayed due to uncontrollable circumstances relating to the runway reconstruction. March operated with one daily flight, but from March 26<sup>th</sup> onwards, the market was restored to two daily.

The most recent months saw load factors of 51% in April as double daily flights returned. May month-to-date performance is stronger but bookings for June and July are relative soft.

Original Scope: Once to twice-daily service to Denver Intl.

*Airport on United Express operated by SkyWest*

Term: November 1<sup>st</sup>, 2021 through June 30<sup>th</sup>, 2022

State Match: \$840,000 / 60%

#### Capacity Purchase Agreement (CPA):

**Northwest Wyoming Regional Airport-Gillette (GCC):** Load factors started out the year at 74% in January and February, and improved to 85% in March. April came in at 78%. SkyWest's crew-driven flight reductions in January reduced the market to 12 weekly flights and the market remains at that level through the summer. \$93,658 in state funds were recovered in FY 2021.

Original Scope: Additional 3<sup>rd</sup> daily roundtrip on peak days, daily during the summer months. Reduced frequencies were implemented in April 2020 but beginning in June 2021 flights were restored to the original scope of 3 daily and reduced to 2 daily starting in November, falling again to 12 per week in January. Schedules remain at 12 weekly flights through the summer.

Term 1: Oct 1, 2019 – June 30, 2020

Grant: \$828,091 / 60%

Recoveries: \$120,893

Term 2: July 1, 2020 – June 30, 2021  
Grant/State Match: \$1,373,482 / 60%  
Recoveries: \$93,658  
Term 3: July 1, 2021 – June 30, 2022  
Grant/State Match: \$1,572,926 / 60%

**Southwest Wyoming Regional Airport-Rock Springs (RKS):** Load factors started out the year at 56% in January, but with SkyWest's crew-driven flight reductions in February and March leaving RKS-DEN with one daily trip, loads improved into the mid to high 70% range. April and May continue to perform in the high 70% load factor range. No funds were recovered in FY 2021.

Original Scope: Two daily roundtrips, 3<sup>rd</sup> daily Jun - Aug. Post COVID, the market retained close to daily service up until June 2021 when it increased to double daily. As of February 2022, the market dropped to 1 daily and continues at 1 daily through the summer.

Term 1: Oct 1, 2019 – June 30, 2020  
State Match: \$829,067 / 60%  
Recoveries: \$0  
Term 2: July 1, 2020 – June 30, 2021  
Grant/State Match: \$1,276,633 / 60%  
Recoveries: \$0  
Term 3: July 1, 2021 – June 30, 2022  
Grant/State Match: \$1,287,155 / 60%

**Riverton Regional Airport (RIW):** Riverton started the year at a 50% load factor in January, operating with 12 flights per week. In mid-February, the market was dropped to one daily flight as a result of SkyWest crew constraints. Load factors for February through April improved to above 60% but bookings for May appear to be softening. Schedules remain at one daily flight through the summer. \$307,736 in state funds were recovered in FY 2021.

Original Scope: Two daily roundtrips Mar-Dec, one daily Jan-Feb starting January 12, 2020 with second flight on Mon., Thurs., Fri., Sun. Overnight flight tagged with Sheridan (SHR). Reduced to 1 daily as of February 11<sup>th</sup>, 2022.

Term 1: January 12, 2020 – June 30, 2020  
Grant/State Match: \$759,040 / 60%  
Recoveries: \$125,502  
Term 2: July 1, 2020 – June 30, 2021

Grant/State Match: \$1,746,385 / 60%  
Recoveries: \$307,736  
Term 3: July 1, 2021 – June 30, 2022  
Grant/State Match: \$1,837,257 / 60%

**Sheridan County Airport (SHR):** Load factors started the year strong at 71% in January, rising to the high 70's in February and March. April fell off to a 63% load factor but forward bookings for May and beyond appear strong. In early January, the schedule was reduced to 12 flights per week and stays that way through the summer. \$221,202 in state funds were recovered in FY 2021.

Original Scope: Two daily roundtrips starting January 12, 2020. Overnight flight tagged with Riverton (RIW). Reduced to one flight daily for April and five times weekly for May and June. Current schedule has 12 weekly flights.

Term 1: January 12, 2020 – June 30, 2020  
State Match: \$716,410 / 60%  
Recoveries: \$10,873  
Term 2: July 1, 2020 – June 30, 2021  
Grant/State Match: \$1,828,140 / 60%  
Recoveries: \$221,202  
Term 3: July 1, 2021 – June 30, 2022  
Grant/State Match: \$1,991,049 / 60%

# **WYOMING** *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

## Business Meeting Packet

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*Thank you for attending!*