

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

Business Meeting Packet



Held Friday, August 16, 2024 at 11:00 A.M.



WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Bruce McCormack, Chairman
(307) 777-4015



TENTATIVE ITINERARY

| Tentative Schedule of Events – Friday, August 16, 2024 | | |
|--|--|--|
| Event Timeline | Event Description | Event Location |
| <i>Attire: Business Casual</i> | | |
| Various – 10:30 A.M. | Fly to Cheyenne | Various Airports |
| 11:00 A.M. – 1:00 P.M. | Aeronautics Commission Business Meeting <i>Meeting will include a working lunch.</i> | Aeronautics Division 2nd Floor Conference Room 200 E. 8th Ave. Cheyenne, WY 82001 |
| 1:30 P.M. – 2:30 P.M. | Wyoming Aviation History Week Proclamation Ceremony | Old Passenger Terminal 300 E. 8th Ave. Cheyenne, WY 82001 |
| 3:00 P.M. – 5:00 P.M. | Hotel Check In & Time on Your Own | Staybridge Suites 5109 Frontier Mall Drive Cheyenne, WY 82009 |
| 5:30 P.M. – 7:30 P.M. | Wyoming Aviation Heritage League Reception | Governor's Mansion 5001 Central Ave. Cheyenne, WY 82009 |
| Tentative Schedule of Events – Saturday, August 17, 2024 | | |
| Event Timeline | Event Description | Event Location |
| <i>Attire: Casual</i> | | |
| 7:00 A.M. – 8:00 A.M. | Breakfast (on your own) | |
| 7:30 A.M. – 3:45 P.M. | Wyoming Aviation Festival* <i>*schedule attached, lunch is on your own at the various food trucks</i> | Old Passenger Terminal 300 E. 8th Ave. Cheyenne, WY 82001 |
| 4:00 P.M. – Various | Fly/drive home | State Hangar 1580 Airport Parkway Cheyenne, WY 82001 |

WYOMING AVIATION FESTIVAL

WEDNESDAY
AUGUST 14

THURSDAY
AUGUST 15

FRIDAY
AUGUST 16

SATURDAY
AUGUST 17

SUNDAY
AUGUST 18

9 AM - 5 PM
T-6 AND RC-45J RIDES*

9 AM - 5 PM
T-6 AND RC-45J RIDES*

9 AM - 5 PM
T-6 AND RC-45J RIDES*
CAF AIRCRAFT DISPLAY AND
COCKPIT TOURS*

7:30 AM AND 9 AM
B-29 RIDES*

7:30 AM AND 9 AM
B-29 RIDES*

CAF AIRCRAFT DISPLAY AND
COCKPIT TOURS*

CAF AIRCRAFT DISPLAY AND
COCKPIT TOURS*

9 AM - 5 PM
T-6 AND RC-45J RIDES*
CAF AIRCRAFT DISPLAY AND
COCKPIT TOURS*

9 AM - 5 PM
T-6 AND RC-45J RIDES*
CAF AIRCRAFT DISPLAY AND
COCKPIT TOURS*



1:30 PM
WYOMING AVIATION
HISTORY WEEK
PROCLAMATION CEREMONY
WITH
GOVERNOR GORDON

AVIATION HALL OF FAME
INDUCTION PRESENTATION

CAF PILOTS

9 AM - 4 PM
VINTAGE AIRCRAFT DISPLAY

9 AM - 4 PM
VINTAGE AIRCRAFT DISPLAY

9 AM - 4 PM
1960 TERMINAL OPEN
EXHIBITS AND VENDORS
OLD TOWER TOURS
KIDS' ACTIVITIES

9 AM - 4 PM
1960 TERMINAL OPEN
EXHIBITS AND VENDORS
OLD TOWER TOURS
KIDS' ACTIVITIES

11 AM - 2 PM
FOOD TRUCKS

11 AM - 2 PM
FOOD TRUCKS

1:30 PM - 2:15 PM
TRANSCONTINENTAL
AIRMAIL ROUTE, PRESENTED
BY MIKE KASSEL

1:30 PM - 2:15 PM
WWII B-17 MODIFICATIONS
CENTER,
PRESENTED BY MIKE KASSEL

3:00 PM - 3:45 PM
WOMEN IN MILITARY
AVIATION, PRESENTED BY
ELLIE DANA, CAF WASP

3:00 PM - 3:45 PM
AMELIA EARHART,
PRESENTED BY DAVE
MARCUM



WAHL WEBSITE

FESTIVAL AT 300 E. 8TH AVENUE
CHEYENNE, WYOMING

Schedule is subject to change
current as of 7/15/24

*COMMEMORATIVE AIR FORCE (CAF) AIR POWER TOUR - GATE FEE \$20: B-29 "FIFI" BOMBER, T-6 "NELLA", RC-45J
BOOK RIDES ONLINE AT [HTTPS://WWW.AIRPOWERSQUADRON.ORG/CHEYENNE-WYOMING](https://www.airpowersquadron.org/cheyenne-wyoming)



Mark Gordon
Governor

WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Bruce McCormack, Chairman
(307) 777-4015



Darin J. Westby, P.E.
Director

BUSINESS MEETING AGENDA

Friday, August 16, 2024 at 11:00 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 Minutes dated July 16, 2024 (*Index Tab 2*) – Vote

VI. UPDATE/DISCUSSION

- A. Chairman's Update – Chairman McCormack
- B. Director's Update – Director Westby
- C. Administrator's Update – Administrator Olsen
- D. Air Service Development Program Update – Ms. Johnson
 - 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*)
 - d) Monthly Load Factors Report (*Index Tab 6*)
 - e) Quarterly CPA Cost per Passenger Report (*Index Tab 7*)
- E. Engineering & Construction Program Update – Mr. Hearn
 - 1. General Matters
 - 2. Standard Reports
 - a) Change Orders Report (*Index Tab 8*)
 - b) Statewide Line Items Report (*Index Tab 9*)

c) Bid Summary Report (*Index Tab 10*)

F. UAS Program Update – Ms. Taylor

1. General Matters

G. Planning & Programming Program Update – Mr. Schutzman

1. General Matters

2. Standard Monthly Reports

a) Administrative Approvals Report (*Index Tab 11*)

b) Recovered State Funds Report (*Index Tab 12*)

VII. REGULAR BUSINESS

A. Consideration of the FY 2024 WACIP Budget Modifications (*Index Tab 13*) – Mr. Schutzman – Vote

B. Consideration of the FY 2025 WACIP Budget Modifications (*Index Tab 14*) – Mr. Schutzman – Vote

VIII. NEW BUSINESS

A. Consideration of Proposed Draft Priority Rating Model for Airport Improvement Program (*Index Tab 15*) – Mr. Schutzman – Vote

B. Consideration of Proposed Changes to Commission Policy (*Index Tab 16*) – Mr. Schutzman – Vote

IX. EXECUTIVE SESSION

X. ANNOUNCEMENTS

A. Next business meeting will be held September 5, 2024, in Jackson.

XI. ADJOURNMENT

A. Consideration of Adjournment – Vote





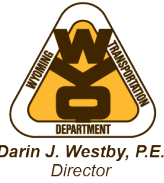
Mark Gordon
Governor

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Darin J. Westby, P.E.
Director

DRAFT MEETING MINUTES

I. CALL TO ORDER

A meeting of the Wyoming Department of Transportation (WYDOT) Aeronautics Commission was held on Tuesday, July 16, 2024, via videoconference. Chairman Bruce McCormack presided, calling the meeting to order at 1:31 p.m.

II. PLEDGE OF ALLEGIANCE

Chairman McCormack led the attendees in the Pledge of Allegiance.

III. ROLL CALL

The following commission members were present, constituting a quorum.

Bruce McCormack, Chairman, District 4

Steve Maier, Commissioner, District 5

Jerry Blann, Vice Chairman, District 2

Darin Westby, WYDOT Director, Ex-Officio

Dean McClain, Commissioner, District 1

Commissioners Bill DeVore, Sigsbee Duck, and Randy Harrop were absent.

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

Brian Olsen, Aeronautics Administrator

Luke Powell, Planning Intern

Mariah Johnson, Air Service Development
Manager

Mike Kahler, Senior Assistant Attorney General

Phillip Hearn, Engineering and Construction
Manager

MacKenzie Sewell, Assistant Attorney General

AJ Schutzman, Aviation Planning Manager

Kimberly Chapman, Commission Secretary

Sheri Taylor, Unmanned Aircraft Systems (UAS)
Manager

Susan Elliott and Caitlin Casner assisted with virtual meeting management.

IV. AGENDA ADJUSTMENTS

There were no substantive changes to the agenda.

V. APPROVAL OF MINUTES

It was moved by Vice Chairman Blann, seconded by Commissioner Maier, and unanimously carried to approve minutes from the June 18, 2024, business meeting.

VI. UPDATES/DISCUSSIONS

A. CHAIRMAN'S UPDATE

Chairman McCormack presented the Chairman's Update.

Recognizing United Airlines' significant presence at Wyoming airports, Chairman McCormack emphasized the importance of preserving a strong relationship with the airline. He hopes that commissioners will take an active role in fostering this relationship during Airline Rendezvous in Jackson later this summer.

B. DIRECTOR'S UPDATE

Administrator Olsen presented the Director's Update.

The Big Fill Slide Recovery and Wyoming Highway (WYO) 22 Projects

Administrator Olsen informed the commission that Director Westby attended an event in Jackson honoring the WYDOT staff and the construction crews whose diligent work enabled the rapid recovery and reopening of the road after the Bill Fill Slide. Teton Pass was reopened to traffic on June 28—just 20 days after the landslide destroyed the roadway.

On June 27, the intersection of WYO 22 and 390 opened, and on July 2, the new bridge spanning the Snake River was opened to traffic.

Western Association of State Highway and Transportation Officials (WASHTO) Conference

Director Westby recently attended the WASHTO conference in Omaha, Nebraska. The meeting provides an opportunity for state transportation leaders to discuss ongoing and emerging issues. Currently, safety is a major focus of the U.S. Department of Transportation (USDOT) and was therefore a key topic of discussion at the recent conference. The director noted that artificial intelligence's future role in transportation, USDOT funding, the Surface Transportation Reauthorization Act, and various other challenges were additional topics of discussion.

WYDOT Operating Budget

Administrator Olsen stated that the department is developing the fiscal year 2025 operating budget, which encompasses the commission and legislative budgets. Additionally, the executive team is evaluating the need for supplemental budget requests, though he currently has no knowledge of any such requests.

Joint Transportation, Highways, and Military Affairs Committee (JTC) Meeting

Administrator Olsen shared that executive staff continues to prepare for the next JTC meeting in early September. WYDOT will present information to the committee on departmental operations, funding, and unmet needs.

Chairman McCormack and Vice Chairman Blann praised the department for its swift response to the Big Fill Slide and construction of the bypass.

C. ADMINISTRATOR'S UPDATE

Administrator Olsen presented the Administrator's Update.

Federal Updates

Fiscal Year (FY) 2025 Appropriations

Administrator Olsen reported that while Congress is working through the appropriations process, professional associations and other aviation stakeholders are advocating for Congress to fully fund the programs outlined in the Federal Aviation Administration (FAA) Reauthorization Act. On July 10, the House Committee on Appropriations advanced their proposed version of the USDOT and FAA appropriations bill. The House bill sets Airport Improvement Program (AIP) funding at \$4 billion, but it does not contain funding for the PFAS transition or the runway safety and resiliency program.

Despite the partisan vote on the House appropriations bill, Administrator Olsen expressed hope that once the Senate committee's version is reconciled with the House bill, the final bill will provide reasonable funding for all programs. He reminded the commission that the Airport and Airway Trust Fund provides funding for FAA Reauthorization Act programs. The Reauthorization bill's provisions were contingent on the available monies in the trust fund.

Administrator Olsen was unsure when the Senate Committee on Appropriations will release its version of the bill, but he predicted that a continuing resolution would be required to sustain federal funding.

Reagan National Airport Flight Slots

On June 24, the FAA requested applications from air carriers for the new, additional slots at Reagan National Airport (DCA). Reauthorization granted 10 new flight slots, or five slot pairs, to DCA. The division hoped that United Airlines would request a flight slot from Denver to DCA, but the airline instead applied for a slot from San Francisco.

Law Enforcement Officer Reimbursement Program

On June 28, the House passed its version of the Homeland Security Appropriations Act, 2025. It must now be reconciled with the version passed by the Senate. Administrator Olsen reminded the commission that the House's version includes funding for the Law Enforcement Officer Reimbursement Program, and he expects it to be present in the Senate's bill as well.

State Updates

National Association of State Aviation Officials (NASAO) Small Community Air Service Committee

On July 9, the NASAO Small Community Air Service Committee met to discuss challenges facing small community air service. Administrator Olsen and Ms. Johnson remain active members of this committee.

Edward Espiritu, a senior manager for United Airlines' Corporate Development and UA Ventures, discussed how new aircraft and propulsion technologies may help solve some of the challenges to small community air service. According to Mr. Espiritu, these technologies could become commercially viable by the end of the decade. Administrator Olsen thought the estimate was optimistic, and he predicts these technologies will not positively impact air service until the mid-2030s. Administrator Olsen shared with Mr. Espiritu that Wyoming's communities would provide an ideal environment for United Airlines to pilot test these new technologies.

D. AIR SERVICE DEVELOPMENT PROGRAM UPDATE

Ms. Johnson presented the Air Service Development Program Update.

General Matters

June Traffic

Ms. Johnson reported that three airports achieved average load factors exceeding 80% in June: Cheyenne at 83%, Sheridan at 85%, and Gillette at 87%. In June, Rock Springs and Riverton added a second daily flight to their weekly schedule, resulting in Riverton achieving a 71% average load factor despite the increased capacity. While the current timing of Rock Springs' second flight is less than ideal, SkyWest Airlines has adjusted its schedule to improve the flight's timing at the start and end of September. As a result, monthly load factors are expected to increase once the schedule is updated.

Future Bookings

Ms. Johnson reported that July bookings are strong in all markets and are expected to equal or perhaps slightly surpass the total from June. Additionally, August bookings are showing positive trends.

Industry Updates

Ms. Johnson reported that the Transportation Security Administration (TSA) recorded the highest day of passenger traffic through its security checkpoints on Sunday, July 7, with just over three million passengers screened. In the last six weeks, there have been eight days with over 2.9 million passengers screened per day.

Delta Airlines reported a \$1.8 billion pre-tax profit in their second quarter (Q2) earnings statement, which produced a 15 percent operating [profit] margin. The total quarterly profit was down \$500 million from the same period in 2023 as the U.S. pricing environment has softened. The other major airlines are expected to report weaker Q2 earnings compared to Delta's performance.

Ms. Johnson reported that while trans-Atlantic travel demand is still strong, Delta is anticipating a \$100 million revenue loss this summer because of the Olympic Games in Paris. Business and leisure travelers typically avoid host city airports during the games. Air France is expecting an even larger revenue loss as over 90 percent of its network routes to Paris.

On July 8, Boeing pled guilty to criminal fraud charges related to two Boeing 737 MAX 8 crashes in 2018 and 2019. The company admitted to misleading regulators about the Maneuvering Characteristics Augmentation System (MCAS) installed on the aircraft and pilot training requirements for the system. The plea deal includes a \$244 million fine, three-year probation period, and a mandatory investment of \$500 million in compliance and safety.

In response to a question from Vice Chairman Blann, Administrator Olsen shared that the federal government will have to create a waiver to allow Boeing to complete existing

Department of Defense contracts. He promised to send the commission more information on this issue as it became available.

In response to Commissioner Maier's question, Ms. Johnson explained that SkyWest Airlines is attempting to rearrange its schedule to best accommodate all Wyoming airports. However, the severe shortage of gate space at Denver International Airport currently prevents SkyWest from fully balancing the market and securing optimal flight times for each airport. If times are adjusted at one Wyoming airport, it would shift the less ideal flight time to another airport. While SkyWest remains hopeful that gate space constraints will ease by the fall season, Ms. Johnson cautioned that such an outcome cannot be guaranteed.

Standard Reports

Air Service Enhancement Program (ASEP) Budget Forecast Report

Ms. Johnson reported that the ASEP Budget Forecast Report was updated to include the amount of state match for the three projects approved by the commission at the June meeting.

Capacity Purchase Agreement (CPA) Budget Forecast Report

Ms. Johnson reported that the CPA Budget Forecast Report was updated to include the fourth quarter of FY 2024.

In response to a question from Chairman McCormack, Ms. Johnson reported that the four CPA airports exceeded their projected performance in FY 2024. However, all of the participating airports experienced at least some capacity limitations this year. As flights are added back and block hour rates increase, it will affect costs going forward. Ms. Johnson expects the participating airports' strong performance and sustained high demand to offset some of the rising costs. However, while the airports surpassed forecasts in FY 2024, she expressed uncertainty about whether they can sustain that exceptional level of performance into 2025.

Agreeing with Ms. Johnson's market assessment, Administrator Olsen attributed the strong performance to the exceptional contract with SkyWest. The contract allows Wyoming's participating airports to earn credits for months with successful operations, an uncommon practice in the industry. Administrator Olsen believed the contract enabled the state to maximize its investment, alongside strong marketing and community support. Furthermore, he stated that Wyoming's relationship with SkyWest Airlines has helped bolster air service in the CPA communities. Administrator Olsen and Ms. Johnson continue to advocate for improved air service at all of Wyoming's commercial service airports.

Ms. Johnson reminded the commission that the contract provides SkyWest the option to renegotiate the block hour rate, which they opted to do this year. As the three-year term ends, Ms. Johnson and Administrator Olsen are preparing to renegotiate the entire contract for the final four years of the 10-year agreement.

Percent of Grant Projects by City Report

Ms. Johnson reported that the Percent of Grant Projects by City Report was updated to include the most recently approved grant projects.

Monthly Load Factors Report

Ms. Johnson reported that the Monthly Load Factors Report was updated to include the most recent load factor data available for each airport.

Ms. Johnson shared that the report illustrates the strong performance of Wyoming's commercial service airports. Riverton, Gillette, and Cheyenne have all experienced high load factors in FY 2024 and continue to perform well. Commissioner Maier noted how optimizing flight schedules significantly improves performance, as demonstrated by Gillette's load factors.

Following a question from Chairman McCormack, both Administrator Olsen and Ms. Johnson reported that they have not received any updates on Delta's Salt Lake City to Casper flight. The airline is currently selling seats on flights, though the long-term viability of the route is uncertain.

E. ENGINEERING AND CONSTRUCTION PROGRAM UPDATE

Mr. Hearn presented the Engineering and Construction Program Update.

General Matters

Seal Coat and Mark Update

Mr. Hearn reported that the seal coat and mark project is in progress. Work was recently completed at Jackson Hole Airport, using local-only funds as it does every year. Meanwhile, work recently commenced at Northeast Wyoming Regional Airport in Gillette. The majority of the project work is expected to be finished by the end of August.

Standard Reports

Change Orders Report

Mr. Hearn reported one new change order.

Statewide Line Items Report

Mr. Hearn reported two new lines items.

Bid Summary Report

Mr. Hearn reported two new bid results. The Worland project incorporates state apportionment funding, which is federal money that Wyoming typically does not receive. However, any apportionment funding that remains unspent at the end of the year will be forfeited. To take advantage of state apportionment funds, the division, in collaboration with the FAA and the airport, decided to proceed with the project.

Mr. Hearn explained that the contractor increased several bid areas to account for higher mobilization costs. Additionally, contractors are struggling to find the necessary equipment, particularly milling equipment, to complete their projects, and this is reflected in their bids.

Newcastle's consultant, Morrison-Maierle, delayed the hangar project hoping costs would decrease. However, they eventually determined that waiting was no longer prudent, as construction costs continued to rise. The Bid Summary Report lists a negotiated bid price that is 38 percent lower than the original bid. Despite contractors' efforts to cooperate with airports to reduce bid prices, full project schedules and inexperience with airport construction work have prevented additional price decreases.

F. PLANNING AND PROGRAMMING PROGRAM REPORT

Mr. Schutzman presented the Planning and Programming Program Update.

General Matters

Priority Rating Model (PRM) Update

Mr. Schutzman reported that the AIP PRM and updated commission policies are currently open for public comment until July 24. Both documents will be submitted for commission review and approval at the August business meeting.

Wyoming Aviation Capital Improvement Program (WACIP) Update

Mr. Schutzman reported that division staff, FAA Denver Airports District Office staff, airport representatives, and their consultants recently met for the first two Capital Improvement Plan (CIP) meetings. The CIP meetings will continue through the summer. Mr. Schutzman extended an invitation to the commissioners to participate in the CIP meetings in order to gain a deeper understanding of the topics discussed and the planning process.

Rates and Charges Guide Presentation

Mr. Schutzman extended his appreciation to Mr. Powell and Ms. Taylor for their efforts in conducting the survey and compiling the guide.

Mr. Powell presented information on the Rates and Charges Guide and shared information on how the data was collected. Nine states participated in the survey, including six neighboring states. Amongst those states, over 150 airports completed the survey—including 32 Wyoming airports.

The survey assessed the need for hangar space, and Mr. Powell presented the findings specific to Wyoming. The demand for aircraft hangars across the state has doubled since the 2018 survey. The 32 participating airports reported a need for 170 hangar spaces. Airports across multiple states, including Utah, Idaho, and Nebraska, have reported a high demand for hangar space. Specifically, Utah requires 469 hangar spaces, Idaho requires 314, and Nebraska reported a need for 230 hangar spaces.

In his analysis of the survey data, Mr. Powell found that the average cost for T-hangar space increased by 33 cents, from \$2.12 per square foot in 2018 to \$2.45 per square foot in 2024. Similarly, the average price of rent for box hangars rose by \$1.23 per square foot, from \$1.87 in 2018 to \$3.10 in 2024. He proposed that increasing rent rates on hangar space could generate additional revenue for the airports.

Wyoming airports reported using a mix of digital and traditional methods for marketing the airport and air service. Airports have increasingly adopted digital marketing platforms due to their low cost and broad reach even as they continue to leverage traditional sources such as print media, television, radio, and billboards.

Chairman McCormack and Vice Chairman Blann expressed their gratitude to Mr. Powell for his diligent work on the survey and within the division. They wished him luck in his future endeavors.

Administrator Olsen shared that the division compiles the Rates and Charges Guide on behalf of the airports, which the airports can then use as a tool to set market-rate fees at their respective facilities. Airports appreciate for the information and eagerly anticipate receiving updates. Administrator Olsen credited Mr. Schutzman for the innovative idea of using NASAO's "Ask NASAO" feature, which enabled the division to expand survey distribution.

In response to a question from Chairman McCormack, Administrator Olsen and Mr. Schutzman suggested several reasons why other states did not participate in the survey. They believed that some states were too overburdened to take part, causing the survey to slip through the cracks even if they initially intended to participate. Furthermore, other states had hired consultants to conduct their own surveys, negating the need for them to take part in Wyoming's survey.

Standard Reports

Administrative Approvals Report

Mr. Schutzman reported no administrative approval for this period.

Recovered State Funds Report

Mr. Schutzman reported that there was one recovery this period totaling \$9,951 of state funds. The total recovered for FY 2024 is now \$646,669.48.

G. UNMANNED AIRCRAFT SYSTEMS PROGRAM UPDATE

Ms. Taylor presented the Unmanned Aircraft Systems (UAS) Program Update.

General Matters

Anzu Robotics Demo

Ms. Taylor reported that Anzu Robotics will provide a demonstration of their drones in Laramie the week of August 12. Jason Gilmor, a representative from the WyoLink office, has been communicating with Anzu's chief operating officer and Anzu drone users nationwide. Mr. Gilmor believes Anzu could be an effective platform for inspecting WyoLink towers. Representatives from local fire departments and the University of Wyoming have been invited to the demonstration.

Avalanche Mitigation Update

Ms. Taylor reported that Brenden Cronin, WYDOT's lead avalanche forecaster, recently attended the Federal Highway Administration's (FHWA) UAS Peer Exchange in Juneau, Alaska. During the Peer Exchange, Mr. Cronin was provided with information on Alaska

Department of Transportation and Public Facilities' avalanche mitigation program. With the approval of his program manager, Mr. Cronin will implement some of the ideas from Alaska's program, especially in the area of avalanche forecasting.

VII. REGULAR BUSINESS

A. FY 2024 WACIP BUDGET MODIFICATIONS

Mr. Schutzman reported seven modifications this period for an increase of \$673,087 in state funds and of \$4,120,744 in federal funds allocated towards projects.

Mr. Schutzman reviewed the seven projects listed in the report beginning with the runway rehabilitation project in Gillette. The design phase of the project was moved from FY 2024 to FY 2025. The airport elected to replace the project in FY 2024 with the acquisition of an aircraft rescue and firefighting (ARFF) truck.

In an effort to draw down the state's reserve funds, funding for the Rock Springs seal coat and marking project was increased in FY 2024 and decreased in FY 2025. The budget for Rock Springs' commercial terminal project was adjusted after the FAA provided additional entitlement funding and combined with Infrastructure Investment and Jobs Act (IIJA) funds for the project.

Federal funds were reduced on the Laramie planning study to match the actual costs of the project.

The budget for the hangar construction project in Newcastle was increased to incorporate additional entitlement and IIJA funds, which were recovered from other projects.

The remaining state reserve is currently \$1,078,219. Mr. Schutzman shared that his team will now prioritize recovering funds, which will be allocated to other projects before the end of the fiscal year.

Action: It was recommended by Mr. Schutzman, moved by Commissioner McClain, seconded by Vice Chairman Blann, and unanimously carried to approve the FY 2024 WACIP budget modifications as presented.

B. FY 2025 WACIP BUDGET MODIFICATIONS

Mr. Schutzman reported two modifications this period for a reduction of \$460,000 in state funds and an increase of \$1,000,000 in federal funds allocated towards projects.

Mr. Schutzman reviewed the two projects outlined in the report, which were also referenced in the 2024 report. The Gillette design project was rescheduled from 2024 to 2025, while funding for the Rock Springs seal coat and marking project was reduced in 2025 to accommodate an increase in funding for that project in 2024.

The remaining state reserve for FY 2025 is \$1,646,367.

Action: It was recommended by Mr. Schutzman, moved by Commissioner Maier, seconded by Vice Chairman Blann, and unanimously carried to approve the FY 2025 WACIP budget modifications as presented.

VIII. EXECUTIVE SESSION

There was no need for an executive session.

IX. ANNOUNCEMENTS/REMINDERS

Commission Activities

Ms. Chapman announced that the commission's next business meeting will be held at 1:30 p.m. on August 13, 2024, via videoconference.

Ms. Chapman referred the commissioners to the upcoming fly-in events listed in the Calendar of Events. In addition to those events, Hulett will host a fly-in and pancake breakfast on July 20, Sheridan will hold an open house on August 24, and Thermopolis will have a fly-in on September 14.

Additionally, Ms. Chapman reminded the commissioner to confirm their attendance at JH AIR's Airline Rendezvous in Jackson on September 3-5, 2024. Commissioners were also requested to confirm their attendance at the Wyoming Airports Coalition Conference in Saratoga on September 18-20, 2024.

Commissioner Announcements

Commissioner McClain announced that the Wyoming Aviation Heritage League (WAHL) will host the Wyoming Aviation Festival at the historic terminal in Cheyenne on August 16-18. The festival will feature flights by the Commemorative Air Force, displays of vintage aircraft, and an address from Governor Gordon. The WAHL will also recognize the 2024 inductee of the Wyoming Aviation Hall of Fame.

X. ADJOURNMENT

It was moved by Vice Chairman Blann to adjourn and passed unanimously. Chairman McCormack adjourned the meeting at 2:56 p.m. on July 16, 2024.

ASEP Budget Forecast Report
August 2024

| | | | | | |
|--|------------------------|------------------------|-------------------|-----------------|----------------|
| Carryover Balance from FY2021 | | | | | \$2,169,839.25 |
| FY2022 | | | | | |
| Standard Budget Appropriations to ASEP | | | | | \$1,312,450.00 |
| | | | Beginning Balance | | \$3,482,289.25 |
| Grant Support: | Forecast | Actual | | | |
| Casper | \$ 302,012.80 | \$ 25,109.46 | | | |
| Cheyenne | \$ 840,000.00 | \$ 716,612.66 | | | |
| Jackson (Delta) | \$ 80,000.00 | \$ 80,000.00 | | | |
| Jackson (American) | \$ 140,000.00 | \$ 60,000.00 | | | |
| | | <u>\$ 881,722.12</u> | | \$ 881,722.12 | |
| Administrative Expenses | | | | \$150,000 | |
| | | | Carryover Balance | | \$2,450,567.13 |
| | | | | | |
| Carryover Balance from FY2022 | | | | | \$2,450,567.13 |
| FY2023 | | | | | |
| Standard Budget Appropriations to ASEP | | | | | \$1,312,450.00 |
| | | | Beginning Balance | | \$3,763,017.13 |
| Grant Support: | Forecast | Actual | | | |
| Casper | \$ 592,233.00 | \$ 416,904.69 | | | |
| Cheyenne | \$ 1,350,000.00 | \$ 1,105,509.31 | | | |
| Jackson (Delta) | \$ 60,000.00 | \$ 2,128.00 | | | |
| Jackson (American) | \$ 140,000.00 | \$ 80,000.00 | | | |
| | | <u>\$ 1,604,542.00</u> | | \$ 1,604,542.00 | |
| Administrative Expenses | | | | \$150,000 | |
| | | | Carryover Balance | | \$2,008,475.13 |
| | | | | | |
| Carryover Balance from FY2023 | | | | | \$2,008,475.13 |
| FY2024 | | | | | |
| Standard Budget Appropriations to ASEP | | | | | \$1,312,450.00 |
| | | | Beginning Balance | | \$3,320,925.13 |
| Grant Support: | Forecast | Actual | | | |
| Casper | \$ 719,268.00 | \$ - | | | |
| Cheyenne | \$ 1,350,000.00 | \$ - | | | |
| Jackson (Delta) | \$ 60,000.00 | \$ - | | | |
| Jackson (American) | \$ 140,000.00 | \$ - | | | |
| | <u>\$ 2,269,268.00</u> | <u>\$ -</u> | | \$ 2,269,268.00 | |
| Administrative Expenses | | | | \$150,000 | |
| | | | Carryover Balance | | \$901,657.13 |
| | | | | | |
| Carryover Balance from FY2024 | | | | | \$901,657.13 |
| FY2025 | | | | | |
| Standard Budget Appropriations to ASEP | | | | | \$1,312,450.00 |
| | | | Beginning Balance | | \$2,214,107.13 |
| Grant Support: | Forecast | Actual | | | |
| Cheyenne | \$ 1,200,000.00 | \$ - | | | |
| Jackson (Delta) | \$ 80,000.00 | \$ - | | | |
| Jackson (American) | \$ 80,000.00 | \$ - | | | |
| | <u>\$ 1,360,000.00</u> | <u>\$ -</u> | | \$ 1,360,000.00 | |
| Administrative Expenses | | | | \$150,000 | |
| | | | Carryover Balance | | \$704,107.13 |
| | | | | | |

ASEP Budget Forecast Report
August 2024

| | | | | | | |
|--|----------|--------------|--------|-------------------|--|-----------------------|
| Carryover Balance from FY2025 | | | | | | \$704,107.13 |
| FY2026 | | | | | | |
| Standard Budget Appropriations to ASEP | | | | | | <u>\$1,312,450.00</u> |
| | | | | Beginning Balance | | <u>\$2,016,557.13</u> |
| Grant Support: | Forecast | | Actual | | | |
| Casper | \$ | - | \$ | - | | |
| Cheyenne | \$ | 1,000,000.00 | \$ | - | | |
| Jackson (Delta) | \$ | 80,000.00 | \$ | - | | |
| Jackson (American) | \$ | 140,000.00 | \$ | - | | |
| | | | | | | |
| | \$ | 1,220,000.00 | \$ | - | | \$ 1,220,000.00 |
| Administrative Expenses | | | | | | <u>\$150,000</u> |
| | | | | Carryover Balance | | <u>\$646,557.13</u> |
| | | | | | | |
| Carryover Balance from FY2026 | | | | | | \$646,557.13 |
| FY2027 | | | | | | |
| Standard Budget Appropriations to ASEP | | | | | | <u>\$1,312,450.00</u> |
| | | | | Beginning Balance | | <u>\$1,959,007.13</u> |
| Grant Support: | Forecast | | Actual | | | |
| Casper | \$ | - | \$ | - | | |
| Cheyenne | \$ | 1,000,000.00 | \$ | - | | |
| Jackson (Delta) | \$ | 80,000.00 | \$ | - | | |
| Jackson (American) | \$ | 140,000.00 | \$ | - | | |
| | | | | | | |
| | \$ | 1,220,000.00 | \$ | - | | \$ 1,220,000.00 |
| Administrative Expenses | | | | | | <u>\$150,000</u> |
| | | | | Carryover Balance | | <u>\$589,007.13</u> |

Wyoming Department of Transportation - Division of Aeronautics
Capacity Purchase Agreement (CPA) Budget Forecast
State Only 60% Match
8/5/2024

| | | | |
|---------|-----------------------|-------------------|-------------------------|
| FY 2023 | FY2022 Ending Balance | | \$ 17,069,267.18 |
| | | Forecast | Invoiced |
| | Gillette | \$ (1,596,000.00) | \$ (464,432.34) |
| | Riverton | \$ (2,202,000.00) | \$ (527,387.59) |
| | Rock Springs | \$ (2,300,400.00) | \$ (431,794.55) |
| | Sheridan | \$ (1,643,400.00) | \$ (644,822.30) |
| | Total State Share | \$ (7,741,800.00) | \$ (2,068,436.78) |
| | New Ending Balance | \$ 9,327,467.18 | \$ 15,000,830.40 |

| | | | | |
|---------|--------------------|-------------------|------------------------|-------------------------|
| FY 2024 | Beginning Balance | | \$9,327,467.18 | \$ 15,000,830.40 |
| | | Forecast | Invoiced | |
| | Gillette | \$ (1,656,000.00) | \$ (243,034.12) | |
| | Riverton | \$ (2,292,000.00) | \$ (946,400.47) | |
| | Rock Springs | \$ (2,383,800.00) | \$ (954,448.81) | |
| | Sheridan | \$ (1,710,000.00) | \$ (669,125.13) | |
| | Total State Share | \$ (8,041,800.00) | \$ (2,813,008.52) | |
| | New Ending Balance | \$1,285,667.18 | \$12,187,821.88 | |

| | | | | |
|---------|------------------------|-------------------|----------------|------------------------|
| FY 2025 | Beginning Balance | | \$1,285,667.18 | \$12,187,821.88 |
| | | Forecast | Invoiced | |
| | Gillette | \$ (1,728,000.00) | \$ - | |
| | Riverton | \$ (2,395,200.00) | \$ - | |
| | Rock Springs | \$ (2,480,400.00) | \$ - | |
| | Sheridan | \$ (1,789,800.00) | \$ - | |
| | State Share (Forecast) | \$ (8,393,400.00) | \$ - | |
| | New Ending Balance | \$ (7,107,732.82) | | |

*FY from July 1 through June 30

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: Casper | | | | | | |
| Finaled | ASE01 | 2005 | 2004 | Northwest Airlines | 1,633,520 | 0 |
| Finaled | ASE16 | 2007 | 2007 | | 6,300 | 0 |
| Finaled | ASE17 | 2008 | 2008 | United Airlines | 27,000 | 0 |
| Finaled | ASE24 | 2008 | 2008 | Allegiant Air | 26,099 | 0 |
| Finaled | ASE22 | 2008 | 2008 | United Airlines | 320,000 | 0 |
| Finaled | ASCPR01 | 2022 | 2021 | SkyWest - SLC | 25,109 | 0 |
| Finaled | ASCPR02 | 2023 | 2022 | SkyWest - SLC | 178,170 | 61,830 |
| Approved | ASCPR04 | 2024 | 2023 | | 719,268 | 719,268 |
| Finaled | ASCPR03 | 2023 | 2023 | SkyWest - SLC | 238,741 | 113,492 |
| Sub-total: | | | | | \$3,174,208 | 7.44% \$894,591 |
| Community: Cheyenne | | | | | | |
| 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 |
| Finaled | ASCYS04 | 2022 | 2021 | SkyWest - DEN | 716,613 | 0 |
| Finaled | ASCYS05 | 2023 | 2022 | SkyWest - DEN | 1,105,509 | 0 |
| Approved | ASCYS06 | 2024 | 2023 | SkyWest - DEN | 1,350,000 | 1,350,000 |
| Approved | | 2025 | 2024 | SkyWest - DEN | 1,200,000 | 1,200,000 |
| Sub-total: | | | | | \$7,755,169 | 18.17% \$2,550,000 |

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 | ASE14 | 2008 | 2007 | SkyWest - DEN | 208,551 | 0 |
| Finaled | ASE13 | 2007 | 2007 | SkyWest - SLC | 97,907 | 0 |
| Finaled | ASE12 | 2007 | 2007 | | 31,500 | 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 | 5.95% |
| | | | | | | \$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: Gillette | | | | | | |
| Finaled | ASE04 | 2005 | 2005 | Great Lakes Airlines | 128,127 | 0 |
| Finaled | ARASE20 | 2009 | 2008 | SkyWest - SLC | 799,036 | 0 |
| Finaled | ARASE31 | 2010 | 2009 | | 64,000 | 0 |
| Finaled | ARASE28 | 2010 | 2009 | SkyWest - SLC | 771,445 | 0 |
| Finaled | ASE18 | 2008 | 2009 | | 64,000 | 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 | 18.47% |
| | | | | | | 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: Jackson | | | | | | |
| 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 |
| Finaled | ASJAC10 | 2021 | 2020 | Delta Airlines | 60,000 | 0 |
| Closed | ASJAC09 | 2021 | 2020 | American Airlines | 140,000 | 0 |
| Closed | ASJAC08 | 2020 | 2020 | American Airlines | 140,000 | 0 |
| Closed | ASJAC12 | 2022 | 2021 | Delta Airlines | 60,000 | 0 |
| Finaled | ASJAC11 | 2022 | 2021 | American Airlines | 80,000 | 0 |
| Finaled | ASJAC14 | 2023 | 2022 | Delta Airlines | 2,128 | 0 |
| Finaled | ASJAC13 | 2023 | 2022 | American Airlines | 80,000 | 0 |
| Approved | ASJAC16 | 2024 | 2023 | Delta Airlines | 60,000 | 60,000 |
| Approved | ASJAC15 | 2024 | 2023 | American Airlines | 140,000 | 140,000 |
| Approved | ASJAC17 | 2025 | 2024 | American Airlines | 80,000 | 80,000 |
| Approved | ASJAC18 | 2025 | 2024 | Delta Airlines | 80,000 | 80,000 |
| Sub-total: | | | | | \$2,930,262 | 6.86% |
| | | | | | | \$360,000 |

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: Laramie | | | | | | |
| Finaled | ASE30 | 2009 | 2009 | | 186,045 | 0 |
| Sub-total: | | | | | \$186,045 | 0.44% |
| Community: Riverton | | | | | | |
| 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 | 8.34% |
| Community: Rock Springs | | | | | | |
| 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 | ARASE43 | 2011 | 2010 | SkyWest - SLC | 1,177,342 | 0 |
| Finaled | ARASE38 | 2010 | 2010 | SkyWest - SLC | 613,084 | 0 |
| Finaled | ARASE39 | 2010 | 2010 | | 64,000 | 0 |
| Finaled | ARASE48 | 2012 | 2012 | SkyWest - SLC | 1,233,452 | 0 |
| Finaled | ASRKS01 | 2013 | 2013 | SkyWest - SLC | 1,032,347 | 0 |
| Finaled | ASRKS02 | 2014 | 2014 | SkyWest - SLC | 504,692 | 0 |
| Finaled | ASRKS03 | 2015 | 2014 | SkyWest - SLC | 876,308 | 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 | 21.87% |
| Community: Sheridan | | | | | | |
| 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 | 10.70% |

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: Statewide | | | | | | |
| Finaled | SHE | 2003 | 2004 | | 34,000 | 0 |
| Finaled | SCAS205 | 2007 | 2007 | | 715,860 | 0 |
| Sub-total: | | | | | \$749,860 | 1.76% |
| Grand Totals: | | | | | \$42,688,110 | 100.00% |
| | | | | | | \$3,867,697 |

Wyoming Department of Transportation - Division of Aeronautics
2024 Monthly Load Factor Report by Route
8/2/2024

| | January | February | March | April | May | June | July | August | September | October | November | December |
|--------------------------|---------|----------|--------|--------|--------|--------|--------|--------|-----------|---------|----------|----------|
| ATLJAC | 76.24% | 75.67% | 72.06% | 65.83% | | | | | | | | |
| CYSDEN | 64.70% | 73.70% | 75.70% | 80.10% | 80.90% | 82.70% | 77.00% | | | | | |
| CPRDEN | 74.90% | 76.70% | 85.50% | 80.60% | 78.70% | 83.10% | | | | | | |
| CPRSLC | 43.90% | 41.30% | 60.70% | 52.90% | 55.10% | 58.20% | 52.30% | | | | | |
| CODDEN | 91.33% | 85.50% | 93.45% | 86.53% | | | | | | | | |
| DENGCC | 76.30% | 81.00% | 81.90% | 83.70% | 85.00% | 87.30% | 82.20% | | | | | |
| DENLAR | 48.30% | 47.50% | 55.90% | 52.30% | 54.40% | 57.20% | | | | | | |
| DENRIW | 67.50% | 67.20% | 69.10% | 65.30% | 65.60% | 70.90% | 70.50% | | | | | |
| DENRKS | 69.40% | 67.70% | 75.50% | 74.30% | 74.10% | 55.90% | 63.30% | | | | | |
| DENSHR | 69.10% | 69.00% | 74.50% | 71.70% | 77.10% | 85.40% | 85.60% | | | | | |
| DFWJAC | 64.49% | 76.64% | 76.72% | 72.66% | | | | | | | | |
| JAC (all flights) | 69.53% | 72.79% | 77.56% | 69.75% | 71.07% | 79.35% | | | | | | |

Average Quarterly Load Factor by Route

| | Q1 | Q2 | Q3 | Q4 |
|--------------------------|--------|--------|----|----|
| ATLJAC | 74.66% | | | |
| CYSDEN | 71.37% | 81.23% | | |
| CPRDEN | 79.03% | | | |
| CPRSLC | 48.63% | 55.40% | | |
| CODDEN | 90.09% | | | |
| DENGCC | 79.73% | 85.33% | | |
| DENLAR | 50.57% | 54.63% | | |
| DENRIW | 67.93% | 67.27% | | |
| DENRKS | 70.87% | 68.10% | | |
| DENSHR | 70.87% | 78.07% | | |
| DFWJAC | 72.62% | | | |
| JAC (all flights) | 73.29% | 73.39% | | |

Wyoming Department of Transportation - Division of Aeronautics
Quarterly CPA State Cost per Passenger
7/8/2024

| | FY2023 Q1 | FY2023 Q2 | FY2023 Q3 | FY2023 Q4 | FY2023 Total |
|---------------------|------------------|------------------|------------------|------------------|---------------------|
| Gillette | \$25.04 | \$29.38 | \$39.55 | -\$19.25 | \$18.39 |
| Riverton | \$11.44 | \$52.03 | \$61.21 | \$31.25 | \$38.02 |
| Rock Springs | \$20.59 | \$28.92 | \$31.35 | \$32.98 | \$28.44 |
| Sheridan | -\$9.23 | \$39.00 | \$63.69 | \$10.39 | \$24.70 |
| Average | \$10.03 | \$35.95 | \$49.36 | \$9.20 | \$25.72 |

| | FY2024 Q1 | FY2024 Q2 | FY2024 Q3 | FY2024 Q4 | FY2024 Total |
|---------------------|------------------|------------------|------------------|------------------|---------------------|
| Gillette | -\$13.52 | \$4.79 | \$33.70 | \$8.09 | \$8.55 |
| Riverton | \$40.80 | \$54.75 | \$72.49 | \$63.59 | \$57.77 |
| Rock Springs | \$35.34 | \$49.51 | \$68.62 | \$65.77 | \$54.87 |
| Sheridan | -\$10.72 | \$31.57 | \$59.07 | \$22.35 | \$24.45 |
| Average | \$6.95 | \$30.51 | \$55.00 | \$33.92 | \$31.41 |

| | FY2025 Q1 | FY2025 Q2 | FY2025 Q3 | FY2025 Q4 | FY2025 Total |
|---------------------|------------------|------------------|------------------|------------------|---------------------|
| Gillette | | | | | |
| Riverton | | | | | |
| Rock Springs | | | | | |
| Sheridan | | | | | |
| Average | | | | | |

*FY from July 1 through June 30



Change Orders Report

WACIP Construction Projects

Change Order Entry Date: 07/03/2024 - 08/01/2024

| Change Order Date | Change Order Number | Supplemental Agreement Number | Document Upload Date | Change Order Explanation | Change Order Amount | Revised Contract Amount |
|--|---------------------|-------------------------------|------------------------------|--|--|-------------------------|
| Airport: Rock Springs - Southwest Wyoming Regional Airport | | | State Project Number: ARK007 | | Project Description: Rehabilitate and Expand Commercial Terminal | |
| 6/13/2024 | 1 | | 6/18/2024 | Electrical and Gas lines/construction necessary for the project to be built prior to the Phase I temporary structure. Also included is furniture charging stations that will be discontinued if not ordered now. | \$136,048.96 | \$3,093,949.96 |
| 7/5/2024 | 2 | | 7/24/2024 | Backup generator installation, startup, maintenance, and removal of existing generator concrete pad was moved from Phase II to Phase I | \$57,007.05 | \$3,150,957.46 |



Statewide Line Item Balances

Fiscal Year: 2024

Execution Date: 07/02/2024 - 08/05/2024

| | Aviation Encouragement | Crack Seal | Marketing | Mountain AWOS | NAVAID | Windssocks |
|------------------------|---------------------------|--------------|--------------|---------------|--------------|------------|
| Beginning Balance: | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| Recovered Funds: | | | | | | |
| Transferred Funds: | \$100,000.00 | \$991,800.00 | \$450,000.00 | \$100,000.00 | \$152,500.00 | |
| Carryover Funds: | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$38,054.20 | |
| Balance on WACIP: | \$100,000.00 | \$991,800.00 | \$450,000.00 | \$100,000.00 | \$190,554.20 | |
| Allocated to Projects: | \$67,500.00 | \$991,800.00 | \$450,000.00 | \$100,000.00 | \$96,547.20 | |
| Balance Remaining: | \$32,500.00 | \$0.00 | \$0.00 | \$0.00 | \$94,007.00 | \$0.00 |

| Airport | Project Number | WACIP Description | Aviation Encouragement | Crack Seal | Marketing | Mountain AWOS | NAVAID | Windssocks |
|---|----------------|--|---------------------------|------------|-------------|---------------|------------|------------|
| Afton - Lincoln County Municipal Airport | AAF028X | 2023 NAVAID Maintenance | | | | | \$0.00 | |
| Afton - Lincoln County Municipal Airport | AAF029X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Big Piney - Miley Memorial Field | ABP018X | 2024 Aviation Encouragement | \$5,000.00 | | | | | |
| Casper - Natrona County International Airport | ACP056X | Marketing 2024 | | | \$50,000.00 | | | |
| Cheyenne Regional Airport - Jerry Olson Field | ACY039X | 2024 Aviation Encouragement -Aviation Festival | \$5,000.00 | | | | | |
| Cheyenne Regional Airport - Jerry Olson Field | ACY040X | 2024 Marketing | | | \$50,000.00 | | | |
| Cody - Yellowstone Regional Airport | ACO037X | 2024 Aviation Encouragement - Santa Fly-In | \$3,500.00 | | | | | |
| Cody - Yellowstone Regional Airport | ACO039X | 2024 Aviation Encouragement - Santa Fly-In 2024 | \$3,500.00 | | | | | |
| Cody - Yellowstone Regional Airport | ACO040X | 2024 MARKETING | | | \$50,000.00 | | | |
| Cowley - North Big Horn County Airport | AU6023X | 2024 NAVAID Maintenance | | | | | \$2,988.80 | |
| Dixon Airport - Carbon County | ADW023X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Dubois Municipal Airport | ADU027X | 2024 NAVAID MAINTENANCE | | | | | \$4,754.40 | |
| Dubois Municipal Airport | ADU028X | 2024 Aviation Encouragement - Airport Appreciation Day | \$5,000.00 | | | | | |
| Evanston - Uinta County Airport - Burns Field | AEV019X | 2024 Aviation Encouragement | \$5,000.00 | | | | | |
| Fort Bridger Airport | AFB015X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |



| Airport | Project Number | WACIP Description | Aviation Encouragement | Crack Seal | Marketing | Mountain AWOS | NAVAID | Windsocks |
|---|----------------|---|------------------------|------------|-------------|---------------|-------------|-----------|
| Gillette - Northeast Wyoming Regional Airport | AGC047X | 2024 NAVAID Maintenance | | | | | \$20,804.80 | |
| Gillette - Northeast Wyoming Regional Airport | AGC051X | Aviation Encouragement Grant | \$5,000.00 | | | | | |
| Gillette - Northeast Wyoming Regional Airport | AGC052X | 2024 Airport Marketing | | | \$50,000.00 | | | |
| Greater Green River Intergalactic Spaceport | A48011X | 2024 Aviation Encouragement | \$2,500.00 | | | | | |
| Greybull - South Big Horn County Airport | AGE022X | 2023 Aviation Encouragement | \$0.00 | | | | | |
| Hulett Municipal Airport | AW4023X | 2023 NAVAID Maintenance | | | | | \$0.00 | |
| Hulett Municipal Airport | AW4026X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Hulett Municipal Airport | AW4027X | 2024 Aviation Encouragement - Fly-In | \$1,500.00 | | | | | |
| Kemmerer Municipal Airport | AEM030X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Kemmerer Municipal Airport | AEM031X | 2024 NAVAID Maint. - AWOS Repair | | | | | \$439.20 | |
| Kemmerer Municipal Airport | AEM031X | 2024 NAVAID Maint. - AWOS Repair | | | | | \$1,398.40 | |
| Kemmerer Municipal Airport | AEM031X | 2024 NAVAID Maint. - AWOS Repair | | | | | \$2,478.40 | |
| Kemmerer Municipal Airport | AEM032X | 2024 Aviation Encouragement | \$2,500.00 | | | | | |
| Lander - Hunt Field | ALN018X | 2024 Aviation Encouragement | \$2,500.00 | | | | | |
| Laramie Regional Airport | ALA035X | 2024 Marketing Grant | | | \$50,000.00 | | | |
| Laramie Regional Airport | ALA036X | 2024 Aviation Encouragement | \$5,000.00 | | | | | |
| Lusk Municipal Airport | ALS019X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Lusk Municipal Airport | ALS020X | 2024 Aviation Encouragement - Fly-In | \$2,500.00 | | | | | |
| Newcastle - Mondell Field | AEC028X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Pine Bluffs Municipal Airport | A82016X | 2023 NAVAID Maintenance | | | | | \$0.00 | |
| Pine Bluffs Municipal Airport | A82020X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Pine Bluffs Municipal Airport | A82021X | 2024 Aviation Encouragement - Fly-In/Open House | \$2,500.00 | | | | | |
| Pinedale - Ralph Wenz Field | APN035X | 2024 NAVAID Maintenance | | | | | \$6,575.20 | |
| Powell Municipal Airport | APO028X | 2024 NAVAID Maintenance | | | | | \$2,988.80 | |
| Powell Municipal Airport | APO029X | 2024 Aviation Encouragement | \$5,000.00 | | | | | |

Statewide Line Item Balances, Fiscal Year: 2024, Execution Date: 07/02/2024 - 08/05/2024



| Airport | Project Number | WACIP Description | Aviation Encouragement | Crack Seal | Marketing | Mountain AWOS | NAVAID | Windsocks |
|---|----------------|---|------------------------|--------------|--------------|---------------|-------------|-----------|
| Riverton - Central Wyoming Regional Airport | ARI039X | 2024 Marketing | | | \$50,000.00 | | | |
| Riverton - Central Wyoming Regional Airport | ARI041X | 2024 Aviation Encouragement Grant | \$2,500.00 | | | | | |
| Rock Springs - Southwest Wyoming Regional Airport | ARK053X | 2024 Marketing | | | \$50,000.00 | | | |
| Saratoga - Shively Field | ASA031X | 2024 NAVAID Maintenance | | | | | \$2,988.80 | |
| Sheridan County Airport | ASH041X | 2024 Aviation Encouragement | \$4,000.00 | | | | | |
| Sheridan County Airport | ASH042X | 2024 Marketing | | | \$50,000.00 | | | |
| Statewide Facility | AGMP37A | Crack Seal (AGMP37A) | | \$991,800.00 | | | | |
| Statewide Facility | ASMKT22 | Statewide Air Service Marketing | | | \$50,000.00 | | | |
| Statewide Facility | AWOS | Mountain AWOS | | | | \$100,000.00 | | |
| Thermopolis - Hot Springs County Airport | AHS028X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Thermopolis - Hot Springs County Airport | AHS029X | 2024 Aviation Encouragement Grant | \$2,500.00 | | | | | |
| Torrington Municipal Airport | ATO023X | 2024 NAVAID Maintenance | | | | | \$3,586.40 | |
| Wheatland - Phifer Airfield | AEA027X | 2024 NAVAID Maintenance | | | | | \$4,754.40 | |
| Wheatland - Phifer Airfield | AEA028X | 2024 Aviation Encouragement - Fly-In and Open House | \$2,500.00 | | | | | |
| Total Granted to Projects: | | | \$67,500.00 | \$991,800.00 | \$450,000.00 | \$100,000.00 | \$96,547.20 | |



Bid Results Report

07/04/2024 - 08/01/2024

Bid Results Report, 07/04/2024 - 08/01/2024

Data Source: BlackCat Aviation Data Management System

Printed: 8/1/2024 5:38:32 PM



Administrative Approvals Report
Fiscal Year(s): 2024
7/2/2024 - 8/5/2024

| Fiscal Year | Airport | Project Number | Grant Description | State Funds | Federal Funds |
|-------------|---------|----------------|-------------------|-------------|---------------|
| Total: | | | | | |

Administrative Approvals Report, Fiscal Year(s): 2024, 7/2/2024 - 8/5/2024

Data Source: BlackCat Aviation Data Management System

Printed: 8/5/2024 6:34:06 PM



Recovered Funds Report

Fiscal Year 2024

Recovered Date: 07/02/2024 - 08/05/2024

| Date Recovered | State Facility Name | State Project Number | Original FY | Project Description | State Funds | | Federal Funds |
|----------------|---|----------------------|-------------|---|----------------------|---------------|-------------------|
| | | | | | Transportation Funds | General Funds | Total State Funds |
| | | | | Beginning Balance | \$8,611,072.00 | | \$8,611,072.00 |
| | | | | Transferred Funds | \$0.00 | | \$0.00 |
| | | | | Carryover Funds | \$2,218,984.60 | | \$2,218,984.60 |
| | | | | Total Funds | \$10,830,056.60 | | \$10,830,056.60 |
| 11/24/2023 | Cheyenne Regional Airport - Jerry Olson Field | ACY012A | 2024 | SEAL COAT & MARK PAVEMENTS | \$72,604.00 | | \$72,604.00 |
| 12/8/2023 | Statewide Facility | APRM20A | | Priority Rating Model | \$7,029.93 | | \$7,029.93 |
| 12/8/2023 | Afton - Lincoln County Municipal Airport | AAF028X | 2023 | 2023 NAVAID Maintenance | \$1.00 | | \$1.00 |
| 2/26/2024 | Dubois Municipal Airport | ADU021X | 2023 | 2023 NAVAID Maintenance | \$1.00 | | \$1.00 |
| 2/26/2024 | Gillette - Northeast Wyoming Regional Airport | AGC002A | 2022 | Acquire SRE | \$2.00 | | \$2.00 |
| 2/26/2024 | Kemmerer Municipal Airport | AEM023X | 2023 | 2023 NAVAID Maintenance | \$1.00 | | \$1.00 |
| 2/26/2024 | Kemmerer Municipal Airport | AEM029X | 2023 | 2023 NAVAID Maint. - AWOS Repair | \$0.20 | | \$0.20 |
| 3/25/2024 | Statewide Facility | AGMP35A | 2023 | Crack Seal | \$34,131.51 | | \$34,131.51 |
| 3/25/2024 | Statewide Facility | AGMP35B | 2023 | Crack Seal | \$519,456.84 | | \$519,456.84 |
| 4/24/2024 | Big Piney - Miley Memorial Field | ABP006A | 2021 | Construct Snow Removal Equipment Building | | \$0.00 | \$4,808.00 |
| 4/24/2024 | Saratoga - Shively Field | ASA004A | 2021 | Improve Auto Parking, Access Road and Fence | | \$0.00 | \$7,790.00 |
| 4/24/2024 | Saratoga - Shively Field | ASA004B | 2022 | Improve Auto Parking, Access Road and Fence | \$607.00 | | \$607.00 |



| Date Recovered | State Facility Name | State Project Number | Original FY | Project Description | State Funds | | | Federal Funds |
|----------------|---|----------------------|-------------|--|----------------------|---------------|-------------------|---------------|
| | | | | | Transportation Funds | General Funds | Total State Funds | |
| 4/24/2024 | Saratoga - Shively Field | ASA004C | 2022 | Improve Auto Parking, Access Road and Fence | \$382.00 | | \$382.00 | \$0.00 |
| 4/30/2024 | Greybull - South Big Horn County Airport | AGE022X | 2023 | 2023 Aviation Encouragement | \$2,500.00 | | \$2,500.00 | \$0.00 |
| 4/30/2024 | Hulett Municipal Airport | AW4023X | 2023 | 2023 NAVAID Maintenance | \$1.00 | | \$1.00 | \$0.00 |
| 4/30/2024 | Pine Bluffs Municipal Airport | A82016X | 2023 | 2023 NAVAID Maintenance | \$1.00 | | \$1.00 | \$0.00 |
| 6/24/2024 | Wheatland - Phifer Airfield | AEA003A | 2022 | Seal Coat and Mark Pavements | \$9,951.00 | | \$9,951.00 | \$0.00 |
| 7/22/2024 | Statewide Facility | AWNDS21 | 2021 | Windsocks | \$5,113.69 | | \$5,113.69 | \$0.00 |
| 7/22/2024 | Cowley - North Big Horn County Airport | AU6014A | 2022 | Install NAVAID, Runway 27 REILs | \$1,050.00 | | \$1,050.00 | \$0.00 |
| 7/22/2024 | Casper - Natrona County International Airport | ACP006B | 2021 | ARFF Building and Training Facility Upgrades, Acquire Training Vehicle | \$3,938.00 | | \$3,938.00 | \$0.00 |
| 7/22/2024 | Casper - Natrona County International Airport | ACP008B | 2022 | Upgrade Lighting T/W B & C | \$169.94 | | \$169.94 | \$0.00 |
| 7/22/2024 | Fort Bridger Airport | AFB014A | 2022 | Reconstruct Taxiway A and SE Apron | \$45.00 | | \$45.00 | \$0.00 |
| 7/22/2024 | Gillette - Northeast Wyoming Regional Airport | AGC026X | 2021 | Replace ILS | \$16,138.31 | | \$16,138.31 | \$0.00 |
| 7/22/2024 | Gillette - Northeast Wyoming Regional Airport | AGC032X | 2022 | 2022 Marketing and Promotions | \$2,213.00 | | \$2,213.00 | \$0.00 |
| 7/22/2024 | Gillette - Northeast Wyoming Regional Airport | AGC034A | 2022 | Pavement Marking Equipment | \$4,341.00 | | \$4,341.00 | \$0.00 |
| 7/22/2024 | Gillette - Northeast Wyoming Regional Airport | AGC035X | 2023 | 2023 NAVAID Maintenance | \$10,401.60 | | \$10,401.60 | \$0.00 |
| 7/22/2024 | Greater Green River Intergalactic Spaceport | A48010X | 2023 | 2023 Aviation Encouragement | \$728.00 | | \$728.00 | \$0.00 |
| 7/22/2024 | Jackson Hole Airport | AJA023A | 2022 | Acquire Airfield Rubber Removal Truck | \$23,017.00 | | \$23,017.00 | \$0.00 |

Recovered Funds Report, Fiscal Year: 2024, Recovered Date: 07/02/2024 - 08/05/2024



| Date Recovered | State Facility Name | State Project Number | Original FY | Project Description | State Funds | | | Federal Funds |
|---|---|----------------------|-------------|--|----------------------|---------------|-------------------|-----------------|
| | | | | | Transportation Funds | General Funds | Total State Funds | |
| 7/22/2024 | Kemmerer Municipal Airport | AEM002A | 2022 | Construct SRE Building | \$1,244.00 | | \$1,244.00 | \$0.00 |
| 7/22/2024 | Laramie Regional Airport | ALA006A | 2022 | Seal Coat and Mark Pavements | \$26,586.00 | | \$26,586.00 | \$0.00 |
| 7/22/2024 | Laramie Regional Airport | ALA022X | 2022 | Acquire SRE - De-ice Material Spreaders | \$49,793.00 | | \$49,793.00 | \$0.00 |
| 7/22/2024 | Pinedale - Ralph Wenz Field | APN033X | 2023 | 2023 Aviation Encouragement | \$123.00 | | \$123.00 | \$0.00 |
| 7/22/2024 | Dixon Airport - Carbon County | ADW002A | 2022 | RELOCATE FENCE | \$4,540.00 | | \$4,540.00 | \$0.00 |
| 7/22/2024 | Rawlins Municipal Airport - Harvey Field | ARW009A | 2022 | Acquire Mowing Equipment | \$5,139.00 | | \$5,139.00 | \$0.00 |
| 7/22/2024 | Riverton - Central Wyoming Regional Airport | ARI019A | 2021 | Construct Weather Observation Station | \$45,000.00 | | \$45,000.00 | \$0.00 |
| 7/22/2024 | Rock Springs - Southwest Wyoming Regional Airport | ARK008A | 2021 | Seal Coat and Mark Pavements | \$37,919.00 | | \$37,919.00 | \$0.00 |
| 7/22/2024 | Sheridan County Airport | ASH026A | 2022 | Expand Terminal Building - Baggage, Upgrade PAPIs, AFFF Testing System | \$67.00 | | \$67.00 | \$0.00 |
| 7/22/2024 | Sheridan County Airport | ASH026B | 2022 | Expand Terminal Building - Baggage, Upgrade PAPIs, AFFF Testing System | \$7,173.00 | | \$7,173.00 | \$0.00 |
| Total Funds Recovered this Period 07/02/2024 - 08/05/2024 | | | | | \$244,739.54 | \$0.00 | \$244,739.54 | \$0.00 |
| Total Funds Recovered for Fiscal Year | | | | | \$891,409.02 | | \$891,409.02 | \$27,411.00 |
| Available balance for Fiscal Year | | | | | \$11,721,465.62 | | \$11,721,465.62 | \$50,794,338.00 |



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program Modifications
Fiscal Year(s): 2024
07/02/2024 - 08/05/2024

| Airport Name | State Project Number | Project Description | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|--|-----------------------------|-------------|------------------|----------|-------------|----------------------|
| 2024 | | | | | | | | |
| Jackson Hole Airport* | AJA024C | Rehabilitate Taxiway A and Construct Deicing Pad Access Taxiway - Phase III - Rehabilitate Taxiway A from Taxiway A3 to A4 | 84 | \$3,376,980 | \$135,079 | \$90,053 | \$3,602,112 | 93.75 / 3.75 / 2.50 |
| Changed Amount: | | | | (\$15,265) | (\$611) | (\$407) | (\$16,283) | |
| Revised Total: | | | | \$3,361,715 | \$134,468 | \$89,646 | \$3,585,829 | 93.75 / 3.75 / 2.50 |
| Comments | | | | | | | | |
| 1) Per FAA and Sponsor request, reduce to match grant amount. | | | | | | | | |
| Rock Springs - Southwest Wyoming Regional Airport | ARK006C | Rehabilitate Lighting, RW 3/21 and TW; and associated work | 75 | \$246,132 | \$9,845 | \$6,564 | \$262,541 | 93.75 / 3.75 / 2.50 |
| Changed Amount: | | | | (\$9,998) | (\$400) | (\$267) | (\$10,665) | |
| Revised Total: | | | | \$236,134 | \$9,445 | \$6,297 | \$251,876 | 93.75 / 3.75 / 2.50 |
| Comments | | | | | | | | |
| 1) Per FAA and Sponsor request, reduce to match available funds. | | | | | | | | |
| Rock Springs - Southwest Wyoming Regional Airport | ARK020A | 2025 Seal Coat and Mark Pavements | 75 | \$0 | \$500,000 | \$55,556 | \$555,556 | 0.00 / 90.00 / 10.00 |
| Changed Amount: | | | | \$0 | \$292,000 | \$32,444 | \$324,444 | |
| Revised Total: | | | | \$0 | \$792,000 | \$88,000 | \$880,000 | 0.00 / 90.00 / 10.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager and Sponsor request, move project from FY25 to FY24. | | | | | | | | |



| Airport Name | State Project Number | Project Description | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|--|----------------------|---|-----------------------------|-------------|------------|-----------|-------------|----------------------|
| Wheatland - Phifer Airfield | AEA006B | Acquire Hangar Land | 73 | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Changed Amount: | | | | \$0 | \$120,000 | \$13,333 | \$133,333 | |
| Revised Total: | | | | \$0 | \$120,000 | \$13,333 | \$133,333 | 0.00 / 90.00 / 10.00 |
| Comments | | | | | | | | |
| 2) Amend per Program Manager and Sponsor request, move project from FY25 to FY24. | | | | | | | | |
| Afton - Lincoln County Municipal Airport | AAF012A | 2025 Seal Coat and Mark Pavements | 72 | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Changed Amount: | | | | \$0 | \$225,000 | \$25,000 | \$250,000 | |
| Revised Total: | | | | \$0 | \$225,000 | \$25,000 | \$250,000 | 0.00 / 90.00 / 10.00 |
| Comments | | | | | | | | |
| 2) Per Program Manager and Sponsor request, move project from FY25 to FY24. | | | | | | | | |
| Jackson Hole Airport | AJA013A | 2025 Seal Coat and Mark Pavements | 72 | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Changed Amount: | | | | \$0 | \$909,000 | \$101,000 | \$1,010,000 | |
| Revised Total: | | | | \$0 | \$909,000 | \$101,000 | \$1,010,000 | 0.00 / 90.00 / 10.00 |
| Comments | | | | | | | | |
| 2) Per Program Manager and Sponsor request, move project from FY25 to FY24 and increase. | | | | | | | | |
| Sheridan County Airport | ASH012A | Relocate East End TW A and Expand GA Apron - design and associated work | 69 | \$600,000 | \$24,000 | \$16,000 | \$640,000 | 93.75 / 3.75 / 2.50 |
| Changed Amount: | | | | (\$264,361) | (\$10,574) | (\$7,050) | (\$281,985) | |
| Revised Total: | | | | \$335,639 | \$13,426 | \$8,950 | \$358,015 | 93.75 / 3.75 / 2.50 |
| Comments | | | | | | | | |
| 1) Per FAA, reduce to match grant amount. | | | | | | | | |
| Laramie Regional Airport | ALA031A | Acquire Hangar | 55 | \$350,000 | \$11,053 | \$7,368 | \$368,421 | 95.00 / 3.00 / 2.00 |
| Changed Amount: | | | | (\$350,000) | (\$11,053) | (\$7,368) | (\$368,421) | |
| Revised Total: | | | | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per FAA and Sponsor request, move project from FY24 to FY25. | | | | | | | | |

Wyoming Aviation Capital Improvement Program Reconciliation, Fiscal Year(s): 2024, 07/02/2024 - 08/05/2024



| Airport Name | State Project Number | Project Description | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|---|-----------------------------|-------------|--------------------|-----------|-------------|----------------------|
| Gillette - Northeast Wyoming Regional Airport | AGC044A | Construct South Side Hangar Development Taxilane and associated work. | 47 | \$2,165,190 | \$86,608 | \$57,738 | \$2,309,536 | 93.75 / 3.75 / 2.50 |
| Changed Amount: | | | | (\$2,434) | (\$97) | (\$65) | (\$2,596) | |
| Revised Total: | | | | \$2,162,756 | \$86,511 | \$57,673 | \$2,306,940 | 93.75 / 3.75 / 2.50 |
| Comments | | | | | | | | |
| 1) Per FAA and Sponsor request, reduce to match bids. | | | | | | | | |
| Statewide Facility | AERS125A | System Planning Study, Economic Impact Study | 0 | \$0 | \$250,000 | \$0 | \$250,000 | 0.00 / 100.00 / 0.00 |
| Changed Amount: | | | | \$0 | (\$250,000) | \$0 | (\$250,000) | |
| Revised Total: | | | | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager move from FY24 to FY25. | | | | | | | | |
| Total Changed Amount: | | | | (\$642,058) | \$1,273,265 | \$156,620 | \$787,827 | |
| Non-Budgeted Total: | | | | (\$15,265) | \$0 | \$156,620 | \$141,355 | |
| Modification Total: | | | | (\$626,793) | \$1,273,265 | \$0 | \$646,472 | |

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 2024 Budget

| Available Budgets | | | |
|-----------------------------|---------------------|---------------------|------------------|
| Program Identifier | Federal | State | Local |
| Federal Discretionary | \$3,146,112 | \$0 | \$0 |
| Federal Entitlement | \$17,838,416 | \$0 | \$0 |
| Federal IIJA Funds | \$23,229,272 | \$0 | \$0 |
| Federal State Apportionment | \$3,614,150 | \$0 | \$0 |
| State Transportation Fund | \$0 | \$9,889,111 | \$0 |
| Statewide Programs | \$0 | \$1,832,354 | \$493,833 |
| Aviation Encouragement | \$0 | \$100,000 | \$0 |
| Crack Seal (GMP) | \$0 | \$991,800 | \$143,333 |
| Marketing & Promotions | \$0 | \$450,000 | \$320,000 |
| Mountain AWOS | \$0 | \$100,000 | \$0 |
| NAVAID Maintenance | \$0 | \$190,554 | \$30,500 |
| Total | \$47,827,950 | \$11,721,466 | \$493,833 |

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|--|-----------------------|-----------------------------|---------|----------|---------|----------|----------------------|
| Casper - Natrona County International Airport | ACP029E | Rehabilitate RW 8/26 and Associated Work: ASOS backup wiring | Security, Maintenance | 88 | \$0 | \$28,000 | \$7,000 | \$35,000 | 0.00 / 80.00 / 20.00 |

Note: This document represents the state funding plan for airports as approved by the Wyoming Aeronautics Commission. It does not imply guarantee of funding from federal, state, or local sources. All approved amounts represent the maximum available for the grant. Additional Commission approval is required for all amount increases or changes in scope.

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

Note: Original FY2024 projects were approved by the Wyoming Aeronautics Commission on March 14, 2023 unless otherwise noted on a Modification report and will have there own associated date.

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|--|-----------------------|-----------------------------|--------------|--------------------|-----------|--------------|----------------------|
| Jackson Hole Airport * | AJA024C | Rehabilitate Taxiway A and Construct Deicing Pad Access Taxiway - Phase III - Rehabilitate Taxiway A from Taxiway A3 to A4 * | Security, Maintenance | 84 | \$3,361,715 | \$134,468 | \$89,646 | \$3,585,829 | 93.75 / 3.75 / 2.50 |
| Jackson Hole Airport * | AJA024D | Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxiway; and associated work. * | Security, Maintenance | 84 | \$13,000,000 | \$520,000 | \$346,667 | \$13,866,667 | 93.75 / 3.75 / 2.50 |
| Worland Municipal Airport | AWR005A | Rehabilitate TW A and Construct Taxilane D | Security, Maintenance | 76 | \$2,550,000 | \$170,000 | \$113,333 | \$2,833,333 | 90.00 / 6.00 / 4.00 |
| Casper - Natrona County International Airport | ACP008A | Upgrade Lighting TW B, C: Amendment 1 | Safety | 75 | \$16,110 | \$644 | \$430 | \$17,184 | 93.75 / 3.75 / 2.50 |
| Casper - Natrona County International Airport | ACP020A | Seal Coat and Mark Pavements | Security, Maintenance | 75 | \$0 | \$1,000,000 | \$111,111 | \$1,111,111 | 0.00 / 90.00 / 10.00 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK006B | Rehabilitate Lighting, RW 3/21 and TW; and associated work | Safety | 75 | \$1,144,252 | \$45,770 | \$30,514 | \$1,220,536 | 93.75 / 3.75 / 2.50 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK006C | Rehabilitate Lighting, RW 3/21 and TW; and associated work | Safety | 75 | \$236,134 | \$9,445 | \$6,297 | \$251,876 | 93.75 / 3.75 / 2.50 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK020A | 2025 Seal Coat and Mark Pavements | Security, Maintenance | 75 | \$0 | \$792,000 | \$88,000 | \$880,000 | 0.00 / 90.00 / 10.00 |
| Dubois Municipal Airport | ADU029A | Emergency Airfield Lighting - Vault Equipment Replacement and associated work. | Safety | 74 | \$0 | \$10,444 | \$1,160 | \$11,604 | 0.00 / 90.00 / 10.00 |
| Wheatland - Phifer Airfield | AEA006B | Acquire Hangar Land | Safety | 73 | \$0 | \$120,000 | \$13,333 | \$133,333 | 0.00 / 90.00 / 10.00 |
| Wheatland - Phifer Airfield | AEA006B | Acquire Hangar(s), Land and associated work. | Safety | 73 | \$0 | \$150,000 | \$16,667 | \$166,667 | 0.00 / 90.00 / 10.00 |
| Wheatland - Phifer Airfield | AEA006E | Acquire Hangar Land | Safety | 73 | \$365,261 | \$24,351 | \$16,234 | \$405,846 | 90.00 / 6.00 / 4.00 |
| Afton - Lincoln County Municipal Airport | AAF012A | 2025 Seal Coat and Mark Pavements | Security, Maintenance | 72 | \$0 | \$225,000 | \$25,000 | \$250,000 | 0.00 / 90.00 / 10.00 |

Note: This document represents the state funding plan for airports as approved by the Wyoming Aeronautics Commission. It does not imply guarantee of funding from federal, state, or local sources. All approved amounts represent the maximum available for the grant. Additional Commission approval is required for all amount increases or changes in scope.

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

Note: Original FY2024 projects were approved by the Wyoming Aeronautics Commission on March 14, 2023 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 | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|---|----------------------------------|-----------------------------|-------------|--------------------|-----------|-------------|----------------------|
| Douglas - Converse County Airport | ADG007A | Seal Coat and Mark Pavements | Security, Maintenance | 72 | \$0 | \$108,900 | \$12,100 | \$121,000 | 0.00 / 90.00 / 10.00 |
| Jackson Hole Airport | AJA013A | 2025 Seal Coat and Mark Pavements | Security, Maintenance | 72 | \$0 | \$909,000 | \$101,000 | \$1,010,000 | 0.00 / 90.00 / 10.00 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK018A | Acquire SRE (Broom) | Safety | 72 | \$0 | \$587,996 | \$195,999 | \$783,995 | 0.00 / 75.00 / 25.00 |
| Laramie Regional Airport | ALA025A | Acquire SRE, rotary plow | Safety | 71 | \$900,000 | \$28,421 | \$18,947 | \$947,368 | 95.00 / 3.00 / 2.00 |
| Buffalo - Johnson County Airport | ABY007A | Seal Coat and Mark Pavements | Security, Maintenance | 70 | \$0 | \$119,700 | \$13,300 | \$133,000 | 0.00 / 90.00 / 10.00 |
| Casper - Natrona County International Airport | ACP041A | Acquire SRE (Blower) and associated work | Safety | 70 | \$1,200,000 | \$47,973 | \$32,000 | \$1,279,973 | 93.75 / 3.75 / 2.50 |
| Cody - Yellowstone Regional Airport | ACO025B | Rehabilitate and Expand Commercial Terminal | Airport Enhancement and Planning | 70 | \$0 | \$17,290 | \$11,527 | \$28,817 | 0.00 / 60.00 / 40.00 |
| Pinedale - Ralph Wenz Field | APN031A | Rehab S GA Apron | Security, Maintenance | 70 | \$1,490,000 | \$99,334 | \$66,222 | \$1,655,556 | 90.00 / 6.00 / 4.00 |
| Pinedale - Ralph Wenz Field | APN031B | Rehabilitate South GA Apron: Design, Construction, and Associated Work | Security, Maintenance | 70 | \$0 | \$112,800 | \$28,200 | \$141,000 | 0.00 / 80.00 / 20.00 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK007F | Rehabilitate and Expand Commercial Terminal | Airport Enhancement and Planning | 70 | \$0 | \$1,000,000 | \$666,667 | \$1,666,667 | 0.00 / 60.00 / 40.00 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK007H | Rehabilitate and Expand Commercial Terminal, and associated work | Airport Enhancement and Planning | 70 | \$2,600,000 | \$104,000 | \$69,333 | \$2,773,333 | 93.75 / 3.75 / 2.50 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK007J | Rehabilitate and Expand Commercial Terminal, and associated work | Airport Enhancement and Planning | 70 | \$2,600,000 | \$104,000 | \$69,333 | \$2,773,333 | 93.75 / 3.75 / 2.50 |
| Kemmerer Municipal Airport | AEM003A | Rehabilitate RW 16/34 Lighting: Design, Construction, and Associated Work | Safety | 69 | \$110,000 | \$7,333 | \$4,889 | \$122,222 | 90.00 / 6.00 / 4.00 |
| Sheridan County Airport | ASH012A | Relocate East End TW A and Expand GA Apron - design and associated work | Safety | 69 | \$335,639 | \$13,426 | \$8,950 | \$358,015 | 93.75 / 3.75 / 2.50 |

Note: This document represents the state funding plan for airports as approved by the Wyoming Aeronautics Commission. It does not imply guarantee of funding from federal, state, or local sources. All approved amounts represent the maximum available for the grant. Additional Commission approval is required for all amount increases or changes in scope.

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

Note: Original FY2024 projects were approved by the Wyoming Aeronautics Commission on March 14, 2023 unless otherwise noted on a Modification report and will have there own associated date.

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|---|-----------------------|-----------------------------|-------------|--------------------|-----------|-------------|----------------------|
| Jackson Hole Airport * | AJA025B | Terminal Improvements, TSA Screening Area; construction and associated work * | Security, Maintenance | 68 | \$2,652,740 | \$106,110 | \$70,740 | \$2,829,590 | 93.75 / 3.75 / 2.50 |
| Lusk Municipal Airport | ALS014A | Rehabilitate Security Fence and associated work | Safety | 68 | \$110,000 | \$7,333 | \$4,889 | \$122,222 | 90.00 / 6.00 / 4.00 |
| Cody - Yellowstone Regional Airport | ACO015A | Rehabilitate Commercial Apron: Design, Construction, and Associated Work | Security, Maintenance | 67 | \$1,120,568 | \$44,823 | \$29,882 | \$1,195,273 | 93.75 / 3.75 / 2.50 |
| Dubois Municipal Airport | ADU022A | Automatic Vehicle Gate Replacement and Associated Work | Security, Maintenance | 67 | \$110,000 | \$7,333 | \$4,889 | \$122,222 | 90.00 / 6.00 / 4.00 |
| Gillette - Northeast Wyoming Regional Airport | AGC014A | Rehabilitate GA Apron and Associated Work: Amendment 1 | Security, Maintenance | 67 | \$24,825 | \$993 | \$662 | \$26,480 | 93.75 / 3.75 / 2.50 |
| Jackson Hole Airport | AJA012A | Acquire ARFF Truck | Safety | 67 | \$0 | \$1,000,000 | \$111,111 | \$1,111,111 | 0.00 / 90.00 / 10.00 |
| Wheatland - Phifer Airfield | AEA002A | Reconstruct GA Apron: design, construction, and associated work | Security, Maintenance | 67 | \$150,000 | \$10,000 | \$6,667 | \$166,667 | 90.00 / 6.00 / 4.00 |
| Buffalo - Johnson County Airport | ABY009A | Rehabilitate Apron and associated work | Security, Maintenance | 66 | \$333,693 | \$22,246 | \$14,831 | \$370,770 | 90.00 / 6.00 / 4.00 |
| Buffalo - Johnson County Airport | ABY009B | Rehabilitate Apron and associated work | Security, Maintenance | 66 | \$387,252 | \$25,817 | \$17,211 | \$430,280 | 90.00 / 6.00 / 4.00 |
| Cheyenne Regional Airport - Jerry Olson Field | ACY026B | Install Passenger Boarding Bridge and associated work | Safety | 65 | \$497,710 | \$19,908 | \$13,272 | \$530,890 | 93.75 / 3.75 / 2.50 |
| Cheyenne Regional Airport - Jerry Olson Field | ACY030A | Rehabilitate Aircraft Control Tower COMPETITIVE | Safety | 65 | \$850,000 | \$0 | \$0 | \$850,000 | 100.00 / 0.00 / 0.00 |
| Riverton - Central Wyoming Regional Airport | ARI007B | Rehabilitate North GA Apron: Design, Construction, and associated work | Security, Maintenance | 65 | \$1,004,482 | \$40,179 | \$26,786 | \$1,071,447 | 93.75 / 3.75 / 2.50 |
| Riverton - Central Wyoming Regional Airport | ARI007C | Rehabilitate North GA Apron: Design, Construction, and associated work | Security, Maintenance | 65 | \$1,128,986 | \$45,159 | \$30,107 | \$1,204,252 | 93.75 / 3.75 / 2.50 |

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Wyoming Aviation Capital Improvement Program

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|--|----------------------------------|-----------------------------|-------------|------------------|----------|-------------|----------------------|
| Gillette - Northeast Wyoming Regional Airport | AGC031A | Acquire ARFF Vehicle | Safety | 64 | \$1,000,000 | \$40,000 | \$26,667 | \$1,066,667 | 93.75 / 3.75 / 2.50 |
| Laramie Regional Airport | ALA011B | Expand ARFF/SRE Building: Design, Construction, and Associated Work | Safety | 63 | \$1,829,157 | \$57,763 | \$38,509 | \$1,925,429 | 95.00 / 3.00 / 2.00 |
| Laramie Regional Airport | ALA003A | Conduct Planning Study, Master Plan | Airport Enhancement and Planning | 62 | (\$155,568) | \$0 | \$0 | (\$155,568) | 0 / 0 / 0 |
| Newcastle - Mondell Field | AEC007A | Seal Coat and Mark Pavements | Security, Maintenance | 62 | \$0 | \$125,100 | \$13,900 | \$139,000 | 0.00 / 90.00 / 10.00 |
| Casper - Natrona County International Airport | ACP019A | Repair Terminal Roof, Area C and Additional Area | Security, Maintenance | 61 | \$0 | \$185,600 | \$46,400 | \$232,000 | 0.00 / 80.00 / 20.00 |
| Lusk Municipal Airport | ALS005A | Seal Coat and Mark Pavements | Security, Maintenance | 61 | \$0 | \$128,700 | \$14,300 | \$143,000 | 0.00 / 90.00 / 10.00 |
| Pine Bluffs Municipal Airport | A82017A | Replace AWOS | Safety | 61 | \$330,000 | \$22,000 | \$14,667 | \$366,667 | 90.00 / 6.00 / 4.00 |
| Cheyenne Regional Airport - Jerry Olson Field | ACY027A | Conduct Planning Study, Master Plan | Airport Enhancement and Planning | 60 | \$1,000,000 | \$40,000 | \$26,667 | \$1,066,667 | 93.75 / 3.75 / 2.50 |
| Hulett Municipal Airport | AW4008A | Seal Coat and Mark Pavements | Security, Maintenance | 60 | \$0 | \$176,400 | \$19,600 | \$196,000 | 0.00 / 90.00 / 10.00 |
| Casper - Natrona County International Airport | ACP001F | Conduct ARFF Training | Safety | 59 | \$0 | \$54,000 | \$6,000 | \$60,000 | 0.00 / 90.00 / 10.00 |
| Cheyenne Regional Airport - Jerry Olson Field | ACY002A | Acquire SRE, Blower | Safety | 59 | \$1,015,577 | \$40,623 | \$27,082 | \$1,083,282 | 93.75 / 3.75 / 2.50 |
| Gillette - Northeast Wyoming Regional Airport | AGC015A | Mark Pavements | Security, Maintenance | 59 | \$0 | \$136,800 | \$15,200 | \$152,000 | 0.00 / 90.00 / 10.00 |
| Sheridan County Airport | ASH026E | Expand and Rehabilitate Terminal Building, acquire AFFF testing equipment, construct RW 33 PAPI & REIL, and associated work. | Airport Enhancement and Planning | 59 | \$34,225 | \$1,369 | \$913 | \$36,507 | 93.75 / 3.75 / 2.50 |

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Wyoming Aviation Capital Improvement Program

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|---|----------------------------------|-----------------------------|-------------|------------------|----------|-------------|----------------------|
| Jackson Hole Airport * | AJA027A | Expand Stormwater detention and filtration System: Design, Construction, and associated work. * | Airport Enhancement and Planning | 58 | \$2,927,681 | \$117,107 | \$78,071 | \$3,122,859 | 93.75 / 3.75 / 2.50 |
| Saratoga - Shively Field | ASA019A | Conduct Planning Study, Master Plan | Airport Enhancement and Planning | 57 | \$198,244 | \$13,216 | \$8,811 | \$220,271 | 90.00 / 6.00 / 4.00 |
| Saratoga - Shively Field | ASA019B | Conduct Planning Study, Master Plan | Airport Enhancement and Planning | 57 | \$226,000 | \$15,067 | \$10,044 | \$251,111 | 90.00 / 6.00 / 4.00 |
| Casper - Natrona County International Airport | ACP038A | Expand SRE Building and associated work | Safety | 56 | \$1,335,665 | \$53,427 | \$35,618 | \$1,424,710 | 93.75 / 3.75 / 2.50 |
| Cowley - North Big Horn County Airport | AU6021B | Construct Pilots Lounge: Construction and Associated Work | Airport Enhancement and Planning | 56 | \$465,501 | \$31,034 | \$20,689 | \$517,224 | 90.00 / 6.00 / 4.00 |
| Big Piney - Miley Memorial Field | ABP005E | Reconstruct W Apron and Rehabilitate S Apron: Geotechnical Investigation, Design, and Associated Work | Security, Maintenance | 55 | \$0 | \$96,000 | \$24,000 | \$120,000 | 0.00 / 80.00 / 20.00 |
| Dixon Airport - Carbon County | ADW009A | Acquire Hangars, Remove North Apron; and associated work. | Safety | 55 | \$232,000 | \$15,467 | \$10,311 | \$257,778 | 90.00 / 6.00 / 4.00 |
| Dixon Airport - Carbon County | ADW009B | Acquire Hangars, Remove North Apron; and associate work. | Safety | 55 | \$333,000 | \$22,200 | \$14,800 | \$370,000 | 90.00 / 6.00 / 4.00 |
| Afton - Lincoln County Municipal Airport | AAF025A | Construct Hangar Taxilane and associated work | Airport Enhancement and Planning | 54 | \$133,039 | \$8,869 | \$5,913 | \$147,821 | 90.00 / 6.00 / 4.00 |
| Cody - Yellowstone Regional Airport | ACO038A | Build T-Hangars: Design, Construction, and Associated Work | Airport Enhancement and Planning | 50 | \$1,025,726 | \$41,029 | \$27,353 | \$1,094,108 | 93.75 / 3.75 / 2.50 |
| Jackson Hole Airport * | AJA034A | Conduct Planning Study: Energy Efficiency Assessment, Net Zero Carbon Road Map * | Airport Enhancement and Planning | 50 | \$180,000 | \$7,200 | \$4,800 | \$192,000 | 93.75 / 3.75 / 2.50 |
| Lander - Hunt Field | ALN014A | Upgrade Terminal: Design, Construction, and Associated Work | Airport Enhancement and Planning | 49 | \$268,000 | \$17,867 | \$11,911 | \$297,778 | 90.00 / 6.00 / 4.00 |

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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 | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|---|----------------------------------|-----------------------------|---------------------|---------------------|-------------|----------------|---------------------|
| Douglas - Converse County Airport | ADG015A | Construct Hangars/Aprons: Design, Construction, and Associated Work. | Airport Enhancement and Planning | 47 | \$167,413 | \$11,161 | \$7,441 | \$186,015 | 90.00 / 6.00 / 4.00 |
| Douglas - Converse County Airport | ADG015B | Construct Hangars/Aprons: Design, Construction, and Associated Work. | Airport Enhancement and Planning | 47 | \$449,000 | \$29,933 | \$19,956 | \$498,889 | 90.00 / 6.00 / 4.00 |
| Gillette - Northeast Wyoming Regional Airport | AGC044A | Construct South Side Hangar Development Taxilane and associated work. | Airport Enhancement and Planning | 47 | \$2,162,756 | \$86,511 | \$57,673 | \$2,306,940 | 93.75 / 3.75 / 2.50 |
| Newcastle - Mondell Field | AEC008A | Construct Hangar | Airport Enhancement and Planning | 41 | \$853,312 | \$56,887 | \$37,925 | \$948,124 | 90.00 / 6.00 / 4.00 |
| Newcastle - Mondell Field | AEC008B | Construct Hangar | Airport Enhancement and Planning | 41 | \$336,000 | \$22,400 | \$14,933 | \$373,333 | 90.00 / 6.00 / 4.00 |
| Thermopolis - Hot Springs County Airport | AHS023B | Construct County Hangar | Airport Enhancement and Planning | 36 | \$566,381 | \$37,759 | \$25,173 | \$629,313 | 90.00 / 6.00 / 4.00 |
| Thermopolis - Hot Springs County Airport | AHS023C | Construct County Hangar | Airport Enhancement and Planning | 36 | \$443,000 | \$29,533 | \$19,689 | \$492,222 | 90.00 / 6.00 / 4.00 |
| Total | | | | | \$55,635,476 | \$9,541,218 | \$3,179,922 | \$68,356,616 | |
| Non-Budgeted Airport Projects Total | | | | | (\$22,122,136) | \$0 | \$0 | (\$22,122,136) | |
| Budgeted Airport Projects Total | | | | | \$33,513,340 | \$9,541,218 | \$3,179,922 | \$46,234,480 | |
| Total Statewide Programs | | | | | \$0 | \$1,832,354 | \$493,833 | \$2,326,187 | |
| Total Allocated | | | | | \$33,513,340 | \$11,373,572 | \$3,673,755 | | |
| Total Available | | | | | \$47,827,950 | \$11,721,466 | | | |
| Remaining Balance | | | | | \$14,314,610 | \$347,893 | | | |

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Note: Original FY2024 projects were approved by the Wyoming Aeronautics Commission on March 14, 2023 unless otherwise noted on a Modification report and will have there own associated date.



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program Modifications
Fiscal Year(s): 2025
07/02/2024 - 08/05/2024

| Airport Name | State Project Number | Project Description | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|--|----------------------|------------------------------|-----------------------------|---------|--------------------|------------|-------------|----------------------|
| 2025 | | | | | | | | |
| Rock Springs - Southwest Wyoming Regional Airport | ARK020A | Seal Coat and Mark Pavements | 75 | \$0 | \$292,000 | \$32,444 | \$324,444 | 0.00 / 90.00 / 10.00 |
| Changed Amount: | | | | \$0 | (\$292,000) | (\$32,444) | (\$324,444) | |
| Revised Total: | | | | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager and Sponsor request, move project from FY25 to FY24. | | | | | | | | |
| Wheatland - Phifer Airfield | AEA006D | Acquire Hangar Land | 73 | \$0 | \$120,000 | \$13,333 | \$133,333 | 0.00 / 90.00 / 10.00 |
| Changed Amount: | | | | \$0 | (\$120,000) | (\$13,333) | (\$133,333) | |
| Revised Total: | | | | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager and Sponsor request, move project from FY25 to FY24. | | | | | | | | |
| Afton - Lincoln County Municipal Airport | AAF012A | Seal Coat and Mark Pavements | 72 | \$0 | \$225,000 | \$25,000 | \$250,000 | 0.00 / 90.00 / 10.00 |
| Changed Amount: | | | | \$0 | (\$225,000) | (\$25,000) | (\$250,000) | |
| Revised Total: | | | | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager and Sponsor request, move project from FY25 to FY24. | | | | | | | | |
| Jackson Hole Airport | AJA013A | Seal Coat and Mark Pavements | 72 | \$0 | \$648,000 | \$72,000 | \$720,000 | 0.00 / 90.00 / 10.00 |
| Changed Amount: | | | | \$0 | (\$648,000) | (\$72,000) | (\$720,000) | |
| Revised Total: | | | | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager and Sponsor request, move project from FY25 to FY24 and increase. | | | | | | | | |



| Airport Name | State Project Number | Project Description | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|--|-----------------------------|-----------|-------------|-------------|-------------|----------------------|
| Laramie Regional Airport | ALA031A | Acquire Hangar | 55 | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Changed Amount: | | | | \$350,000 | \$11,053 | \$7,368 | \$368,421 | |
| Revised Total: | | | | \$350,000 | \$11,053 | \$7,368 | \$368,421 | 95.00 / 3.00 / 2.00 |
| Comments | | | | | | | | |
| 2) Per FAA and Sponsor request, move project from FY24 to FY25. | | | | | | | | |
| Statewide Facility | AERS125A | System Planning Study, Economic Impact Study | 0 | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Changed Amount: | | | | \$0 | \$250,000 | \$0 | \$250,000 | |
| Revised Total: | | | | \$0 | \$250,000 | \$0 | \$250,000 | 0.00 / 100.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager move from FY24 to FY25. | | | | | | | | |
| Statewide Facility | AERS225 | Backup AWOS Design | 0 | \$0 | \$0 | \$0 | \$0 | 0.00 / 0.00 / 0.00 |
| Changed Amount: | | | | \$0 | \$100,000 | \$0 | \$100,000 | |
| Revised Total: | | | | \$0 | \$100,000 | \$0 | \$100,000 | 0.00 / 100.00 / 0.00 |
| Comments | | | | | | | | |
| 1) Per Program Manager, allocate funds. | | | | | | | | |
| Total Changed Amount: | | | | \$350,000 | (\$923,947) | (\$135,409) | (\$709,356) | |
| Non-Budgeted Total: | | | | \$0 | \$0 | (\$135,409) | (\$135,409) | |
| Modification Total: | | | | \$350,000 | (\$923,947) | \$0 | (\$573,947) | |

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Note: Nonstandard Matches will be highlighted in red



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program
FY 2025 Budget

| Available Budgets | | | |
|-------------------------------|---------------------|--------------------|------------------|
| Program Identifier | Federal | State | Local |
| Federal Discretionary | \$5,612,500 | \$0 | \$0 |
| Federal Entitlement | \$13,000,000 | \$0 | \$0 |
| Federal IIJA Funds | \$11,640,933 | \$0 | \$0 |
| Federal State Apportionment | \$3,500,000 | \$0 | \$0 |
| State Transportation Fund | \$0 | \$6,859,006 | \$0 |
| Statewide Programs | \$0 | \$2,142,500 | \$499,389 |
| Aviation Encouragement | \$0 | \$100,000 | \$0 |
| Crack Seal (GMP) | \$0 | \$1,340,000 | \$148,889 |
| Marketing & Promotions--State | \$0 | \$450,000 | \$320,000 |
| Mountain AWOS | \$0 | \$100,000 | \$0 |
| NAVAID Maintenance | \$0 | \$152,500 | \$30,500 |
| Total | \$33,753,433 | \$9,001,506 | \$499,389 |

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|--------------------|----------------------|--|--------------------|-----------------------------|-----------|-----------|-------|-----------|----------------------|
| Statewide Facility | AERS125A | System Planning Study, Economic Impact Study | | 0 | \$0 | \$250,000 | \$0 | \$250,000 | 0.00 / 100.00 / 0.00 |
| Statewide Facility | AERS125B | System Planning Study, WYSASP | | 0 | \$250,000 | \$27,778 | \$0 | \$277,778 | 90.00 / 10.00 / 0.00 |

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

Note: Original FY2025 projects were approved by the Wyoming Aeronautics Commission on --/--/---- unless otherwise noted on a Modification report and will have there own associated date.

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|--|-----------------------|-----------------------------|-------------|------------------|-----------|-------------|----------------------|
| Statewide Facility | AERS225 | Backup AWOS Design | | 0 | \$0 | \$100,000 | \$0 | \$100,000 | 0.00 / 100.00 / 0.00 |
| Gillette - Northeast Wyoming Regional Airport | AGC011C | Rehabilitate RW 16/34 and RW 3 | Security, Maintenance | 87 | \$5,500,000 | \$220,000 | \$146,667 | \$5,866,667 | 93.75 / 3.75 / 2.50 |
| Cowley - North Big Horn County Airport | AU6015B | Rehabilitate Runway 9/27: Design, Construction, and Associated Work | Security, Maintenance | 72 | \$2,800,000 | \$186,667 | \$124,444 | \$3,111,111 | 90.00 / 6.00 / 4.00 |
| Cody - Yellowstone Regional Airport | ACO011A | Acquire SRE, and associated work | Safety | 70 | \$1,000,000 | \$40,000 | \$26,667 | \$1,066,667 | 93.75 / 3.75 / 2.50 |
| Torrington Municipal Airport | ATO018A | Rehabilitate Apron and Taxiways and associated work | Security, Maintenance | 70 | \$1,341,902 | \$89,460 | \$59,640 | \$1,491,002 | 90.00 / 6.00 / 4.00 |
| Jackson Hole Airport * | AJAC20C | Construct ARFF / Operation Building, Design * | Safety | 69 | \$1,800,000 | \$72,000 | \$48,000 | \$1,920,000 | 93.75 / 3.75 / 2.50 |
| Kemmerer Municipal Airport | AEM003B | Rehabilitate RW 16/34 Lighting, Windcones: Design, Construction, and Associated Work | Safety | 69 | \$408,855 | \$27,257 | \$18,171 | \$454,283 | 90.00 / 6.00 / 4.00 |
| Kemmerer Municipal Airport | AEM003C | Rehabilitate RW 16/34 Lighting, Windcones: Design, Construction, and Associated Work | Safety | 69 | \$330,000 | \$22,000 | \$14,667 | \$366,667 | 90.00 / 6.00 / 4.00 |
| Sheridan County Airport | ASH012B | Relocate East End TW A and A-2 Connector | Safety | 69 | \$3,000,000 | \$120,000 | \$80,000 | \$3,200,000 | 93.75 / 3.75 / 2.50 |
| Sheridan County Airport | ASH012C | Relocate East End TW A, A-2, A-3, Shift GA Taxilane, and GA Apron Expansion | Safety | 69 | \$1,400,000 | \$56,000 | \$37,333 | \$1,493,333 | 93.75 / 3.75 / 2.50 |
| Sheridan County Airport | ASH012D | Relocate East End TW A, A-2, A-3, Shift GA Taxilane, and GA Apron Expansion | Safety | 69 | \$1,007,095 | \$40,284 | \$26,856 | \$1,074,235 | 93.75 / 3.75 / 2.50 |
| Evanston - Uinta County Airport - Burns Field | AEV001A | Seal Coat and Mark Pavements | Security, Maintenance | 68 | \$0 | \$500,000 | \$55,556 | \$555,556 | 0.00 / 90.00 / 10.00 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK034A | Rehabilitate GA Apron and Taxiway: Design, Construction, and Associated Work | Security, Maintenance | 67 | \$500,000 | \$20,000 | \$13,333 | \$533,333 | 93.75 / 3.75 / 2.50 |

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Note: Original FY2025 projects were approved by the Wyoming Aeronautics Commission on --/--/---- 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 | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|--|----------------------------------|-----------------------------|-------------|------------------|----------|-------------|----------------------|
| Kemmerer Municipal Airport | AEM012A | Seal Coat and Mark Pavements | Security, Maintenance | 66 | \$0 | \$225,000 | \$25,000 | \$250,000 | 0.00 / 90.00 / 10.00 |
| Lander - Hunt Field | ALN008A | Reconstruct Apron, Design | Security, Maintenance | 66 | \$150,000 | \$10,000 | \$6,667 | \$166,667 | 90.00 / 6.00 / 4.00 |
| Afton - Lincoln County Municipal Airport | AAF018A | Acquire Snow Removal Equipment | Safety | 65 | \$0 | \$67,500 | \$7,500 | \$75,000 | 0.00 / 90.00 / 10.00 |
| Dubois Municipal Airport | ADU019A | Seal Coat and Mark Pavements | Security, Maintenance | 65 | \$0 | \$125,100 | \$13,900 | \$139,000 | 0.00 / 90.00 / 10.00 |
| Pinedale - Ralph Wenz Field | APN015A | Seal Coat and Mark Pavements | Security, Maintenance | 65 | \$0 | \$441,000 | \$49,000 | \$490,000 | 0.00 / 90.00 / 10.00 |
| Big Piney - Miley Memorial Field | ABP007A | Sealcoat and Mark Pavements | Security, Maintenance | 63 | \$0 | \$202,500 | \$22,500 | \$225,000 | 0.00 / 90.00 / 10.00 |
| Powell Municipal Airport | APO021A | Expand Apron | Security, Maintenance | 63 | \$636,000 | \$42,400 | \$28,267 | \$706,667 | 90.00 / 6.00 / 4.00 |
| Hulett Municipal Airport | AW4022A | Rehabilitate Taxiway A - Design & Phase 1 | Security, Maintenance | 62 | \$600,000 | \$40,000 | \$26,667 | \$666,667 | 90.00 / 6.00 / 4.00 |
| Riverton - Central Wyoming Regional Airport | ARI026A | Acquire Airport Broom Truck | Safety | 62 | \$0 | \$567,000 | \$63,000 | \$630,000 | 0.00 / 90.00 / 10.00 |
| Dubois Municipal Airport | ADU005A | Conduct Planning Study, Master Plan | Airport Enhancement and Planning | 61 | \$300,000 | \$20,000 | \$13,333 | \$333,333 | 90.00 / 6.00 / 4.00 |
| Fort Bridger Airport | AFB007A | Seal Coat and Mark Pavements | Security, Maintenance | 61 | \$0 | \$202,500 | \$22,500 | \$225,000 | 0.00 / 90.00 / 10.00 |
| Torrington Municipal Airport | ATO025A | Remodel Terminal Building, and associated work. | Security, Maintenance | 61 | \$636,000 | \$42,400 | \$28,267 | \$706,667 | 90.00 / 6.00 / 4.00 |
| Cheyenne Regional Airport - Jerry Olson Field | ACY025A | Runway 9-27 (Eastern 1/3) Pavement Study | Security, Maintenance | 60 | \$0 | \$67,500 | \$7,500 | \$75,000 | 0.00 / 90.00 / 10.00 |
| Casper - Natrona County International Airport | ACP001G | Conduct ARFF Training | Safety | 59 | \$0 | \$54,000 | \$6,000 | \$60,000 | 0.00 / 90.00 / 10.00 |
| Riverton - Central Wyoming Regional Airport | ARI032A | Rehabilitate Terminal Parking Lot, and associated work | Security, Maintenance | 58 | \$650,000 | \$26,000 | \$17,334 | \$693,334 | 93.75 / 3.75 / 2.50 |
| Casper - Natrona County International Airport | ACP038B | Expand SRE Building and associated work | Safety | 56 | \$1,335,665 | \$53,427 | \$35,618 | \$1,424,710 | 93.75 / 3.75 / 2.50 |

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Wyoming Aviation Capital Improvement Program

Airport Projects

| Airport Name | State Project Number | Project Description | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|---|----------------------|---|----------------------------------|-----------------------------|-----------|-----------------|----------|-----------|----------------------|
| Rawlins Municipal Airport - Harvey Field | ARW019A | Airport Beacon replacement, VOR Demolition, Hydraulic Gate Replacement: Design, Construction, and Associated Work | Security, Maintenance | 56 | \$249,000 | \$16,600 | \$11,067 | \$276,667 | 90.00 / 6.00 / 4.00 |
| Big Piney - Miley Memorial Field | ABP005B | Reconstruct West Apron and Rehabilitate South Apron; and associated work | Security, Maintenance | 55 | \$440,000 | \$29,333 | \$19,550 | \$488,883 | 90.00 / 6.00 / 4.00 |
| Big Piney - Miley Memorial Field | ABP005C | Reconstruct West Apron, Rehabilitate South Apron; and association work | Security, Maintenance | 55 | \$600,000 | \$40,000 | \$26,667 | \$666,667 | 90.00 / 6.00 / 4.00 |
| Laramie Regional Airport | ALA031A | Acquire Hangar | Safety | 55 | \$350,000 | \$11,053 | \$7,368 | \$368,421 | 95.00 / 3.00 / 2.00 |
| Afton - Lincoln County Municipal Airport | AAF025B | Construct Hangar Taxilanes and associated work | Airport Enhancement and Planning | 54 | \$150,000 | \$10,000 | \$6,667 | \$166,667 | 90.00 / 6.00 / 4.00 |
| Afton - Lincoln County Municipal Airport | AAF025C | Construct Hangar Taxilanes and associated work | Airport Enhancement and Planning | 54 | \$565,000 | \$37,667 | \$25,111 | \$627,778 | 90.00 / 6.00 / 4.00 |
| Worland Municipal Airport | AWR007A | Conduct Planning Study, Master Plan | Airport Enhancement and Planning | 53 | \$300,000 | \$20,000 | \$13,333 | \$333,333 | 90.00 / 6.00 / 4.00 |
| Rock Springs - Southwest Wyoming Regional Airport | ARK040A | Construct Hangar: Design, Construction, and Associated Work | Airport Enhancement and Planning | 50 | \$300,000 | \$12,000 | \$8,000 | \$320,000 | 93.75 / 3.75 / 2.50 |
| Riverton - Central Wyoming Regional Airport | ARI028A | Install Self Serve Fuel Station, and associated work | Airport Enhancement and Planning | 48 | \$350,000 | \$14,000 | \$9,333 | \$373,333 | 93.75 / 3.75 / 2.50 |
| Greater Green River Intergalactic Spaceport | A48012 | Land Acquisition - BLM | Safety | 47 | \$0 | \$9,000 | \$1,000 | \$10,000 | 0.00 / 90.00 / 10.00 |
| Riverton - Central Wyoming Regional Airport | ARI011A | Construct GA Taxilane, and associated work | Airport Enhancement and Planning | 45 | \$600,000 | \$24,000 | \$16,000 | \$640,000 | 93.75 / 3.75 / 2.50 |
| Hulett Municipal Airport | AW4018A | Construct Airport Owned Hangar | Airport Enhancement and Planning | 43 | \$110,000 | \$7,333 | \$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 | Purpose of Project | State Priority Rating (PRM) | Federal | State | Local | Total | Match (F/S/L) |
|--|----------------------|--|----------------------------------|-----------------------------|----------------------|--------------------|--------------------|----------------------|---------------------|
| Jackson Hole Airport * | AJA028A | Surface Water Treatment System * | Airport Enhancement and Planning | 40 | \$1,800,000 | \$72,000 | \$48,000 | \$1,920,000 | 93.75 / 3.75 / 2.50 |
| Pinedale - Ralph Wenz Field | APN029A | Construct Airport Owned Hangar and associated work | Airport Enhancement and Planning | 40 | \$159,000 | \$10,600 | \$7,067 | \$176,667 | 90.00 / 6.00 / 4.00 |
| Thermopolis - Hot Springs County Airport | AHS023D | Construct County Hangar | Airport Enhancement and Planning | 36 | \$150,000 | \$10,000 | \$6,667 | \$166,667 | 90.00 / 6.00 / 4.00 |
| Thermopolis - Hot Springs County Airport | AHS023E | Construct County Hangar | Airport Enhancement and Planning | 36 | \$110,000 | \$7,333 | \$4,889 | \$122,222 | 90.00 / 6.00 / 4.00 |
| Total | | | | | \$29,878,517 | \$4,288,692 | \$1,239,995 | \$35,407,204 | |
| Non-Budgeted Airport Projects Total | | | | | (\$3,600,000) | \$0 | \$0 | (\$3,600,000) | |
| Budgeted Airport Projects Total | | | | | \$26,278,517 | \$4,288,692 | \$1,239,995 | \$31,807,204 | |
| Total Statewide Programs | | | | | \$0 | \$2,142,500 | \$499,389 | \$2,641,889 | |
| Total Allocated | | | | | \$26,278,517 | \$6,431,192 | \$1,739,384 | | |
| Total Available | | | | | \$33,753,433 | \$9,001,506 | | | |
| Remaining Balance | | | | | \$7,474,916 | \$2,570,314 | | | |

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Wyoming Priority Rating Model for Project Evaluation

2024

Wyoming Aeronautics Commission

WYDOT Aeronautics Division



Developed by the Aeronautics Division of the
Wyoming Department of Transportation

WYDOT Aeronautics Administrator: Brian Olsen
WYDOT Director: Darin Westby

Approved by the Wyoming Aeronautics Commission
Aeronautics Commission Chair: Bruce McCormack

August XX, 2024

Wyoming Priority Rating Model for Project Evaluation – 2024

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Introduction

Purpose of the Priority Rating Model

The stated purpose of the Priority Rating Model (PRM) is to evaluate and rank airport projects for planning, budgeting, and granting by utilizing relevant information to make objective decisions considering the collective needs of the state's aviation system.

History

The Wyoming Aeronautics Commission is responsible, by Wyoming Statute 10-3-402 and Commission Policy, for the disbursement of state funds for airport improvements. Commission Policy also ensures that the disbursement of funds be accomplished through consistent application. To meet this policy, the Wyoming Aeronautics Commission has designated a priority rating system as a tool to maximize the use of available airport funding and assist in the evaluation of all airport projects proposed for state or federal funding.

The oldest reference to the PRM indicates it existed prior to 1987. The current PRM format was created in 2003 by the PRM task force to be used in conjunction with the newly developed Wyoming Aviation Capital Improvement Program. Historically, the evaluation of projects for Wyoming Aeronautics Commission funding has followed a defined process (eligibility, state evaluation, priority rating model - administered by the WYDOT Aeronautics Division) for consideration and acceptance by the Wyoming Aeronautics Commission. Those projects that met both eligibility and state evaluation requirements were then ranked using evaluation categories outlined in the Wyoming Priority Rating Model for Project Evaluation.

Development and Reevaluation

To assure that the Priority Rating Model (PRM) continues to best meet the needs of the state aviation system, the Wyoming Aeronautics Commission and WYDOT Aeronautics Division determined that the Model should be reevaluated and updated periodically. The 2024 PRM Task Force discussed that the period for reevaluation should be further defined. Going forward, the staff will survey users and evaluate the need to update the PRM on a biannual basis and then make a recommendation to the Aeronautics Commission as to whether to proceed with a task force review and formal update of the PRM. Anticipating that a formal update would be likely at times of changes to funding, legislation, policy, statewide planning efforts, needs, etc. It was also agreed that task force reviews should occur at no more than 6-year intervals.

Topic areas to be generally considered in the reevaluation should be as follows:

- Overall, does the PRM adequately serve as a tool for airport project funding decisions?
- Are the weighted categories – Purpose of Project, Project Component, Type of Federal Funding, Systems Impact, Project Timing, Airport Usage, Status of Airport Protection (as presented in the current PRM) – still applicable, to rate/rank each project?
- Are the weights, 5 to 1, still applicable and reflect the comparative value of each Category? Are any Categories over-weighted or under-weighted?
- For each of the Categories: Are the subcategories still applicable? Are they fully and correctly defined? Are they correctly weighted?
- Is the PRM project evaluation process (as presented in the current PRM) defined and applicable? Is this prioritization/decision process clear, fair and consistent?
- Is it understood that the prioritization/decision process be directed to the ‘collective needs of the state’s aviation system’, and that funds are limited and all projects cannot be funded?
- Are the priorities, identified by each airport location, adequately considered?
- Other issues identified by users of the PRM

In fiscal year 2023, the Aeronautics Division management and Wyoming Aeronautics Commission recognized that the PRM was again in need of a formal update. A request for volunteers to serve on the reevaluation Task Force was made by the Aeronautics Division. The 2024 PRM Task Force members were:

Wyoming Aeronautics Commission representatives:

Dean McClain, served as chairman of the task force
Randy Harrop

Airport Representatives:

Kevin Marquardt, Pine Bluffs Municipal Airport, Intermediate
Riley Wilson, Ralph Wenz Field - Pinedale, Business
Lori Materi, Upton Municipal Airport, Local
Commercial Service

Devon Brubaker, Southwest Wyoming Regional Airport - Rock Springs
Glenn Januska, Casper/Natrona County International Airport
Michelle Anderson, Jackson Hole Airport

Consultant Representative:

Marc Miller, Woolpert, Denver

WYDOT Aeronautics Division representatives:

Brian Olsen
AJ Schutzman
Phillip Hearn

Cheryl Bean, Probity Professional Technical Writing, LLC provided consultant services to the Aeronautics Division and assistance to the PRM Task Force.

The PRM Task Force completed its review of the PRM in June 2024. The review process focused on identification of issues concerning use of the 2021 PRM utilizing the general topic areas previously mentioned. Subsequent recommendations for updating and providing clarity in that Model were completed to better support the stated purpose of the PRM as a tool to assist in the evaluation of all airport projects proposed for state or federal funding.

The evaluation of projects by the Division will continue to use an initial review for eligibility to assure that each project meets state statute, Wyoming Aeronautics Commission policies, grant assurances, regulations and precedence. Eligible projects will then be assessed and ranked by the Division using evaluation categories as presented in the PRM.

The Wyoming Priority Rating Model for Project Evaluation – 2024, as approved by the Wyoming Aeronautics Commission, will evaluate projects requested by airport sponsors, for State or Federal funding using eight weighted categories. These categories represent important project evaluation criteria with each category weighted to recognize different levels of importance in an overall evaluation and ranking of eligible projects. The categories, with weights and brief descriptions, are:

Purpose of Project – 5 point weight – this category is recognized as one of the most important individual categories in the PRM. It defines and classifies the primary purpose of each project as Safety, Security, Maintenance, Airport Enhancement, or Planning.

Project Component – 3 point weight – this category further prioritizes those projects that are directed to preservation and enhancement of *airside* facilities.

Type of Federal Funding – 5 point weight – this category is one of the most important individual categories as, in general, federal funds provide the majority of financial assistance to airport sponsors for airport improvement projects. The emphasis of the WAC to ensure all federal funding is matched is reflected in this category's importance.

Systems Impact – 4 point weight – this category allows the Division to consider an individual project's overall impact to the *Wyoming State Aviation System Plan (WySASP)*.

Project Timing – 4 point weight – this category allows the Division to match a project's schedule

for delivery to the availability of funding and funding requirements of state and federal programs and/or community funding.

Commission Priority - 4 point weight - this category allows the Aeronautics Division to apply a boost to a project which meets commission priorities, but is at risk of not being funded in a timely manner.

Airport Usage – 3 point weight – this category prioritizes projects based on the airport’s benefit to the most airport users/citizens. It uses the airport’s state system plan classification, the role of the airport in the overall system, and the facilities and services offered at the airport. The system plan classification is assigned based on the airport’s type and level of usage.

Status of Airport Protection – 1 point weight – this category recognizes the importance of safeguarding airport operations and minimizing impact to properties in proximity to the airport by implementing land use protections.

The Wyoming Priority Rating Model – 2024, using each of these categories, will result in a numerical rating for each project; the process of matching a project proposal to a numerical rating is later defined for each category. The numerical rating is assigned, and then multiplied by the category weight to determine a final category numerical value. The eight category values are then summed to conclude the final priority model ranking for those projects proposed for State or Federal funding. A maximum of 105 points are available for a project that meets the highest value for each of the categories.

Use of the Priority Rating Model

The Wyoming Aviation Capital Improvement Program (WACIP) represents the State’s funding plan for airport improvement projects. Individual airport projects are outlined by location, program year, project status, project description, priority model rating, and proposed funding source/sources. The WACIP is developed annually, with frequent updates by the Division for Wyoming Aeronautics Commission approval.

Airport sponsors evaluate their airport needs and initiate projects designed to address those needs. The sponsors then propose their projects for inclusion in the WACIP; their evaluation of proposed projects should consider eligibility of the project against the requirements of the proposed funding sources.

The Division evaluates all proposed projects for eligibility and, if eligible, evaluates each project as outlined in the Wyoming Priority Rating Model – 2024. As presented earlier, the Wyoming Priority Rating Model – 2024 will result in a numerical rating for each project; that rating is summarized for proposed projects. The proposed projects are subsequently shown by ranking,

based on the numerical rating, in the WACIP.

The Wyoming Aeronautics Commission designates the Wyoming Priority Rating Model – 2024 as a tool to assist in the evaluation of all airport projects proposed for State or Federal funding. This evaluation is needed as available funding for airport improvements generally does not allow for funding of all proposed projects. The Wyoming Aeronautics Commission applies the Wyoming Priority Rating Model – 2024, to ensure that the disbursement of funds is accomplished through consistent application, but reserves its authority to make decisions considering the collective needs of the state’s aviation system.

Airport management is encouraged to review the scores of their projects as submitted and to contact a program manager at the division regarding discrepancies.

Users of this PRM should note that *Italicized Words or Terms* are defined in the Definitions section at the end of this document.

Project Categories Used by the Priority Rating Model

The Wyoming Priority Rating Model – 2024 will be used to establish a numerical rating for evaluation of proposed projects with the numerical rating based upon the following categories, weights, and descriptions.

Purpose of Project

(Weight of 5)

The Purpose of Project category receives a weight of 5, and is one of the most important individual categories in the PRM.

The Purpose of Project category identifies the type of project and provides for five general purposes and awards the following points:

- 4 = Safety
- 3 = Security, Maintenance
- 2 = Airport Enhancement and Planning
- 1 = This numerical rating is not used to award points
- 0 = Not Used

The Airport Sponsor should note that preparation of planning studies, engineering documents, and land acquisition, as required for development of a specific capital improvement project, will be awarded points according to the purpose of the overall project.

Safety (4 points)

Safety is the most important project purpose and includes many different project types. These projects are seen as highly important as they are consistent with the Wyoming Aeronautics Commission's overall mission to provide a safe and efficient aviation system.

Safety projects are generally defined as improvements to existing infrastructure, facilities and equipment, which support the daily functions of the airport, support the short-term and long-term operations of the airport, and provide for the safety of airport personnel and airport users. The final determination if a project meets the definition of Safety will be made by the Division.

Key considerations to be used by the Division in this determination include, but are not limited to:

- Potential, likelihood, and severity of property damage, personal injury and/or loss of life.

- Necessary to support safe operations pertaining to current aircraft activity.
- FAA Airport Design Standards.

Project types include, but are not limited to:

- Emergency repair of isolated areas of severe pavement deterioration, as safe operation of aircraft is impaired
- *Airside* lighting
- Visual Approach Aids including: runway end identifier lights (REIL), precision approach path indicators (PAPIs), beacons, approach lighting
- Equipment purchase: Aircraft Rescue and Fire Fighting (ARFF) equipment, Snow (and ice) Removal Equipment (SRE), and backup generators as needed for *critical operation systems* and/or life safety.
- ARFF equipment training, and training facilities
- Automated Weather Observation Systems (AWOS)
- *Airside* fencing and gates to protect the airfield from wildlife and human interference. This includes wildlife and security fence and perimeter/property fence only if it is serving in that capacity.
- *Airside* signage
- Wildlife hazard management
- Navigational hazard removals/markings
- *Airside* pavement markings if identified as deficient in a Part 139 inspection
- Air traffic control towers
- Fire protection systems
- Rubber removal
- Removal of identified obstructions with priority to Runway Protection Zones
- Improvements to the *Runway or Taxiway Safety Area, Obstacle Free Zone (OFZ), Object Free Area (OFA)*, runway site distance, separation standards etc., to comply with Airport Design Standards for current aircraft activity*

- Structures to house and protect equipment identified for Safety

* Note that “current aircraft activity” must be verified, ongoing, activity and identified in the airport’s current Airport Master Plan.

Security (3 points)

Security is an important project purpose as these projects provide for facilities or equipment that are designed to aid in providing secure (and safe) movement in and around all airport facilities.

- New, expanded, or *upgraded* lighting – *landside* – for public spaces including parking lots
- Closed-Circuit television/cameras
- TSA required security components
- Access Control systems/equipment – fences, gates, locks, alarms, guards and badge systems
- Advisory/directional signing
- Fingerprinting machines

Maintenance (3 points)

Maintenance is an important project purpose as it accomplishes essential projects that facilitate the existing operations of the airport. The maintenance purpose, as a high priority, is consistent with the Wyoming Aeronautics Commission and Division’s overall philosophy of ‘maintain before build’.

Sponsors should note that maintenance/preservation type projects which extend the service life of existing infrastructure are given a higher category weighted point than those projects in the Airport Enhancement project purpose that require a significant expenditure of funds.

Maintenance projects include a range of different types:

- *Pavement Preservation*, including but not limited to, crack and joint sealing, seal coat, minor concrete pavement repair (CPR) – and any preservation strategy in an airport’s approved pavement management program (PMP)

- *Pavement Rehabilitation or Pavement Reconstruction* when identified in an airport's approved pavement management program (PMP) for the purpose of pavement preservation
- *Upgrade* of pavement surface when justified by usage and standards, including the addition of sidewalks
- *Airside* pavement markings that do not meet the "Safety" project purpose
- Maintenance/Repair to *airport facilities and infrastructure* (non-safety): Non-routine maintenance/repair
- *Remodel* or replacement of building facilities in original footprint, including incorporation of current or anticipated standards
- Roof replacement
- Maintenance/repair/replacement/relocation of NAVAIDs
- Equipment purchase: *Airside* maintenance - marking equipment, mowing equipment, crack seal equipment, small tractor (with multiple attachments), side-by-sides, ATVs (4-wheelers), etc.
- *Upgrade* of equipment for airside maintenance when justified for current requirements
- *Upgrade* of sewage systems when justified for the welfare of airport users and/or significantly reduced maintenance

Airport Enhancement (2 points)

Airport Enhancement includes projects directed towards creating new, *upgraded*, or expanded facilities that accommodate more passengers, cargo, aircraft operations, or based aircraft; or the enhancement of airport use and efficiency.

- *Pavement strengthening* – Airport must have implemented an approved PMP
- New pavement construction – such as runway and *taxiway* extension or widening, apron expansion – Airport must have implemented an approved PMP
- Equipment purchase: Operations vehicles, pickup trucks, etc. (with or without a utility bed, snow plow, or other attachment); backup generator not for *critical operation systems* or life safety; and other equipment that does not meet the "Safety" or "Maintenance" project purpose

- Noise monitoring, including equipment purchase
- New NAVAIDs
- Terminal *upgrades* exceeding standards
- Building construction: New or expansion
- Land use protection: *Fee title* or full control of lands within the RPZ; directed to the removal of incompatible land uses with priority to the removal of wildlife attractions and facilities that serve congregations of people
- Fencing and gates that do not meet the “Safety” project purpose
- New or expanded deicing containment facilities
- Identified Non-Standard Conditions that do not meet the “Safety” project purpose as determined by the Division

Planning Projects (2 points)

Planning Projects are directed to a comprehensive or specific issue/location study of short-term or long-term airport needs; resultant recommendations support the development of a project or program of projects. Planning projects include, but are not limited to, the following studies/analyses:

- Master Plans
- Airport Layout Plans: Complete drawing set and narrative or stand-alone components such as Terminal Area Plans, Land-use Plans, other adopted plans
- NEPA compliance: Required environmental documentation and related analyses and reports including public involvement
- Special studies, such as Noise Analysis and Safety Management Systems, Security Systems, Sustainability Analysis, Instrument Approach Analysis
- Obstruction Survey and AGIS submittal
- Activity counting/recording
- Wind analysis
- Wildlife assessments and plans

For Non-NPIAS airports, which likely score low in PRM points for planning projects, the Division will consider and may support reconsideration of an airport’s request for planning

funding via a written request to the Wyoming Aeronautics Commission. The request should be supported by long-term, demonstrated, community support and involvement. This request will be brought before the Wyoming Aeronautics Commission outside of the PRM and considered on a case-by-case basis.

Occasionally a project has more than one purpose. For example, the reconstruction of an apron (purpose=maintenance) may also include a reconfiguration or expansion to accommodate changed or increased activity (purpose=airport enhancement). In these circumstances, the Division staff will identify the largest portion of the project (typically based on cost) and assign the Purpose of Project accordingly.

The Project Purpose category is given a weight of 5, with sub-category points from 4 to 2, resulting in a range of 20 to 10 points depending on the airport's proposed project purpose (there are no 1-point or 0-point awards for the category).

Project Component

(Weight of 3)

The Project Component category receives a weight of 3. This category prioritizes those projects from the Purpose of Project Category that are directed to preservation and enhancement of *airside* facilities and infrastructure and also prioritizes those facilities that have regular/daily use, with a lower priority for secondary use facilities.

4 = *Airside Primary Runway or Taxiway, and Equipment**

3 = *Airside Apron*

2 = *Airside Crosswind Runway or Taxiway, Structures, and Equipment**

1 = *Airside Taxilane (other than Apron), Secondary Runway or Taxiway, Landside and Other (Any Purpose of Project without an identified Component)*

0 = This numerical rating is not used to award points

* Equipment is ranked as 2, except equipment for maintaining life safety or for *critical operation systems* which will be ranked as 4 (judgment of Division staff).

Projects that preserve or enhance the use of *primary runways* and/or *taxiways* are given preference with a 4-point ranking. The following project types consistent with the Purpose of Project Category under the “Safety” purpose, will always receive the Project Component 4-point

ranking. These projects types are:

- *Airside* fencing to protect the airfield from wildlife and human interference to support regular use of the *primary runway*. This includes wildlife and security fence and perimeter/property fence only if it is serving in that capacity.
- Equipment purchases when required for airport safety; defined as meeting the “Safety” project purpose
- ARFF equipment training, and training facilities

Aprons are given preference with a 3–point ranking.

Crosswind Runways and Taxiways, Structures/Facilities, and Equipment Purchases (not safety equipment) are awarded a 2–point ranking. These facilities and equipment purchases support aviation traffic. Also considered is the proximity to the next/closest airport for purposes of safe landing for small aircraft.

Airside Taxilanes, *Secondary Runways and Taxiways*, and *Landside* (see Definitions) and Other projects are awarded 1–point rankings. Other projects include planning projects or any proposed project that cannot be directly assigned to a specific component/location. Operations and Administrative Vehicles are classified as Other projects because they do not directly support aviation traffic.

As with Purpose of Project, occasionally a project may include more than one component. For example, a project to extend a runway (component=*airside primary runway* or *taxiway*, *airside* fencing) may also include the construction of a *taxilane* (component=*airside taxilane*, *landside* and other). In these circumstances, the Division staff will identify the largest portion of the project (typically based on cost) and assign the Project Component accordingly.

The Project Component category is given a weight of 3, with sub-category points from 4 to 1, resulting in a range of 12 to 3 points.

Type of Federal Funding **(Weight of 5)**

The Type of Federal Funding category receives a weight of 5, and is one of the most important individual categories in the PRM. In general, federal funds provide the majority of financial assistance to airport sponsors for airport improvement projects. Federal funding comes into the State for use on in-State projects and the use of State and Local funds to match federal funds is given a high priority and resultant high weight. It is the Wyoming Aeronautics Commission’s

discretion to ensure all federal funding is matched regardless of project PRM ranking.

The number of points awarded for this category is by type of federal funding available:

4 = *Discretionary Funding*

3 = State Apportionment Funding

2 = *Entitlement Funding*

1 = This numerical rating is not used to award points

0 = No Federal Funds

Discretionary Funding (4 points) including any Congressional allocation, is given the highest priority as it is based on Federal legislative requirements, is additional funding to the State, is typically dedicated to a location/airport or project improvement type, and must be expended in a timely manner. A congressional earmark is considered an out-of-cycle request and will only be considered for match as funds are available.

State Apportionment Funding (3 points) is an annual allocation of funds that is assigned to each state for airports; the State's non-primary, federally eligible airports compete within the State for these funds.

Entitlement Funding (2 points) is guaranteed to airports in the federal NPIAS (National Plan of Integrated Airport Systems) plan. Entitlement funding is non-competitive and receives a lesser number of category points. All federal formula funding will be considered as Entitlement funding, regardless of the federal program.

No Federal Funding (0 points) is awarded 0 points, under this category.

The Type of Federal Funding category is given a weight of 5, with sub-category points from 4 to 0, resulting in a range of 20 to 0 points for an airport's proposed project, depending on the type of federal funds directed to the project.

Any project receiving multiple types of federal funding is awarded the highest sub-category point for the type of federal funding used.

Systems Impact

(Weight of 4)

The Systems Impact category is directed to addressing goals and objectives identified in the *Wyoming State Aviation System Plan (WySASP)*. This category receives a weight of 4.

The number of points awarded for this category is based on a project meeting identified criteria.

2 = Two Criteria are met

1 = One Criteria is met

0 = No Criteria are met

The Criteria are:

- Achieving or Maintaining a *WySASP* State goal
- Achieving or Maintaining a *WySASP* Local goal

The WySASP statewide study and airport classification report cards are located in BlackCat Aviation (BCA), from the Dashboard>Global Documents>Statewide System Planning. Individual airport report cards are in BCA, from the Dashboard>Facility Management>Facility>Facility Documents>State System Plan Documents. Contact the Division for access to BCA.

The Systems Impact category is given a weight of 4, with subcategory points from 2 to 1, resulting in a range of 8 to 4 points for an airport's proposed project, depending on the extent to which the project meets identified criteria.

Project Timing

(Weight of 4)

This category receives a weight of 4, with points awarded based on a selected year for funding. The selected year may be the Airport Sponsor's proposed year to construct the project, or may be a different year. The project may be moved forward or delayed, if determined by the Division or Wyoming Aeronautics Commission to be advantageous based on *available funds* or other budgeting or programming analyses.

Project timing is an indicator of the importance of accomplishing the project in the time frame requested. The need to complete a project within a defined time frame may be due to a number of reasons:

- An emergency repair to assure safe operation of aircraft
- A relationship between project completion and regulatory compliance, licensing, or certification (such as an inspection requirement or recommendation)
- A relationship between project completion and potential loss/expiration of secured

funding

- Condition of the facility/component
- Projects closely tied to Commission priorities, special recommendations, or other special conditions tying project completion to a fiscal year or contract completion date.

Additional considerations that will be evaluated during the award of points are:

- Implementation of Pavement Management Plan recommendations and timing of that work if critical
- Funding timing (loss of entitlements, entitlement transfer agreement, close-in discretionary)
- Economy of scale – making the project whole; cycle optimization on a regularly occurring project (pavement preservation, planning, etc.)

The number of points awarded for this category are based on the following levels of urgency:

5 = Urgent as determined by the Division based on pre-application and/or other information

4 = Group Maintenance

3 = Time sensitive based on Airport Sponsor request and supporting information

2 = Medium Urgency (within 2-3 years of selected* year)

1 = Low Urgency (within 5 years of request)

0 = No Urgency (as funding allows)

* The “selected” year is the requested year or that year determined to be the most advantageous based on the Division’s judgment as mentioned at the beginning of this category section.

Points will be awarded based on the professional judgment of the Division staff. Timing evaluation is heavily dependent on sponsor’s justification – typically on the project pre-application – and other communication with the Division. It is the sponsor’s responsibility to ensure that the urgency is conveyed to the Division for proper evaluation.

Phased or multi-year projects are evaluated as one project. Timing will be determined for the project as a whole and applied uniformly to all phases.

Division staff has discretion as to whether to assign an add-on project to be evaluated for Project Timing along with the main project.

The Project Timing category is given a weight of 4, with sub-category points from 5 to 0, resulting in a range of 20 to 0 points for an airport's proposed project, depending on the urgency of project timing.

Commission Priority

(Weight of 4)

This category receives a weight of 4. The criteria is achieving or maintaining a priority as identified in the “*Aeronautics Commission Priorities*” document. This rating will only be assigned by staff when a project meets the criteria, but is at risk of not being funded in a timely manner.

The “Aeronautics Commission Priorities” document is in BlackCat Aviation. From the Dashboard, refer to Global Documents>Policy.

The Commission Priority category is given a weight of 4 with the single ranking of 1, for a total of 4 points available.

Airport Usage

(Weight of 3)

The Airport Usage category receives a weight of 3. This category recognizes that Wyoming's larger airports typically benefit the most users/citizens. It uses the airport's state system plan classification, which is assigned based on the airport's type and level of usage, the role of the airport in the overall system, and the facilities and services offered at the airport.

The *Wyoming State Aviation System Plan (SASP)* establishes four airport classifications: *Commercial Service Airports*, *Business Airports*, *Intermediate Airports*, and *Local Airports*.

The number of points awarded for this category are based on the airport classification:

4 = *Commercial Service Airport*

3 = *Business Airport*

2 = General aviation airport - *Intermediate Airports*

1 = General aviation airport - *Local Airports*

0 = This numerical rating is not used to award points

The Airport Usage category is given a weight of 3, with sub-category points from 4 to 1, resulting in a range of 12 to 3 points for an airport's *WySASP* classification.

Status of Airport Protection

(Weight of 1)

The Status of Airport Protection Component category receives a weight of 1. This category recognizes the importance of safeguarding airport operations and minimizing impact to properties in proximity to the airport by implementing land use protections and airspace protections for the *runway protection zone (RPZ)* and/or the *airport influence area (AIA)*.

Development of property in proximity to an airport can result in non-compatible uses that diminish the utility of the airport, reduce safety for both aircraft in the air and persons on the ground, reduce the value of the public's investment in the airport, and potentially risk both State and Federal funding for the airport.

This category accumulates points, based on the result of an airport's efforts to work with private landowners and/or government agencies – Municipal, County, State or Federal – to affect land use protections. There are three acceptable legal documents to provide RPZ protections:

Ownership – in *fee title*;

Lease – with a federal or state government agency that provides for a minimum lease period greater than 20 years;

Easements – must limit the height of vegetation and structures and limit the allowable land uses within the boundaries (acreage) of the *easement*.

Land Ownership Control (4 points maximum)

4 Points – Airport Owner owns 100% of the acreage in the runway protection zone in fee title. For purposes of RPZ protection, a lease with a federal or state government agency is considered equal to ownership; the lease agreement must provide for a minimum lease period equal to or greater than 20 years.

- 3 Points – Airport Owner has 100% land use protections and airspace protections for the RPZ through any combination of ownership, lease, or easements.
- 2 points – Airport Owner has greater than 75% to 99% land use protections and airspace protections for the RPZ through any combination of ownership, lease, or easements.
- 1 point – Airport Owner has greater than 25% to 75% land use protections and airspace protections for the RPZ through any combination of ownership, lease, or easements.

For Land Use Protection, the accumulation of points, up to 4 points maximum, will be based on submission of supporting documents to the Division. The documents to be submitted are copies of deeds identifying the individual parcels owned in *fee title*, copy of lease, and/or copies of *easements* identifying boundaries of *easements* and height restrictions.

Airspace Protections (3 points maximum)

- 1 Point – Airport Owner has an adopted zoning ordinance (overlay zoning) approved by the Division with height restrictions in the Approach Zone of the AIA.
- 1 Point – Airport Owner has an adopted zoning ordinance (overlay zoning) approved by the Division with height restrictions for the AIA.
- 1 Point – Airport Owner has an adopted zoning ordinance (overlay zoning) approved by the Division that restricts non-compatible land uses in the AIA.

For Airspace Protection, the accumulation of points, up to 3 points maximum, will be based on submission of supporting documents to the Division. The documents to be submitted are copies of adopted *zoning ordinances*.

Plan Integration (1 point)

- 1 Point – The airport *zoning ordinance* is incorporated into a municipality and/or county comprehensive land use plan. It is desirable that the municipality and/or county provide an opportunity for the airport representative to review and comment on all variance requests for properties within the AIA.

For Plan Integration, the 1 point will be based on submission of supporting

documents to the Division. The documents to be submitted are copies of the municipal and/or county comprehensive land use plan.

Disclosure Statement (1 point)

1 Point – The municipality and/or county has passed a resolution and adopted an ordinance requiring that a *Real Estate Disclosure Statement* be provided to the purchaser of any property within the AIA. Sample wording is provided in Definitions for *Real Estate Disclosure Statement*.

For Disclosure Statement, the 1 point will be based on submission of supporting documents to the Division. The documents to be submitted are copies of adopted resolutions and ordinances requiring a *Real Estate Disclosure Statement*.

The Airport Protection category is given a weight of 1, with sub-category points accumulating from 0 to 9, resulting in a range of 9 to 0 points for those land use efforts directed to protecting airport operations.

Summary of the Priority Rating Model

The resulting PRM will assist the Wyoming Aeronautics Commission and WYDOT Aeronautics Division in their mission to produce a safe and efficient aviation system, through funding of airport capital improvement projects.

To further support use of the Wyoming Priority Rating Model for Project Evaluation – 2024, airport sponsors and other users are encouraged to periodically review Policies, System Plan Documents, etc., in BlackCat Aviation, from the Dashboard, Global Documents or at http://www.dot.state.wy.us/home/aeronautics/rules_and_policies.html.

Model Summary Table:

| Category | Category Weight | Maximum Points Available | Percent of Total Points Available |
|------------------------------|-----------------|--------------------------|-----------------------------------|
| Purpose of Project | 5 | 20 | 19 |
| Project Component | 3 | 12 | 11.5 |
| Type of Federal Funding | 5 | 20 | 19 |
| Systems Impact | 4 | 8 | 7.5 |
| Project Timing | 4 | 20 | 19 |
| Commission Priority | 4 | 4 | 4 |
| Airport Usage | 3 | 12 | 11.5 |
| Status of Airport Protection | 1 | 9 | 8.5 |
| Summary | | 105 Points | 100% |

Acronyms

Used in the Wyoming Priority Rating Model for Project Evaluation

ACIP Federal Airports Capital Improvement Plan
AGIS Airport Geographical Information System
AIP Airport Improvement Program
ALP Airport Layout Plan
ARFF Aircraft Rescue and Fire Fighting
AWOS Automated Weather Observation System
CPR Concrete Pavement Restoration
FAA Federal Aviation Administration
NAVAID Navigational aids
NEPA National Environmental Policy Act
NPIAS National Plan of Integrated Airport Systems
OFA Object Free Area
OFZ Object Free Zone
PAPIs Precision approach path indicators
PMP Pavement Management Program
PRM Priority Rating Model
REIL Runway end identifier lights
RPZ Runway Protection Zone
RSA Runway Safety Area
TSA Transportation Security Administration or Taxiway/Taxilane Safety Area
WACIP Wyoming Aviation Capital Improvement Program
WySASP State Aviation System Plan

Definitions

Used in the Wyoming Priority Rating Model for Project Evaluation

The following definitions are provided to gain a better understanding of the Wyoming Priority Rating Model for Project Evaluation. These definitions are referenced to source documents, but do not present a full definition as may be used for regulatory purposes. As a result, they are not intended to be used as regulatory, rather are intended to be used to guide the development of a capital improvement project, evaluated with the PRM for State funding.

PRM Category – Purpose of Project

Airport Facilities and Infrastructure – Airports eligible for Federal/State funding are public use airports that serve civil aviation and used for landing and takeoff of aircraft. Airport facilities and infrastructure are those permanent buildings, installations, and equipment that are needed to support airport use for commercial service, cargo service, or general aviation. Ref: FAA and industry literature

Airside and Landside – The Airside of an airport is the portion where aircraft operations occur, including runways, taxiways, aprons, aircraft parking, and facilities to service and maintain aircraft; the airside is separated from other areas of the airport by fencing or other boundaries. The airside generally includes those areas beyond security checks and passport and customs control in an airport terminal. The Landside of an airport is the remaining portion of the airport property not defined as airside; it typically includes all public areas such as portions of the terminal, access roadways, rental car facilities, vehicle parking facilities, and taxi and ground transportation areas.

Critical Operation Systems – A limited number of power-supplied airport operations required to protect and/or evacuate the airport population in an emergency, including fires and earthquakes, and less critical events, such as extended power failures. These operations/systems include, but are not limited to, airfield lighting and NAVAIDS, access control systems, passenger boarding bridges, fire alarm/suppression systems, emergency lighting systems, security screening systems, in-line baggage systems, and elevators.

Navigation Aid (NAVAID) – Electronic and visual air navigation aids, lights, signs, and associated supporting equipment. [FAA AC 150/5300-13B](#)

Pavements: Runway, Taxiway, and Apron – Bituminous Asphalt (HMA or Flexible) and Concrete Cement Pavement (Concrete or Rigid) including Pavement Structure (subgrade-earth, subbase-earth or aggregate, base-aggregate or HMA) and Pavement Surface (HMA or Concrete). [FAA Order 5100.38D](#) and industry literature.

- Emergency Repair (Safety): Any strategy up to reconstruction of sections of pavement structure or pavement surface, to resume or assure airport operations.
- Preservation (Maintenance): Any strategy, typically a continuous treatment on a selected facility such as the full length of a runway, taken from the Statewide Pavement Management Program or documented by the sponsor that extends the service life of an existing pavement. HMA strategies could include, but are not limited to, crack sealing,

seal coats, patching, and friction surface treatments. Concrete strategies could include, but are not limited to, joint sealing, spall or slab repair, and friction surface treatments.

- Pavement Strengthening (Airport Enhancement): A strategy, from an approved PMP, required to serve heavier aircraft and/or more frequent operations than the existing pavement design supports. This project type would often be combined with a reconstruction or rehabilitation project but could be a stand-alone project. Work would typically result in an increased thickness of the pavement structure, but could require construction of rigid (PCCP) rather than flexible (HMA) pavement, or modifications to pavement mix designs. A pavement strengthening project changes the Airport's Layout Plan and FAA's Airport Master Record. [ADIP](#)
- Rehabilitation (Maintenance): Any strategy, typically a continuous treatment on a selected facility such as the full length of a runway, taken from the Statewide Pavement Management Program or documented by the sponsor that extends the existing pavement surface life. HMA strategies could include, but are not limited to, milling, and thin overlays (not for increased strength). Concrete strategies could include, but are not limited to, grinding and limited slab replacement.
- Reconstruction (Maintenance): Full length of a selected facility. For an existing hot mix asphalt (HMA) surface, work could include reconstruction of the pavement structure and pavement surface through removal and replacement. For an existing concrete surface, work could include reconstruction of the existing concrete pavement structure and pavement surface (concrete or HMA) through extensive slab replacement and grinding, or complete removal and replacement.
- New Construction including extension, widening, and strengthening (Airport Enhancement): Construction of pavement structure (subgrade, sub-base (if required), and base) and pavement surface including site work, earthwork, drainage, paving, erosion control, and other utilities needed for operations of the runway, taxiway, or apron.

Compatible Land Uses – Those developments that comply with generally accepted restrictions on location, height, and activity that provides for safe aircraft movement and airport operation.

Runway Protection Zone (RPZ) – The RPZ is an area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground. Dimensions of the RPZ for each runway are shown on the approved Airport Master Plan or Airport Layout Plan for the airport. [FAA AC 150/5300-13B](#)

Runway Safety Area (RSA) – A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion

from the runway. [FAA AC 150/5300-13B](#)

Taxiway/taxilane Safety Area – A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to aircraft deviating from the taxiway. [FAA AC 150/5300-13B](#)

Obstacle Free Zone (OFZ) – The OFZ is the three-dimensional airspace along the runway and extended runway centerline that is required to be clear of obstacles for protection for aircraft landing or taking off from the runway and for missed approaches. [FAA AC 150/5300-13B](#)

Object Free Area (OFA) – An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. [FAA AC 150/5300-13B](#)

Remodel, Upgrade (Maintenance/Enhancement) - An improvement in a facility, building, pavement, etc., which may be classified as either Maintenance or Airport Enhancement. A rating with the Project Purpose of *Maintenance* is dependent on whether the improvements are needed to meet current standards, including geometry, materials, etc., as well as airport usage and classification as determined by the Aeronautics Division staff.

PRM Category – Project Component

Movement Area – The runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas. [FAA AC 150/5300-13B](#) and [14 CFR Part 139](#)

Primary Runway – A single primary runway; the primary runway provides a runway length for all airplanes that will regularly use it without causing operational weight restrictions. [FAA AC No: 150/5325-4B](#)

Crosswind Runway – An additional runway built to compensate primary runways that provide less than the recommended 95 percent wind coverage for the airplanes forecasted to use the airport. [FAA AC No: 150/5325-4B](#)

Secondary Runway – Secondary runway, not primary, may serve as a *crosswind runway*, to separate general from non-general aviation, or to accommodate existing or forecasted aviation traffic volumes. [FAA AC No: 150/5325-4B](#)

Taxilane: A taxiway designed for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area, providing access from taxiways (usually an apron taxiway) to aircraft parking positions and other terminal areas. [FAA AC 150/3500-13B](#).

Taxiway – A defined path established for the taxiing of aircraft from one part of an airport to another. [FAA AC 150/5300-13B](#)

Apron (Ramp) – A defined area on an airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. [FAA AC 120-57A](#)

The apron area includes the following components: [Aeronautical Information Manual \(AIM\)](#) and [AC 150/5340-1M](#)

- Aircraft Parking Positions: Intended for parking aircraft to enplane/deplane passengers, load or unload cargo.
- Aircraft Service Area: On or adjacent to an aircraft parking position; intended for use by personnel/ equipment for servicing aircraft and staging of equipment to facilitate loading and unloading of aircraft.
- Taxilane: Apron areas which provide taxiing aircraft access to and from parking positions.
- Vehicle Roadways Markings: Identified rights of way on the apron area designated for service and Aircraft Rescue and Fire Fighting (ARFF) vehicles.

Airside Structure – Include facilities such as aircraft hangars, equipment buildings, ARFF buildings, and other structures located “within the fence”. For simplicity’s sake, terminals (in their entirety) are considered landside facilities.

Airside and Landside – Definition presented in PRM Category – Purpose of Project

PRM Category – Type of Federal Funding

Entitlement Funds – Title 49 ‘apportionment’ or ‘formula’ or ‘entitlement’ funds that are made available, each year, to States or Sponsors based on formulas in a current legislative Act. [FAA Order 5100.20D](#)

Discretionary Funds – Funds remaining, within the obligation limitation, after the formula entitlement funds are made to States or Sponsors. Discretionary funds, subject to restrictions in legislation, are available for distribution at the discretion of the FAA. [FAA Order 5100.20D](#)

PRM Category – Systems Impact

Wyoming State Aviation System Plan (WySASP) – the Division’s State Aviation System Plan (WySASP) provides an inventory and evaluation of the Wyoming Aviation System and establishes four airport classifications for the 40 publicly owned airports in the state. Structured to each of the four airport classifications, the WySASP presents Airside, Landside, and Services and Administration Facilities and Services Objectives to meet established System goals and objectives. In the WySASP, the airport classification system is further used to:

- Align airports with similar physical facility and service attributes;
- Assign roles for each airport classification based on services they provide;
- Define the types of facilities and services needed at each functional group of airport to meet the existing and future needs of the State of Wyoming;
- Establish facility and service objectives by classification of airport to meet the system.

PRM Category – Project Timing

Available Funds – Federal funds are authorized by Congress in legislation and are subsequently appropriated. These annual (fiscal year) appropriations are made at specific dollar levels and give authority for the FAA to enter into contracts (issue grants) that will obligate the federal government to make payments at some future time up to the amount of the contract (grant). State funds are also made available on an annual (fiscal year) basis. Consistent with the dollar amount and fiscal year of available funding, airport sponsors submit proposed projects and the Division develops or updates the Wyoming Aviation Capital Improvement Program (general definition).

PRM Category – Commission Priority

Aeronautics Commission Priorities – the Wyoming Aeronautics Commission periodically revisits their strategic planning which results in the review and update of the commission priorities. These priorities are then reflected in the WACIP through the award of additional points for projects that would not receive funding in a timely manner even though they exhibit the criteria to meet the commission priorities.

PRM Category – Airport Usage

Wyoming State Aviation System Plan (WySASP) – The State Aviation System Plan (WySASP) is a component of the Division’s continuous aviation system planning process. This study provides an inventory and evaluation of the Wyoming Aviation System, the 40 publicly owned airports in the state and an implementation plan, to meet established goals and objectives. This *Plan* establishes four airport classifications: Commercial Service Airports, Business Airports, Intermediate Airports, and Local Airports. (WySASP)

Commercial Service Airports – these airports (9 Wyoming airports) are intended to serve major populations, economic centers and areas of tourism providing a connection to national and global economies; they are designed to accommodate commercial air service and business general aviation activity consistent with user demand. (WySASP)

Business Airports – these airports (11 Wyoming airports) are intended to serve multi-county areas and economic centers providing a connection to state and national economies; they are intended to accommodate larger business jet activity and support tourism and recreational demand. (WySASP)

Intermediate Airports – these airports (10 Wyoming airports) are intended to serve counties and medium to small communities to support local economies and accommodate medium to small business jet activity and recreational users. (WySASP)

Local Airports – these airports (10 Wyoming airports) are intended to serve small communities and have the basic facilities to accommodate business, training, and recreational users and support emergency use. (WySASP)

PRM Category – Status of Airport Protection

Airport Influence Area – All lands under the approach surfaces defined in FAA Part 77, Objects Affecting Navigable Airspace, and as shown on an approved Airport Master Plan or Airport Layout Plan drawings. [14 CFR Part 77](#)

Runway Protection Zone (RPZ) – see above Definition for PRM Category Purpose of Project

Fee Title (Fee Simple) – Absolute ownership with title to land, free of any other claims against the title, which one can sell or pass to another by will or inheritance. (general definition)

Easement – the right to use the real property of another for a specific purpose. The easement is itself a real property interest, but legal title to the underlying land is retained by the original owner for all other purposes. Typical easements are for access to another property, for utility lines, water, entry for maintenance, or a "negative easement" such as a prohibition against a building structure height or use. Easements can be created by a deed to be recorded just like any real property interest, for a number of years, and can be specifically described by boundaries.
(general definition)

Real Estate Disclosure Statement – A statement provided to the purchaser of any property within the boundary of the Airport Influence Area (AIA). A Real Estate Disclosure Statement could read: The property known as (legal description and address) is located within the Airport Influence Area identified in the (name of airport) Zoning Ordinance and may be subject to aircraft over-flights both now and in the future; concerns with over-flights may include increased noise levels, air-quality impacts, and light intensity impacts. Airport operations are expected to increase and the fleet mix of aircraft is subject to change as industry and community needs change.
(general definition)

Zoning Ordinance – Included in the local governance of the airport. A model zoning ordinance (adopted zoning ordinance (overlay zoning)), to restrict building or vegetation height can be found at: [150/5190-4B, Airport Land Use Compatibility Planning](#)



DRAFT



Mark Gordon
Governor

WYOMING DEPARTMENT OF TRANSPORTATION AERONAUTICS COMMISSION | POLICY GUIDELINES



Bruce McCormack
Chairman

WHEREAS, the Wyoming Aeronautics Commission is charged as the sole authority to determine disbursement of funds to the state's airports; and

WHEREAS, the Wyoming Aeronautics Commission wishes to ensure consistency in the application of policies.

THEREFORE, based on the foregoing, the Wyoming Aeronautics Commission formally adopts the following policies, except and unless they conflict with federal and/or Wyoming law, in which case the federal or state law controls.

DEFINITIONS

COMMISSION, hereinafter refers to the Wyoming Aeronautics Commission.

AERONAUTICS DIVISION, hereinafter refers to the Wyoming Department of Transportation Aeronautics Division.

GENERAL COMMISSION POLICIES

1. Commission Officers, Terms of Office, and Meetings

The officers of the Wyoming Aeronautics Commission shall consist of a chairman and a vice-chairman, whose terms of office shall be two (2) calendar years. These officers shall be elected by the commission at the March business meeting. The election shall be the last item under new business. The chairman elect shall assume his/her duties after the election, and immediately following the official passing of the gavel.

By statute, the commission shall meet not less than quarterly, with quarterly meetings generally scheduled as in-person meetings and timed to facilitate commission business. Additional meetings may be scheduled as determined necessary by the chairman.

2. Professional Services

The commission requires that each consultant providing professional services for projects funded by the commission be in good standing with the Aeronautics Division, as indicated by the Consultant Performance Review procedure established by WYDOT.

3. Procedures

Projects utilizing funds provided by the commission shall be completed in accordance with procedures implemented by the Aeronautics Division. Plans, specifications, and related documents shall be compiled in compliance with applicable FAA Advisory Circulars and the current Aeronautics Division procedures manual.

4. Prompt Project Completion and Grant Closeout

Grants are provided by the Aeronautics Commission with the understanding that the sponsor has financial and professional resources in place to complete the project in the time necessary for effective and efficient grant administration.

Projects not finalized and closed within 18 months from the date of sponsor signature on the Certificate of State Grant-in-Aid, unless exhibiting measurable progress, are subject to be closed

and any unused state funds returned to the commission. Written notice will be provided to the airport sponsor of one of the following actions:

- Close grant contract with no further reimbursement.
- Extend the grant contract for a defined period.

AIRPORT IMPROVEMENT PROGRAM POLICIES

AIP1. Qualifying Projects for Airport Grants-in-Aid

The following are project types that qualify for commission funding. Projects considered eligible shall be aviation related, for public use, and conform to the state and FAA approved Airport Layout Plan as applicable.

The commission reserves the right to allow or reject any project requested or proposed for funding. Projects that do not receive approval for funding through the evaluation process may be reconsidered by the commission with a written request from the sponsor. Facilities shall be proactively maintained and supported in order to be eligible for funding.

Projects identified as Safety, Security, Maintenance, Airport Enhancement, or Planning, are defined in the Wyoming Priority Rating Model for Project Evaluation (PRM). The following project types are eligible for commission funding:

- Safety
- Security
- Maintenance
- Airport Enhancement
- Planning
- Marketing and Promotion of Commercial Service Airports
- Aviation Encouragement

Federal Projects: The commission will partially match federal projects whenever possible, if the project conforms to the commission's policies and goals. The commission will also consider funding revenue-producing aeronautical support facilities, including fuel farms and hangars, programmed for federal funding.

Revenue Generating Facilities: The commission will consider funding revenue producing aeronautical support facilities, including fuel farms and hangars. The commission encourages development of revenue generating facilities at airfields and, as supported by statute, may provide grants and loans to airports to build these facilities.

Exclusive Use: Pavement considered exclusive use is not eligible for funding. Exclusive use includes 15 feet in front of private-use hangars, aprons leased for exclusive use, etc.

Through-the-Fence (TTF): Development of any kind for through-the-fence operations is not eligible for funding.

Buildings: Furnishings and equipment not relevant to the functional operation of the building itself are not eligible for funding. Commercial terminal passenger seating is considered necessary for the function of the building. Passenger seating may be free standing provided it is group/cluster seating.

AIP2. Allowable and Eligible Expenditures

Expenditures on grant projects are only allowable if the commission has approved the project for funding as indicated in the WACIP. In addition, expenditures are eligible only if the sponsor or their representative has followed the procedures for grant or loan projects identified in the current Aeronautics Division procedures manual.

Project approval is not a guarantee of funding. Expenditures before actual grant issuance are at the sponsor's risk.

In the case of emergency or extraordinary urgency, the initial request may be made verbally to the Aeronautics Division project manager. The project application shall also be submitted to the division within five (5) working days.

Change orders, amendments, or modifications to a project work scope must be approved before work begins for the expenditure of monies associated with said changes. Change orders are approved by the Aeronautics Division staff and do not constitute a commitment of funds.

The Aeronautics Division Administrator is authorized by the commission to approve project scope changes, amendments, or new grant applications for up to \$100,000 in state funds. If the administrative approval dollar amount exceeds \$25,000, the chairman or the vice-chairman of the commission will be notified of the modification.

AIP3. Vehicular and Portable Equipment

Vehicular and portable equipment purchased in whole or in part with funds disbursed by the commission shall be clearly and permanently marked with the name of the airport receiving those funds, and shall be reserved exclusively for use by the airport for airport business.

As a condition to receiving funding from the commission, the airport sponsor shall provide information regarding vehicular and portable equipment purchased with state and/or federal funds. An updated inventory shall be provided at the time of each equipment grant request, upon request by the Aeronautics Division.

The sponsor will be required to provide written justification for equipment that differs from the recommended type for the size of airport as described in the Advisory Circular 150/5220-20.

AIP4. In-Kind Grant Match

Qualifying in-kind match on projects must be approved in advance in writing by the Aeronautics Division project manager. Appropriate documentation providing the value of the in-kind work or product is required.

Qualifying in-kind product or work accomplished by the sponsor shall be credited toward only the sponsor's share of the match and will not be reimbursed with grant monies. Examples of qualifying in-kind match are labor, materials, equipment hours, and so forth. Airport administrative staff hours do not qualify as in-kind work.

In-kind grant match is not applicable to marketing grants.

AIP5. State Funded Projects Involving Federal Funds

In occasional instances where a state matching grant is awarded to a project before the federal grant is awarded, the state grant is still contingent upon receiving federal funds and is subject to being withdrawn if the federal funding is not provided.

AIP6. Aircraft Rescue and Firefighting (ARFF) Training Facility and Supplies

The commission recognizes that the entire state benefits from ARFF training. Therefore, the commission will consider reimbursement to the Natrona County ARFF Training Facility for up to 90 percent of ARFF training supplies and related expenses to offset reduced in-state airport firefighter tuition and fees at the facility.

The following are eligible expenditures for ARFF training facility grants:

- Fuel for live burns
- Fire extinguishing agents
- Fire extinguishers, air packs, hoses, nozzles, and so forth, including maintenance of these items
- Utilities for ARFF training facility
- Parts and labor for major repairs and winterizing of large equipment, burn pit, fuel system, and water system

The sponsor will be allowed a set 10 percent in-kind match for training operations labor (setup, instructor hours, etc.) and incidentals.

AIP7. Airport Grants-in-Aid for Marketing

The commission may grant up to 5 percent of the available grant-in-aid funding to any Part 139 certified airport for the direct advertisement and promotion of an existing commercial air service provider or a commercial air service provider intending to provide services at that airport. Any amount granted under this policy shall be equally matched by the airport sponsor. Promotion of airport use or services and the fly local concept will also be eligible under this program. The creation and analysis of reports, studies, and surveys used to enhance advertising efforts will be considered an acceptable part of a promotional campaign.

Fees and expenses incurred by airports for hiring marketing or other consulting firms to aid or execute a marketing campaign will be considered eligible under this program.

The request for state aid may be submitted at any time during the WYDOT fiscal year and shall include a detailed description of the marketing plan. Deviation from the original marketing plan will require a written request and approval prior to proceeding. A final report outlining the marketing activities undertaken will be required at grant closeout. No more than 95 percent of the total grant amount may be reimbursed before receiving this final report. A marketing grant may remain active for a maximum of 18 months.

The commission prohibits airports using grant monies to directly advertise negatively toward other Wyoming airports. No employee's wages or incentives given to the public for participation in activities will be considered for reimbursement. State funds cannot be used to purchase alcohol.

AIP8. Percentage of Funding For Project Programming

The Aeronautics Division will use the following percentages as a guideline in programming projects. Funding percentages are based on Purpose of Project categories, as defined in the Wyoming Aeronautics Priority Rating Model (PRM), where noted. The commission reserves the right to deviate from this guideline.

Federal Projects: Sponsor portion will be matched at 50% state/ 50% local effective October 1, 2024 for all projects in Fiscal Year 2025 and later.

93.75% Federal / 3.125% State / 3.125% Local or 95% Federal / 2.5% State / 2.5% Local

- All Federal Projects at Commercial Service Airports

90% Federal / 5% State / 5% Local or 95% Federal / 2.5% State / 2.5% Local

- All Federal Projects at General Aviation Airports

100% State / 0% Local

- Aviation encouragement

50% State / 50% Local

- Marketing/Promotional

Effective October 1, 2025 for all projects in Fiscal Year 2026 and later the state match listed below will be reduced by 10% as listed in parenthesis.

90% State / 10% Local (80% State / 20% Local)

- Safety (PRM)
- Pavement maintenance when part of a state group maintenance project, price agreement, or other similar significant cost saving measure.
- Group projects with engineering and/or inspection provided by the division will be 80% state/20% local for the construction portion, and 100% state for the engineering and inspection portion, approximating a 90% / 10% overall match.

80% State / 20% Local (70% State / 30% Local)

- Security (PRM)
- Maintenance (PRM)
- NAVAID Maintenance service contract

60% State / 40% Local (50% State / 50% Local)

- Planning (PRM)
- Airport Enhancement (PRM)

A project that meets more than one category will be placed in the category determined most appropriate by the Aeronautics Division staff.

Airport sponsors may submit a request for state match exceeding the standard funding matches outlined in the preceding by submitting a written letter of need for commission consideration. The letter shall include an explanation of why the additional state funding is needed, including but not limited to: why local funds are not adequate, what solutions the sponsor has pursued to alleviate the situation and the ramifications if the funding is not granted.

For Safety equipment projects that are eligible for federal funding but for which the sponsor chooses to utilize only state/local funding with a total project cost exceeding \$300,000, a funding match of 75 percent state/25 percent local will be applied. Projects with a total cost below \$300,000 will be funded as Safety projects with the standard match applied.

AIP9. Review Appraisals

Review appraisals for land related projects funded by the commission will be performed by the Wyoming Department of Transportation Right of Way Program.

AIP10. Retainage

The Aeronautics Division may retain up to 5 percent of the total grant amount until the work, as defined in the scope of the project, is substantially complete. After substantial completion, payment of the remaining grant amount may resume in accordance with the work accomplished. Up to 2.5 percent of the total grant amount may be retained until all final documents (financial, technical, and administrative) have been provided to, and approved by, the division and the project has been finished to the division's satisfaction.

AIP11. Annual and Recurrent Projects

Airport Improvement Program (AIP) grants for projects of an annual or recurrent nature will require expenditures to be completed within the October 1 through September 30 fiscal year or as specified by the project manager. Examples of these projects include ARFF training facility and supplies, and NAVAID maintenance.

AIP12. State Aviation System and Funding

The commission uses multiple resources for development of the Wyoming Aviation Capital Improvement Program (WACIP) for improvements to the State Aviation System. These sources include but are not limited to the following:

- Wyoming State Aviation System Plan (WySASP) and supporting inventories, studies, and evaluations
- Priority Rating Model for Project Evaluation (PRM) for ranking projects
- Aeronautics Division staff assessment and recommendations

The WACIP has been adopted by the commission as the programming and budgeting tool for funding Wyoming airport improvements with state funds. All projects funded with state grant funds must be included in the WACIP.

Project requests will be made to the commission in accordance with the current Aeronautics Division procedures manual. Projects will be presented to the commission through the WACIP for approval.

AIP13. Aviation Encouragement

The Wyoming Aeronautics Commission, in an effort to promote aviation throughout Wyoming and increase the public's awareness of aviation, will give airport aid up to \$5,000 for events that promote interest in community airports, encourage private flying, or aid in expanding commercial air service in the community.

The commission encourages the airport to seek local sponsorships and donations, but it will not require local matching funds for events that promote the airport or aviation and meet one or more of the following criteria:

- Promotes interest and enthusiasm for aviation
- Provides opportunity for aviation education events or programs
- Provides information about the local facility and surrounding area to the public
- Enables opportunity for the public to further explore and understand the economic and social benefits of the local facility
- Promotes aviation and airport safety to aviators and the general public
- Encourages further use and/or development of the airport
- Encourages current or new commercial air service providers to expand service levels at the airport

Expenses not approved as part of the scope of work at time of request for state aid will not be approved for reimbursement. No employee's wages or incentives given to the public for participation in activities will be considered for reimbursement. State funds shall not be used to purchase alcohol.

Application for state aid may be made prior to at any time during the WYDOT fiscal year. Grant in aid must be applied for, and approved by the Aeronautics Division, prior to any expenses being incurred. All grants issued under this policy shall be closed prior to the end of the WYDOT fiscal year in which the funds were requested unless otherwise approved by the division.

AIP14. Additional Federal Funds

To allow local governments to accept additional federal funds for projects currently approved in the WACIP, *and when timing of these funds does not allow a vote of the commission*, the commission gives authority to the administrator to accept additional federal funds into the state, upon consultation with the chairman or the vice-chairman.

AIR SERVICE DEVELOPMENT PROGRAM POLICIES

ASD1. Air Service Enhancement Program (ASEP) Project Eligibility

By statute, the commission can award grants to projects that provide “contractual assurances that specified benefits will accrue to the state through increased air traffic and enplanements.” W.S. 10-3-601 (b). Examples include: minimum revenue guarantees (MRGs), marketing or promotional funds, and expenditures required to meet federal security configurations.

ASEP funds are to be used only for state matches to MRGs. All sponsors requesting funds through the ASEP will be vetted and if of sufficient merit, scored through the Air Service Development Priority Rating Model (PRM) for consideration by the commission. The commission reserves the right to approve or deny any request for funding under the ASEP. Requests for ASEP grants may be made at any time during the fiscal year if funds are available.

ASD2. Air Service Development Project Types

- Critical service - Up to twice daily scheduled service to a hub (as defined by the FAA) for airports at risk of losing AIP entitlement funds.
- Growth service - Service beyond the established critical service levels.

ASD3. Percentage of Funding for Projects

By statute, ASEP grants require a “significant” match from local sponsor(s). The Aeronautics Division will use the following percentage matches as a guideline for ASEP grant contracts based on the project type:

- Critical service: 60% state / 40% local
- Growth service: 40% state / 60% local

The commission reserves the right to deviate from this guideline. Sponsors may request a state match exceeding the standard funding matches outlined in the preceding by submitting a written letter of need for commission consideration. The letter shall include an explanation of why the additional state funding is needed, including but not limited to, why local funds are not adequate, what solutions the sponsor has pursued to alleviate the situation, and the ramifications if the funding is not granted.

ASD4. Grant Contract Change Requests, Extensions, and Closeout

Grant contracts under the ASEP requiring substantial changes to the scope of services provided by the airline or intended accrued benefits under statute will require a commission vote for approval.

ASD5. Project/Community Eligibility for Capacity Purchase Agreement (CPA)

Participation in the CPA is at the discretion of the commission.

ASD6. Term and Contract Amounts for CPA

By statute, the commission may enter into a contract to procure air services for the CPA. The contract as executed is a 10-year agreement with options to re-approve. Each contract extension will require commission review and approval.

ASD7. Percentage of Funding for Capacity Purchase Agreement (CPA) Projects

Eligible communities under the CPA are by default critical need communities. As such, their percentage matches mirror the critical service category of the ASEP:

- Critical service: 60% state / 40% local

DRAFT



WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION



Mark Gordon
Governor

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Bruce McCormack, Chairman
(307) 777-4015

Darin J. Westby, P.E.
Director

PROJECT STATUS REPORT

ENGINEERING: Phillip Hearn

Statewide & General Engineering Projects:

2025 Crack Seal Project: Measurements for next year's project have been completed and are being evaluated by staff. Design is underway. MP

2024 Seal Coat Project: The project was awarded to Straight Stripe Painting, Inc. out of Utah. Project is underway. Anticipate substantial completion by the end of August. MP

2024 5010 Inspections: Inspections have begun and will be completed by September this year. Inspections this year will be performed in the northern and central portions of the state. GH

WACIP Equipment, Design & Construction Projects:

Afton – Construct Hangar Taxilanes: Pre-design meeting took place in November. Project design to be completed late this year (2024) with a bid opening in the spring of 2025. TD

Big Piney - Recon W Apron and Rehab S Apron: Pre-design meeting took place in November. Project design to be completed late this year (2024) with a bid opening in the spring of 2025. TD

Casper – Expand SRE Building: Design starting this year with construction in FY25. TD

Casper – Rehab RW 8/26, Lighting, PAPI, and Windsock: Construction completion mid- to end of August 2024. TD

Casper – Acquire SRE: Project will acquire a new snow blower, replacing the current equipment that broke down at the end of last winter. Project was awarded to M-B Companies in the amount of \$914,259. Expected delivery is spring of 2025. GH

Cheyenne – Acquire SRE: Project will acquire a new snow blower. Project was awarded to M-B companies,

LLC for the bid amount of \$1,053,741. Expected delivery is fall 2026. GH

Cody - Construct T-Hangars: This project is currently under construction and is approximately 95% complete. Contractor is working through punch list items. MP

Cody - Rehabilitate Commercial Apron: This project was awarded to Mountain Construction. MP

Cowley – Pilot's Lounge: Bids have been opened for this project. They were higher than anticipated, but the sponsor was able to award this project to Midway Construction and Dirt Work. MP

Cowley – RW 9/27 Geotech: A predesign meeting for this project took place on April 8. The consultant has not been able to get any geotech firms to submit prices for non destructive testing, so we may have to proceed with just cores. Geotech for an upcoming rehabilitation is scheduled for 2025. MP

Dixon – Acquire Hangars, Remove North Apron & TW: Offerings for hangar acquisition and acceptance are moving slower than anticipated. Construction may go into next year depending on negotiation of hangars. TD

Douglas – Acquire SRE: Notice to Proceed was issued on August 8, 2022, to Floyd's Truck Center of Gillette, WY. The contract amount is \$279,991. Delivery has been made and equipment is going through an acceptance period. GH

Douglas – Rehabilitate RW 11/29 and Remove Direct Access from Apron to RW: Construction to start in mid-August 2024. TD

Douglas – Develop General Aviation Hangar Area: Bids came in three fold higher than budget. Sponsor will try to re-engineer the project and use future funds to keep the project moving forward in FY25. TD

Dubois – Replace Gate: This project is following the FAA's small procurement procedures. They have two proposals and are in the process of awarding the project. MP

Gillette – Rehabilitate RW 16/34 and 3/21, Design:

The initial planning phase of this project is complete. The project will consist of panel replacement. Design is set to begin in 2024 with a goal of opening bids by February 2025. Construction is anticipated for 2025. MP

Gillette – South Side Apron Development: This project is being awarded to Powder River Construction. MP

Gillette – Acquire Dedicated Broom: Project will acquire a dedicated broom. Award was issued to M-B Companies on May 18 with a winning bid of \$791,637. Expected delivery is August 2024. GH

Gillette - Acquire ARFF Vehicle: Project is out to bid with a bid opening of July 11, 2024. Bid Tabs were not available as of the time of this update. GH

Jackson – Rehabilitate and Expand Deice Pad, TW A, and TW Bypass: Schedules I, VI, and VII are complete. Schedules II, III, and V (V is non-federal) were recently approved for award. Construction started May 1 and substantial completion was achieved July 31. MP

Jackson – Runway rehab - Vehicle Service Road: This project was initially only partially constructed with the runway project due to funding concerns. The runway project came in under budget and, after having the VSR flagged on a 139 inspection, the FAA has agreed to add it back in. Work began April 8 and is approximately 96% complete. There is still some work on the bridge deck and punch-list items. MP

Jackson – Stormwater Detention Expansion: Construction expected to start mid-August. MP

Jackson – Air Traffic Control Tower: Preconstruction meeting took place March 29 and construction began April 8. Work is approximately 75% complete. MP

Jackson – Acquire ARFF Truck: Project will acquire a class 5 / 3,000 gallon ARFF vehicle. Award was made to Rosenbauer with a total bid of \$928,515. Truck has been delivered and is in the acceptance phase. GH

Kemmerer – Rehabilitate RW 16/34 Lighting, Windcones & Install Apron Lighting: Design work has started with the anticipation of final design at end of year. Construction to start spring 2025. TD

Lander – Acquire SRE: Project will acquire a loader and bucket. Bid was awarded to Honnen Equipment Co.

in the amount of \$321,468.05. Loader and its attachments have been delivered. Waiting on the plow. GH

Laramie – TW C Replace Signs and Lights: Construction is complete and final reports are pending. TD

Laramie – Replace Runway and Taxiway edge lights, Replace Airfield NAVAIDS: Construction started early June 2024 with anticipation of mid-July completion. TD

Laramie – Acquire ARFF Vehicle: Project was awarded to Oshkosh Airport Products for the bid amount of \$894,280. Expected delivery is fall 2024. GH

Lusk – Acquire Plow Truck: Bid was awarded to Jack's Truck Center of Gillette, WY for a total bid amount of \$324,223. Expected delivery is September 2024. GH

Newcastle – Construct Hangar: Bids have been opened and negotiations are complete. This project is intended to be awarded to Powder River Construction. MP

Pinedale – Rehab South GA Apron: Bids open and are too high. The FAA has encourage sponsor to schedule project for rebid in August 2024 TD

Pinedale – Acquire SRE: Project will acquire a loader and attachments to include a bucket and plow. Project was awarded to Tri-State Truck and Equipment with a bid of \$383,804. Loader has been delivered and accepted by the sponsor. Project is in the training and closing phase. GH

Rawlins – Construct GA Terminal Building: Construction complete and pending final closeout documentation. TD

Riverton – Acquire Loader and Snow Blower: Project was awarded to Honnen Equipment Company for the bid amount of \$865,858. Expected delivery is fall 2024. GH

Riverton – Rehabilitate TW A, D, and C1: Construction is substantially complete pending final markings in spring 2024. TD

Rock Springs – Rehabilitate RW 3/21 and TW Lighting: Project was awarded to Electrical Connections, Inc., with construction to start in spring 2024. TD

Rock Springs – Rehabilitate and Expand Commercial Terminal: A new CMAR has been selected and began



PROJECT STATUS REPORT

work on the terminal. The new anticipated substantial completion date is fall 2025. MP

Rock Springs – Acquire SRE: Project will acquire a front mounted broom. This project utilized a RFP process. The selected manufacturer was M-B companies with a proposed cost of \$735,335. Expected delivery is June 2025. GH

Sheridan – Acquire SRE: Award was made June 21, 2022 in the amount of \$305,893 to Jack's Truck Center of Gillette, WY. Expected delivery is fall 2023. Most SRE that were bid with the addition of Henke Plows are being delayed due to the manufacturer's relocation. Delivery has been made and equipment is going through an acceptance period. GH

Torrington- Construct PAPI, REILs, Beacon, and Electrical Vault: Bid was awarded to WJR Inc. Construction to commence late August 2024. TD

Thermopolis – Construct County Hangar: This project is in design. The mechanical/electrical/plumbing team hired through the architect dropped out, which put them behind schedule. MP

Wheatland – Reconstruct GA Apron, Design Only: Design is anticipated to be complete in fall 2024. TD

Worland – Rehabilitate TW A: This project opened bids June 10. Schedule 1 was awarded to Century Companies to make use of the federal State Apportionment funding tied to the project. MP

PLANNING: A.J. Schutzman

Airport Planning, Land & Environmental Projects:

Cheyenne - Master Plan: Consultant selection is complete, scope of work has been approved, an IFE is underway. Awaiting issuance of Federal and State grants. AS

Cowley – Master Plan: Project is underway and the forecast chapter has been approved by WYDOT and the FAA. Project is at 75% completion. AS

Evanston – Master Plan: Project is underway and the forecast chapter has been reviewed and approved by WYDOT and the FAA. Project is approximately 54% complete. AS

Greybull – Master Plan: Project is underway and the forecast chapter has been reviewed and approved by WYDOT and the FAA. Project is at 64% completion. AS

Jackson – Energy Efficiency Assessment: Federal and State grants have been issued. AS

Laramie – Master Plan: Project is 45% complete. Inventory and Forecast have been reviewed and approved. WYDOT attended a public open house February 29. ST

Pinedale – Master Plan: WYDOT has reviewed the draft ALP and submitted comments. Awaiting FAA review. The project is 91% complete. AS

Powell – Master Plan: Consultant selection is complete and grants were issued. ST

Riverton – Master Plan: Draft Inventory and Forecast chapters have been submitted for review. Project is at 42% completion. AS

Rock Springs – Master Plan: Draft Inventory, Forecast, Facility Requirements, and Alternatives chapters have been reviewed by WYDOT. The forecast has been approved by WYDOT and the FAA. The project is 85% complete. AS

Saratoga – Master Plan: Consultant selection is complete and scope of work was approved. Awaiting issuance of state and federal grants. AS

Upton – Master Plan: FAA Closeout Report sent 3/19. The project is 99% complete. ST

Wheatland – Acquire Hangar Land AWA006A: Project is nearing completion at 99%. Currently awaiting closeout report. AS

Wheatland – Acquire Hangar Land AWA006B: Grant was issued and work has begun on the next phase of hangar land acquisition. Project is at 11% completion. AS

AIR SERVICE: Mariah Johnson

Air Service Enhancement Program (ASEP):

Cheyenne – ASCYS07: Once to twice daily flights to Denver Intl Airport on United Express operated by SkyWest. June had a load factor of 83%, while July had a load factor of 77%. The booked load factor for August is 64%.

Original Scope: Once to twice-daily service to Denver Intl. Airport on United Express operated by SkyWest

Term: July 1, 2024 through June 30, 2025

State Match: \$1,350,000 / 60%

Capacity Purchase Agreement (CPA):

July began the third year of the second three-year term of the CPA contract with SkyWest. Block hour rates for this year increased on average 21% from the previous year. As of June 1st, all markets are back to two daily trips.

Northeast Wyoming Regional Airport-Gillette (GCC): Load factors continue to be strong, with June at 87% and July at 82%. The booked load factor for August is currently at 60%. Two additional flights have been added to the schedule for August to provide additional capacity during Camporee.

Original Scope: Additional third 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 2022. Two additional weekly frequencies were added back to the schedule beginning November 1, 2023.

Term 1: July 1, 2022 - June 30, 2023

Grant: \$2,660,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$2,760,000 / 60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$2,880,000 / 60%

Southwest Wyoming Regional Airport-Rock Springs (RKS): June was at 56% and July was at 63%. The booked load factor for August is at 40.5%. SkyWest's crew-driven flight reductions starting in February 2022 had limited the market to one daily trip; however, a second daily flight has been added to the schedule beginning June 1, 2024, bringing the total weekly flights to 14. .

Original Scope: Two daily roundtrips, 3rd 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 one daily and added a second flight in May to two days each week.

Term 1: July 1, 2022 - June 30, 2023

State Match: \$3,834,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$3,973,000 / 60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$4,134,000 / 60%

Riverton Regional Airport (RIW): Riverton saw a 71% load factor in June and 70.5% in July. The booked load factor for August is at 51%. In mid-February 2022, the market dropped to one daily flight because of SkyWest crew constraints; however, beginning June 1, 2024 an additional flight was added to each day, bringing the total number of weekly flights to 14.

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 one daily as of February 11, 2022.

Term 1: July 1, 2022 - June 30, 2023

Grant/State Match: \$3,670,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$3,820,000 / 60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$3,992,000 / 60%

Sheridan County Airport (SHR): Sheridan saw an 85% load factor in June and an 86% load factor in July. The booked load factor for August is at 71%. In early January 2022, the schedule was reduced to 12 flights per week; however, beginning November 1, 2023 two additional



Mark Gordon
Governor

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

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Bruce McCormack, Chairman
(307) 777-4015



Darin J. Westby, P.E.
Director

PROJECT STATUS REPORT

flights each week were added to the schedule, bringing the total weekly flights to 14.

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 14 weekly flights.

Term 1: July 1, 2022 - June 30, 2023

State Match: \$2,739,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$2,850,000/60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$2,983,000 / 60%



WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Bruce McCormack, Chairman
(307) 777-4015



CALENDAR OF EVENTS

| August 2024 | | | | | | |
|-------------|----|----|----|----|----|----|
| Su | M | Tu | W | Th | F | Sa |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| August | | |
|--------|--|-----------------|
| Date: | Event: | Location: |
| 10 | Airport Appreciation Day | Dubois |
| 14-15 | Transportation Commission Business Meeting & Education Session | Cheyenne |
| 16 | Aeronautics Commission Business Meeting | Cheyenne |
| 14-18 | Aviation Festival | Cheyenne |
| 17 | Wings & Wheels Event | Powell |
| 23-24 | Spaceport Days Fly-In | Green River |
| 24 | Fly-In & Open House | Wheatland |
| 24 | Open House | Sheridan |
| 24 | Open House & Air Show | Evanston |
| 24 | Wings & Wheels | Lander |
| 24 | Wings & Wheels | Riverton |

| September 2024 | | | | | | |
|----------------|----|----|----|----|----|----|
| Su | M | Tu | W | Th | F | Sa |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

| September | | |
|-----------|--|-----------------|
| Date: | Event: | Location: |
| 3-5 | Airline Rendezvous & Special Meeting | Jackson |
| 7 | Open House & Fly-In | Pine Bluffs |
| 14 | Kemmerer Municipal Fly-In & Car Show | Kemmerer |
| 14 | Fly-in | Thermopolis |
| 18-20 | Wyoming Airports Coalition Conference | Saratoga |
| 18-19 | Transportation Commission Business Meeting & Education Session | Cheyenne |
| 21 | Wings & Wheels Event | Gillette |

| October 2024 | | | | | | |
|--------------|----|----|----|----|----|----|
| Su | M | Tu | W | Th | F | Sa |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

| October | | |
|---------|--|-------------|
| Date: | Event: | Location: |
| 17 | Transportation Commission Business Meeting | Cheyenne |
| 22 | Aeronautics Commission Business Meeting | Zoom |

Continued



| November 2024 | | | | | | |
|---------------|----|----|----|----|----|----|
| Su | M | Tu | W | Th | F | Sa |
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| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | | | | | | |

| December 2024 | | | | | | |
|---------------|----|----|----|----|----|----|
| Su | M | Tu | W | Th | F | Sa |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |
| | | | | | | |

| November | | |
|--------------|--|------------------|
| <i>Date:</i> | <i>Event:</i> | <i>Location:</i> |
| 19 | Aeronautics Commission Business Meeting | Zoom |
| 20-21 | Transportation Commission Business Meeting & Education Session | Cheyenne |
| 30 | Santa Fly-In | Cody |

| December | | |
|--------------|--|------------------|
| <i>Date:</i> | <i>Event:</i> | <i>Location:</i> |
| 9-11 | Aeronautics Commission Business Meeting & Education Session | Cheyenne |
| 18-19 | Transportation Commission Business Meeting & Education Session | Zoom |

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

Business Meeting Packet



Thank you for attending!